

CODE OF PRACTICE FOR THE CARE AND HANDLING OF LIVESTOCK AND POULTRY: TRANSPORTATION

Environmental Scan of Regulatory and Operational Considerations

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Abstract

An overview of regulatory requirements, operational background and considerations relative to the scope of the Transportation Code of Practice that will provide common background and context for NFACC's Transportation Code Development Committee and Working Groups.

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Part 1: Background

a. CODES OF PRACTICE IN CANADA

The National Farm Animal Care Council (NFACC) is responsible for developing and maintaining Codes of Practice, which are nationally-developed consensus-based and science-informed guidelines for the care and handling of farm animals. NFACC has developed a collaborative and transparent approach that follows a series of steps that result in the development of Codes that are scientifically informed, practical, and reflect societal expectations for responsible farm animal care. Codes of Practice are intended to promote sound management and welfare practices through recommendations and requirements in key animal husbandry practices. Codes serve as educational tools, reference materials for regulations, and the foundation for animal care assessment programs.

To date, 12 codes have been completed using the NFACC [Code Development Process](#). Codes developed thus far are for use on-farm, and as such, target producers as the primary audience. Each Code includes a section that covers transportation which is limited to those actions and decisions that are within the control of producers. Essentially, the working rule during the development of commodity-specific codes was that once the vehicle leaves the farm gate, it then falls under the control of the Transportation Code. Examples of section headings under *Transportation* include: Pre-Transport Planning; Fitness for Transport; Handling and Loading/Catching (for poultry); Unloading/Receiving Animals; and Facilities Design and Maintenance.

b. CODE OF PRACTICE: TRANSPORTATION

In addition to the codes that have been updated using NFACC's process, there are some codes still in existence that were developed under the lead of the Canadian Agri-Food Research Council (CARC). One such code is the [Recommended Code of Practice for the Care and Handling of Farm Animals: Transportation](#), which was released in 2001. The Transportation Code has been identified by NFACC and several other stakeholders as being in need of a review and update.

Given that farm animal transport encompasses several species of livestock and poultry, the development of a Code of Practice is a complex undertaking that requires the experience and expertise of multiple stakeholders including transporters, researchers, commodity-specific producers and veterinarians, animal transport enforcement personnel, as well as representatives for transitional sites (e.g., auctions, assembly yards) and final destinations (e.g., feedlots, slaughter plants). Moreover, transportation encompasses a myriad of industries that extends beyond the "normal" reach of NFACC members (i.e., farmed animal agriculture) such as the trucking and livestock marketing sectors in addition to the typical broad base of participants. This report was commissioned to provide context and a summary of the numerous regulatory and operational considerations associated with animal transportation, and has been updated to reflect changes that have occurred since the report was first published in an effort to provide accurate and relevant information to those who will be involved with updating the Transportation Code.

c. SCIENTIFIC COMMITTEE

A key component of the NFACC Code Development Process is the creation of a Scientific Committee (SC), which is tasked with locating and synthesizing existing research on priority welfare issues that were identified by SC members along with other relevant stakeholders (e.g., Code Development Committee). The SC Report, which summarized research on the following Priority Welfare Issue, was peer-reviewed and then published in March, 2018:

NFACC Transportation Code Priority Welfare Issues: *What is the effect of: transport duration, time off feed and water, rest intervals (where appropriate by species), environmental conditions, and loading density, as single factors or in combination, on animal welfare? Include measures to mitigate the impact of environmental conditions (Cattle; Pigs; Sheep; Equine; Poultry [Broilers, Turkeys, Spent Hens]).*

Part 2: Estimates of Livestock and Poultry Transportation Movements in Canada

Animals can originate from and travel to various locations that can be very local in nature, or long-distance such that animals are transported by road across several provinces or to the United States. While most animals will originate from farms, there are several “final” destinations where a journey can end. For commercial purposes, these can include other farms for different production phases (e.g., breeding, nursery, feeder, growth, finishing, egg/milk production), feedlots, pastures, and slaughter. Some of these animals may be marketed through transitional points such as assembly yards or auctions prior to reaching final destinations in Canada or another country. From a non-commercial perspective, farm animals are transported to fairs, as well as shows, sporting events, and other competitions.

