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

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Preface

The codes of recommendations and minimum standards for the welfare of animals have been prepared by the Animal Welfare Advisory Committee (AWAC), which was established in 1989 by the Minister of Agriculture to advise him on matters concerning animal welfare.

AWAC consists of members from the following backgrounds: an independent chair, animal welfare societies, the veterinary profession, animal welfare law, animal behavioural science, the Chief Veterinary Officer (or his/her nominee), and the chair of the National Animal Ethics Advisory Committee.

Extensive consultation takes place with industry and other interested groups in the development of the codes.

This *Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand* was endorsed as a national code at a meeting of AWAC held on 17 May 1994.

The codes of recommendations and minimum standards which have been endorsed by AWAC are:

Code of Recommendations for the Welfare of Circus Animals and Information for Circus Operators.

Code of Recommendations and Minimum Standards for the Sea Transport of Sheep from New Zealand.

Code of Recommendations and Minimum Standards for the Welfare of Sheep.

Code of Recommendations and Minimum Standards for the Welfare of Dairy Cattle.

Code of Recommendations and Minimum Standards for the Welfare of Deer During the Removal of Antlers.

Code of Recommendations and Minimum Standards for the Welfare of Animals Used in Rodeo Events.

Code of Recommendations and Minimum Standards for the Welfare of Horses.

Code of Recommendations and Minimum Standards for the Welfare of Bobby Calves.

Code of Recommendations and Minimum Standards for the Care of Animals in Boarding Establishments.

Code of Recommendations and Minimum Standards for the Welfare of Animals at the Time of Slaughter at Licenced and Approved Premises.

The Animals Protection Act 1960 and its Implications for Those Responsible for Farm Animals.
Code of Recommendations for the Welfare of Exhibit Animals and Information for Animal Exhibit Operators.

The codes of welfare may be revised to take into account changes in practices of animal management and knowledge of animal welfare.

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1. Introduction

Welfare considerations are becoming increasingly important for the keeping and farming of animals, both in New Zealand and internationally. Practices that may once have been deemed acceptable are now being re-assessed and modified according to new knowledge and changing attitudes. High standards of animal welfare are not only important legally, but also have direct economic benefits and ensure international market access for our animal products.

Without good stockpersonship, animal welfare can never be adequately protected. This code is intended to encourage all those responsible for its implementation to adopt the highest standards of husbandry, care and stockpersonship.

This code takes account of five basic requirements:

- freedom from thirst, hunger and malnutrition,
- the provision of appropriate comfort and shelter,
- the prevention, or rapid diagnosis and treatment, of injury, disease or infestation with parasites,
- freedom from distress,
- the ability to display normal patterns of behaviour.

This code is intended as a guide for people who are involved in transporting animals within New Zealand or within New Zealand's territorial waters. The code emphasises the responsibilities of the owner of the animals (or the owner's agent), drivers, attendants and transport officials.

Ignorance is no excuse for the inappropriate handling of animals. Employers have an obligation to train employees in proper handling of animals, use of equipment and care of livestock.

Because the transport of animals creates stress, unnecessary transport should be avoided. Any transport that is necessary shall be carried out in a way that minimises stress, pain and suffering.

This code takes into account the varying standards between the differing modes of transport - road, rail, sea and air.

Transportation of animals requires careful planning to reduce any adverse effects on animals. The selection, handling and preparation of animals should be undertaken by or supervised by competent stockpersons. The efficient and considerate treatment of animals should be encouraged so that transport stress and injury are minimised at all stages of the transport system.

Those organising the transport of animals by sea should contact the local office of the Ministry of Agriculture and Fisheries well in advance of transportation to ascertain any requirements for the health certification and welfare of animals. This will ensure that approvals and documentation are completed before the planned start of the journey, thereby minimising delays which may affect the well-being of the animals.

Transporters have a responsibility to get animals to their destination as speedily as possible within the requirements of the Transport Act 1962 and the Traffic Regulations 1976, and to minimise any adverse effects on them.

In this code:

- **Short haul journey** generally means a journey that will be completed within 4 hours, including loading and unloading.
- **Medium haul journey** generally means a journey that will be completed within 4-10 hours, including loading and unloading.
- **Long haul journey** generally means a journey that will not be completed within 10 hours, including loading and unloading, and a journey that will extend over more than 1 day of travel, including rest periods.
- **Transport** generally includes the period immediately before loading, including any waiting periods, loading, transit, rest periods and unloading at the point of destination.
- **Shall** means that there is a statutory requirement.
- **Must** indicates a minimum standard.

2. Responsibilities and Inspectors' Powers

2.1 Legal Responsibilities under the Animals Protection Act 1960

It is an offence, under the Animals Protection Act 1960, to allow animals to suffer unnecessary or unreasonable pain or distress. The breach of a code provision, whilst not an offence in itself, can nevertheless be used in evidence as tending to establish the guilt of anyone accused of causing an animal suffering under the Act.

Relevant sections which specifically apply to the transport of animals are as follows:

- The person in charge of any vehicle or aircraft, and the master, or where there is no master, the person in charge, of any vessel is responsible for ensuring that any animal conveyed is provided with reasonably comfortable and secure accommodation.
- The consignor of animals confined in a vehicle, aircraft or vessel is responsible for arranging the supply of proper and sufficient food and water, and for arranging for the off-loading of the animals for the supply of food and water.
- An offence is committed if these provisions are breached - *Animals Protection Act 1960, section 7.*

It is also an offence to:

- cruelly ill-treat an animal;
- omit supply it with proper and sufficient food, water or shelter, or proper food and water sufficient to maintain the liveweight of the animal within the normal physiological range for its species, type, age and sex;
- neglect an animal so that it suffers unreasonable or unnecessary pain or distress;
- keep alive an animal which in such a condition that it is cruel to keep it alive;
- convey or carry an animal in such a manner or position as to cause the animal unnecessary pain or suffering;
- be the person in charge of an animal and permit it to be conveyed on a highway, railway, in the air, or on any river, lake, harbour or other waters within New Zealand or its territorial waters, while the condition or health of the animal is such that it is unfit to be conveyed, unless the animal is being conveyed to a stock pound or its condition deteriorates while en route to a slaughterhouse - *Animals Protection Act 1960, section 3.*

2.2 General Responsibilities

The responsibilities for livestock rests with different people at different stages of transportation.

The farmer/owner/stock agent is responsible for the careful selection of livestock for loading on to the road vehicle.

Stock transport operators are responsible for the care and welfare of all animals during transport until discharged.

Should any difficulties arise which cannot be adequately handled by the person currently in charge of the stock, assistance should be sought.

2.2.1 Owner's responsibilities

The owner, consignor or agent has a responsibility to select only fit and healthy animals for travel. The nature of the proposed journey should be considered when determining the degree of fitness required.

Where emergency transport is considered necessary, special conditions apply (see Paragraph 4.1.5).

The owner or agent is responsible for the provision of well-maintained loading facilities.

2.2.2 Driver's responsibilities

The driver of a road vehicle is responsible for the care and welfare of animals during transport.

Transport operators have the right to refuse to transport stock. They must refuse to transport stock they consider unfit and should ask for a veterinary opinion in writing where doubt exists.

Drivers must stop and assist distressed or injured animals immediately they become aware of a problem affecting the welfare of the animals being conveyed. Where the driver cannot provide adequate assistance, appropriate aid should be enlisted.

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

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

2.2.3 Master's responsibilities

The master or person in charge of a vessel is responsible for ensuring that any animals on board ship are provided with reasonably comfortable and secure accommodation. Good management is important to the welfare of animals carried by sea.

Where a road vehicle is transported on a vessel, the driver is still responsible for the care and welfare of animals on the vehicle while at sea.

2.3 Powers of Inspectors

Inspectors appointed under the Animals Protection Act 1960 have the power to enter any vehicle, aircraft or vessel for the purpose of inspecting any animal where the inspector is satisfied on reasonable grounds that an offence is being or has been committed. Inspectors are veterinarians and livestock officers of the Ministry of Agriculture and Fisheries (MAF), certain warranted officers of the Royal New Zealand Society for the Prevention of Cruelty to Animals (RSPCA) and police officers.

It is lawful for an inspector to obtain possession of an animal where the inspector believes that an offence is being or has been committed in respect of that animal - *Animals Protection Act 1960, section 10.*

Where a police officer arrests a person committing an offence under the Animals Protection Act 1960, the officer may take possession of the vehicle or animals or both - *Animals Protection Act 1960, section 11.*

2.4 Destruction of Animals

The killing of an animals is not unlawful where the killing of the animal is carried out without the infliction of unnecessary suffering - *Animals Protection Act 1960, section 19(1)(b).*

Where the owner is unknown or cannot be found within a reasonable time and an inspector finds an animal securely injured or sick and, in the inspector's opinion, the animal would not respond to treatment and it would be cruel to keep it alive, the inspector shall destroy the animal or cause it to be destroyed - *Animals Protection Act 1960, section 12(3)(a).*

If the owner is present and refuses to destroy the animal or consent to its destruction, a veterinarian is to be summonsed by the inspector forthwith and if the veterinarian certifies in writing that it is not possible to cure or heal the animals so that it may live without suffering the inspector's shall destroy the animal or cause it to be destroyed - *Animals Protection Act 1960, section 12(3)(b).*

What an inspector considers are the criteria for deciding that an animal will not respond to treatment and that it would be cruel to keep it alive will depend on the circumstances of each case. Generally this power may be used for emergency euthanasia in the case of road crashes and other serious injury to animals while being transported.

In cases of chronic illness or less serious injury, it would be normal practice for an inspector to obtain a veterinary opinion before taking any action.

In all cases, through, where the owner is present and does not agree with the inspector's proposed action, an opinion of a veterinarian shall be obtained immediately.

2.5 On Farm Slaughter

Under a 1993 amendment to the Meat Regulations 1969, injured stock may be slaughtered on the farm by a MAF-approved operator or veterinarian immediately before loading. The carcass may then be processed into pet food in a licensed pet food premises which has been approved to process injured stock slaughtered other than at approved slaughter premises.

