Report on the European Commission Proposals on the Transport of Animals

September 1991
CONTENTS

<table>
<thead>
<tr>
<th>Paragraph</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chairman's letter to Agriculture Ministers</td>
<td>3</td>
</tr>
<tr>
<td><strong>PART 1: INTRODUCTION AND BACKGROUND</strong></td>
<td></td>
</tr>
<tr>
<td>Introduction</td>
<td>1-3</td>
</tr>
<tr>
<td>Background</td>
<td>4-9</td>
</tr>
<tr>
<td>Method of Investigation</td>
<td>10-11</td>
</tr>
<tr>
<td><strong>PART 2: EXISTING CONTROLS</strong></td>
<td></td>
</tr>
<tr>
<td>Present Regulations Applying, in Great Britain</td>
<td>12-15</td>
</tr>
<tr>
<td>Present EC and International Controls</td>
<td>16-18</td>
</tr>
<tr>
<td>The Proposals</td>
<td>19-22</td>
</tr>
<tr>
<td><strong>PART 3: CONSIDERATION AND RECOMMENDATIONS</strong></td>
<td></td>
</tr>
<tr>
<td>Introduction</td>
<td>23</td>
</tr>
<tr>
<td>Potential Weakening of Existing Controls</td>
<td>24</td>
</tr>
<tr>
<td>The Need for Live Food Exports</td>
<td>25</td>
</tr>
<tr>
<td>Definitions of a Journey</td>
<td>26-27</td>
</tr>
<tr>
<td>Definition of Export Lairage, Assembly Point and Staging Post</td>
<td>28-30</td>
</tr>
<tr>
<td>Maximum Times Between Resting, Feeding and watering</td>
<td></td>
</tr>
<tr>
<td>Transport by Road</td>
<td>31-36</td>
</tr>
<tr>
<td>Transport by Sea</td>
<td>37-39</td>
</tr>
<tr>
<td>Transport by Air</td>
<td>40-42</td>
</tr>
<tr>
<td>Retention of Lairages</td>
<td>43-46</td>
</tr>
<tr>
<td>Resting Intervals</td>
<td>47-48</td>
</tr>
<tr>
<td>Approval of Staging Posts</td>
<td>49-52</td>
</tr>
<tr>
<td>Stocking Densities</td>
<td>53-59</td>
</tr>
<tr>
<td>Approval of Means of Transport</td>
<td>60-64</td>
</tr>
<tr>
<td><strong>PART 4: SUMMARY OF RECOMMENDATIONS</strong></td>
<td></td>
</tr>
<tr>
<td>Summary of Recommendations</td>
<td>65</td>
</tr>
<tr>
<td>Appendix A: Membership of the Farm Animal Welfare Council at June 1991</td>
<td>17</td>
</tr>
<tr>
<td>Appendix B: Those Who Gave Evidence</td>
<td>18</td>
</tr>
<tr>
<td>Appendix C: Summary of the Main GB Legislation Relating to the Transport of Animals</td>
<td>19</td>
</tr>
</tbody>
</table>
I have pleasure in submitting the Council's Report on the transport of farm animals, which concentrates on the European Commission proposals for a Council Regulation on the subject. This follows my letter of 23 August, which enclosed a draft of the report to give Departments an early opportunity to digest our proposals. As you know, I took this unusual step in view of the likelihood that decisions would be taken in Brussels this Autumn.

We firmly believe that in an ideal world food animals should be slaughtered as near as possible to the farm of origin and transported as carcases. Nonetheless, the Council recognises that the trade in live food animals will continue, at least in the short-term. We do not, therefore, wish to pass over this opportunity to influence the conditions that will apply and our recommendations are made with the European dimension very much in mind.

The Report, which we intend to publish, offers advice which I trust will be of benefit in the discussions on the EC Proposals and I plan to forward a copy direct to the Commission. I very much hope that full account will be taken of the recommendations, which I believe, will further protect the welfare of transported animals.

Professor C R W Spedding Chairman
Farm Animal Welfare Council
PART 1

INTRODUCTION AND BACKGROUND

Introduction

1. Livestock have been transported by sea for many centuries and doubtless one of the earliest recorded shipments to our shores was during the Roman invasion. Nowadays, livestock are transported for trade as opposed to battle and we pay considerably more attention to their welfare.

