

Comments on the draft Australian Standards and Guidelines for the Welfare of Animals – Land Transport of Livestock.

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In general we support the draft Australian Standards and Guidelines for the Welfare of Animals – Land Transport of Livestock and believe they go a long way towards protecting the welfare of livestock during transport.

Suggestions are:

- An area of concern is mid journey temporary destinations, such as saleyards, spelling facilities and staging points, where the management of the livestock changes. I suggest that the general standards should state “ Where livestock arrive at a saleyard, spelling facility or staging point they must be provided reasonable access to feed and water unless the final journey details are known and can be reasonably be accomplished within the maximum water deprivation times”.
- Replace references in the document to *ventilation* with *airflow*
- GA1.4 (iii) dot point 3 should read “Weather conditions at railway stop locations during shunting, inspections or delays due to high priority freight”
- GA2.1 (vii) Should be better worded to reflect a competency in identify signs that indicate the animals suitability for transport.
- SA5.6 (iv) remove belts as they do not fit the general intent of the section.
- SA5.11 Add except poultry and rail. Add a new standard for rail where a the owner/owners agent is responsible for loading
- SB1.2(i) clarify if “at all times” means “ad lib”
- SB2.3 Why are we allowing the transporting buffalos at this stage of pregnancy?
- SB3.4 Insert *only* be transported
- GB6.4 Who is responsible for collecting and retaining these records?

- SB7 add “Goats in the last 2 weeks of pregnancy can on be transported under veterinary advice”
- GB7.4 replace *wet* with *lactating*.
- GB9.1(i) typo *can* should read *cannot*.

**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.¹

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.

¹ <http://www.daff.gov.au>

- *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.

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 – no mention of Government Research Stations. 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*², 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.

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

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).

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.

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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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
- iv) the receiver after unloading.

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

- i) the date and time that the livestock last had access to water (how long they have access for?)
- 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.

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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.

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 (Driver must receive this communication preferably in written form)
 - 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.

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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 (This could be a WH&S problem for drivers working in yards)
 - 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 takes place.

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- 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 (What does nature of the journey mean?)
- ⚡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 (This could be a bit confrontational to property owners/managers)
- ⚡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 after-hours arrangements for receiving livestock. (What is the driver to do if he arrives out of hours – wait and leave the cattle on the truck for another 12 hours?)

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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. (Does this apply to Queensland Rail (QR))?

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. (How can this be done if no one is in attendance?) 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

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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. (Both Road Transport(RT) and QR should have this process in their operation manuals)

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~~ is 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 (Is this an inspection stop or a spelling stop?)
 - 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) (QR only delivers to trucking yards or unloading centres) 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.

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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~~ have been 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 scheduled or rescheduled. ~~planned~~ time

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 ([How will they do this – are they going to allow a set arbitrary time or what?](#))
 - 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 [have authority to](#) 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.

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. Please clarify what you mean by “provided at the times specified”?

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). (tyre changes are done as soon as they are detected. These and the other maintenance carried out does add on to the drivers work time which affects the availability of actual driving hours and fatigue management)

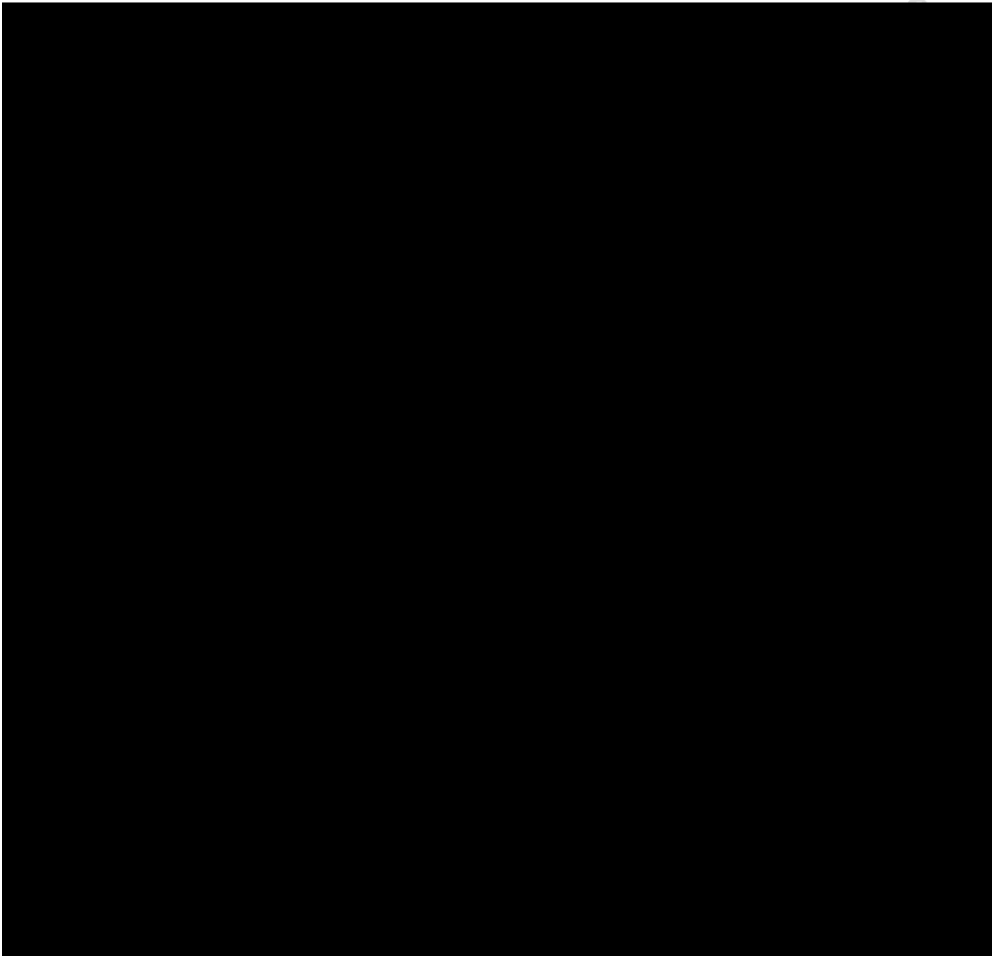
GA1 .19 A maintenance logbook or record of servicing should be kept for the vehicle. This is not a direct welfare issue and it should be deleted.

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.

Guidelines

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

- i) understanding responsibilities for livestock welfare
- ii) 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
- iii) contingency procedures and the ability to carry out the activities required to maintain the welfare of livestock during delay, breakdown or other emergencies
- iv) 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. Transporters can only attempt to obtain water and feed information. They cannot get it forceably.
- v) livestock handling and, where necessary, using handling aids and other equipment appropriately
- vi) 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 (It should be recognized that livestock transport drivers are not veterinarians)
- 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 (Are QA & LPA and driver training (when it becomes available) examples of this?)
- 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:

- i) be appropriate to contain the species
- ii) have effective ~~ventilation~~ airflow – Thoroughbred horse floats are the only livestock trucks I am aware of that have fanforced ventilation or airconditioning supplied for the animals.
- iii) have flooring that minimises the risk of injury or of livestock slipping or falling
- iv) be free from internal protrusions and other objects that could cause injury
- v) have sufficient vertical clearance for livestock to minimise the risk of injury.

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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. Why is clean necessary when crates are dry between and during transport tasks?
- 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
- 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.

- GA3.8 The floor of multideck vehicles, excluding poultry vehicles, should be constructed and maintained in a way that prevents the soiling of livestock on lower decks.
- GA3.9 Appropriate bedding should be provided for certain classes of livestock. (Please specify types of bedding. Bedding becomes an additional work task and environmental problem.)
- 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. (This section needs more clarification)
- 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 floor and the floor of the vehicle through which an animal or part of an animal might protrude. (Is there a better word than 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. (See Section???)
- 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.

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:

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

SA4.2 Any livestock judged as not fit for the intended journey must only be transported under veterinary advice. [\(If they are not fit to travel how will veterinarian advice change their situation from not fit to fit\)](#)

SA4.3 The consignor must only supply livestock that are assessed as fit for the intended journey.

SA4.4 Where livestock are assessed to be not fit for the intended journey before

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.

- 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. ([Drivers should exchange documentation on how animals are travelling, problems with specific animals etc. at any driver changeover](#))
- 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 [from the supplied container](#) 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. ([How do you familiarise animals with a feed they have never seen, never likely to see again on a rest stop of 24 hours or less. It is more important that the feed is palatable](#))

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.

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.