3. Minimising Stress

Animals being transported are subjected to a number of stressors which may include:

- yarding and handling,
- deprivation of, or changes in quantity or the quality of food and water,
- changes in climatic conditions,
- the grouping of animals strange to each other both within and between species,
- separation from others of the animals' own kind,
- unfamiliar surroundings, noises and sensations,
- overcrowding or isolation,
- insufficient pre-travel rest periods,
- insufficient care during road transportation,
- physiological responses associated with pregnancy,
- disease.

Stress is a cumulative response of an animal to its surroundings and may result in severe behavioural and physiological effects. Animals of difference species and breeds may vary in their susceptibility to stress.

Animals may be stressed by mustering and assembly for transport. Animals unaccustomed to handling will be the most severely affected.

Sensitive and sensible stockpersonship should be practised in order to reduce stress to individual animals and those nearby.

Animals brought to loading and handling facilities should be moved as carefully as possible so that their condition is maintained for transport.

Extremes of weather will increase the stressful effects of handling and transport.

4. Commercial Transport of Animals by Road

4.1 Assembly and Selection of Animals for Transport

4.1.1 Pre-travel rest period

A rest period appropriate to the species, after yarding or assembly and before loading, is beneficial and should be added to the pre-transport timetable. Where mustering is undertaken over a large area which would subject the animals to excessive stress, animals should be provided with 24 hours of rest and access to food and water. Food should be withdrawn for the last 4-6 hours before transport, appropriate to the species.

4.1.2 Food and water requirements

Deprivation of food and water or changes in the volume or quality of food and water will compound the stress associated with transportation and may result in metabolic disturbances or an increase in the numbers of pathogenic organisms in the gut.

Clean drinking water should be provided for all animals while being held prior to loading. Water should be provided in troughs so that all ages and classes of animals can drink. Appropriate watering facilities should be provided to cater for the number of animals being handled.

On a long haul journey, arrangements need to be made for the provision of adequate food and water.

In calculating the period of deprivation of food and water, account needs to be taken of the time of initial yarding and assembly prior to the start of the journey until unloading at the final destination, including all transit rest periods.

Refer to Section 10 of this code for guidelines on food and water requirements.

4.1.3 Shelter

Appropriate shelter from heat, wind and cold shall be provided in yards. Young animals, goats, deer, pigs, recently shorn sheep and stock in poor condition must be protected from climatic extremes, particularly combinations of cold, wind and rain.

Shelter for mature, healthy sheep, cattle, horses and goats from heat, wind and cold must be provided in extreme climatic conditions.

4.1.4 Selection of Animals

Owners or their agents have a responsibility to select only fit and healthy animals for travel. Matters which should routinely be taken into account when selecting animals for transport include:

- body condition,
- clinical evidence of disease or parasitism,
- injuries or other physical defects.

Transport operators have the right to refuse to transport unfit stock. They have a responsibility for animals that are accepted for transport and must refuse to transport stock they consider unfit to travel. A written veterinary opinion should be obtained where any doubt exists about the fitness of the animals to travel.

Animals must be able to stand and bear weight on all limbs and be fit enough to be able to withstand the journey without suffering unnecessary pain or distress. "To bear weight" means that the animal must be able to take weight on all limbs to stabilise itself during transport.

Blind animals that are otherwise fit to travel may be transported provided they travel with other animals and will not suffer unnecessary distress.

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

Proper arrangements should be made by the owner or agent for the handling and care of animals rejected as unsuitable for loading. Where an animal is not fit to travel and is suffering unnecessary pain or suffering, immediate veterinary assistance must be obtained for the animal or it must be destroyed without delay.

Under a 1993 amendment to the Meat Regulations 1969, injured stock may be slaughtered on the farm by a MAF-approved operator or veterinarian immediately before loading and the carcass processed into pet food in licensed pet food premises which have been approved to process injured stock slaughtered other than at approved slaughter premises.

4.1.5 Emergency transport

There will be occasions where an animal that would not normally be selected for transport may be transported for treatment or slaughter.

A sick, injured or deformed animal may be transported for veterinary treatment at another location provided supportive treatment will be adequate to ensure that added distress is not incurred by the animal *en route*.

A sick, injured or deformed animal may be transported on a short haul journey if the animal is able to stand and bear weight on all limbs and is fit enough to withstand the journey without suffering unnecessary pain or distress. "To bear weight" means that the animal must be able to take weight on all limbs to stabilise itself during transport without unnecessary pain or suffering.

The following matters should be assessed when making an emergency decisions to transport:

- the animal should be able to arrive at the destination is a state similar to that when loaded,
- there should be little likelihood that transport will cause the animal unnecessary pain or suffering,

- the nature and duration of the journey should be taken into account (it should be as short as possible),
- the need for separation, bedding and/or padding and any other appropriate supportive treatment should be considered.

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

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

In a state of emergency, where large numbers of animals are suffering, weak animals may be transported as part of a salvage operation, e.g. from a drought area, flood or severe snowstorm. Appropriate veterinary advice is recommended. Salvage operations will be supervised by MAF inspectors (which includes MAF veterinarians), sometimes with the assistance of RSPCA inspectors.

4.2 Design and Construction of Ramps and Holding Yards

Loading facilities and pens must be constructed so that they do not cause injury to animals.

Ramps should be wide enough, taking into account antlers and horns, to allow for the unhindered passage of mature animals.

Because animals move more readily uphill than downhill, ramps should be horizontal or slope upwards. It the ramps slope downwards, the slope should be as flat as possible. The maximum incline should not exceed 20° (about 1:3), and in the case of bobby calves should not exceed 12° (about 1:5).

It is strongly recommended that ramps used for **unloading** stock have a slope of no more than 20° (1.3). Where internal ramps do exceed 20°, external ramps not exceeding 20° should be used.

All surfaces, ramps and pens should be made of a non-slip material with either cross cleats or, if concrete, a suitable non-slip pattern or steps to provide good grip when the ramp is wet.

Portable or adjustable ramps should be equipped with anchoring devices.

All inner rails must be smooth with no sharp projections which may injure animals.

Provision of a walkway on the outside of the ramp for use by an attendant will facilitate stock movement.

Care should be taken to ensure correct alignment of vehicles and loading ramps so that any gap that could lead to injury is avoided.

4.3 Loading and Unloading

4.3.1 Loading of animals

Loading and unloading are the activities during which injuries and stress are most likely to occur.

Persons responsible for the loading and transport of animals should have a good basic knowledge of their behavioural and physical needs. Planning the entire journey well in advance will allow adequate time for stock to be loaded quietly and with care. Animals must be loaded in a way that does not cause them injury.

Vehicles should be adequately cleaned before animals are loaded.

Loading should be supervised by experienced stock attendants. Supervisors should ensure that spectators do not interfere with the smooth loading of animals. Adequate numbers of handlers should be available to facilitate the easy loading of the animals.

Methods of assisting loading include:

- Use should be made of the behavioural characteristics of particular species.
- Flappers (a length of cane with a short strap of canvas or leather attached) or metallic rattles encourage movement in response to sound.
- Well-trained dogs are useful to assist loading of stock, but those that bite should not be permitted to work with stock. **Dogs must not be used with deer, pigs, horses or bobby calves.**

The excessive use of stock canes, stock whips, or lengths of plastic piping must not be permitted as methods for encouraging stock to move. Lengths of metal piping and heavy leather belts must not be used.

Electric prodders should be restricted to the absolute minimum necessary to complete loading. They must not be used on any species other than cattle (but not bobby calves) or deer. Electric prodders may be used on mature deer only when the safety of the handler is as risk. If used, prodders should be powered only by battery or dynamo. Animals which have little or no room to move ahead must not be prodded.

During loading, the stock crate doors need to be properly aligned with the loading race to ensure the smooth movement of stock and to minimise bruising or injury.

Different classes of animals and species should not be penned together during transport. Where possible different species should not be transported on the same vehicle.

Where possible, vehicles should be loaded from the rear rather than through the side. Alternatively, V-shaped doorways may be used. Both methods will help to reduce the bruising which may occur when an animal strikes the door frame while making a 90° turn into or from a stock crate.

Animals of different species and ages require different amounts of floor space. For specific recommendations refer to the species-specific sections later in this code. Loading densities given in the tables for each species are a guide only.

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

4.3.2 Unloading of animals

Similar requirements to those listed in Section 4.3.1 should apply to the unloading of stock, recognising that there are further stressors at the end of the journey.

Animals should be unloaded as soon as possible after arrival.

4.4 Bruising and Pain in animals

The excessive use of force when moving animals can cause bruising and pain and adversely affect the welfare and quality of animals.

4.5 Recommended Standards for Stock Vehicles

The mechanical standards of construction of stock crates can be found in NZS 5413:1993 *Code of Practice for the Manufacture and Use of Stockcrates on Heavy Vehicles*, available from Standards New Zealand.

Stock crates and vehicles must have smooth sides inside.

Vehicles must be designed so as to ensure that animals are contained within the vehicle. Limbs and heads must not be able to protrude outside the sides and top of the vehicle. They must have enough room overhead to enable them to travel in a natural position without injuring their heads or backs and to give them enough air when the vehicle is not moving.

Appropriate shelter from heat, wind and cold must be provided during transport. Small lambs, recently shorn sheep and stock in poor condition must be protected from climatic extremes, particularly combinations of cold, wind and rain. Pigs need shade from direct sunlight.

4.6 Driving

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

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

4.7 Inspections

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

4.8 Animal Welfare Check List

The driver must have details of the stock in his/her care. It is recommended that the animal welfare check list contained in the appendix is used, particularly on long haul journeys. If used, the check list should be carried with consignment documents.