2. Air transport is a relatively recent innovation but it was over 200 years ago when the Montgolfier brothers sent aloft a cow, a sheep and a chicken in their new hot air balloon. Having decided that they had suffered no ill effects from the experience they took courage to go up themselves. Today animals are moved by air on a daily basis.

3. Road transport is more recent still. Animals were traditionally ridden or driven to market. Even racehorses were ridden to the races, and their performance in the contest almost certainly bore some relationship to the distance travelled and the length of the rest period! The first recorded movements of livestock by road relate to valuable racehorses being loaded into horse drawn wagons and transported to the races in order to improve their performance. Transport of slaughter stock did not develop until the introduction of the internal combustion engine.

Background

4. The remit of the Farm Animal Welfare Council (FAWC) is to keep under review the welfare of farm animals on agricultural land, at markets, in transit and at the place of slaughter; and to advise Agriculture Ministers of any legislative or other changes that may be necessary. This remit includes consideration of proposals made by the European Commission.

5. In August 1989 and July 1990 the Ministry of Agriculture, Fisheries and Food (MAFF) circulated EC Proposals, COM (89) 322 and COM (90) 238 for a Council Regulation on the protection of animals during transport. At that time, the European Commission had given only limited priority to the documents, which were distributed largely for information.

6. Following a MAFF consultation exercise in July 1990, FAWC was asked to consider the new proposals and advise Agriculture Ministers in readiness for discussions in Brussels. To carry out this review we set up a small Working Group of members (see Appendix A) which was asked to examine, in particular, the following areas:

(i) maximum times for which animals may be transported without rest, food and water;

(ii) the approval of staging posts and assembly points;

(iii) stocking densities; and

(iv) the approval of means of transport.
7. FAWC has already produced advice on the handling and transport of poultry (report published in February 1990). Accordingly, we agreed to concentrate this report only on the transport of cattle (including calves.), sheep and pigs. Our timetable was disrupted when we learned that the European Commission had, at short notice, given a high priority to its proposal on the transport of animals. We were led to believe that decisions could be taken in Brussels during the Autumn of 1991. Thus, if our advice was to be of use to Agriculture Ministers, it had to be with them by August 1991.

8. In these circumstances, our report concentrates mainly on the four main issues outlined in paragraph 6. Time did not permit detailed consideration of all the issues raised by the proposals.

9. Throughout our investigations we kept very much in mind the following five basic needs of the animals:

(i) freedom from thirst, hunger and malnutrition;

(ii) provision of appropriate comfort and shelter;

(iii) prevention, or rapid diagnosis and treatment of injury and disease;

(iv) freedom to display most normal patterns of behaviour; and

(v) freedom from fear.

Method of Investigation

10. In framing our advice we took account of evidence, written and oral, from a number of interested organisations and individuals. A consultation letter sent in September 1990 invited written comments; and subsequently we approached many of those consulted and other specialists for more detailed information. A full list of those who gave evidence is at Appendix B. Group Members also undertook visits to observe transport conditions first-hand. Our recommendations are therefore based on evidence and comments relating to the present situation in this country; on observation; and on industry experience.

11. We are indebted to all those who provided co-operation and comments and wish to take this opportunity to thank everyone concerned. The time and assistance given are greatly appreciated.
PART 2

EXISTING CONTROLS

Present Regulations Applying in Great Britain

12. There are a number of regulations governing the transport of cattle, sheep and pigs and these are summarised at Appendix C. One of the main controls is the Transit of Animals (Road and Rail) Order 1975 which, amongst other things, requires the carrier or person in charge of the animals to ensure the provision of food and water at intervals not exceeding 12 hours during the journey. This interval may be exceeded when a journey can be completed within 15 hours from its commencement or the last feed (whichever is the later). The Order then requires the animals to be fed and watered immediately on arrival. Furthermore, the order requires hauliers to keep detailed records and sets standards for vehicle design and construction etc.

13. The Transit of Animals Order 1927 and the Animals (Sea Transport) Order 1930 require the provision of suitable food and water on board a vessel if the voyage takes longer than 18 hours. The movement of animals by air is covered by the Transit of Animals (General) Order 1973 which requires animals being transported to be adequately fed and watered at suitable intervals. Further general controls are provided by the Protection of Animals Act 1911.