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.
- SA5.2 Time off water must be managed to minimise risk to the welfare of the livestock according to:
- i) the increased risk to livestock welfare of longer journeys up to the permitted maximum time off water
 - ii) assessed fitness of the livestock for the remainder of the intended journey
 - iii) predicted climatic conditions, especially heat or cold
 - iv) class of livestock, especially if weak, pregnant, recently having given birth, lactating or immature
 - v) nature of the intended journey.
- SA5.3 Loading density must be assessed for each pen or division in the livestock crate or each container, based on average liveweight of the intended livestock loading, and must be managed to minimise risk to the welfare of the livestock.
- Determination of loading density must consider all of the following factors:
- i) species
 - ii) class
 - iii) size and body condition
 - iv) wool or hair length
 - v) horn status
 - vi) climatic conditions
 - vii) nature of the intended journey.
- 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.
- 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

ii) level of fitness

iii) level of aggression

iv) nature of the intended journey.

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

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

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

iii) livestock must not be thrown or dropped

iv) livestock must not be punched, kicked or struck by hard or sharp instruments including lengths of metal piping, sticks or belts. (A belt is not a hard or sharp instrument. The way in which instruments are used is the most important issue.)

SA5.7 Electric prodders must not be used :

i) on genital, anal or facial areas

ii) on livestock under three months old

iii) on livestock that are clearly unable to move away

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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. (What about bonded dogs in sheep and goat transport. Why only refer to these species. It would be better to include all species)

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. Whilst this can be achieved by most transporters there need to be an onus on property owners to supply and maintain infrastructure that makes it possible to meet the requirement of SA 5.9.

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.

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

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

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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.

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. (This could become a WH&S issue)

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.

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

- i) assessed, in the standing position if possible,
- ii) removed for treatment
- iii) humanely destroyed at the accident site [if required or appropriate](#).

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 [\(If they are weak or injured, should they not be classified as not fit to travel NFT?\)](#) 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. [\(What is wrong with using the tail of cattle in this manner?\)](#)

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 [but not limited to](#) 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 [excessively?](#) 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.

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) the only rational for lengthening the distance is to provide improved travelling conditions – this does happen, 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. (It has been suggested to QR that this should be in their Livestock Operation Manual)
- GA5.24 Ventilation should be appropriate at all times, including when the vehicle is stopped- (This only applies to vehicles with fanforced ventilation. Is that what you are getting at?)

Weather conditions

- GA5.25 Weather conditions should be taken into consideration when transporting livestock if there is a risk of heat or cold stress whilst still on the vehicle.
- 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 airflow of the transport unit; the speed of travel this can only be legal; the number, location and conditions of planned stops; loading density;

and the condition of the livestock being carried. When do extremes of heat and humidity become a problem when the vehicle is in motion?

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 [event](#) 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 [whole](#) 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 [at predetermined inspection stops](#).

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 ([What does this mean?](#)).

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. [In Queensland most saleyard stopovers are 12 to 24 hours or longer. All larger saleyards have water in every pen.](#)

- GA5.37 Where livestock have been transported for extended periods, or are special classes of livestock, longer spell periods should be provided. (This should be worked out in consultation between the transport contractor and the owner.)
- 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. (Why not?) 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 or receival agent (excluding rail) 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. (No mention of checking pen gates to ensure they are secure and that animals cannot escape)
- 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.

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. [\(What about careful removal and then giving them time to recover?\)](#) Alternatively, facilities, equipment and sufficient personnel should be available for the humane unloading of these livestock and their humane

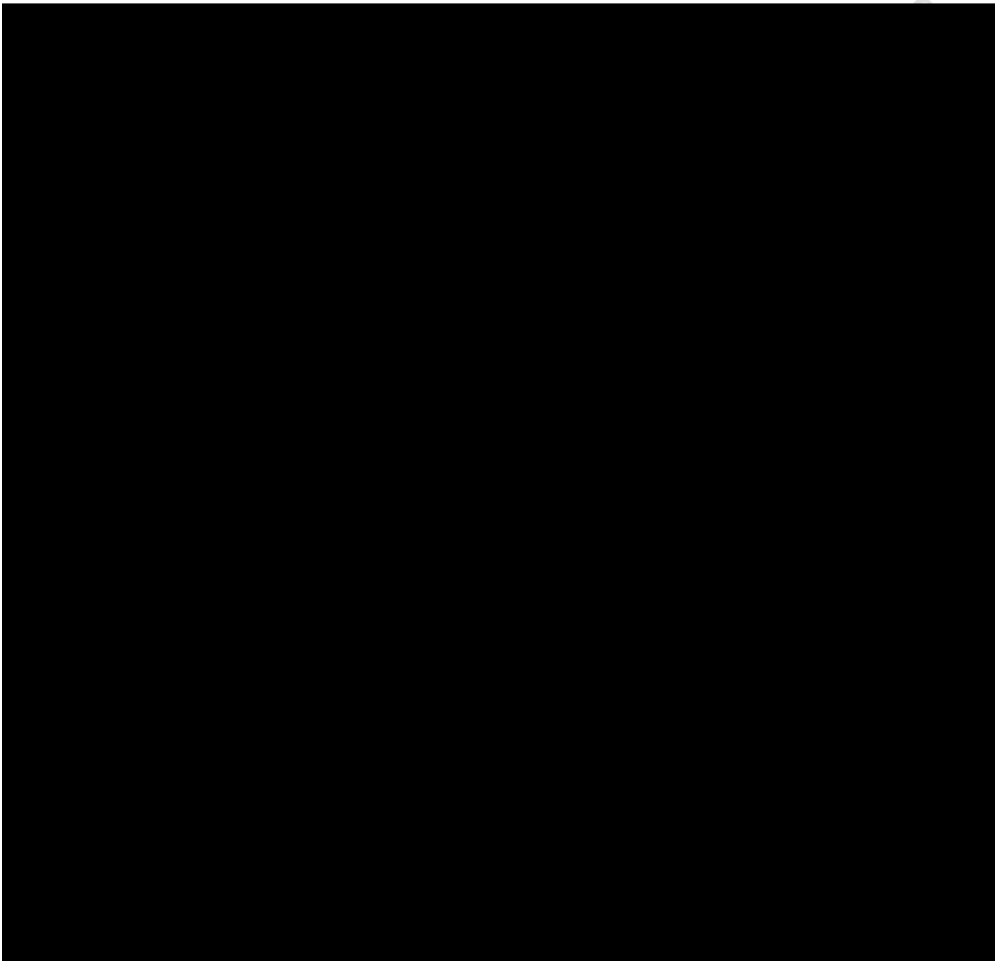
GA5.49 Following the journey, feedback on livestock welfare should be provided by the driver to the consignor of the livestock.

6 Humane destruction

Objective

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

Standards



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. [\(Provided they can be easily removed from the race or crush following euthanasia\)](#)

- 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

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.

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. [\(Can animals euthanased in this manner be used for human consumption or pet food?\)](#)

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.

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.

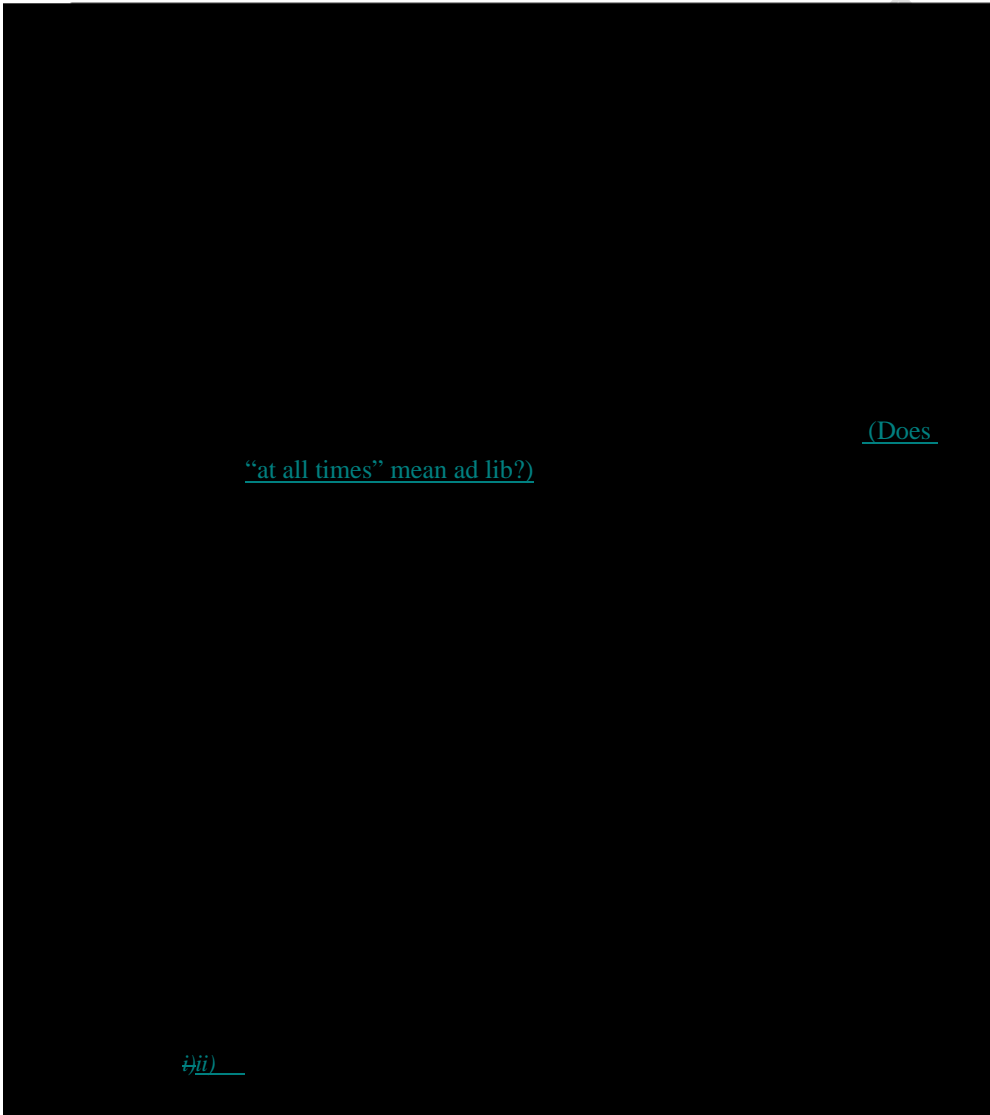
**Part B Species standards and guidelines
for the transport of livestock**