Ultimately, the NFACC Code of Practice for Transportation will have a limited reach to on-road transportation that takes place in Canada. Further, decisions will have to be made regarding the Code’s scope even within Canada. However, it may be beneficial to have an idea of shipping characteristics and volumes. The following has been summarized from the *Final Report on Domestic Livestock Movement Demographic Study*, which was prepared for CFIA by Serecon Inc. in 2015. Data on livestock movement, as provided by Statistics Canada, the Canadian Food Inspection Agency (CFIA), and other sources, as summarized by Agriculture Canada Animal Industry Division, is also referenced for species not included in the Serecon report.

a. CATTLE: BEEF

Table 1: Beef Industry Movement Data-Canada; 2013 (1)

To From	Farm 1	Farm 2	Feedlot	Pasture	Fairs	Auction ¹	Dealer ²	Rendering	Slaughter	Export	Total
Farm 1	0	756,116 (3.7%)	584,592 (2.9%)	3,030,200 (15%)	15,821 (0.1%)	2,564,945 (12.7%)	44,071 (0.2%)	426	75,328 (0.4%)	103,585 (0.5%)	7,175,084 (35.6%)
Farm 2	0	0	139,349 (0.7%)	0	4,870	1,349,037 (6.7%)	402,517 (2.0%)	0	531,295 (2.6%)	120,115 (0.6%)	2,547,183 (12.6%)
Feedlot	0	0	0	0	0	0	0	0	1,705,874 (8.5%)	701,310 (3.5%)	2,407,184 (11.9%)
Pasture	3,030,200 (15.0%)	0	0	0	0	0	0	0	0	0	3,030,200 (15.0%)
Fairs	0	19,377 (0.1%)	0	0	0	233	26	0	1,061	0	20,697 (0.1%)
Auction	0	1,210,987 (6.0%)	1,683,243 (8.3%)	0	7	24,407 (0.1%)	540,245 (2.7%)	72	435,939 (2.2%)	103,585 (0.5%)	3,998,485 (19.8%)
Dealer	0	919,692 (4.6%)	0	0	0	59,864 (0.3%)	12,317 (0.1%)	0	7,303	0	999,176 (5.0%)
Total	3,030,200 (15.0%)	2,906,172 (14.4%)	2,407,184 (11.9%)	3,030,200 (15.0%)	20,698 (0.1%)	3,998,486 (19.8%)	999,176 (5.0%)	498 (0.0%)	2,756,800 (13.7%)	1,028,595 (5.1%)	20,178,009 (100%)

¹ Physical facility where the livestock is transacted. Electronic auctions are treated separately and would include public sale yards, Encan (QC and NB) (1)

² Dealer includes: drovers, agents, aggregators, assembly yards, centre de tri, and station d’évaluation. Electronic auctions (where livestock is still comingled in spite of the fact that some of the bidders may be bidding remotely) (1)

b. CATTLE: DAIRY

Table 2: Dairy Industry Movement Data-Canada; 2013 (1)

To From	Farm 1	Fairs	Farm 2	Auction ³	Dealer ⁴	Rendering	Slaughter	Export	Total
Farm 1		9,863 (0.3%)	271,903 (6.9%)	447,289 (11.4%)	29,126 (0.7%)	165	45,930 (1.2%)	0	804,276 (20.5%)
Farm 2	297,719 (7.6%)	0	0	465,555 (11.9%)	454,441 (11.6%)	165	193,678 (4.9%)	4,246 (0.1%)	1,415,804 (36.1%)
Auction	0	0	504,673 (12.9%)	543	250,118 (6.4%)	57	187,620 (4.8%)	2,123 (0.1%)	945,134 (24.1%)
Dealer	0	0	637,729 (16.3%)	31,726 (0.8%)	8,192 (0.2%)	0	62,108 (1.6%)	2,123 (0.1%)	741,878 (18.9%)
Fairs	9,863 (0.3%)	0	1,498	22	0	0	122	0	11,505 (0.3%)
Total	307,582 (7.8%)	9,863 (0.3%)	1,415,803 (36.1%)	945,135 (24.1%)	741,877 (18.9%)	387 (0.0%)	489,458 (12.5%)	8,492 (0.2%)	3,918,597 (100%)

c. BISON

Table 3: Bison Industry Movement Data-Canada; 2013 (1)