14. An additional control is provided by the Export of Animals (Protection) Order 1981 which requires, with certain exceptions, that animals about to be exported are rested for a minimum of 10 hours and offered food and water at an approved premises immediately before embarkation. Exporters are also required to make arrangements for feeding and watering animals where international transport is unlikely to be completed within 18 hours. Exemptions may be granted for breeding animals or animals intended for exhibition.

15. The 1927 Transit of Animals and 1930 Sea-Transport Orders pre-date the present roll-on/roll-off trade and were not designed to control this now very common method of transport. Similarly, we consider that the Transit of Animals (General) Order 1973 may not have envisaged the widespread transportation of animals by air, which takes place today. We believe, therefore, that the present review of transport controls provides a perfect opportunity to update regulations and target them at the current and future trade.

Present EC and International Controls

16. EC Directive 77/489 on the protection of animals during international transport, which was drawn largely from a Council of Europe Convention of 1968, states that animals should be offered water and appropriate food at suitable intervals, which should not exceed 24 hours. This period may be extended if the journey to a destination where the animals are unloaded can be completed within a reasonable period. "Reasonable period" is not defined.

17. Under EC Directive 81/389, consignments of farm animals must be accompanied by an International Animal Transport Certificate. These certificates, and the animals themselves, are required to be checked by the authorities at each internal border.
18. As regards shipments by air, the International Air Transport Association Live Animals Regulations state that generally it is not necessary to feed animals in transit, although some will need water depending on climatic conditions and the flight duration. The Regulations add that pigs should have continual access to water. In general, consideration should be given to the possibility of stopovers, transhipment and delays.

The Proposals

19. The European Commission proposals form part of its programme to complete the "single market" after 1992. This will be in accordance with the Single European Act which refers to the internal market as an area without internal frontiers in which free movement is ensured. The proposals will lead to the replacement of the 1977 and 1981 Directives; and to the abolition of mandatory frontier checks. The Explanatory Memorandum states that: "In order to realise the free circulation of live animals in the internal market, it is necessary to abolish these internal frontier inspections. At the same time, it is important to establish measures to safeguard the welfare of animals during transport."

20. The proposals set out requirements, which would apply to transport of animals within, to and from Member States. Mandatory frontier checks would take place only at external frontiers of the Community, with animals from third countries being imported via nominated ports, airports and overland frontiers. Internal movements would be monitored by checks on departure and at the slaughterhouse; by other checks at markets and at transfer, assembly and staging points; and by random inspections at any time. We agree that a system of monitoring is essential and believe that random checks and checks on the condition of the animals at their destination are particularly effective methods of ascertaining compliance, or otherwise, with the regulations. A European Commission Veterinary Inspectorate would be empowered to ensure enforcement authorities were meeting their obligations.

21. We are aware that EC Directive 90/425, concerning veterinary and zootechnical checks applicable to intra-Community trade, lays down controls designed to reduce health checks at frontiers and allows these to take place at, for example, a holding premises in the country of origin. Although the Directive does not affect checks on the welfare of animals during transport, we have borne its requirements in mind during our deliberations.

22. Against this background, our report concentrates on those areas, listed at Article 15 of the proposal, where the European Commission intends to draft new rules: - i.e. maximum times between rest, food and water; approval of staging posts and assembly points; stocking densities; and approval of means of transport.
PART 3

CONSIDERATION AND RECOMMENDATIONS

Introduction

23. As stated previously, our consideration has been limited to the transport of cattle (including calves), sheep and pigs; and we have considered each species separately. Initial enquiries indicated that none of these species is presently carried by rail within GB, so we have further limited our review to transport by road, sea and air.

Potential Weakening of Existing Controls

24. Existing safeguards in this country for the protection of animals in transit are generally more stringent than those in most of the European Community. Although we believe the time is right to review certain of our present controls, we do not wish to see those requirements which are fundamental to the animals' welfare replaced by weaker EC controls. As a general rule, we consider that no animal should be transported under conditions which are unsuitable for its species, age or physical condition.

The Need for Live Food Exports

25. There are arguments in favour of a carcase-only trade in food animals and successive governments have been under pressure to ban live food exports. The EC proposals recognise that the transportation of food animals over long distances should be unnecessary, as modern technology permits the rapid movement of carcases. We support this view and believe that wherever possible, food animals should be slaughtered at the nearest available point. Nonetheless, movements of live animals will continue throughout the Community in the foreseeable future and whilst urging all Member States to strive towards a carcase-only trade, we do not wish to overlook this opportunity to comment on the proposals.