4.9 Minimum Standards

- Transport operators have the right to refuse to transport unfit stock. They have a responsibility for animals that are accepted for transport and must refuse to transport stock they consider unfit to travel.
- Clean drinking water must be provided to all animals while being held prior to loading.
- Appropriate shelter shall be provided. Young animals, goats, deer, pigs, recently shorn sheep and stock in poor condition must be protected from climatic extremes. Shelter for mature, healthy sheep, cattle, horses and goats from heat, wind and cold must be provided in extreme climatic conditions.
- Animals selected for transport must be able to stand and bear weight on all limbs and be fit enough to withstand the journey without suffering unreasonable pain or distress.
- An animal with any leg broken must not be transported for slaughter. An animal with any leg broken must not be transported for any other reason unless it has been treated by a veterinarian.
- Where an animal is not fit to travel and is suffering unreasonable pain or distress, immediate veterinary assistance must be obtained for the animal or it must be destroyed without delay.
- Loading facilities must be constructed so that they do not cause injury to animals. All inner rails must be smooth with no sharp projections which may injure animals.
- Animals must be loaded in a way that does not cause them injury.
- Dogs must not be used with deer, pigs, horses or bobby calves.
- The excessive use of stock canes, stock whips, or lengths of plastic piping must not be used to encourage stock to move. Lengths of metal piping and heavy leather belts must not be used.
- Electric prodders must not be used on any species other than cattle (but not bobby calves) or deer.

- Stock crates and vehicles must have smooth sides inside. Vehicles must be designed to ensure that animals are contained within the vehicle. Limbs and heads must not be able to protrude outside the sides and top of the vehicle. Animals must have room overhead to enable them to travel in a natural position without injuring their head or back and to give them enough air when the vehicle is not moving.
- Stock vehicles conveying animals must be driven steadily, avoiding rapid acceleration and braking as far as possible. Corners must be rounded at their correct speed to reduce the centrifugal force as much as possible.
- The driver must have details of the stock in his/her care.

5. Transport of Livestock by Road in Light Vehicles

5.1 General Conditions

Where livestock or horses are carried on a light vehicle, whether a light truck to a trailer, the driver of the vehicle is responsible for ensuring that the stock is provided with reasonably comfortable and secure accommodation.

The crate and floor of the vehicle must be sound and free from any rot or rust.

The sides of the vehicle must be sturdily constructed and suitable wind protection must be provided.

Any crate used must be bolted to the vehicle, be free from sharp projections, and have secure hinges and bolts.

Care should be taken that the animals are neither too loosely nor too lightly loaded. Where a vehicle is lightly loaded, the vehicle should be packed with hay bales or the vehicle should be divided by partitions.

The mechanical standards of construction of light trailers can be found in NZS 5467:1993 *Code of Practice for Light Trailers*, available from Standards New Zealand.

5.2 Minimum Standards

- The crate and floor of the vehicle must be sound and free from any rot or rust.
- The sides of the vehicle must be sturdily constructed and suitable wind protection must be provided.
- Any crate used must be bolted to the vehicle, be free from sharp projections, and have secure hinges and bolts.

6. Transport of Animals by Sea

6.1 General Conditions

This section should be read in conjunction with the conditions for the transport of animals by road or rail.

This section is intended as a guide for companies and people involved in transporting livestock across Cook Strait or elsewhere within New Zealand's territorial waters.

Weather conditions can lengthen the time animals are on a vessel.

The responsibilities of the owner of the animals, of the master or other person in charge of a vessel, and of any other person in charge of the animals, are emphasised.

This section does not apply to the export of livestock by sea. (See *Code of Recommendations and Minimum Standards for the Sea Transport of Sheep from New Zealand* and *Shipping Requirements for the Carriage Overseas of Live Sheep for Slaughter*). Conditions for the export of animals other than sheep are governed by the *Australian Marine Orders, Part 43.*

Persons organising the transport of animals by sea should contact the local office of MAF Quality Management well in advance of transportation to ascertain any requirements for health certification and welfare of the animals. This will ensure that approvals and documentation are completed before the planned start of the journey, thereby minimising delays which may affect the well-being of the animals.

Good management is important to the welfare of animals carried at sea. Stock transport drivers are responsible for the care and welfare of all animals during transport until they are unloaded on to the ship, or off-loaded at the dock. When the driver accompanies the vehicle on to the ship, the driver remains responsible for the animals. The master or person in charge of a vessel is responsible for ensuring that any animals on board ship are provided with reasonably comfortable and secure accommodation.

The master may refuse to transport sick, wild, or unmanageable animals and must refuse to accept for shipping any vehicle which is considered unsafe and which may present a risk to animals contained in the vehicle.

Special care should be taken when loading vehicles on to ships and precautions need to be taken to ensure that cattle do not rear up above the vehicle height.

6.2 Recommended Standards for Vehicles Transported by Sea

The standards for portable equipment and vehicles to be used for transport of livestock on short sea voyages are contained in the Australian Marine Orders.

6.3 Loading

Trucks carrying livestock should be on the vessel for the least time possible.

Cattle carried on long distance voyages, such as to and from the Chatham Islands, must be loaded in such a manner that it is possible to water and feed them on board. Where voyages are likely to take more than 24 hours, special attention should be paid to the cartage and provision of food and water.

6.4 Inspection During Transit

Drivers should carry out an inspection of animals before leaving the vehicle deck at the start of the journey and before driving the vehicle off or within 15 minutes of driving off the vessel.

The driver and/or stock attendant must be available during the voyage to provide care during transit. Where circumstances permit, the master must allow drivers access to the vehicle decks for stock inspections.

Livestock carried in pens should be inspected within 30 minutes of the start of a voyage and then all animals should be inspected at least every hour. During rough weather, the level of inspection will be dictated by safety requirements for the crew. Livestock are more likely to go down during rough weather so inspections should be carried out as soon as conditions allow.

A suitable source of lighting should be available to carry out inspections at night or on enclosed decks.

An animal found to be down, injured, distressed or with a limb protruding should be given immediate assistance by the driver or attendant, who should have adequate training. Every effort should be made to get cast animals to their feet.

Assistance with downed, injured or distressed animals should be sought as soon as the vessel docks if on-board assistance has been unsuccessful. Assistance can be obtained from MAF, veterinarians, RSPCA inspectors or the Police. If necessary, injured animals should be destroyed without delay according to recommendations in the *Code of Recommendations for Emergency Humane Destruction of Animals.*

The carriage of pregnant animals requires special consideration. See Section 9.

6.5 Shipboard Ventilation

Enclosed vehicles must have adequate ventilation to control the temperature, to extract gases from excreta, and to provide fresh air. Account should be taken both of the confinement of the animals within the vehicle and the position of the vehicle on the vehicle deck.

The vehicle deck on ships must have adequate ventilation. Extractor fans must be capable of keeping exhaust gases down to a safe level for animals.

Vessels with purpose-built animal decks must have a ventilation system capable of keeping the air and temperature to a safe level.

When a vehicle is on an enclosed deck the ship's ventilation must be kept operating at all times.

6.6 Unloading of Animals

Animals should be unloaded from the vessel as soon as possible after arrival.

At the port there should be facilities for the proper unloading or slaughter of animals which may be unable to walk off because of injury or exhaustion.

6.7 Emergency Holding of Animals

Transportation by sea is liable to unplanned delays caused by deteriorating weather, mechanical breakdown or industrial disputes.

Consignors and persons in charge of animals must have a contingency plan in place for any delay in the transportation of animals by sea. A contingency plan must include access to emergency holding facilities, whether they be stock yards or farm paddocks equipped with loading and unloading facilities and watering and feeding arrangements.

Where a voyage has been delayed, the person in charge of the stock must take into account the length of time the animals have been in transit and make appropriate feeding and watering arrangements.

Drivers of stock vehicles must be properly briefed on any contingency plan in place.

6.8 Shipping by Barge

Because of the difficulty of providing care for animals while at sea, the shipping of animals by an unmanned barge within a navigable river, within a harbour, within a gulf, within a lake, in a sound or fiord, or on a coastal voyage should not be undertaken unless the journey can be completed within a reasonable time and a reasonable standard of inspection and care of animals can be maintained.

Due to the length of time involved in barge transport and the speed at which the weather can change, full long-range weather forecasts must be obtained prior to starting the journey. The forecasts should be updated *en route*.

Unless the operator can satisfy MAF that the operator can comply with a reasonable standard of inspection and care of animals while at sea, including the provision of stock attendants on the barge, the shipping of animals by barge must not be undertaken between:

- the North and South Islands,
- the North or South Islands and Stewart Island,
- the North, South or Stewart Islands and the Chatham Islands.

6.9 Minimum Standards

- The master must refuse to accept for shipping any vehicle which is considered unsafe and which may present a risk to animals contained in the vehicle.
- Cattle carried on long distance voyages must be loaded in such a manner that it is possible to water and feed them on board.
- The driver and/or stock attendant must be available during the voyage to provide in-transit care. Where circumstances permit the master must allow drivers access to the vehicle decks for stock inspections.
- Enclosed vehicles must have adequate ventilation. The vehicle deck on ships must have adequate ventilation. Extractor fans must be capable of keeping exhaust gases down to a safe level for animals. Vessels with purpose-built animal decks must have a ventilation system capable of keeping the air and temperature to a safe level. When a vehicle is on an enclosed deck, the ship's ventilation system must be kept operating at all times.
- Unless the operator can satisfy MAF that the operator can comply with a reasonable standard of inspection and care of animals while at sea, including the provision of stock attendants on the barge, the shipping of animals by barge must not be undertaken between the North and South Island, between the North or South Islands and Stewart Island, or between the North, South or Stewart Islands and the Chatham Islands.

7. Transport of Animals by Rail

7.1 Introduction

The welfare of animals conveyed by rail is best safeguarded by a clear understanding and acceptance of responsibilities by the owner of the animals, the agent, the railway company and railway staff during the various phases of transportation.

This section should be read in conjunction with the conditions for road transport.

Where stock attendants are used they should be competent in handling stock, be required to complete trip reports and have the authority to delay trains to attend to stock.

7.2 Responsibilities

The owner/agent is responsible for:

- careful selection, loading and unloading of animals,
- supplying stockfeed at stock rest stops in transit,
- providing a trained attendant to care for larger consignments of stock, especially on journeys greater than 24 hours, or to share the care of smaller consignments,
- providing contact names and phone numbers for the owner, agent and person responsible at the destination.