PUBLIC CONSULTATION DRAFT

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.



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Note

Usually, alpacas 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 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 ([necessary for what?](#)).

Guidelines

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

Fitness

GB 1.1 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~~ii) [adverse weather conditions are not prevailing or predicted](#)

~~iii~~iii) [additional spell times during the journey](#)

~~iv~~iv) [a longer spell time at the end of the journey](#)

v) the recent management of the alpaca before first loading.

GB 1.2 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. ([What about considerations for the whole consignment?](#))

GB 1.3 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.

GB 1.4 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. ([Do conditions implied in this section reflect what happens in normal paddock situations?](#))

Food and water

GB 1.5 Spells should be avoided due to the risks associated with unloading and reloading.

GB 1.6 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.

GB 1.7 Alpacas destined for transport longer than 24 hours should be fed and watered during the journey ([how often during the journey?](#)) and as soon as possible after unloading.

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- GB 1.8 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.
- GB 1.9 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

- GB 1.10 The following space allowances (based on the standing position) should be provided:

Mean liveweight (kg)	Minimum floor area (m ² /head) ^a
20	0.4
30	0.5
40	0.6
50	0.7
60	0.8
80	1.0

^a The estimated area for an alpaca to cush (sit with their legs folded underneath them) is approximately 0.55 m² 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. [\(It seems strange to me that they are allowed more room to stand than when lying down resting\)](#)

- GB 1.11 Alpacas should have enough space to be able to cush during transport.
- GB 1.12 For longer journeys, space to access feed and water should be provided, as well as bedding (straw or other suitable material) for comfort.
- GB 1.13 Alpacas should be segregated on the vehicle, with lactating alpacas with cria and young alpacas penned separately from adults. Where necessary [\(when is this?\)](#), 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

- GB 1.14 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.
- GB 1.15 Where possible, vehicles should also have covered roof and sides for protection during transport, or be able to be covered as needed. [\(Protection from what?\)](#)
- GB 1.16 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. [\(Do you really think this is a problem in Australia?\)](#)

GB 1.17 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

GB 1.18 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.

GB 1.19 Handling alpacas in small groups, particularly young or pregnant alpacas, will minimise injury and stress.

Humane destruction

GB 1.20 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.

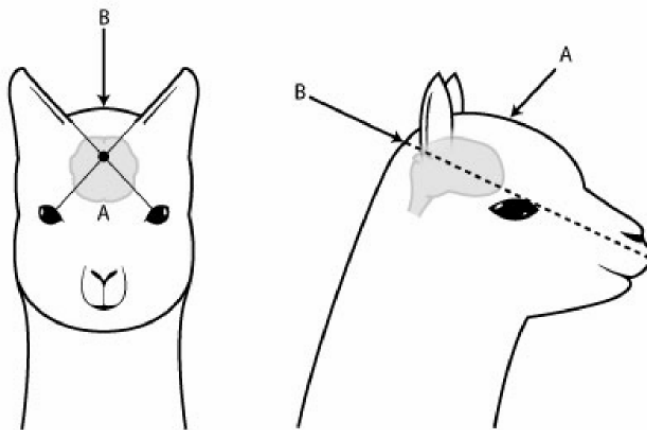


Figure B1.1 Humane destruction of Alpacas.

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.

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.

(The reference to “excluding the last four weeks” appears in this section under a number of species. Whilst it is given more detail further down in some instances, this is confusing and would be better deleted)

(Why transport them at all at this stage of pregnancy?)

→ii)

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Fitness

- GB2. 1 Additional considerations for buffalo welfare should be made for long-distance 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.

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.

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- 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: (Why transport buffalo in this stage of pregnancy AT ALL?)
- 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.

Loading density

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

Mean liveweight (kg)	Minimum floor area (m ² /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

- 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.

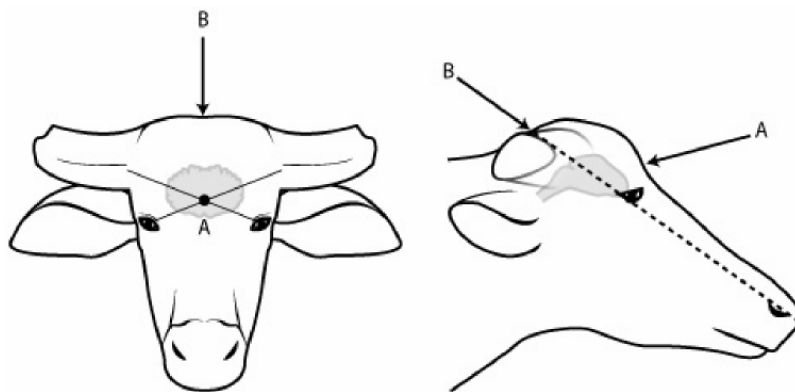


Figure B2.1 Humane destruction of buffalo

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.

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.

8

Note

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

2448

Delete

not practical

It is not in the interest of the camel's welfare to unload and spell during a journey as it is during unloading and reloading where injuries are more likely to occur.

if

it is essential for their survival and then they must be given additional floorspace and preferably travel in small groups, under veterinary advice unless the journey is less than 4 hours

These measurements are insufficient. It should read something like "camels must only be carried in crates that are at least 25% higher than the camel measured from where the hump joins the body.

This would be better if it stated "Electric prodders must only be used on camels that are calm and have had a

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

SB3.8 Approved methods of humane destruction for camels over 6 months old are firearm captive bolt or lethal injection.

Approved methods of humane destruction for camels less than 6 months old are firearm, captive bolt, lethal injection or blunt trauma. Blunt trauma must only be used when there is no other approved option for humane destruction

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

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~~ health to decline during transport and ~~should subsequently~~ 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. (Camel faeces can become very liquid during loading and therefore this condition is not necessarily a conclusive sign of illhealth.)

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. This needs checking. My understanding is that the statement was incorrect and that camels do not suffer from engorgement and it has no ill effect on their health or wellbeing.

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) ^a
Less than 250	30–32
250–300	28
300–350	26
350–400	24
400–500	20
500–600	18

600–700	16
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a Based on standing room only. ~~Camels need additional space to sit down on long journeys. Camels should have enough room to sit comfortably at all times.~~

Vehicles and facilities

- GB3.7 Yards should have race walls with a height of ~~1.8 m~~ at least 2.0 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 (100mm is insufficient). 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. When standing on transport the camel's head will be much higher than hump height.
- GB3.10 Large camels should be transported in single-deck vehicles or a crate with a vertical clearance of ~~2.2.7~~ 2.7 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.~~
- All 12.2 m single deck trailers must have at least one partition.
 - Heavy steel mesh on deck floors is not recommended as it will injure their feet. A light mesh covered with straw or hay is preferred. Steel floors can become slippery if bedding is not supplied.
 - Camels should be checked twice in the first half hour of transport to ensure they do not become tangled and are still standing. As the journey progresses they will begin to sit.
 - When loading the crossmembers of the race need to be above the hump height. Races need to be 2.7m high for mature bush camels.
 - Camels load best up ramps with earthen (solid) floors. The incline should be as low as possible, preferably 10-20 degrees. Hollow sounding ramps make camels disinclined to load.
 - Camels are best endloaded into a truck. Side loading of camels can also be difficult as they do not perceive there is enough room to enter or move in the crate.
 - Camels should not be double deck.