Definition of a Journey

26. Before we can recommend maximum intervals between resting, feeding and watering we need to define a "journey". We discussed this with a number of interested organisations and individuals. We conclude that a journey begins when the first animal is loaded onto the means of transport and ends when the last is unloaded at either its final destination or at an approved staging post/transfer point. The animals should then undergo at least 10 hours rest and be fed and watered, with the exception of food animals which are to be slaughtered immediately. Thus, the total journey may consist of a number of separate journey stages provided the animals are rested, fed and watered, as necessary, en route. Our recommendations relating to the length of the journey stages are given below.

27. Our definition is at variance with the European Commission's (COM (89) 322) which is that a journey is the "transport from place of departure to place of destination". The "destination" does not include a staging post or transfer point but is the place where the animals are finally unloaded. We believe that ours is the clearer definition and better protects the animals' welfare, particularly in relation to maximum journey time.
Definitions of Export Lairage, Assembly Point and Staging Post

28. It is similarly important to record our understanding of the above terms. "Export lairage" is a term not widely used in the rest of the Community but in GB it means an approved premises close to an embarkation point where animals may be rested for at least 10 hours, fed and watered prior to international transport.

29. In our opinion, an assembly point is a place where animals from different farms of origin are gathered prior to joining a larger consignment for long distance transport. This may, or may not, be the start of the journey.

30. A staging post is a premises where animals may be rested, fed and watered between journey stages. In fact, we see little difference between this and an assembly point and believe that both should be run to the same standard. For simplicity, we use the term staging post throughout our report, unless there is a need to highlight a significant difference.

Maximum Times Between Resting, Feeding and Watering

(a) Transport by Road

31. We have considered carefully the present arrangements which require animals to be offered adequate and suitable food and wholesome water at intervals not exceeding 12 hours during the journey; that is unless the final destination can be reached within 15 hours, in which case the animals should be fed and watered immediately upon arrival. These provisions apply only to transport within GB and, in the case of animals shipped to the Continent, the journey within GB is deemed to have been completed once the animals have reached an approved export lairage to undergo a period of rest, or have boarded a vessel or aircraft. There is no requirement to rest the animals at specified intervals or for specified times, as most journeys within GB can be completed within a reasonable period. That said, we must not overlook the Scottish Isles from where journeys by sea and road can take a considerable time, e.g. to the South of England. We understand that conscientious hauliers will generally make their own arrangements for resting the animals on these routes.

32. We are mindful that our recommendations should take full account of conditions in Europe and that any requirement for resting, feeding and watering at specified intervals should apply to transport throughout the Community. This is particularly important when considering the need for rest, since the automatic rest period provided at export lairages prior to embarkation from GB ports and airports is not a protection that is offered by any other Member State, with the exception of some controls in the Republic of Ireland.

33. Evidence collected during the course of our investigations shows that there is a wide range of views on maximum intervals between rest, food and water. Some consider that slaughter stock should be killed as near as possible to the point of origin and suggest a maximum journey time of 8 hours. It is also argued that all stock have the same welfare needs, and that an 8 hour limit should apply to all animals whether they are intended for further fattening, slaughter or breeding. Others support the current European Directive 77/489 which allows a maximum interval of 24 hours. However, the majority of those who provided comments favoured intervals of 12 hours (or 15 hours in special circumstances) between stops for rest, food and water.

34. If animals are properly cared for during transport and rested, fed and watered (and so documented) at the present intervals prescribed in Great Britain, we consider their welfare
is adequately safeguarded. We believe that a 24-hour interval between stops for rest, food
and water is too long and takes no account of the animals' needs in different climatic
conditions. Nor does this limit allow any leeway for an unexpected transport delay.

35. We therefore recommend that cattle (including calves) and sheep transported by road
should be rested, fed and watered at intervals not exceeding 12 hours, or 15 hours if the
final destination can be reached during that period. Although pigs should also be rested
and fed at these intervals, they should be offered water more regularly but not whilst the
vehicle is in motion. This recommendation applies equally to animals for further fattening,
slaughter or breeding, as we consider that all have the same welfare needs in this respect.