The railway company is responsible for:

- providing well-maintained and ventilated transport units
- ensuring train crews are aware animals have been loaded and their location on the train,
- inspecting stock during transport (if a drover is not present) and either correcting problems or advising the owner/agent of necessary emergency action.

The owner of loading facilities, including ramps, is responsible for their maintenance.

7.3 Design and Construction of Transport Units

The railway company should establish effective liaison with experts on animal husbandry and welfare and consult routinely on the design, construction and maintenance of existing or new rolling stock, stock assembly yards and other facilities.

Transport units must comply with the standards laid down in the NZS 5413:1993 *Code of Practice for the Manufacture and use of Stockcrates on Heavy Vehicles.*

7.4 Loading

Where animals are loaded in the top deck of multi-deck transport units or containers, particular care needs to be taken to ensure that animals cannot rear up above the height

of the stock crate. Animals must not be loaded on the top deck if there is any risk of animal striking their heads on low bridges or other obstructions.

7.5 Animal Welfare Check List

An animal welfare check list can be found in the appendix. When used, it is recommended that this is carried with other consignment documents, particularly on long haul journeys.

7.6 Driving

Trains conveying animals must be driven steadily, avoiding rapid acceleration and braking as far as possible. Corners must be rounded at their correct speed to reduce the centrifugal force as much as possible.

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

Care needs to be taken while shunting and connecting locomotives that animals are not subjected to sudden movement.

7.7 Minimum Standards

- Transport units must comply with the standards laid down in the NZS 5413:1993 *Code of Practice for the Manufacture and Use of Stockcrates on Heavy Vehicles.*
- Animals must not be loaded on the top deck if there is any risk of animals striking their heads on low bridges or other obstructions.
- Trains conveying animals must be driven steadily, avoiding rapid acceleration and braking as far as possible. Corners must be rounded at their correct speed to reduce the centrifugal force as much as possible.

8. Transport of Animals by Air

8.1 Introduction

These guidelines apply only to the carriage of animals by air on domestic routes.

The carriage of animals internationally is governed by the *Live Animal Regulations of the International Air Transport Association* (IATA). The regulations are published annually.

While all international and domestic air carriers that are members of IATA are bound by the IATA regulations, not all domestic carriers are members of IATA. Notwithstanding, IATA standards should be the minimum standard for all carriers in New Zealand. As these standards are continually being updated, only the current edition should be used.

8.2 Acceptance

All animal acceptance carried by domestic air carriers must conform to the current IATA regulations.

When arranging carriage with the consignor, care must be taken to ensure that the animals can be carried in the aircraft operating the particular service.

Consignments should not be accepted for carriage where lengthy delays are likely to occur *en route* unless special arrangements have been made by the consignor for immediate collection on arrival and care of the animal during any transit stops.

Acceptance/carriage details should be sent from the accepting office by telex, fax or telephone to the destination officer/airport and transhipment airports.

8.3 Packing, Marketing and Labelling

The packing, marking and labelling requirements for various classes of animals are details in the IATA regulations.

8.4 Handling and Forwarding

The very nature of animal consignments calls for special handling and attention.

All consignments must be forwarded promptly, handled with extreme care and stowed to obtain maximum ventilation and comfort for the particular animals involved.

Travelling has an unsettling effect on animals and they should be disturbed as little as possible. Most animals, particularly domestic pets, prefer to travel in semi-darkness, and facilitate this containers should be enclosed, but with adequate holes for ventilation.

Animals should not be stowed near foodstuffs or perishables because of contamination of perishables and the unsettling effect food odours will have on the animals.

Care should be taken to ensure that the animals are not subjected to extremes in temperature. Most animals can withstand normal variations in temperature, but prolonged exposure to draughts and direct sunlight can be fatal. Animals must not be left standing on the tarmac on loading or unloading but should be loaded directly into the aircraft from the cargo handling vehicle and vice versa.

Animals must not be removed from their containers for exercise. The only exception is dogs, which may be exercised in a room or enclosed area from which escape is not possible.

Particular care must be taken to ensure that the ventilation holes are clear of other cargo to prevent suffocation. Containers should not be unnecessarily tilted or jolted during handling. It is essential that containers are securely stowed, as any movement can stress the animal.

8.5 Containers

Containers should be well-constructed and free from damage. They should be adequately ventilated and of sufficient size for the animal to stand up and turn around in.

The container should be both escape-proof and leak-proof with sufficient absorbent material on the base of the cage to absorb all leakage.

The container should be designed to allow ease of handling without causing any injury to the animal.

Containers made of wire or wire with a plastic base are not acceptable for the carriage of cats.

8.6 Food and Water

On long journeys, animals must be fed and watered. Most animals require watering at regular intervals and normally the supply of water is more important than solid food.

Airlines should keep a supply of canned and/or dried pet food at cargo terminals.

Animals should not be removed from containers for feeding purposes unless they are in an escape-proof area.

If, after the journey commences, a delay in carriage arises from disrupted services, it is the responsibility of the office at the point of disruption to ensure that the animals concerned are properly fed and watered and suitable arrangements for custody made.

A MAF or RSPCA inspector should be contacted if any difficulties arise.

8.7 Aircraft Stowage

Animals must be stowed as near to the door as possible to provide them with the maximum amount of air at transit airports and to assist unloading in the event of an unscheduled delay.

8.8 Sedatives

It is not necessary to sedate every animal before transport by air.

The owner should seek veterinary advice and if sedation is prescribed the sedative should be administered no more than 1 hour before acceptance for carriage.

8.9 Minimum Standards

- All animal acceptance carried by domestic air carriers must conform to the current IATA regulations.
- When arranging carriage with the consignor, care must be taken to ensure that the animals can be carried in the aircraft operating the particular service.
- All consignments must be forwarded promptly, handled with extreme care and stowed to provide maximum ventilation and comfort for the particular animals involved.
- Animals must not be left standing on the tarmac during loading or unloading.
- Animals must be stowed as near to the door as possible.
- Animals must not be removed from their containers for exercise. The only exception is dogs, which may be exercised in a room or enclosed area from which escape is not possible.
- Particular care must be taken to ensure that the ventilation holes are clear of other cargo to prevent suffocation. Containers should not be unnecessarily tilted or jolted during handling. Containers must be securely stowed, as any movement can stress the animals.

9. Transport of Pregnant Animals

9.1 General Conditions

The movement of pregnant stock requires greater care, with a high level of stockpersonship.

Considerations should be given to the consequences of transporting heavily pregnant stock and in particular those in the last trimester of pregnancy and those that have recently given birth. Animals that are likely to give birth during transport must not be transported.

Veterinary advice should be sought. The movement of pregnant stock should be planned well ahead. Where appropriate, transport should take place early in pregnancy.

Pregnant animals in their last trimester should not be transported for periods greater than 8 hours.

Rest periods of at least 12 hours after each 8 hours of travel must be provided.

Pre-conditioning time should allow for appropriate supplements and transition diets.

Pregnant animals should be offered food and water as soon as possible after arrival at their destination.

Pregnant cows should not be transported on the top deck of a double-decker transport unit unless they can be unloaded on a ramp with a slope no more than 20° (about 1:3).

If a sea journey is envisaged, special consideration needs to be given to the extra stressors this will create and the difficulty that might be encountered in gaining access to an animal giving birth.

9.2 Minimum Standards

- Animals that are likely to give birth during transport must not be transported.

10. General Guidelines for Loading, Food and Water

10.1 Loading

The loading density tables are a guide only.

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

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

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

Where an animal has a nose ring and is haltered and tied within the stock crate, the shank must not be fitted through a nose ring.

10.2 Food and Water Requirements

The food and water requirements are a guide only.

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

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

Classes of stock	Water * (litres/head/day)	Food (dry matter/day)
Horses	25	2% of body weight of good quality hay
Cattle	45	2% of body weight of good quality hay
Sheep and Goats	4	2% of body weight of good quality hay
Pigs	5	3% of body weight of grower ration
Red Deer	5	2% of body weight of good quality hay

* If the animals are lactating, or are in hot conditions or stressed (both induce heavy panting and water loss), the water requirements will be higher. In extremely hot weather, i.e. where pen temperatures are greater than 40°C, the water requirement should be at least doubled.

10.3 Minimum Standards

- A visual assessment must be made in judging the loading density of any particular consignment.
- When an animal has a nose ring and is haltered and tied within the stock crate, the shank must not be fitted through a nose ring.

11. Sheep and Goats

11.1 General Guidelines

The following should be either transported or penned separately:

- sheep which differ greatly in size,
- ewes and suckling lambs,
- ewes in advanced stages of pregnancy,
- rams,
- horned sheep.

11.2 Loading Densities

As a guide, calculations of sheep numbers per deck have been based on animals with 25 mm of wool.

Average live weight (kg)	Space allowance (m^2 /head)*
20	0.17
30	0.21
40	0.25
50	0.28
60	0.31

* Based on the UK formula in Randall, J.M.: Environmental parameters necessary to define comfort for pigs, cattle and sheep in livestock transporters; Animal Production 57, 299-307, 1993.

Where heavily pregnant sheep are carried, the space allowance should be reduced appropriately. Numbers should be reduced appropriately when transporting full-wooled sheep. Ewes with lambs at foot should be allowed extra space. The recommendations for domesticated goats are similar to those for sheep. Aggressive bucks should be penned separately and tethered to transit to prevent injury.

11.3 Special Requirements

Lambs and newly shorn sheep are particularly susceptible to wind chill and should be transported in vehicles that are enclosed or provide substantial protection from unfavourable weather.

Sheep should be at least three days off shears.

11.4 Duration of Journey

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

The following circumstances may require the interval for food and water to be reduced:

- weather (temperature),
- class,
- age (young stock),
- pregnancy, and
- lactation.

12. Cattle

12.1 General Guidelines

The following should be penned in separate groups or individually:

- young calves,
- a cow with a suckling calf,
- adult bulls,
- cattle differing greatly in size,
- females in advanced stages of pregnancy.

Horned cattle must be penned separately.

Care must be taken when transporting adult bulls that may fight. They must be penned separately.

Cattle that are wild or unaccustomed to handling should be quietened down over a period of days before transport. Daily feeding of hay can be used to achieve this.