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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. ~~Delete not relevant.~~ Camels are best not tied on trucks at all. Unbroken camels should not be tied up. Camels travel best if they are not tied. If they are to be tied they should be tied high up in short using the rope attached to a halter.
- GB3.13 Camels may be temporarily tied in sternal recumbency to prevent injury. Camels ~~should not~~ may 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 by a nonslip knot.~~
- GB3.14 Electric prodders should only be used on camels ~~as an absolute last resort~~

that are quiet and have had time to see where they are going.

- Bulls in season must not be transported in the vicinity of camel cows and calves
- Camels should be transported according to size groupings
- Unloading and reloading of bush camels can be difficult and should be avoided. Where possible camels should be transported to their destination without spelling.

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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.

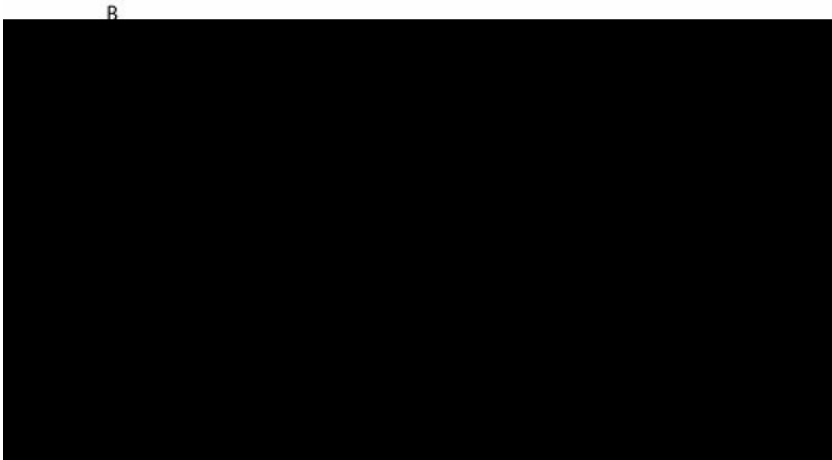


Figure B3.1 Humane destruction of camels

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

PUBLIC CONSULTATION

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.

with food and water not sufficient?) (Why 36 hours? Why is a 24 hours spell

Buffalo)

(see B2

stage of pregnancy?) (Why transport at all at this

(bedding of any type can
be a disease risk, WH&S problem and an environmental problem) Bedding is a
health and disease risk for calves. A clean truck with room to lie down is a more
important requirement as calves are not normally on a vehicle for extended time
periods.

. Enclosed crates will offer sufficient protection
from windchill and good airflow will significantly reduce the effects of high
temperature.

. Calves this old (bobby calves) probably
have wet navels and should not be transported at all.

SB4.5 Calves between 5 and 30 days old travelling without mothers (does
this include calves travelling on the same consignment as their mothers but
penned in a separate area?) must:

- i) be protected from cold and heat. Same comment as for SB4.4 iv
- 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. This could fall back on the transporter who may have to fill in the details from sketchy information provided by the owner, a family member or an agent

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

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.

SB4.8 Approved methods of humane destruction for:

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

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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 [\(How does 36 hours fit with 48 hours off water to complete a journey?\)](#)
- 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.

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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 [\(why put kilometers in at all as it is irrelevant? Time is the only factor that should be considered\)](#)— 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. [The total time of 12 hours WDT to finish a journey would result in a better outcome.](#)

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. (This whole section is irrelevant and should be deleted)

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:
[\(Why transport cattle at this stage of pregnancy at all?\)](#)

- 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 ² /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.

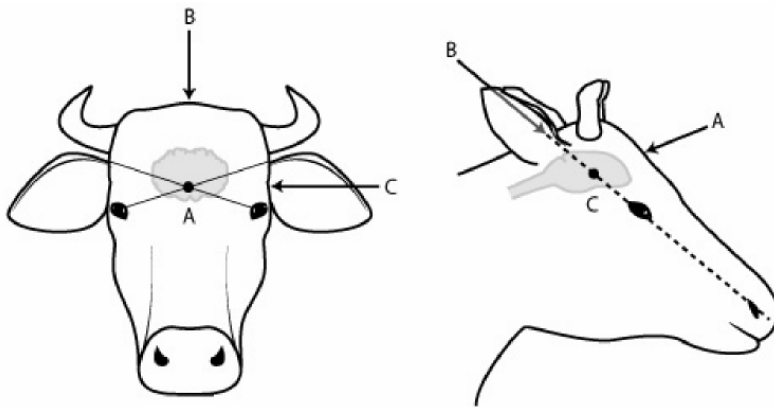
- GB4.13 During cold weather, additional actions should be taken to protect calves from cold stress and windchill during transport.
- GB4.14 Ramps for adult cattle and calves should be designed so that animal welfare is not compromised. Ramp slopes for adult cattle should be 20 degrees and for calves should be 12 degrees. (Why do calves need a lesser incline than other cattle? From a very early age(day old) they can follow their mothers almost anywhere).

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. 12 hours will result in a better outcome and is more achievable from a practical point of view.
- 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. (It should be stipulated that any horn that is cut should be cut flat and not on an angle. All cattle should be dehorned, not only bulls. Why stop at tipping, why not remove the horn altogether?)

Humane destruction

- GB4.19 The preferred option for humane destruction is a firearm in the frontal position.



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 at least the power of a standard 0.22-long rifle cartridge.

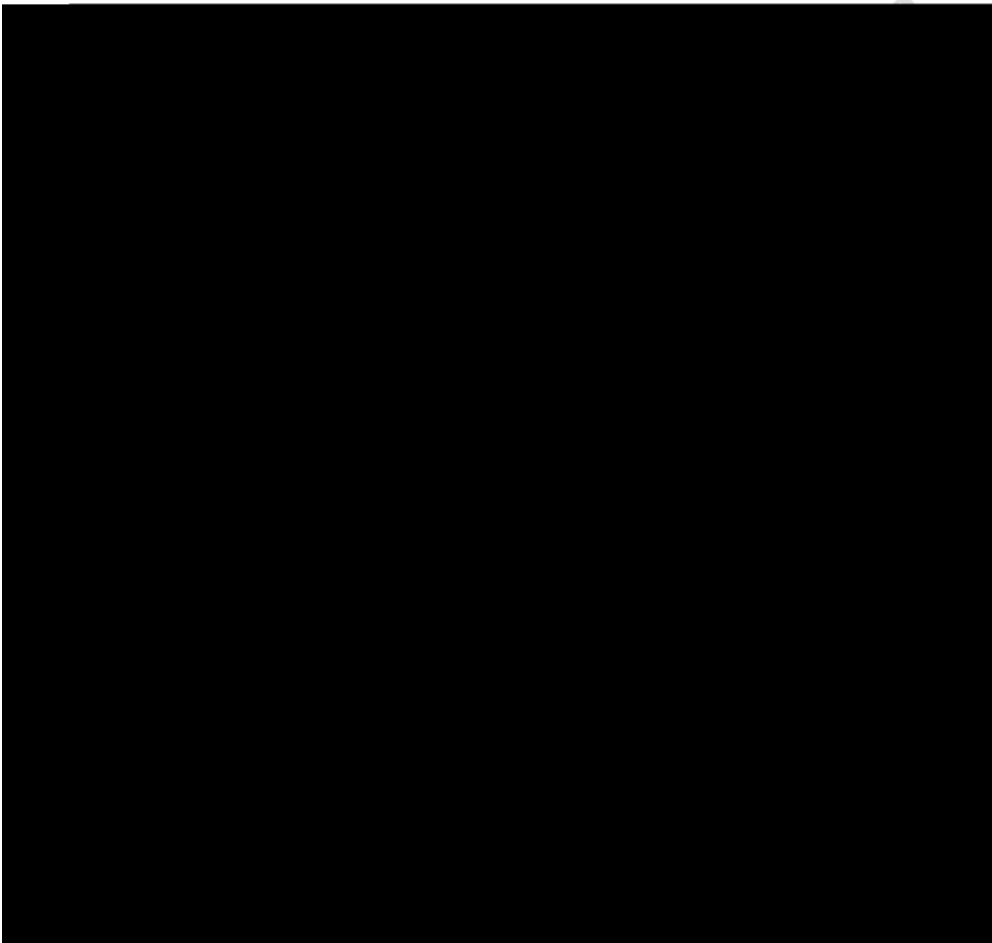
Figure B4.1 Humane destruction of cattle

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 indicates 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:

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

SB5.2 If deer over 6 months old have been off water for 48 hours, they must be spelled for 36 hours before starting ~~another~~ the journey. (This could be a real problem unless there are specialized deer handling facilities available where the spell is to take place.)

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

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

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.

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

SB5.5 Approved methods of humane destruction for:

i) *deer* are firearms, captive bolt, or lethal injection.

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.

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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. [\(What do you mean by “taken as necessary”? Does this mean as required?\)](#)

Guidelines

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

Fitness

GB 5.1 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.

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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.