To From	Farm 2	Auction ³	Dealer ⁴	Slaughter	Export	Total
Farm 1	12,249 (23.2%)	1,653 (3.1%)	1,875 (3.5%)	7,449 (14.1%)	8,754 (16.6%)	31,980 (60.5%)
Farm 2	0	927 (1.8%)	1,125 (2.1%)	6,095 (11.5%)	7,162 (13.5%)	15,309 (29.0%)
Auction	520 (1.0%)	0	0	200 (0.4%)	1,860 (3.5%)	2,580 (4.9%)
Dealer	500 (0.9%)	0	0	400 (0.8%)	2,100 (4.0%)	3,000 (5.7%)
Total	13,269 (25.1%)	2,580 (4.9%)	3,000 (5.7%)	14,144 (26.8%)	19,876 (37.6%)	52,869 (100%)

d. SHEEP

Table 4: Sheep Industry Movement Data-Canada; 2013 (1)

To From	Farm 2	Auction ³	Dealer ⁴	Slaughter	Export & Other	Total
Farm 1	158,889 (9.4%)	473,573 (28.0%)	5,020 (0.3%)	229,289 (13.5%)	0	866,771 (51.2%)
Farm 2	0	118,393 (7.0%)	0	57,322 (3.4%)	0	175,715 (10.4%)
Auction	0	482	46,053 (2.7%)	439,788 (26.0%)	112,385 (6.6%)	598,708 (35.4%)
Dealer	4,893 (0.3%)	11,281 (0.7%)	0	0	34,900 (2.1%)	51,074 (3.0%)
Total	163,782 (9.7%)	603,729 (35.7%)	51,073 (3.0%)	726,399 (42.9%)	147,285 (8.7%)	1,692,268 (100%)

³ Physical facility where the livestock is transacted. Electronic auctions are treated separately and would include public sale yards, Encan (QC and NB) (1)

⁴ Dealer includes: drovers, agents, aggregators, assembly yards, centre de tri, and station d'évaluation. Electronic auctions (where livestock is still comingled in spite of the fact that some of the bidders may be bidding remotely) (1)

e. GOATS

Table 5: Goat Industry Movement Data-Canada; 2013 (1)

<i>To From</i>	<i>Farm 2</i>	<i>Auction⁵</i>	<i>Slaughter</i>	<i>Total</i>
Farm 1	62,573 (42.3%)	10,771 (7.3%)	35,564 (24.0%)	108,908 (73.6%)
Farm 2		5,386 (3.6%)	21,097 (14.3%)	26,483 (17.9%)
Auction	5,386 (3.6%)		7,263 (4.9%)	12,649 (8.5%)
Total	67,959 (45.9%)	16,157 (10.9%)	63,924 (43.2%)	148,040 (100%)

f. PIGS

Movement data for pigs was not included in the Serecon Report. Data from PigTrace Canada may be available by the time that the review of the Transportation Code of Practice commences. In the meantime, Industry Markets and Trade data pulled from the Agriculture and Agri-Food Canada website offers a high-level overview of volumes of pigs that cross the Canada/U.S. border, as well as volumes that are shipped for slaughter in Canada (Refer to Table 6 and Table 7).

Table 6: Live Animals (Swine) Imported and Exported in 2015 (2) (3)

Swine Exported to the U.S. by Port of Entry (State): 2015 (Head)									
Description	AK	ID	MT	ND	MI	NY	VT	ME	Total
Feeder	1,762	1,550	30	3,532,738	864,571	6,165	222	1,350	4,408,388
Slaughter		104,855	49,725	365,902	547,415	91,963	872	2,721	1,163,453
Breeding		110	12,896	104,583	12,840	3,310	8		133,747
Total	1,762	106,515	62,651	4,003,223	1,424,826	101,438	1,102	4,071	5,705,588
Swine Imported from the U.S. by Port of Entry (Province): 2015 (Head)									
Description	BC	AB	SK	MB	ON	QC	ATL	Total	
Breeding	57		106	3,088	395			3,646	
Not for Breeding (< 50 kg)					1,815	106		1,921	
Not for Breeding (≥ 50 kg)					643	120		763	
Total	57	0	106	3,088	2,853	226	0	6,330	