Cattle should not be transported within 3 weeks of de-horning.

Lactating dairy cows without calves at foot should be milked at regular intervals which do not exceed 24 hours. If dairy cows in early lactation are going to be transported over long distances, veterinary advice should be obtained.

12.2 Loading Densities

The following table should be used as a guide for loading cattle without horns.

Class	Average live weight (kg)	Space allowance (m^2/head)	
		Minimum	Maximum
Bobby calves	30	0.16	0.23
	50	0.21	0.28
	70	0.26	0.33
	90	0.30	0.40
Young cattle	100	0.36	0.46
	150	0.50	0.60
	200	0.62	0.73
Adult cattle	300	0.86	0.96
	400	1.06	1.16
	500	1.27	1.59
	>600	1.50	

* Based on the UK formula in Randall, J.M.: Environmental parameters necessary to define comfort for pigs, cattle and sheep in livestock transporters; Animal Production 57, 299-307. 1993.

On hot humid days or on long haul journeys, the recommended floor-space may have to be increased, depending on the length of the journey.

If tethered animals are loaded cross-wise, there should be no more than five or six adult animals per pen. Tethered animals should have close supervision.

Cattle must not be loaded into the top deck of a two-tiered stock crate where the cattle cannot be contained within the height of the top deck. They must have enough room overhead to enable them to travel in a natural position without injuring their heads or backs and to give them enough air when the vehicle is not moving.

Heavily pregnant cows must not be transported on the top deck unless they can be unloaded on a ramp with a slope of no more than 20° (about 1:3).

12.3 Duration of Journey

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

- weather (temperature),
- class,
- age (young stock),
- pregnancy, and
- lactation.

12.4 Induced Calves

The practice of bleeding induced calves usually requires the transport of those calves to a central facility for the process to occur.

An induced calf is a calf which has been born before full term with the aid of induction drugs which are applied to the dam.

The bleeding of induced calves is classified as a manipulation, thereby requiring an Animal Ethics Committee to approve the process as a requirement under the Animals Protection (Codes of Ethical Conduct) Regulations 1987. Part of the approval process will be the consideration of the method of transportation. It is recommended that MAF, a veterinarian or some other competent authority (including an Animal Ethics Committee member) should inspect the vehicle before the process is finally approved by the Animal Ethics Committee.

12.5 Minimum Standards for the Transportation of Cattle

- Heavily pregnant cows must not be transported on the top deck unless they can be unloaded on a ramp with a slope no more than 20° (about 1:3).
- Cattle must not be loaded into the top deck of a two-tiered stock crate where the cattle cannot be contained within the height of the top deck. They must

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

12.6 Minimum Standards for the Transportation of Bobby Calves and Unweaned Calves

- Calves must be in good health and strong enough to withstand the stressors of transportation.
- Calves weighing less than 15 kg at birth (which are usually too premature to survive), as well as those with severe physical defects and painful congenital defects, should be destroyed and not transported.
- Calves must be transported in vehicles with enclosed fronts to prevent wind-chill. Covers must be positioned to give maximum protection to the calves but allow for adequate ventilation. Trucks and trailers must not be parked in such a way that the animals might suffer from extreme heat or cold.
- Vehicles used to transport calves must be cleaned before calves are loaded.
- Electric prodders and dogs must not be used on calves.
- A journey transporting calves must not be undertaken if the first calf collected will take more than 12 hours to reach the final destination.

For further details on the care of bobby calves see the *Code of Recommendations and Minimum Standards for the Welfare of Bobby Calves.*

12.7 Minimum Standards for the Transportation of Induced Calves

- Calves must be carried singly in clean and dry individual containers in enclosed vehicle crates.
- Calves must be lifted in and out of the containers with the utmost care.
- Drivers should be specially selected and be made aware of the proper handling requirements.
- The vehicle crate must be free of excessive draughts. Adequate airflow is required to dissipate the build-up of heat.
- The crate must be insulated in order to maintain a constant ambient temperature.
- Calves must be on the vehicle for not more than 4 hours, including the time for loading and unloading.
- The vehicle exhaust system must not pollute the air inside the crate.
- The vehicle must be driven in a safe manner to prevent the calves being thrown around

13. Pigs

13.1 General Guidelines

Transporting pigs presents special problems, particularly if they are not accustomed to being herded. Patience is essential and the proper design of yards, loading ramps and other associated services will facilitate loading with minimum distress and bruising.

Pre-travel rest is not appropriate for pigs. Pigs should be moved from their housing and loaded on to the transport vehicle in one operation.

A canvas slapper and backing board are the best tools for moving pigs. Electric prodders, plastic pipes and dogs must not be used on pigs.

It is recommended that the following be transported or penned separately:

- young piglets,
- sows with piglets,
- adult boars,
- unfamiliar groups of pigs,
- sows in advanced pregnancy.

Pigs are susceptible to extremes of heat and cold. They must be protected from direct sunlight. In very hot, humid weather (an ambient temperature of 28°C or more) pigs should not be transported.

In cold weather, clean straw or other dry bedding is desirable. Pigs should be protected from wind and rain.

Boars with protruding tusks should be transported in individual pens.

13.2 Loading Densities

The following table should be used as a guide when the ambient temperature is below 25°C. Pigs need about 20% more floor area when the temperature is over 25°C.

Average live weight (kg)	Space allowance (m^2/head) *	
	Minimum	Maximum
50	0.31	0.28
70	0.26	0.33
90	0.30	0.40
100	0.36	0.46
150	0.50	0.60
200	0.62	0.73

* Based on the UK formula in Randall, J.M.: Environmental parameters necessary to define comfort for pigs, cattle and sheep in livestock transporters; Animal Production 57, 299-307,1993.

For disease control reasons, pigs cannot be moved from the North Island to the South Island without a permit from MAF, but can be moved from the South Island to the North Island without a MAF permit.

13.3 Duration of Journey

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

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

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

- weather (temperature),
- class,
- age (young stock),
- pregnancy, and
- lactation.

13.4 Minimum Standards

- Electric prodders, plastic pipes and dogs must not be used to herd pigs.
- Pigs must be protected from direct sunlight.

14. Deer

14.1 General Guidelines

The following must not be transported:

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

The following should be transported or penned separately:

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

Groups of deer which have not been together for at least 1 week, either on the same farm or on different farms, must not be mixed.

Stags over 1 year of age should not be transported during the roar. Where transport is imperative, stags should be kept in age groups and loaded in a manner which minimises movement and reduces aggression.

Adequate ventilation must be provided in enclosed vehicles to remove fumes from excreta and to control temperature. There should be a continuous opening at the top of the external wall of each pen to allow unrestricted movement of unpolluted air.

Deer should not be transported when the ambient air temperature in the shade exceeds 30°C or when the temperature inside the crate exceeds 35°C.

If any deer shows signs of heat stress or dehydration (excessive panting, a dry mouth, abnormal response to normal stimuli), the deer must be hosed with water or released to pasture.

The detailed guidelines described in the *Deer Transport Operators Quality Assurance Programme* should be followed.

14.2 Loading Densities

The maximum number of animals per pen should be six.

As a guide, the minimum floor space allocated for adult deer should be as follows:

Type	Floor area per animal (m^2)
50 kg fallow stags	0.25
100 kg red stags	0.40
150 kg stags	0.72
200 kg stags	0.96
40 kg fallow hinds	0.22
100 kg red hinds	0.40

14.3 Duration of Journey

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

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

The actual frequency at which food and water is provided will be determined by the age and class of the animal and the temperature. The following circumstances may required the interval for food and water to be reduced:

- weather (temperature),
- class,
- age (young stock),
- pregnancy, and
- lactation.

14.4 Minimum Standards

- The following must not be transported: deer with young at foot less than a month old; deer that are likely to injure other animals or people; deer that have been weaned in the last 7 days; deer with bleeding antler stubs; or in the first week after velveting; deer with velvet longer than 60 mm (except for master breeding stags).

- Groups of deer which have not been together for at least 1 week, either on the same farm or on different farms, must not be mixed.
- If any deer shows signs of heat stress or dehydration (excessive panting, a dry mouth, abnormal response to normal stimuli) the deer must be hosed with water or released to pasture.

15. Horses

15.1 General Guidelines

The following should be transported or penned separately:

- unbroken horses,
- stallions,
- mares in advanced pregnancy,
- a mare with foal at foot,
- horses of significantly different sizes of different breeds,
- foals under 9 months of age (foals less than 4 weeks of age should not be transported).

A horse should not be carried on the same transporter as other species except when the horse is travelling with animals it is familiar with and they are penned separately.

Where horses are tied, the lead should be secured to the vehicle or stall using a quick release knot or clip.

Removal of the shoes will reduce the risk of injury caused by kicking or slipping. Unless horses are being carried on a purpose-built horse transport vehicle which is equipped with a non-slip surface, all shoes should be removed prior to transportation. Where horses are transported on a metal grid floor, all shoes must be removed.

Transporters with permanent steel obstructions traversing each compartment which can be the source of head and back injuries must not be used for horses.

15.2 Loading Densities

The following loading densities for horses are guidelines only.

		Stall dimensions (m)
Minimum length		2.5 *
Minimum width	Across †	0.7
	Fore and aft ‡	0.9
Minimum height	Horses < 14 hands	2.19
	Horses > 14 hands	2.4

* The length can be reduced to 2.3 metres for donkeys and ponies.
† Where the stall is constructed so that the horse faces the side of the vehicle.
‡ Where the stall is constructed so that the horse faces the front or rear of the vehicle.

15.3 Duration of Journey

Under normal conditions, adult horses should not be transported for more than 12 hours without water and 24 hours without food. The actual frequency at which food and

water is provided will be determined by the age and class of the animal and the temperature. The following circumstances may require the interval for food and water to be reduced:

- weather (temperature),
- class,
- age (young stock),
- pregnancy, and
- lactation.

15.4 Minimum Standards

- Transporters with permanent steel obstructions traversing each compartment which can be the source of head and back injuries must not be used for horses.
- Where horses are transported on a metal grid floor, all shoes must be removed.