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

GB 5.10 The following space allowances should be provided:

Deer weight range	Floor area per animal (m ²)
50 kg	0.25
75 kg	0.35
100 kg	0.4
150 kg	0.72
200 kg	0.96

- GB5.1 1 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 3 0°C.

Handling

- GB 5.15 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. [\(This cannot be achieved\)](#)
- 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 [a 0.22 magnum cartridge](#) for sambar deer. For fawns, a firearm should deliver at least the power of a standard 0.22-long rifle cartridge.

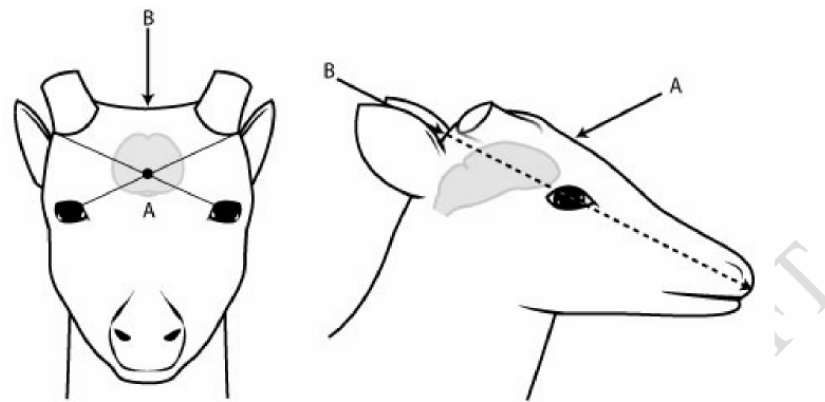


Figure B5.1 Humane destruction of deer

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.

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.

(Does this apply when birds are held in a paddock with green feed (grass) available or pellets available. Has this any relationship with how long it takes the birds to eliminate gut content and be able to travel safely without becoming soiled on the transport vehicle?)

v) ↘ ———

↘vi) birds in containers or crates should be placed to ensure maximum airflow

Note

Generally, ratites are watered on transport vehicles. (Watering of these birds on the transport vehicle is a virtual impossibility. It may be possible in some instances with ostriches.) 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

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be taken as necessary. [\(Define as necessary\)](#)

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.
- GB 6.3 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 ~~kept collected~~ and maintained. (By whom?)

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.
- GB 6.7 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. (Any ventilation should initially be at floor level as this will encourage birds to sit. To some degree 6.7 also relates to 6.6.)
- 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. (This is confusing on one hand you want the birds to stand upright to avoid being clawed but you also want them to sit without being clawed. Some clarification here is necessary)
- 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.

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

Emus (age in months)	Minimum space per bird (m ²) ^a
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

(Perhaps you should consider space per bird when they are in a single crate or container. In this case space per bird would probably be reduced.)

(There is no mention of individual containers or crates or transport of sitting birds.)

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.
- GB 6.21 Suitable covers that allow sufficient natural ventilation should be used to protect birds in containers from wind and rain, and from excessively cold conditions.
- GB 6.22 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.
- GB 6.23 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. (There is no mention of managing transport to load and unload in cool 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. (There is no mention about airflow between or around individual crates or containers.)
- 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.

Extremes of temperature (heat and cold) affect the ostrich much more than the emu. This point need highlighting.

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. (It is extremely important to mention that emus should not be hooded as they have a tendency to run and injure themselves on obstacles they cannot see).

Note

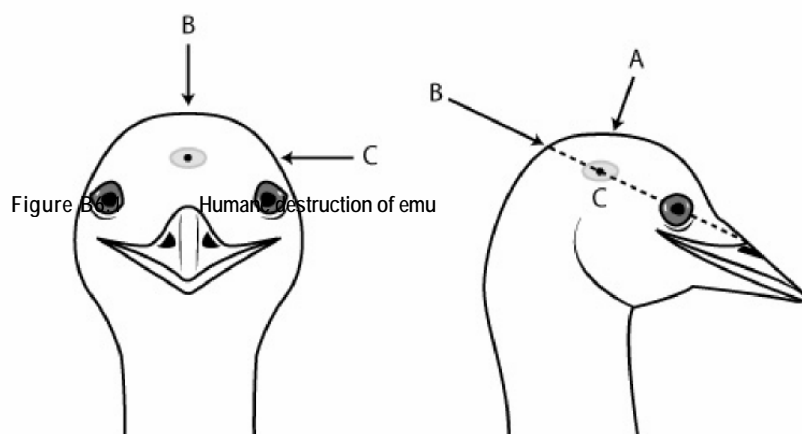
Effort should be made to reduce stress while ratites are being loaded, transported or unloaded. Ratites can be frightened easily. If allowed to panic and run at high speeds, they can be injured by colliding with fences, vehicles and other items. Farmed ratites (no mention here of captive bred. Does this not apply to them? Some people do have permits to keep wild emus.) 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).



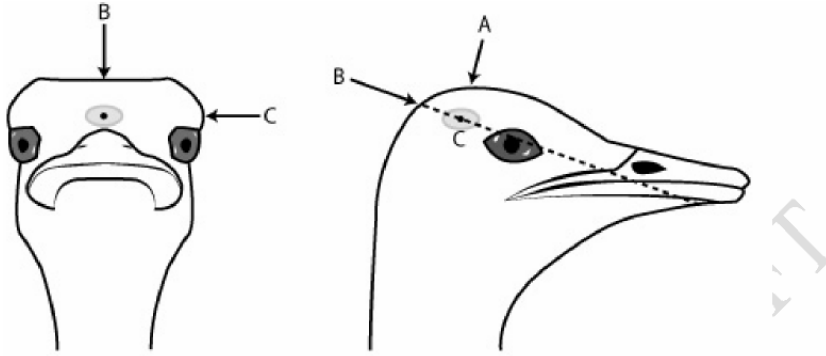


Figure B6.2 Humane destruction of ostrich

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:

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

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. ([Why 36 – why not 24 hours. Refer Cattle SB4.2](#))

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

If goats known to be more than 14 weeks pregnant excluding the last 2 weeks ([why transport these goats AT ALL](#)), 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

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.

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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 ([How does this fit with 48 hours to complete the journey?](#))
- 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.

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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 (Is this lactating wet or water 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 given access to feed and water and hay so that they become accustomed to lot-feeding before transport to a feedlot or depot. (This seems impractical and is unlikely to happen).

GB7.9 Goats known to be 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.

- 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 ² /head)
20	0.15
30	0.17
40	0.22
50	0.25
60	0.28

Note: There is no mention of allowing additional space for goats with horns.

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. (45 degrees seems a bit excessive and unlikely to be found very often – why not stick with 20-30 degrees as it is a common ramp slope found on properties.)

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) Why is this length important? 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.

GB7.2.1 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.

GB7.2.2 Electric prodders should not be used on pregnant goats.

Humane destruction

GB7.2.3 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.

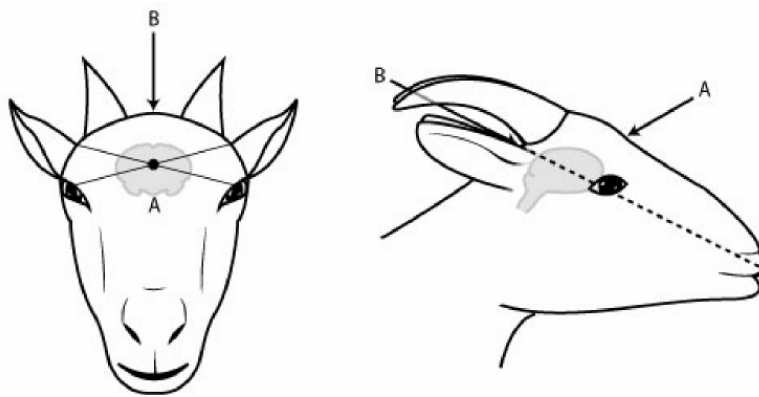


Figure B7.1 Humane destruction of goats using the poll position

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

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.

##(iv)

. There is no mention of
horses travelling in semitrailers (single or doubledeck) being
leased to them

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This is ridiculous,
electric prodders can be used affectively if used at the right time.

Why is it necessary for
horses travelling across Bass Strait to be stalled? They could be transported
safely loose tethered in a body truck or single deck semitrailer.

(+)(ii)

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Guide

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. Why is “hours time” missing from the third and fourth dot point?

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.

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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.

- 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.
- GB 8.5 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.
- GB 8.6 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.

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. [Horses can travel for at least 24 hours without feed and water, without the risk of colic.](#)

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 ² /head)
Adult horses	1.2 ^a
Horses 18–24 months	1.0 ^a
Horses 12–18 months	0.9 ^a
Horses 5–12 months	0.7 ^a

^a Figures may increase by up to 10% for adult horses and up to 20% for young horses and foals

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 [during the journey 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 and can be easily removed](#) if an animal collapses.