36. We also recommend that the person in charge of the animals should check the
consignment on a regular basis, as conditions dictate. A written record of these inspections
should be maintained. It is important to make clear who has the responsibility for care of
the animals i.e. who is the person in charge. In our view, once the animals are loaded on
the vehicle, the person in charge is the driver of that vehicle; otherwise responsibility rests
with either the farmer, staging post official or abattoir official depending where the animals
are.

(b) Transport by Sea

37. The Animals (Sea-Transport) Order 1930 requires that animals carried on a vessel for a
voyage which exceeds 18 hours must be provided with sufficient amounts of suitable food
and water.

38. Our consultations lead us to believe that all animals should be treated similarly whether
carried by road or by sea. We therefore recommend that animals carried by sea should be
rested, fed and watered at intervals not exceeding 12 hours. However, pigs should have
continual access to water. This recommendation applies equally to animals for further
fattening, slaughter or breeding. We accept that the time on board can be taken as a rest
period but only if sufficient space is provided to allow all animals to lie down comfortably.
Animals which are carried roll on/roll off should be covered by this requirement and access
to allow provision of sufficient food and water is essential. For journeys which are a
combination of road and sea transport the recommendations in paragraph 35 apply.

39. We recommend that the person responsible for the animals inspects them on a regular
basis, as conditions dictate; and that a written record of these inspections is maintained.
Whilst the animals will remain in the driver's charge, we recognise that the Master of the
vessel also has responsibilities for their welfare.

(c) Transport by Air

40. The Transit of Animals (General) Order 1973 regulates, inter alia, the movement of
animals by air and requires them to be fed and watered at suitable intervals. The IATA Live
Animals Regulations state that generally animals should not need additional food and water
during the flight but that pigs should have continual access to water.

41. As no flight within the Community should take more than 5 hours, we recommend that
the IATA recommendations are followed. We agree that animals, with the exception of
pigs, moved by air within the European Community should not generally require food and
water during the flight. However, we recommend that supplies should be available for
emergencies (e.g. flight delays) and we recommend that pigs should have continual access
to water. This will apply equally to animals for further fattening, slaughter or breeding. We
have not looked in detail at flights from the EC to Third Countries or vice versa but, in
general, we believe that adequate consideration should always be given to ventilation and
the animals' requirements for food and water. The person in charge of the animals should
ensure that for long journeys reserves of food and water are carried on the aircraft or that
arrangements have been made to feed and water at intermediate stops. The person in
charge will be the attendant accompanying the consignment, or the carrier.

42. We believe it is essential to provide a quiet area at airports in which to load the animals.
This should not be on the tarmac where animals may take fright because of aircraft noise.
We recommend that where loading or unloading takes place at an airport, a ring fence
should be used throughout the operation to prevent animals escaping.

Retention of Lairages in GB

43. The Export of Animals (Protection) Order 1981 requires animals about to embark on
international transport to be fed, watered and rested for a minimum of 10 hours at an
approved export lairage. These lairages will, under the latest proposals, be lost. Indeed,
exports to the EC as we now know them will cease when the frontiers disappear under the
Single European Act.

44. Whilst recognising that lairages have served an extremely useful role in the protection of
animals exported from GB, we consider that provided journey length is properly controlled
and that an adequate system of staging posts is introduced, there is no longer a need to
rest, feed and water the animals immediately prior to embarkation. It is, however, important
to ensure that animals are properly rested and fit to travel and staging posts should be used
for this purpose. There should be flexibility in the system to allow reductions in, or
exemptions from, the rest period (e.g. for pedigree or show animals), if the licensing
authority is satisfied that the transport conditions are such that the animals' welfare will be
adequately safeguarded.

45. We endorse the requirement in the Export of Animals (Protection) Order 1981 that no
animal should be transported by sea or by air if, in the judgement of the master of the
vessel or the captain/pilot of the aircraft, there are reasonable grounds to believe that due
to adverse weather conditions the voyage or flight might cause serious risk of injury or
suffering to the animals. We recommend that a control of this nature is retained.

46. We are concerned that the removal of the legal obligation to rest animals for at least
10 hours immediately prior to export could lead to the demise of the existing approved
lairage premises. This will deprive animals of a place to rest in the event of e.g. adverse
weather or industrial action at ports/airports. We therefore recommend that Ministers make
every effort to ensure that existing lairages remain functional as staging posts. Staging
posts are likely to be privately owned enterprises and their continued existence will depend
on their commercial viability. Carriers should therefore be urged to use these portal staging
posts to ensure their survival and availability in emergencies.