16. Poultry

16.1 General Requirements

16.1.1 Water and food requirements

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

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

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

16.1.2 Shelter

Birds should be given appropriate protection from any adverse affects of direct sunlight, radiant and reflected heat, wind, rain and hail.

16.1.3 Cleanliness

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

16.1.4 Transport container designs

Birds may only be carried in properly designed cages or crates. They must not be transported with their legs tied.

Cages should be designed and maintained to allow birds to be put in and taken out without causing injury. Cage doors should not be less than 20 cm wide and 25 cm high.

There should be no protrusions or sharp edges on the framework. Hinges and latches must not project into the cage.

Container or cage floors should be designed to prevent toe and foot damage when they are dragged or stacked, and should be strong enough to prevent collapse when other containers are loaded on top.

Containers should be ventilated and with sufficient headroom to allow poultry, except turkeys, to move about during transport. It should be noted that turkeys are prone to injury if allowed to stand in crates. Turkey crates must be appropriately designed to minimise injury.

Containers should be fitted with locking systems that prevent escape during transportation.

16.2 Loading Poultry

16.2.1 Catching and loading

Planning the catching and loading procedure well in advance will allow adequate time for birds to be handled quietly in a way that does not cause them injury.

All members of catching and transporting crews should be correctly instructed and knowledgable about basic aspects of animal welfare and the handling of birds.

Ideally, containers of live birds should be moved in a horizontal position. If a conveyer is used for loading crates of live birds, the conveyor angle should prevent the tilting of containers causing birds to pile up. Containers should not be thrown or dropped. They should be moved smoothly during loading, transport and unloading.

16.2.1 Loading density of birds

Different species of poultry must not be mixed during travelling.

The number of birds per container depends on available floor space, the body size of the birds and prevailing environmental conditions at the time of transport. All birds should be able to rest on the floor at the same time and remain evenly distributed.

For growing and adult birds the recommended maximum live weight loading densities for containers in cold weather are as follows:

Transport container height requirements	
Category	**Minimum height (cm)**
Day-old chicks	10
Poultry of approx. 1 kg	23
Poultry of 1 - 4 kg	25
Poultry of more than 4 kg	>34

Transport container space requirements	
Category	**Minimum floor space**
Day-old chicks	21-25 cm^2 per chick
Poultry of less than 1.6 kg	175 cm^2 per kg
Poultry of 1 - 3 kg	150 cm^2 per kg
Poultry of 3 - 5 kg	110 cm^2 per kg
Poultry of more than 5 kg	105 cm^2 per kg

The loading density tables are guidelines only. A visual assessment should be made in judging the loading densities of any particular consignment. Weather conditions should be considered when determining loading densities for growing and adult birds. The minimum space allowance should be increased during summer, especially if the weather is hot or humid. On hot days, the loading of turkeys should be avoided.

16.2.3 Facilities for handling caged poultry

End-of-lay hens are susceptible to bone breakage, especially when they have to be removed from cages, handed on and placed in transport containers. Therefore, transport containers should be placed as close as possible to the cages.

Before collecting the hens, any hindrances from fixtures and fittings, especially sharp edges or protrusions, must be removed from the cages or transport containers.

There must be easy access to each cage for the catcher. Hens should be removed from the cage on-at-a-time, and during removal the breast should be supported.

If hens are carried by hand with the head hanging downwards, they should be held by both legs and care taken to prevent flapping wings hitting solid objects. The number of hens carried will depend on the size of the hen and the ability of the catcher, but no more than three birds should be carried in one hand.

Birds should not be lifted or carried by the head, neck, wing or tail, except adult geese, which may be held and lifted by the base of both wings.

Geese, ducks, turkeys and other large birds may be herded towards the loading area and even into the container or vehicle.

16.2.4 Facilities for handling loose-housed poultry

The same standards of care in handling should apply to hens housed in non-cage systems. Where possible, food troughs, drinkers and moveable perches should be removed from the catching area before catching starts. When there is no suitable access to free-range units, alternative transport to the road vehicle must be provided. In addition, it is recognised that more labour may be required for catching birds housed under free-range systems and adequate labour should be supplied in order not to prolong loading time.

Careless catching of birds is a common cause of injury to birds which then become particularly susceptible to transportation stress.

Procedures to facilitate catching loose-housed birds and to prevent the piling of birds in corners can include:

- reducing the light intensity in the pen,
- using blue bulbs to provide adequate illumination for humans but not for poultry,
- corralling birds with a net or screen at the loading door.

Range birds can be loaded more easily by moving them in small groups.

There should be sufficient lighting to permit inspection of the birds during loading, carriage and unloading.

Containers must be kept in an upright position and lifted and placed in position with the greatest of care. They must not be dropped or thrown.

Containers must be securely attached to the transport vehicles to prevent injury to the birds.

16.2.5 Transporting day-old chickens

Day-old birds should be healthy and vigorous. They should be place in suitably ventilated boxes without overcrowding.

Care should be taken to ensure adequate ventilation of the boxes without overcrowding.

Care should be taken to ensure adequate ventilation of the boxes, particularly when they are stacked.

Birds should be protected from direct sunlight and cold draughts.

Packing materials used inside boxes should be new, clean, dry and non-toxic.

The stocking density for day-old chick for transportation should not exceed 25 cm^2 per bird (standard containers are 60 cm x 45 cm for 100 chickens). More space should be allowed for turkey poults and goslings and less for quail chicks.

Each consignment should be clearly identified with the date and time of dispatch, and written instructions provided regarding holding conditions and a contact person, marked clearly for the attention of those responsible for transportation.

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

Chicks should be placed in a brooding environment immediately after delivery.

16.2.6 Transporting pigeons

Transport containers for squabs should have a minimum height of 15 cm and should provide a minimum floor space of 200 cm^2/bird. Adult pigeons require a minimum of 450 cm^2/bird during transport.

16.3 Transport Provisions

16.3.1 Shelter

Birds being transported may be affected by wind chill if they become wet. Birds at the front of the vehicle are often covered or shielded while birds at the back may be uncovered.

Temperature between the top and bottom and front and back can differ significantly.

Covers should be used to protect birds in containers from wind and rain and from excessively hot or cold conditions. Shade is necessary in hot weather.

16.3.2 Ventilation

The air circulation in transport units should:

- provide enough air for the birds,
- remove smells and gases,
- control temperature and humidity.

The supply of fresh air must be checked regularly and adjusted as necessary.

Containers must be stacked in a way which guarantees good ventilation. Insufficient spacing can prevent heat loss and interfere with the circulation of air between containers.

Birds must not be placed in excessive draughts.

The air temperature in a load of live poultry should be maintained between 10°C and 30°C. During hot weather the number of birds per container may need to be reduced to keep load temperatures within the acceptable range.

When the temperature of the load reaches 30°C, the vehicle must not be left stationary. To counter excessive heat build-up, the vehicle should be driven at about 30 km/h for several minutes. When this is not possible, the truck should be kept in shade and an alternative method of air circulation provided.

16.3.3 In-transit inspections

Regular inspections of birds should be conducted by either the driver or attendant within 30 minutes of starting a journey and after that at regular intervals, depending on the road and weather conditions. In cool weather, inspection every 2 hours is recommended, while in hot weather the birds should be examined every hour.

Birds found injured, distressed or with a limb protruding should be given immediate assistance.

16.3.4 Duration of travel and rest periods

Rest stops are usually undesirable when transporting poultry. Travel should be completed within 24 hours.

16.4 Unloading

16.4.1 General requirements

Similar requirements to those listed in Section 16.2 apply to unloading, but birds will be tired and more stressed after a journey.

Birds not intended for slaughter should be given access to water when unloaded.

Where poultry are sold at saleyards they should be unloaded without delay and placed in pens or cages with access to food and water.

Poultry should not be held at saleyards for more than 24 hours.

Injured birds unloaded from containers should be destroyed immediately.

Containers must be unloaded horizontally and with care. Birds should be removed from them individually. Any that escape should be caught immediately.

Birds for slaughter should be slaughtered as soon as possible.

Birds must not be left at their point of destination unless an authorised person takes charge of them.

6.4.2 Euthanasia of injured/sick poultry

Birds should be killed by neck dislocation or stunned and bled with minimal handling and in such a manner, either manually or mechanically, that minimises distress, bruising and injury.

16.5 Minimum Standards

- Birds must receive food during the 24 hours prior to travel but it is advisable not to feed birds 3-6 hours before loading. Birds must not be deprived of water prior to loading.
- Birds must be carried in properly designed cages or crates. They must not be transported with their legs tied.
- Hinges and latches must not project into the cage.
- Before collecting poultry, any hindrances from fixtures and fittings, especially sharp edges or protrusions, must be removed from the cages or transport containers.
- There must be easy access to each cage for the catcher.
- When there is no suitable access to free-range units, alternative transport to the road vehicle must be provided.
- Containers must be kept in an upright position and lifted and placed in position with the greatest of care. They must not be dropped or thrown.
- Containers must be securely attached to the transport vehicles to prevent injury to the birds.
- Consignments of day-old chicks must reach the farm of destination within 72 hours after hatching. Every attempt must be made to avoid chilling or overheating, especially by minimising delays in transport.
- The supply of fresh air must be checked regularly and adjusted as necessary.

- Containers must be stacked in a way which guarantees good ventilation.
- Birds must not be placed in excessive draughts.
- When the temperature of the load exceeds 30°C, the vehicle must not be left stationary.
- Containers must be unloaded horizontally and with care. Birds should be removed from them individually. Any which escape should be caught immediately.
- Birds must not be left at their destination unless an authorised person takes charge of them.

17. Zoo and Circus Animals

Zoo and circus animals require special consideration.

For details on the welfare of animals in circuses and zoos refer to:

Code of Recommendations for the Welfare of Circus Animals and Information for Circus Operators.

Code of Recommendations and Minimum Standards for the Welfare of Exhibit Animals and Information for Animal Exhibit Operators.

18. Feral and Wild Animals

Newly captured feral and wild animals are more susceptible to transit-induced stress than farm animals. Whatever the means of capture, feral and wild animals must be acclimatised to domesticity before they are transported long distances. This period of acclimatisation varies between species and between individual animals. They should be kept in suitable facilities until they are accustomed to capture, restraint and human beings, and are eating and drinking readily.