- 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 2.1 m high and padded to their full length to a thickness of 2 cm of soft material. Padding is not necessary. This height is not related to actual horse height and should be.
- 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 material to absorb urine when transporting for longer durations.

Note

Vehicles for transporting horses may vary from single horse floats to commercial prime movers double deck semitrailers with partitioned pens or stalls. Prime movers have no pens but they do often have a sleeper cab attached.

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.
- GB 8.20 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.
- GB 8.23 Unbroken horses, pregnant mares, mares with foals at foot and animals that have health conditions should be segregated. Please explain how you get an unbroken horse into a 2 horse trailer. Delete unbroken horses.
- 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. It is assumed that we are not talking of single store horses. This section needs rewording. It is dangerous to transport sedated horses as they are likely to fall down.

- 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 (when would they not be protected?) 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. This sounds good but is unlikely to happen as people are not going to remove shoes unnecessarily. There is no mention of tethering in this section.
- GB 8.27 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. Once trained they are then not unbroken. Delete.
- GB 8.29 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.

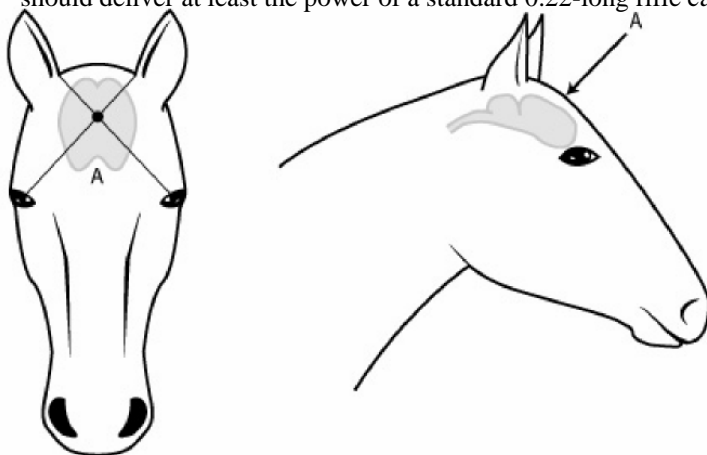


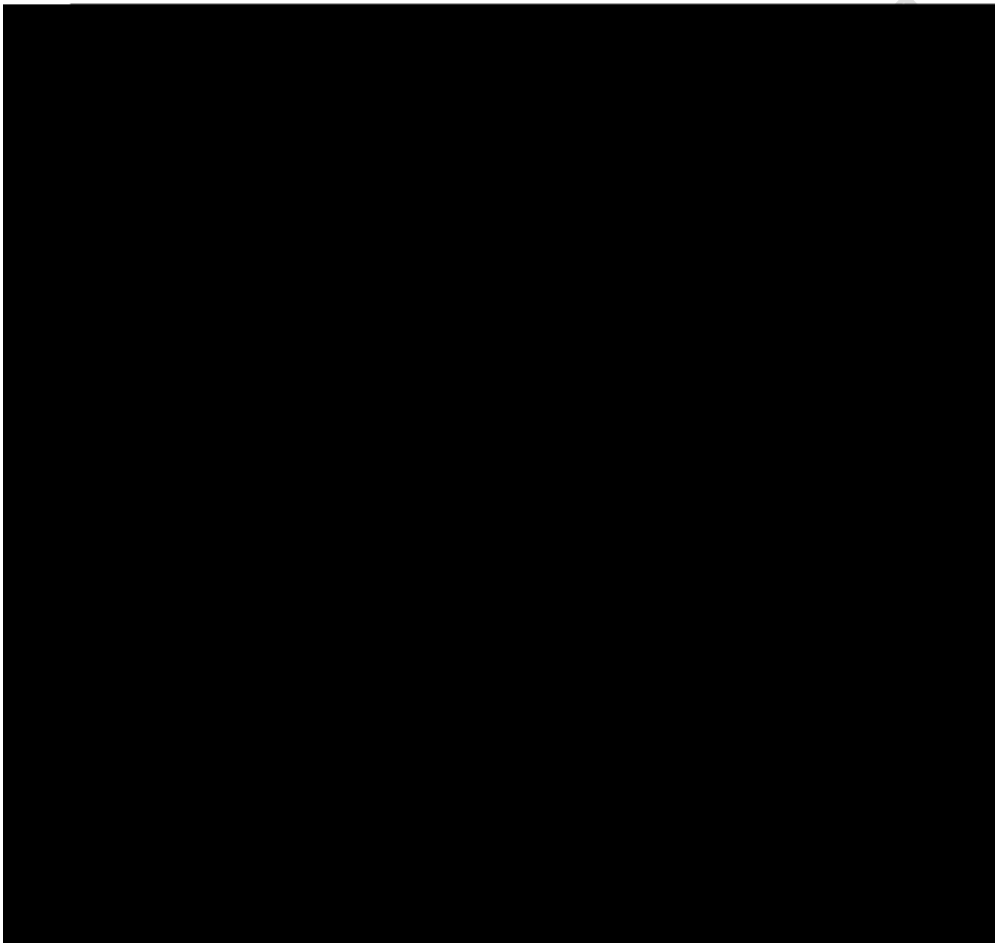
Figure B8.1 Humane destruction of horses using the frontal method

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

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:

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

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

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

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.

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

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
- ii) for piglets less than 15 kilograms are blunt trauma, firearm, captive bolt or lethal injection.

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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.

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 cannot place weight on all legs
- ii) tail bite [Please explain what you mean.](#)
- iii) fresh rectal, vaginal or perineal prolapse
- iv) umbilical, scrotal or traumatic hernias which touch the ground or are ulcerated or injured.

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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 ² /head) ^a
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

^a Based on the standing position. [Why based on a standing position when most pigs will lay down during transport](#)

³ 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.

- 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. [Does 5% relate to removing one or two pigs per pen?](#)

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. [When are we to make sure that 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. [What are the biosecurity regulations? Can these be referred to?](#)
- 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.

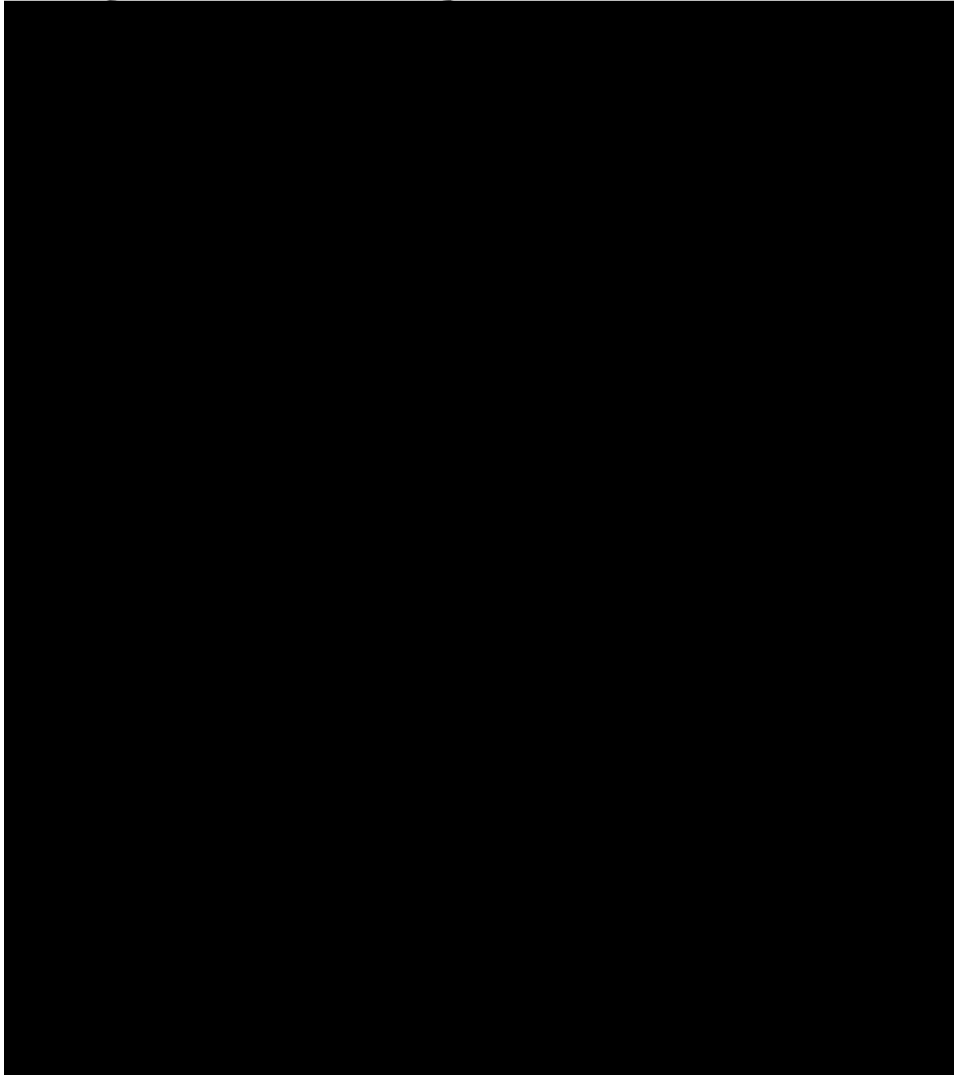
Handling

- 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. [To do what?](#)

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.