Table 7: Hogs Slaughtered in Canada; 2015 (Head and as a Percent of Total [All Plants]) (4) (5)

Provincially Inspected Plants								
Province	BC	AB	SK	MB	ON	QC	ATL	Total
Head	150,755	109,838	26,461	105,312	386,037	64,753	10,753	853,909
% of Total	(0.7%)	(0.5%)	(0.1%)	(0.5%)	(1.8%)	(0.3%)	(0.1%)	(4.0%)
Federally Inspected Plants								
Region	BC & AB		SK & MB		Eastern Canada			Total
Head	2,916,788		5,497,069		11,918,477			20,332,334
% of Total	(13.8%)		(25.9%)		(56.3%)			(96.0%)
Total	3,177,381		5,628,842		12,380,020			21,186,243
% of Total	(15.0%)		(26.6%)		(58.4%)			(100%)

⁵ Physical facility where the livestock is transacted. Electronic auctions are treated separately and would include public sale yards, Encan (QC and NB) (1)

g. POULTRY

Industry, Markets and Trade data pulled from the Agriculture and Agri-Food Canada website was used to gain some insight into poultry movements. As such, this data is not complete in that it does not provide specific traffic patterns. However, it does provide a sense of the volumes from both production and slaughter perspectives, as well as information relative to the import and export of live birds. Key points are summarized as follows:

i. Transportation of Chicks and Poults

- In 2015, of the ~ 725.3 million chicks placed for egg and broiler production, nearly 28.2 million chicks were transported between provinces, with nearly 41% of those moving to Ontario, and ~60% originating in Québec (refer to Table 8).
- In 2015, of the ~24 million poults placed for turkey production (broiler and heavy weights) approximately 6.2 million were transported between provinces, with ~41% originating in Manitoba, 40% in Ontario, and nearly 24% moving to Québec. The Atlantic provinces (NB, NS, PE, and NL) and British Columbia each “imported” approximately 20% of the total poults moved inter-provincially (refer to Table 9).

Table 8: Chicks for Egg and Broiler/Roaster Production: Total Chicks Placed and Interprovincial Movements (2015) in Thousands ('000) (6) (7) (8) (9)

To: ➡	BC	AB	SK	MB	ON	QC	Atlantic	Territories	Total
From: BC		259.0	152.7	11.1	0.0	11.8	0.0	0.0	434.6
From: AB	185.5		221.2	0.0	0.0	0.0	0.0	1.9	408.7
From: SK	61.9	209.4		14.0	0.0	0.0	0.0	0.0	285.3
From: MB	62.4	1,852.4	1,146.6		17.2	7.9	0.0	0.0	3,086.5
From: ON	0.7	1.0	0.0	135.7		1,805.6	50.3	0.0	1,993.4
From: QC	11.7	8.1	0.0	11.6	11,439.0		5,404.1	1.4	16,875.9
From: Atlantic	0.0	0.0	0.0	0.0	42.8	147.4	4,894.7	0.0	5,085.0
Total ('000)	322.2	2,329.9	1,520.6	172.4	11,499.0	1,972.8	10,349.1	3.3	28,169.3
Total Placed	106,234	69,291	30,600	36,040	232,829	193,692	56,607	0	725,293

Table 9: Poults for Broiler and Heavy Weight Production: Total Poults Placed and Interprovincial Movements (2015) in Thousands ('000) (10) (11) (12) (13)

To: ➡	BC	AB	SK	MB	ON	QC	Atlantic	Territories	Total
From: BC		0.0	0.0	47.5	0.0	0.0	0.0	0.0	47.5
From: AB	21.6		1.3	0.2	0.1	0.0	0.0	0.9	23.1
From: SK	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
From: MB	1,225.7	1,004.1	683.2		6.6	0.0	0.0	0.0	2,919.7
From: ON	19.4	36.7	0.0	11.3		1,475.9	940.2	0.2	2,483.6
From: QC	0.0	0.0	0.0	0.0	381.4		349.8	0.0	731.2
From: Atlantic	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total ('000)	1,266.6	1,040.9	684.5	59.0	388.1	1,476.0	1,290.0	1.1	6,205.1
Total Placed	2,608	2,169	684	2,725	9,569	4,971	1,290	0	24,016