Resting intervals

47. If a final destination cannot be reached within 15 hours, the animals must be rested, fed
and watered once they have been in transit for 12 hours. We believe that, in most cases, a
staging period of 10 hours is required to allow livestock to be unloaded, to settle, to be
fed/watered and to rest and we recommend a minimum resting interval of 10 hours. The
duration of this rest period should only be reduced by written veterinary exemption. In
certain circumstances (e.g. breeding animals stocked at a low density and fed and watered
on the vehicle) it may be possible for the competent authority to permit exemptions. We recommend that when animals are stocked at a density, which will allow all to lie down comfortably and to be fed and watered, they may be rested on board the vehicle/vessel.

48. We believe that whilst unloaded at a staging post, the animals are the responsibility of the person in charge of that establishment. Whilst on the vehicle, they are the responsibility of the driver. The point of transfer should be clearly established.

Approval of Staging Posts

49. It is clear to us that if staging posts are to replace the existing system of export lairages, they should be approved to the same standard. We recommend that staging posts should be inspected and approved annually by the competent authority and should meet standards which are presently applied to similar premises in this country.

50. We have already recommended that no animal should travel for more than 12 hours without rest, food and water (or 15 hours if the final destination can be reached in that time). Carriers involved in multi-collections at the start of a journey must take account of the time of the first pick-up and make use of a staging post if these maximum intervals are likely to be exceeded. When animals from different farms of origin are gathered at an assembly point for transfer to a larger vehicle, the time taken to reach that point from the farm of origin must be taken as part of the first journey stage. Carriers may, therefore, choose to rest, feed and water at the assembly point before the journey is continued. We therefore recommend that the conditions currently used to approve lairages are used to approve designated assembly points, which should be approved annually.

51. Temporary approval may be possible e.g. for premises used occasionally. However, the minimum requirements will still apply, as will inspection and written approval. It follows that carriers should notify the competent authorities of which staging posts they intend to use.

52. It may be possible for the competent authority to exempt some consignments from the need to be unloaded at staging posts (e.g. high health status breeding animals) but all animals staged en route to a further destination must be certified as having been rested, fed and watered, even if this took place on board the vehicle. This latter written certification should be undertaken by the person in charge of the animals.

Stocking Densities

53. We have found it impossible to suggest precise stocking densities on the basis of the number of animals per square metre. There are too many variables. Evidence from the trade has indicated that stocking densities vary from consignment to consignment depending on many factors, e.g. size, type and age of the animals; ambient temperature and climatic conditions; length of journey and whether the animals are for breeding or slaughter.

54. There is very little scientific evidence on stocking densities, and this has limited our ability to suggest guideline figures. Those we outline below are, however, based on many years of experience and offer a useful starting point. Nonetheless, we believe that large-scale research is required to determine the optimum range for a variety of conditions and weights. We recommend that any rules laid down by the European Commission should be sufficiently flexible to take account of the many variables; and that the EC institute a research programme to establish more accurately optimum stocking densities.
55. We are aware that an alternative method of calculating minimum space requirements for smaller animals is based on the following formula:

\[ A = 0.021 \frac{W^2}{3} \]

Where \( A \) is the area in \( \text{m}^2 \) required by the animal and \( W \) is the animal's live weight in kg.

This formula is based on the fact that the amount of space occupied by an animal is considered to be proportional to its surface area. We consider that the use of this method should be further developed.

56. Our recommendation is to give guidelines which may be applied to all transported stock, and we consider that these guidelines are more meaningful if expressed in kilogrammes weight per square metre. Based on the evidence and information we obtained, and on monitoring carried out by MAFF, we consider the following to be appropriate guideline maximum stocking densities for livestock carried by road or on board a vehicle travelling on a roll-on/roll-off vessel.

<table>
<thead>
<tr>
<th>Adult Cattle</th>
<th>360 kg/m²</th>
<th>maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>50-60 Kg calves</td>
<td>180 kg/m²</td>
<td>maximum</td>
</tr>
<tr>
<td>Adult Sheep</td>
<td>150 kg/m²</td>
<td>maximum</td>
</tr>
<tr>
<td>Adult Pigs</td>
<td>250 kg/m²</td>
<td>maximum</td>
</tr>
</tbody>
</table>

Lower figures will apply to younger animals and the equation at paragraph 55 is more relevant to these.