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

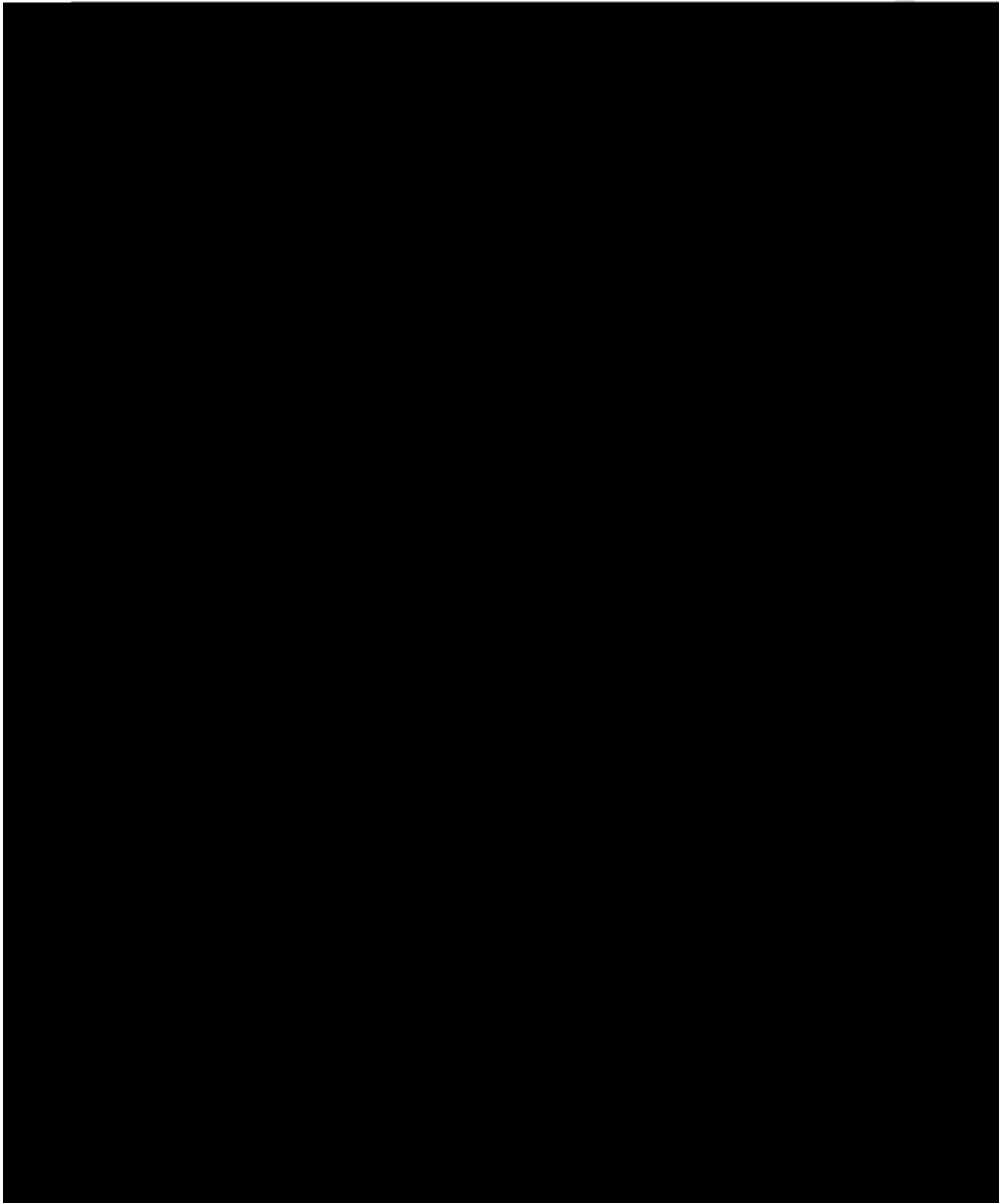


B 10

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.



dislocation, decapitation or use of CO₂ gas.

Guidelines

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

Fitness

- GB 10.1 A decision to transport poultry should be made after considering the welfare of the animal concerned and the treatment and management options.
- GB 10.2 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.
- GB 10.3 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).
- GB 10.4 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~~of 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

- GB 10.5 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
- GB 10.6 Birds held in containers in holding for slaughter should be slaughtered as soon as possible.
- GB 10.7 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 and kept out of direct sunlight.

Loading density

- GB 10.8 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.
- GB 10.9 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.
- GB 10.10 All birds should be able to sit on the floor at the same time.

GB10.11 The following space allowances should be provided:

Category	Floor space
Day-old chicks ^a	455 chicks per m ² (≥ 22 cm ² floor space)
Poultry up to 1.6 kg	40 birds per m ²
Poultry 1.6–2.2 kg	36 birds per m ²
Poultry 2.2–3.0 kg	28 birds per m ²
Poultry 3.0–5.0 kg	20 birds per m ²
Turkeys 3.0–5.0 kg	25 birds per m ²
Poultry more than 5.0 kg	100 cm ² per kg

[be reduced by? 2-5%?](#)

[\(any idea of how much the density should](#)

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.

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

GB 10.18 Airflow in fully enclosed vehicles should be monitored and adjusted as necessary.

GB 10.19 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.

GB 10.21 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 this density may not suit turkey poults as they are bigger
Squabs and adult pigeons	15
Meat chickens	23
Started pullets, ducks, end-of-lay hens, meat and layer breeders	25
Turkeys	32

[There is a need to check these heights against the new cage heights from the 2000 Code of Practice.](#)

GB 10.22 Turkey containers should be appropriately designed to minimise injury if birds are allowed to stand.

Handling, catching and loading (pick-up)

GB 10.23 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.

GB 10.24 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.

GB 10.25 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.

GB 10.27 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.

GB 10.28 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.

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

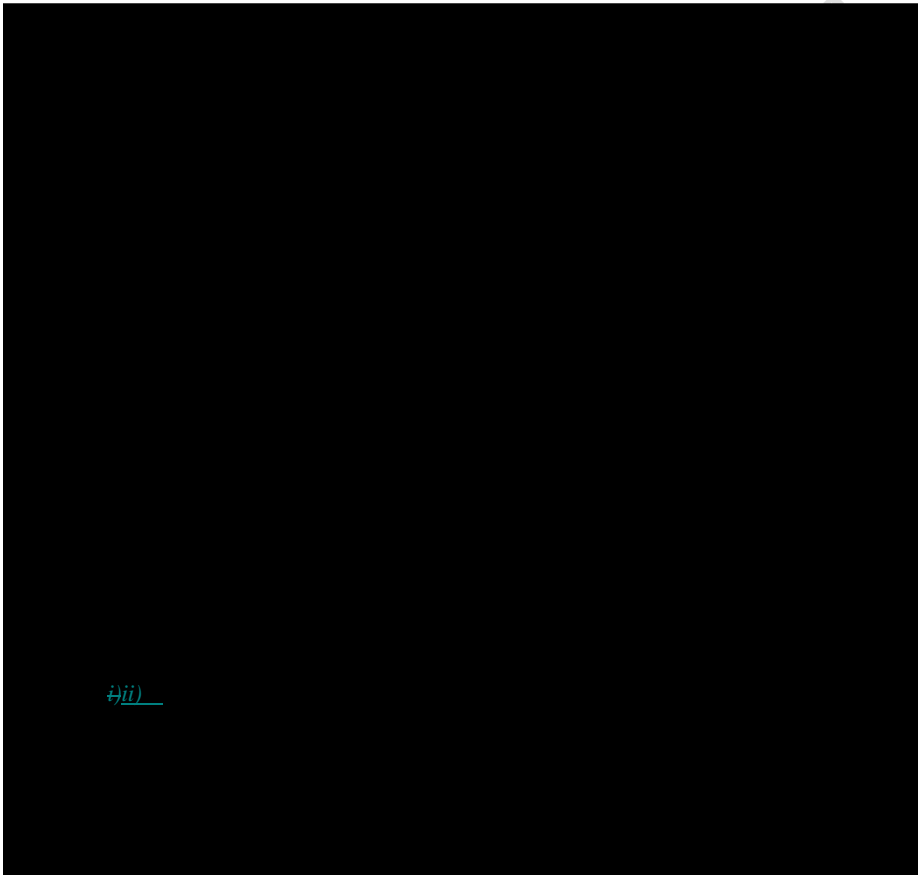
GB10.31 The preferred methods for humane destruction of poultry are cervical dislocation or use of CO₂ gas.