ii. Chicken Production

- In 2015, approximately 697 million chickens were slaughtered at registered stations in Canada. Just over 5% (~36,415,100) of the total number of chickens slaughtered were classified as mature chickens (e.g., end-of-lay hens and breeders) (14).
- Chicken production data from the same year indicate that nearly 60% of chickens were produced in Ontario (32%) and Québec (27%). Western provinces accounted for combined production totalling one-third (~221,104,400 birds) of the country's production. The remaining 8% comes from the Atlantic provinces (refer to Table 10).
- Production and slaughter data indicate that only a relatively small percentage of broilers are transported between provinces for slaughter. This data does not include chickens imported to and slaughtered in Canada (refer to Table 10).
- Provincial data for mature chickens (end-of-lay hens; breeders) could not be located; however, given that the two largest plants for mature chickens are located in Ontario and Québec, it is likely that some of those birds are transported beyond provincial and international boundaries for slaughter.

Table 10: Production and Slaughter Data: Chicken (does not include mature chicken) for 2015 (15) (16)

Province(s)	Production	%	Slaughter	%	+ / - (Slaughter-Production)	%
BC	101,813,806	15.4%	101,813,807	15.4%	1	0.00%
AB	60,309,909	9.1%	60,423,270	9.1%	113,361	0.02%
SK, MB	58,980,711	8.9%	58,971,544	8.9%	(9,167)	0.00%
ON	209,546,848	31.7%	201,323,330	30.5%	(8,223,518)	-1.25%
QC	178,187,874	27.0%	171,886,868	26.0%	(6,301,006)	-0.95%
NB, NS, PE, NL	51,981,188	7.9%	66,423,271	10.1%	14,442,083	2.19%
Total:	660,820,336	100%	660,842,090	100%	21,754	0%

iii. Turkey Production

- Data from 2015 (refer to Table 11) indicate that just over 41% of turkeys were produced and slaughtered in Ontario, and the 4 western provinces accounted for 32% of turkey production and slaughter.
- In the same year, approximately 21,471,800 turkeys (all weights) were slaughtered in Canada (refer to Table 11). Of that number, mature turkeys account for only 3% nationally (17).
- A comparison of production and slaughter data would indicate that a small number of market and mature turkeys are transported across provincial boundaries for slaughter (refer to Table 11).

Table 11: Production and Slaughter Data: Turkey (includes mature turkey) for 2015 (17) (18)

Province(s)	Production	%	Slaughter	%	+ / - (Slaughter-Production)	%
BC, AB, SK, MB	6,860,558	32%	6,860,559	32%	1	0.00%
ON	8,839,692	41%	8,846,406	41%	6,714	0.02%
QC	4,556,986	21%	5,021,703	23%	464,717	0.00%
NB, NS, PE, NL	1,198,689	6%	743,137 ⁶	3%	(455,552)	-1.25%
Total:	21,455,925	100%	21,471,805	100%	15,880	0%

⁶ Turkey slaughter in Atlantic Provinces has been calculated, as it was not provided in the referenced report.

iv. *Poultry Transport to Plants*

Data collected by the Canadian Poultry and Egg Processors Council (CPEPC)⁷ from a relatively small number of poultry processors was used to provide an indication of time in transit for 4 primary classes of birds. It should be noted that the data was collected for a different purpose, and has not been independently verified. In part, processors were asked to provide information relative to both average transport time to plant, as well as the longest total travel time (likely from the furthest farm). A summary of data collected from 17 CPEPC members is provided in Table 12.

Table 12: Summary of Survey Responses (CPEPC Poultry Processor Members) – Transport Time to Plant

Member Responses (Hours)	Chicken		Turkey		Spent Laying Hens		Spent Breeders	
	Average	Longest	Average	Longest	Average	Longest	Average	Longest
Number of Responses	16	13	9	9	5	5	7	7
Response: Average	2.92	6.98	1.98	5.87	4.07	9.77	2.97	4.54
Response: Lowest	0.50	3.00	0.75	2.00	1.00	3.02	1.00	1.50
Response: Highest	10.00	14.00	5.00	16.00	8.50	15.83	10.00	10.00

v. *Live Bird Import and Export*

Table 13 provides a breakdown of imports and exports of live birds, as published by Agriculture and Agri-Food Canada⁸.