57. We acknowledge that many different factors will affect stocking rates and consider that controls should therefore be flexible. The welfare of the animals is of paramount importance and any rules should not allow them to be stocked in such a way that their welfare suffers.

58. We consider that the person in charge of the vehicle should ensure that it is correctly stocked and to this end we recommend that livestock vehicles carry a plate indicating the stock floor area, ceiling height and the number of decks to assist the stocking density calculation.

59. We did not look in detail at stocking densities for air transport but experience has shown that the guideline figures in the IATA Live Animals Regulations have worked well and these should continue to be used. As regards sea transport, we have limited our consideration to animals carried in vehicles travelling roll-on/roll-off. Time did not permit detailed consideration of transport by cattle boat which may occur from time to time e.g. between the Scottish Isles.

Approval of Means of Transport

60. The majority of those who gave evidence supported the need for an approval system for road vehicles and also for some form of driver training and certification. We agree that both are required and that there should be minimum requirements which properly safeguard the
welfare of the animals. Nonetheless, careful thought must be given to possible exemption clauses which permit farmers to use their own vehicles to carry their own livestock short distances.

61. If, as we hope, a system of vehicle approval is to be introduced across the Community, then some standardisation of vehicle construction must also follow. We recommend the introduction of new rules which should cover, amongst other things, ventilation, access, suitability of the ramps, drainage, ease of cleaning, partitioning and distance between the decks. We recommend that the haulier and the person in charge of the animals should ensure the vehicles meet the required construction standards before they are used to carry livestock.

62. We strongly favour a training and certification scheme for all who drive commercial livestock vehicles. The training should include stockmanship/handling, loading/unloading procedures, feeding/watering requirements, documentation, ventilation and stocking densities. We recommend that the Government considers the introduction of a national training and certification scheme (perhaps via the Agricultural Training Board (ATB) or the Road Haulage Association (RHA)); and pursues in Brussels the need for a European-wide system.

63. A good driver/stockman should be aware that some species of animals need to establish social groups prior to loading. It is essential that pigs from different groups, for example, are not mixed and care must also be taken with different species, sexes and breeds. These important aspects should not be overlooked and we recommend they are covered in the driver training/certification scheme. In our view, pre-conditioning with tranquillisers and/or sedatives alone is not satisfactory. Such drugs should be used only as a last resort and the driver should be made aware of their use and effects on the animals.

64. We did not study approval of vessels, since transport by sea from GB is now almost exclusively on roll-on/roll-off vessels. However, additional conditions will apply to vehicles on board a roll-on/roll-off ferry and this will include the provision of fixing/lashing points and the ability to increase ventilation. The ferry should also be capable of providing sufficient air circulation. As regards transport by air, we do not think that individual aircraft should be approved but the crates used to carry the animals must follow the guidelines in the IATA Live Animals Regulations; and sufficient ventilation must be provided in the hold.
PART 4

SUMMARY OF RECOMMENDATIONS

65. In this report we make the following recommendations. In all cases, "animals" means cattle (including calves), sheep and pigs.

Journey Times

(a) By Road

(i) Cattle (including calves) and sheep transported by road should be rested, fed and watered at intervals not exceeding 12 hours, or 15 hours if the journey to the final destination can be completed during that period. Pigs should be rested and fed at the same intervals but they should be offered water more regularly, although not whilst the vehicle is in motion (paragraph 35).

(ii) The person in charge of the animals should check them on a regular basis and maintain a written record of these inspections (paragraph 36).

(b) By Sea

(iii) Animals carried by sea should be rested, fed and watered at intervals not exceeding 12 hours. However, pigs should have continual access to water (paragraph 38).

(iv) The person in charge of the animals should check them on a regular basis, as conditions dictate, and maintain a written record of these inspections (paragraph 39).

(c) By Air

(v) The IATA Live Animals Regulations should be followed by all carriers and emergency supplies of food and water should be available (paragraph 41).

(vi) Pigs should have continual access to water (paragraph 41).

(vii) A ring fence should be used to prevent escape when loading/unloading takes place at an airport (paragraph 42).