19. Dogs

19.1 Transport of Dogs on Stock Trucks

The transport of dogs on heavy transport vehicles is governed by the Transport Act 1962 in that they must be securely held, just as all loads must be secure.

Dogs should be transported out of sight of livestock.

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

Alternatively, dogs may be carried in the cab of the truck provided they are restrained. Proprietary harnesses are available to secure a dog to the fitted seat belts.

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

19.2 Transport of Dogs on Light Vehicles

The Transport Act 1962 does not directly regulate the carrying of loads in light vehicles.

The Animals Protection Act 1960 provides that the person in charge of a vehicle shall ensure that every animal (including a dog) conveyed in that vehicle is provided with reasonably comfortable and secure accommodation.

While a vehicle is on a road or highway, a dog shall not be carried on the open rear of a truck such as a utility or a flat bed truck unless it is secured or enclosed in a crate.

The securing lead or chain should be attached to a leather collar via a swivel and the other end of the chain or lead must be firmly attached to the tray hard up against the cab which will provide protection against the wind.

The securing lead or chain should be long enough to permit the dog to stand, lie down and move about but must not be of a length which would permit either the front or hind legs reaching the side of the tray when the dog is standing in a normal posture. The length must also be short enough to prevent the dog from climbing into the cab.

Dogs should not be carried on the open back of vehicles during extremes of weather. Dogs must not be carried in the closed boot of a car unless adequate ventilation is provided.

Where a dog is carried in a purposed-built box fixed to the rear of a car, the kennel must be fixed where it is well ventilated and free from exhaust fumes and road dust.

19.3 Minimum Standards

- Working dogs must not be transported loose in a stock crate with livestock.
- While a vehicle is on a road or highway, a dog must not be carried on the open rear of a light truck such as a utility or a flat bed truck unless it is secured or enclosed in a crate.
- The securing lead or chain must be firmly attached to the tray hard up against the cab which will provide protection against the wind.
- Dogs must not be carried in the closed boot of a car unless adequate ventilation is provided.

20. Emergency Euthanasia

20.1 Introduction

Previous sections of this code have drawn attention to those circumstances in which stock may need to be destroyed, e.g. following serious illness or injury during transport.

Although this task is aesthetically unpleasant to most people, the method of euthanasia should be effective and cause sudden and painless death for the animals. It is equally important that the animal is handled quietly beforehand to ensure it is not unnecessarily distressed or alarmed.

Methods of euthanasia will be described in detail in the *Code of Recommendations and Minimum Standards for Emergency Euthanasia of Animals*.

20.2 Use of Firearms

The two most efficient and widely available methods of destroying livestock during transport are a captive bolt pistol or a gunshot to the brain from close range. There are legal restrictions on the use of firearms in or near public places. Under those circumstances assistance should be sought from MAF, the RSPCA, the Police or a veterinarian.

The following safety factors should be in mind:

- A 0.22 calibre rifle or a 0.32 calibre humane killer pistol is adequate for the destruction of most animals.
- Any use of firearms is potentially dangerous.
- Persons other than the marksman and a handler for the animal should be cleared from the area or should stand behind the marksman.
- Never fire wile the animal is moving its head - wait patiently for a quiet interval before firing.
- To provide maximum impact and the least possibility of misdirection, the range should be as short as circumstances permit.
- The humane killer and the captive-bolt pistol are designed to be pressed firmly on the head of the animal prior to being discharged. It is dangerous to do this with a standard pistol or rifle.

Appendix I. Animal Welfare Check List

This check list is provided as a guide only. When it is used the stock transport company and the driver are responsible for ensuring that the information is complete and that the list is kept with other consignment papers.

Animal Welfare Check List						
When did the journey start?	Date			Time		
Where did the journey start?						
What is the final destination?						
Name of transport company						
Name of the first driver						
When did the drivers change?	1	Date	Time	Name of new driver		
	2					
	3					
What is the type and class of stock carried?	1		How Many?			
	2					
	3					
How many are pregnant?			How many in the 3rd trimester			
When was the stock last watered before transit?						
When was the stock last fed before transit?						
When was the stock fed and/or watered in transit?	1					
	2					
	3					
List the veterinary certificates attached	1					
	2					
	3					
Name of owner/consignor						
Address						
Telephone numbers	Day			Night		
Other emergency phone numbers	Stock Agent			Veterinarian		

Appendix II.

AMENDMENTS

May 1996

Animal Welfare Advisory Committee
c/o Ministry of Agriculture
PO Box 2526
Wellington

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

Code of Animal Welfare No. 15

Preface

In 1995 a number of issues came before the Animal Welfare Advisory Committee that warranted a review of the Code. Reviews such as this are part of the continuing consultation process.

After consulting interested organisations AWAC has published these amendments to the *Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand.*

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4. Commercial Transport of Animals by Road

The following replaces clause 4.1.4.

4.1.4. Selection of Animals

Owners or their agents have a responsibility to select and present for loading only fit and healthy animals for travel. Matters which routinely should be taken into account when selecting animals for transport include:

- body condition;
- clinical evidence of disease or parasitism;
- injuries or other physical defects.

Both the owner and the person in charge of an animal can be liable if either permits the animal to be conveyed on any highway of in any vessel while the condition or health of the animal is such as to render it unfit to be conveyed.

At no stage will liability shift from the farmer or his or her agent to the driver. Any liability of the driver is additional to the liability of the owner or his or her agent. If unfit stock are transported the owner and the driver can be held equally liable for prosecution.

Transport operators and their drivers have the right to refuse to transport unfit stock. Once a driver takes possession of animals he or she is deemed to be the person in charge. If the driver conveys animals that are unfit to travel he or she could be liable. It follows that if the driver knows that the animals are unfit to travel it is in the interests

of the driver to refuse to transport them. In a prosecution the Court will determine objectively whether the driver knew or should have known that the animals were unfit to travel.

It is recognised that not all truck drivers have the experience to determine physiological or metabolic disorders but should be experienced enough to identify physical aspects such as broken limbs or obvious poor body condition.

Animals must be able to stand and bear weight on all limbs and be fit enough to be able to withstand the journey without suffering unnecessary pain or distress. "To bear weight" means that the animal must be able to take weight on all limbs to stabilise itself during transport.

Blind animals that are otherwise fit to travel may be transported provided they travel with other animals and will not suffer unnecessary distress.

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

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

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

Under a 1993 amendment to the Meat Regulations 1969 injured stock may be slaughtered on the farm by a MAF approved operator or veterinarian immediately before loading and the carcass processed into pet food in licensed pet food premises which have been approved to process injured stock slaughtered other than at approved slaughter premises.

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9. Transport of Pregnant Animals - is replaced by the following:

9. Transport of Pregnant and Lactating Animals

NOTE: The amendments contained in this clause 9 will be reviewed again in December 1996 after the current movement season is finished. Comment from farmers, transport operators and veterinarians will be welcomed in this review.

Comments should be addressed to the Secretary of AWAC, PO Box 2526, Wellington.

9.1 General Conditions

The movement of pregnant or lactating animals requires great care with a high standard of stockpersonship.

Careful consideration should be given to the consequences of transporting animals in their last third or pregnancy and those that have recently given birth.

The metabolic status of dairy cows in their last month of pregnancy and the first 4 months of lactation makes them especially vulnerable to stressors arising from transportation. Spring in particular represents a high risk period for dairy cows due to metabolic disease, e.g., there are low pasture magnesium levels during this period.

Detailed planning for the various stages of transport is important and where long haul transport or transport across the Cook Strait is envisaged for such animals veterinary advice is essential.

Preconditioning should take place before a long haul journey which should include feeding of hay as part of the diet for 5-7 days so as to decrease the fluidity of the faeces. Hay alone may be insufficient to meet the dry matter requirements of a lactating cow.

The possibility of grain concentrates to supplement intake should be approached judiciously. If cows are already receiving this then it should continue. If it is to be added for the journey then an adequate preconditioning period of at least 2 weeks will allow the rumen microflora to adjust.

Veterinary advice should be sought concerning the mineral status of the animals to be transported and appropriate supplementation given during the pre-conditioning period when indicated.

Sea transport creates extra stressors and there can be difficulties in gaining access to an animal giving birth either on a truck or in stock pens on a ship.

Because cull dairy cows may be more vulnerable to stressors, long haul transport of cull cows should be avoided.

9.2 Pregnant Animals

The movement of pregnant animals should be planned well ahead. Where appropriate, transport should take place early in pregnancy. Early veterinary advice should be sought.

Rest periods of 12 hours after each 10 hours of travel, which includes loading and unloading, need to be taken into account when planning a journey. Preconditioning time should allow for appropriate supplements and transition diets.

Animals that are likely to give birth during transport must not be transported.

Pregnant animals should be examined and offered water as soon as possible after unloading from a vessel and, on arrival at their destination, should be offered food and water.

9.3 Pregnant Dairy Cows

Dairy cows in their last month of pregnancy must not be transported on a long haul journey or across the Cook Strait. [For the purpose of this clause the last month of pregnancy shall be 250 days or more after the mating date at which the animal is deemed to be pregnant.]

Pregnant cows should not be transported on the top deck of a double-decker transport unit unless they can be unloaded with a ramp with a slope of not more than 20° (about 1:3).

9.4 Lactating Dairy Cows

Special care needs to be taken when transporting lactating dairy cows, particularly on long haul journeys. Early veterinary advice should be obtained when planning the transportation of dairy cows in the first 4 months of lactation.

Before dairy cows in their first 2 months of lactation are transported on a long haul journey or across the Cook Strait a veterinary examination must be carried out and a veterinary certificate obtained that the animals are fit to be transported.

The stock truck driver must be provided with the veterinary certificate by the person consigning the animals, i.e. the farmer or his agent, before cows in their first 2 months of lactation are loaded for a long haul journey.

When animals are crossing the Cook Strait the master of the transporting vessel must sight this certificate before the animals are loaded on the vessel.