Table 13: Live Poultry Exports and Imports: 2015

Live Poultry (Description)	Exports (Head)	Imports (Head)
Live Chicken & Mature Chicken < 185g	5,822,952	25,146,359
Live Poults < 185g	9,341,473	6,127,369
Other Live Birds < 185g	1,360,147	98,229
Total - Live Birds < 185g	16,524,572	31,371,957
Live Chicken & Mature Chicken 185 - 2000g	93,960	37,412,781
Live Chicken & Mature Chicken > 2000g	-	22,297
Live Poultry Excluding Chicken	724,811	354,434
Total - Live Birds > 185g	818,771	37,789,512
Total - All Live Birds (Head)	17,343,343	69,161,469

⁷ Personal correspondence from CPEPC on May 10, 2017.

⁸ Statistics Canada Poultry and Egg Trade Reports: Trade Balance Summary - Live Poultry (Head). Source: [Agriculture and Agri-Food Canada](#) - Industry, Markets and Trade

Part 3: Trucking Industry Overview

a. FOR-HIRE AND PRIVATE CARRIERS

In trucking, carriers are typically classified in one of two categories: (i) for-hire, or (ii) private. A for-hire carrier is a for-profit company that moves freight for compensation and that at no time takes possession or ownership of the goods it moves. By comparison, a private carrier is one that utilizes its own trucking services as an extension of its manufacturing, assembly, or other goods-based business. Private carriers own and operate their own fleets of trucks, truck-tractors, and trailers as a cost centre within the organization. It will employ or contract its drivers and would typically own the goods on its vehicles while in transit. In the agriculture sector, producers may own and operate their own road transportation equipment, which they operate to move their animals to market. Or, in some sectors, processing plants may utilize their own fleets to transport animals from farms or other facilities to the plants. Some in agriculture may refer to this type of arrangement as “integrated” or “integration”, which are terms that are not commonly used in the trucking industry at large.

b. COMPANY DRIVERS AND OWNER-OPERATORS

Both for-hire and private carriers have various options when recruiting commercial drivers. The two most prominent arrangements utilize company drivers (employees) or owner-operators (sub-contractors), or a combination of both. As employees, company drivers are recruited to drive equipment owned by the carrier, and as such are protected by labour standards imposed under the Canada Labour Code (federally-regulated carriers), or applicable provincial statutes (provincially-regulated carriers). As companies that employ drivers, carriers are bound by employment-related requirements such as deducting taxes at source, workers’ compensation coverage, payment for overtime and statutory holidays, and termination notice and severance pay.

By contrast, owner-operators contract their equipment, usually the power unit (truck-tractor), as well as their driving services. As a sub-contractor, the owner-operator is an independent business that may or may not be incorporated and that is responsible for covering its own operating expenses (e.g., fuel, insurance), as well as remuneration for services provided (typically surplus from operations). An important distinction between a company driver and an owner-operator is that the owner-operator is not protected by employment standards and regulations. The carrier that contracts the owner-operator continues to have responsibility for generating business and typically directs the owner-operator with respect to shipments. Contracts between carriers and their owner-operators can vary significantly, but at a minimum typically cover remuneration, responsibility for operating expenses, fuel taxes, licensing, insurance, and other expenses, as well as equipment condition and maintenance. Though not technically accurate, owner-operators are sometimes referred to as “brokers”.

c. THE TRUCK DRIVER SUPPLY AND DEMAND GAP

The trucking industry in Canada continues to be challenged with a shortage of qualified drivers due to a combination of factors such as industry growth, occupational attractiveness, and labour productivity and attrition. (19) The estimated driver supply and demand gap for 2024 is approximately 34,000 drivers, which could increase to 48,000 based on plausible combinations of different trends. (19) The “attractiveness” of the job of a truck driver may diminish significantly when the additional responsibilities for the care and welfare of live animals are considered, particularly when livestock and poultry drivers are at risk of being charged and fined for offences under Part XII (Transportation of Animals) of the Health of Animals Regulations (HAR). Driving jobs in the general freight sector will be much more appealing to both novice and experienced truck drivers. As a result, carriers engaged in the movement of live animals may have to increase driver compensation packages and utilize other recruitment and retention strategies in order to compete with the general trucking sector to attract drivers from a shrinking pool of available and qualified labour.