Retention of Lairages

(viii) A legal control allowing the master of a vessel or captain of an aircraft to refuse to carry livestock in adverse weather should be retained (paragraph 45).

(ix) Agriculture Ministers should make every effort to ensure that existing export lairages remain functional as portal staging posts (paragraph 46).
Resting Intervals

(x) At the end of each journey stage animals should be rested for at least 10 hours. In special circumstances, this period may be reduced but only by written veterinary exemption (paragraph 47).

(xi) Where animals are stocked at a density, which allows all to lie down comfortably, they may be rested on board the vehicle/vessel (paragraph 47).

Approval of Staging Posts etc

(xii) Staging posts and designated assembly points should be inspected and approved annually by the competent authority. The standards currently relating to the approval of export lairages should apply (paragraphs 49 and 50).

Stocking Densities

(xiii) Rules laid down by the European Commission should be flexible and take proper account of the many variables. The EC should institute a research programme to establish more accurately optimum stocking densities (paragraph 54).

(xiv) Vehicles should carry a plate indicating the stock floor area, ceiling height and number of decks to assist stocking density calculations (paragraph 58).

Approval of Means of Transport

(xv) New rules on vehicle construction should be introduced throughout the Community. The haulier and the person in charge of the animals should ensure that the vehicle used meets the required standards (paragraph 61).

(xvi) Agriculture Ministers should consider the introduction of a national training and certification system for drivers; and pursue in Brussels the need for a Europe-wide system (paragraph 62).

(xvii) The driver-training scheme should include tuition on the hazards of mixing animals from different groups; and methods of pre-conditioning (paragraph 63).
MEMBERSHIP OF THE FARM ANIMAL WELFARE COUNCIL AT JUNE 1991

Professor C Spedding - Chairman
Mr B Atkinson
Mr "R H Baker"
Dr M Baxter
Mr G Berry*
Rev A Birbeck
Dr W J M Black
Mrs M Cooper
Mr J Dewhirst
Mr T Harris*
Mrs R Harrison
Mr D L Haxby*
Mrs F Hodgson
Mr C Hollands
Mr O Jones
Mr R Macpherson*
Miss C Milburn
Mr F E Shields
Mr P F Staines
Mr J G Thomas*
Mr A Watkins
Professor A J F Webster
Mrs T Wickham

* Member of the Transport Group
THOSE WHO GAVE EVIDENCE

Albert Hall (Farms) Ltd
Anglo-European Livestock Export Association
Association of Livestock Exporters
Australian Agricultural Council
British Rail
British Veterinary Association
Compassion in World Farming
Convention of Scottish Local Authorities
Department of Agriculture for Canada,
Department of Agriculture for the Netherlands
Hampshire Association of Parish Councils
Highlands and Islands Livestock Ltd
Houghtons Park House Coachworks
Humane Slaughter Association
Institute of Auctioneers and Appraisers in Scotland
Institute of Trading Standards Administration
JMA Cambac Research Ltd
Mr Johnston, Divisional Veterinary Officer, Dover
JSR Healthbred Ltd
Live Sheep Traders Ltd
Livestock Auctioneers Market Committee for England and Wales
Meat and Livestock Commission
Mr Morris, Divisional Veterinary Officer, Carnarfon
National Cattle Breeders' Association
National Farmers' Union
National Farmers' Union of Scotland
Peasridge Sheep Services Ltd
Pig Improvement Company
Road Haulage Association Ltd
Scottish Agricultural College
Scottish Society for the Prevention of Cruelty to Animals
Tienen Ltd
United States Department of Agriculture
Universities Federation for Animal Welfare
SUMMARY OF THE MAIN GB LEGISLATION RELATING TO THE TRANSPORT OF ANIMALS

Protection of Animals Act 1911
Transit of Animals Order 1927
Transit of Animals (Amendment) Order 1927
Transit of Animals (Amendment) Order 1931
Animals (Sea-Transport) Order 1930
Animal's (Sea-Transport) (Amendment) Order 1932
Transit of Animals (Amendment) Order 1939
Transit of Animals (General) Order 1973
Transit of Animals (Road & Rail) Order 1975
Transit of Animals (Road & Rail) (Amendment) Order 1979
Export of Animals (Protection) Order 1981
Animal Health Act 1981
Transit of Animals (Amendment) Order 1988