Lactating cows without calves at foot should be milked immediately prior to transportation and then at regular intervals not exceeding 24 hours. Cows should be watered after milking and before loading, watered at least every 8 hours in accordance with clause 10.2, and rested in accordance with clause 4.1.1.

9.5 Minimum Standards

9.5.1 Pregnant Animals

- Animals that are likely to give birth during transport must not be transported.
- Dairy cows in their last month of pregnancy must not be transported on a long haul journey or across the Cook Strait.

9.5.2 Lactating Cows

- Before dairy cows in their first 2 months of lactation are transported on a long haul journey or across the Cook Strait a veterinary examination must be carried out and a veterinary certificate obtained that the animals are fit to be transported.
- The stock truck driver must be provided with the veterinary certificate before cows in their first 2 months of lactation are loaded for a long haul journey or across the Cook Strait.
- The master of the ship must sight the veterinary certificate before animals are loaded.

NOTE: The Introduction to the Code defines "long haul journey" as "a journey that will not be completed within 10 hours, including loading and unloading, and a journey that will extend over more than 1 day of travel, including rest stops".

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11. Sheep and Goats

The table in clause 11.2 is replaced with the following table:

Average Liveweight (Kg)	Space Allowance (m2 /head)
20	0.14
30	0.17
40	0.21
50	0.26
60	0.31

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12. Cattle

The following additional paragraph is added after the loading density table in clause 12.2.

> The loading densities are to be assessed on a *per-pen* basis rather than a *per-truck* basis. There is a potential for exceeding the axle weight limits. The driver is responsible for ensuring that the truck and trailer unit do not exceed the maximum loadings permissible. That may necessitate leaving one pen empty.
>
> When transporting lactating cows more space than normal should be allowed for. Loading densities should be kept as close as possible to the maximum space allowance recommended in the table.

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14. Deer

In clause 14.1 the following bullet point is deleted.

- deer that have been weaned in the last 7 days.

The following paragraph is inserted after the first paragraph:

> Deer that have been weaned in the last 10 days must not be transported unless they are transported directly from farm to farm immediately following weaning and the total duration of yarding and transport does not exceed 6 hours. These deer, when weaned less than 10 days, must not be transported on the same unit as their mothers.

Clause 14.2 is amended by replacing the first paragraph with:

> The maximum number of 100kg liveweight deer in a pen 2.5m x 1.4m should be eight.

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16. Poultry

Clause 16.2.3 is amended by replacing paragraph 5 - "Birds should not be lifted ... both wings" with:

> Birds should not be lifted or carried by the head, wing or tail, except adult geese and ducks which may be held and lifted by the nape of the neck.

The following amendments were added on completion of the new *Code of Recommendations and Minimum Standards for the Welfare of Ostrich and Emu.*

In June 1998 the Animal Welfare Advisory Committee approved a new *Code of Recommendations and Minimum Standards for the Welfare of Ostrich and Emu.*

This amendment adds a new section, referring specifically to ostrich and emu (section 21), to the *Code of Recommendations and Minimum Standards for the Welfare of Animals Transported within New Zealand.*

21. Ostrich and Emu

21.1 General Guidelines

21.1.1 Introduction

The following recommendations and minimum standards are based on current knowledge and will be subject to review as industry experience with transportation of ostrich and emu increases.

This section will be reviewed no later than 01/06/01 at the same time the *Code of Recommendations and Minimum Standards for the Welfare of Ostrich and Emu* is reviewed.

This section should be read in association with the *Code of Recommendations and Minimum Standards for the Welfare of Ostrich and Emu*

Ostrich and emu require different and generally higher standards compared to other livestock, especially when being yarded and transported.

Mature birds may show fear of people with whom they are unfamiliar.

The successful transportation of adult birds starts with orderly and well disciplined husbandry practices that are imposed on chicks from day one so that birds are used to being handled and moved about the farm.

In all cases sufficient space must be given for birds to travel in a standing position, although emu are more likely to travel sitting down. There should be a cover sufficient to restrain birds from escaping. There should be either a roof over the crate or a tarpaulin which will serve as a visual barrier.

Injured birds must be treated without delay.

Transportation in ambient temperatures above 30°c is not recommended without extra care and provision for ventilation or air-conditioning.

The floor surfaces should provide a firm but soft footing for the birds and should be capable of absorbing any moisture associated with faeces and urine.

There must not be any gaps in the walls or the roof of the crate that will enable birds to put their heads through.

Ventilation holes should be covered in mesh.

21.1.2 General Transport Factors

Stock handlers experienced with other livestock need to appreciate the inherent risks during transportation of ostrich and emu balancing on two legs. A bird can easily slip on an uncovered metal transport vehicle floor or an unsuitable ramp while being loaded onto a transport vehicle.
The long narrow neck of an adult ostrich or emu can also be a liability to the safe passage of the bird on a long trip.

The unruly temperament of individual birds is another factor with which the ostrich and emu farmer has to contend. One unruly bird can quickly cause a build-up of panic and hysteria in an otherwise calm group of birds undergoing transport.

21.1.3 Long Term Management

The strategy of the ostrich and emu farmer should be to encourage the bird from day one to be familiar, and comfortable, with human beings. Talking to chicks and making use of natural curiosity of the bird is useful.

When the birds are old enough their natural affinity for water can be used to enhance tameness. An area can be set aside for water play on hot days with the stock handlers using a hose to bathe the birds.

Stock handlers should wear clothing of a similar colour each day and touch the birds as much as possible. A sudden change in clothing colour has been known to cause panic in the birds.

21.1.4 Pre-travel Rest Period

Unlike other livestock, it is not necessary or even desirable to rest ostrich or emu after yarding or mustering for long periods prior to transportation.

21.1.5 Food and Water Requirements

Birds must receive food during the 24 hours prior to travel but feed should be withdrawn 3 – 6 hours before loading. Birds must not be deprived of water prior to loading.

21.1.6 Transport Container Design

An ordinary stock crate designed for cattle, sheep or pigs will not necessarily be suitable for transporting mature ostrich and emu. Headroom should be at least sufficient to allow birds to stand upright but not necessarily stretch upright as this is when an ostrich or emu will kick, jump or do damage to itself or others

The transport vehicle should be capable of being divided into appropriately sized compartments so that there is one adult bird per compartment. Where more than one bird is carried together there is a risk that when one bird goes down others will trample it.

Gaps in the perimeter walls of the crate should be sufficiently narrow to prevent the birds from passing the head and neck through the gap.

The skin of the ostrich and emu is very tender and easily damaged by the bird trying to push at the horizontal bars of the crate wall or by birds kicking at each other in an attempt to escape.

The roof and walls of the crates should be devoid of projections, even if only small, as these can easily damage the birds. Padding on the walls and divides is recommended.

The interior should be dimmed and adequate ventilation provided both while the transport vehicle is moving and while it is stationary. Without adequate ventilation there can be a level of heat build-up in a covered crate, especially if the transport vehicle is allowed to stand for any length of time.

The transport vehicle must have a non-slip floor or grated floor covering, an enclosed crate and flow through ventilation which is a critical factor. There should be no openings in the floor. Material laid over a sheet steel floor is essential to prevent slipping. Old carpet with a sawdust or wood shaving covering is ideal. A specially designed rubber mat that can be cleaned easily between shipments is recommended.

Expanded metal mesh floors should be avoided as the spaces can catch and break claws.

21.1.7 Ramps

Smooth surfaces on ramps should be avoided. Cleats will aid loading by preventing the risk of birds slipping

Expanded metal mesh floors on ramps should be avoided as the spaces can catch and break claws.

21.1.8 Driving

Drivers should be trained to ensure that they are familiar with the requirements of transporting ostrich and emu.

The driver should be aware of the care needed in transporting ostrich and emu, e.g., cornering slowly, braking gently and completing regular checks of the birds.

21.1.9 Hygiene

Transport vehicles, cages, crates and compartments must be cleansed and disinfected thoroughly before birds are loaded into them.

21.1.10 In Transit Inspections

Regular inspections of birds should be conducted either by the driver or a stock handler within 30 minutes of the journey commencing and then at regular intervals depending on road and weather conditions.

21.1.11 Duration of Journey

Travel should be completed within 24 hours. Care should be taken with rest stops as birds will become restless. In order to comply with transport regulations related to maximum work times it may be necessary for replacement drivers to be available for long distance transport.

Once the transport vehicle is loaded it should depart as soon as possible. This will increase ventilation and the movement of the transport vehicle will quieten the birds down.

On arrival birds should be unloaded as soon as possible and allowed access to water.

21.2 Loading and Transport

21.2.1 Loading Densities

Ostrich and emu must not be mixed in the same compartment. Birds that have not been previously run together should not be mixed in the same compartment.

Liveweight (kg)	Recommended maximum density birds/m^2
< 7	8
8 – 12	6
13 – 18	5
19 – 24	4
25 – 30	3
35 – 45	2
45 – 65	1
> 65	0.75 i.e. 1.5 m^2 per bird

21.2.2 Ostrich and Emu Chicks

Chicks less than one week old may be transported at higher densities with consideration given to the type of transport container.

Chicks up to 6 months of age should be transported in groups of no more than 20 birds of approximately equal size.

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

21.2.3 Juvenile and Adult Ostrich and Emu (over 6 months)

The transport vehicle should be capable of being divided into appropriately sized compartments to contain one bird only where necessary and be dimly lit.

The floor surfaces should provide a firm non-slip footing or grated surface for the birds.

21.3 Minimum Standards for the Transportation of Ostrich and Emu

- Sufficient space must be given for birds to travel in a standing position
- injured birds must be treated without delay
- there must not be any gaps in the walls or the roof of the crate that will enable birds to put their heads through
- birds must receive food during the 24 hours prior to travel
- birds must not be deprived of water prior to loading
- the transport vehicle must have a non-slip floor or grated floor covering, an enclosed crate and flow-through ventilation
- transport vehicles, cages, crates and compartments must be cleansed and disinfected thoroughly before birds are loaded
- ostrich and emu must not be mixed in the same compartment
- chicks must be protected from chilling and extremes in temperature.