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.

Standards

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



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Guidelines

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

Fitness

- GB 11.1 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

- 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.

GB 11.2 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

GB 11.3 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.

GB 11.4 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.

GB 11.5 Sheep more than 3 months pregnant (third trimester) should be transported under the following provisions:

- additional space ([floor area per animal](#)) 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.

GB 11.6 Sheep should be fed and watered as soon as possible after unloading.

GB 11.7 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.

GB1 1.8 The following minimum space allowances should be provided:

Mean liveweight (kg)	Minimum floor area (m ² /head) ^a
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

[Is it possible to add numbers per deck to the above table?](#)

GB 11.9 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 [or more than 3 months pregnant](#).

GB 11.10 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

GB1 1.10 Ramp inclines should be no more than 30 degrees for permanently installed ramps, and 45 degrees for portable or adjustable ramps. [Why 45degrees?](#)
[This seems far too steep.](#)

[This is the second Guideline with the number GB 11.10](#)

GB 11.11 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

GB 11.12 Sheep have a high level of herding instinct and handling techniques should use this behaviour to [handle sheep with](#) minimise stress.

Humane destruction

GB 11.13 A firearm should deliver at least the power of a standard a 0.22-long rifle cartridge. The poll method is the preferred method for sheep (see Figure B11.1).

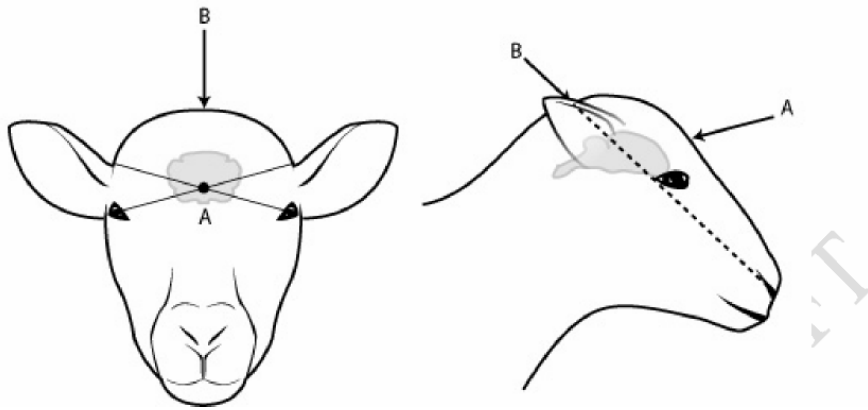


Figure B11.1 Recommended position and direction of fire for humane destruction of sheep

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

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	<i>Vicugna pacos</i> . 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 or deer?
buffalo	<i>Bubalus bubalis</i> . 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.

camel	<i>Camelus dromedarius</i>
category	Means the same as 'class'.
carrier	A person who is contracted to transport livestock
cattle	Genus <i>Bos</i> .
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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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.

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, <u>assembly (do you mean location? If not then the meaning of this is unclear)</u> 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 – <u>this relates to camels and camelids. Does it relate to any other species?:-</u>
deer	Species of deer include <i>Crevus timorensis</i> (rusa or sambar), <i>Dama dama</i> (fallow), <i>Cervus elapus</i> (red), <i>Cervus Canadensis</i> (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	<p>A document for livestock movements is any written record.</p> <p>It may be, but is not restricted to:</p> <ul style="list-style-type: none"> • 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 <u>and at saleyards, depots, etc.</u>
doe	Female goat.
downer	A moribund animal that has not responded to assistance measures.

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driver	<p>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.</p> <p>Any operator of a livestock transport vehicle.</p>
duty of care	<p>‘Duty of care’ means the responsibility for livestock welfare expected by a person in charge of livestock. It applies to any person who is <u>in</u> 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.</p>
emergency cold conditions	<p>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.</p>
emu	<p><i>Dromaius novae-hollandiae</i></p>
end-of-lay hens	<p>Hens that are removed from commercial egg production and usually destined for slaughter.</p>
equine lameness score	<p>The American Association of Equine Practitioners 1984 has a Scale of Lameness Grading, as follows:</p> <ul style="list-style-type: none"> • <i>Score 0</i> — Lameness not perceptible under any circumstances • <i>Score 1</i> — Lameness difficult to observe, not consistently apparent regardless of circumstances (e.g weight carrying, circling, inclines, hard surface) • <i>Score 2</i> — Lameness difficult to observe at a walk to trot in a straight line (eg weight carrying, circling, inclines, hard surface) • <i>Score 3</i> — Lameness consistently observable at a trot under all circumstances • <i>Score 4</i> — Lameness obvious, marked nodding, hitching and/or shortened stride • <i>Score 5</i> — Lameness obvious, minimal weight bearing in motion or rest, inability to move
extremes of weather	<p>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.</p>
facilities	<p>See ‘livestock handling facility’.</p> <p>Yards, depots, saleyards, lairage, portable yards and ramps. (fixed portable or adjustable)</p>

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.
- [Are they considered fit to travel after veterinary inspection gives permission to do so?](#)

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Following the intended journey, they can recover their normal biological state in a reasonable time.

foal
gestation lengths

Young unweaned horse under 6 months old.

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

goad	Handling aid.
goat	<i>Capra aegagrus hircus</i> and other members of the genus <i>Capra</i> .
guidelines	The guidelines complement the standards, are advisory, and are intended to provide a basis for good livestock welfare practices. See <i>Standards</i>
handling aid	A device to move livestock, including electric prodders, flappers, flags, moving boards, rattles or noise makers. Why not include thin wall polypipe. As wit all these aids it is the manner in which they are used not the actual aid itself.
horse	<i>Equus caballus</i> (all breeds), as well as <i>Equus asinus</i> 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 (animals must be inspected standing and moving around to ensure that they do have the ability to walk on all four legs) 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 <i>Equine lameness score</i>
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.

livestock processing plant	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 handling facility	livestock The species as defined under <i>Animal</i> .
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.
<u>Not a good definition. Why not refer to them as stock crates or livestock containers?</u>	
	Abattoir or premises used for the slaughter of livestock and production of meat or meat products. <u>A processing plant may not slaughter animals.</u>
	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 <u>and impact on animal welfare outcomes.</u>
ostrich	<i>Struthio camelus</i>
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.

pig	<i>Sus scrofa domestica</i> and all other members of the genus <i>Sus</i> .
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 <u>of that</u> livestock <u>to ensure that they</u> meets the 'fit to load' criteria for the intended journey and the actions taken to present the livestock for transport.

sheep	<i>Ovis aries</i> and other members of the genus <i>Ovis</i> .
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	<p>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.</p> <p>A mandatory spell is where a standard requires an animal to be spelled.</p> <p>Water, food and space to lie down must be provided to all livestock, on a stationary vehicle or off a vehicle.</p> <p>Where animals are unloaded, a spell starts from the time all animals are unloaded and ends when animals are handled for reloading.</p>
spelling, spell or spelling period — voluntary	<p>A spell may occur voluntarily before loading, mid-journey or at the completion of a journey.</p> <p>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.</p> <p>Where animals are unloaded, a spell starts from the time all animals are unloaded and ends when animals are handled for reloading.</p> <p>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. Why not? A spell less than 4 hours duration is not recommended or recognised for water deprivation time calculation, but can be undertaken as necessary.</p> <p>Where livestock are spelled for 24 hours, any subsequent journey can be considered as a new water deprivation period. At what stage between 12 and 24 hours can the WDT clock be restarted if the animals have had continuous access to feed and water?</p> <p>A spell does not include time spent in curfew.</p>
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.

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 <i>Livestock consignor</i> .
time off water	When water is not reasonably accessible for livestock. Equivalent to <i>Water deprivation time</i> .
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. How can an animal with greater than 4 cm of hard antler be considered as being in velvet?
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.

water	<p>Water of sufficient quality as defined by the <i>Australian and New Zealand Water Quality Guidelines 2000</i> (Chapter 4.3) and presented in a manner such that animals will drink enough to maintain health and hydration.</p> <p>Issues include temperature, salinity, and method of presentation, previous experience, taste and smell.</p> <p>See http://www.mincos.gov.au/pdf/anz_water_quality/wqg-ch4.pdf</p>
water deprivation time	<p>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.</p> <p>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.</p> <p>See <i>Time off water</i></p>
weak Livestock	<p>that are sufficiently affected so they do not meet the 'normal' criteria for the journey but are able to be managed for successful transport.</p>
weaner pig	<p>A pig that has been weaned from the sow up to 30 kilograms liveweight.</p>
welfare of livestock	<p>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.</p>
yearling horse	<p>Horse older than first registered birth date.</p>