Part 4: Road Transportation Regulatory Requirements affecting Livestock and Poultry Transportation

In Canada, regulating road transportation is a shared responsibility between the federal, provincial, and territorial governments. Carriers that engage in inter-jurisdictional operations are federally regulated, while carriers that engage primarily in intra-jurisdictional operations (i.e., within one province) are provincially regulated. In order to simplify and harmonize the myriad of regulations, Canadian jurisdictions collectively established the [National Safety Code](#) (NSC), on which regulations governing commercial motor carriers are based.

The NSC applies to those responsible for the on-road operation of commercial vehicles, to which the following definition applies: “a truck, tractor, or trailer, or combination thereof exceeding a registered gross vehicle weight of 4,500 kg”. Consequently, carriers and drivers that transport livestock and poultry in “commercial vehicles” must comply with the standards contained in the NSC, as enacted by provincial governments.

a. FEDERAL MOTOR CARRIER SAFETY ACT

The [Motor Vehicle Transport Act](#) (MVTA) is a federal Act that applies solely to extra-provincial transport operations, and that allows provinces and territories to regulate interprovincial motor carriers on behalf of the federal government. The MVTA contains 2 federal regulations:

- [Motor Carrier Safety Fitness Certificate Regulations](#), which give the authority to provinces to issue safety fitness certificates to motor carriers and on the most part, references standards in the NSC.
- [Commercial Vehicle Drivers Hours of Service Regulations](#), which set the hours of work and rest rules for federally regulated (interprovincial; international) carriers and their drivers.

b. NATIONAL SAFETY CODE

The [National Safety Code](#) (NSC) is a code of minimum standards that apply to commercial drivers and motor carriers, and that are implemented and enforced through provincial/territorial statutes. There are 15 NSC standards, some of which are outlined below.

i. *Classified Driver Licensing System*

[NSC Standard 4](#) standardizes driver licenses by vehicle type and/or weight between Canadian jurisdictions to enable inter-jurisdictional travel on one license. Commercial driver licences are typically defined by the type of vehicle(s) that the driver can operate (e.g., tractor/semi-trailer or truck/trailer combination), and/or by the weight of the vehicles drivers are authorized to drive (e.g., single vehicle with 3 or more axles; any combination of vehicles where the towed vehicle (trailer) does not exceed 4,600 kg; any vehicle or combination of vehicles that exceeds 11,000 kg).

In addition to holding a valid license appropriate to the class of vehicle, those who operate any type of vehicle equipped with an air brake system must obtain air brake certification.

ii. *Hours of Service*

[NSC Standard 9](#) standardizes hours of work and rest rules for all commercial carriers and their drivers. The standard mirrors the provisions in the MVTA and is the regulatory foundation that provinces and territories use to draft Hours of Service regulations that apply to carriers that are not covered by federal regulations. A high-level summary of Hours of Service regulations is provided in the next section.

iii. *Determining Driver Fitness and Medical Standards*

[NSC Standard 6](#) includes comprehensive guidelines to facilitate a consistent approach to determining driver fitness, as well as medical standards to support consistent driver fitness decisions. The standard also

includes a process for determining when routine reassessments for fitness are required, as well as the circumstances under which more frequent reassessment for fitness may be required. Commercial driver license holders must demonstrate medical fitness between every 5 years and annually, depending on the age of the driver.

iv. *Daily Vehicle Trip Inspection*

[NSC Standard 13](#), which governs regular inspections of motor vehicles, applies to all motor carriers and drivers operating commercial vehicles. The standard is in place to help ensure early identification of vehicle problems and defects, and to prevent the operation of vehicles with conditions that are likely to lead to a collision or vehicle breakdown.

v. *Safety Rating*

[NSC Standard 14](#) establishes the framework that provinces and territories have to use to assess the safety performance of commercial carriers. Provinces must issue a unique NSC number to each carrier and establish a Motor Carrier Profile system, and follow a standard protocol for determining a safety rating.

C. HOURS OF SERVICE (CANADA)

Commercial drivers must comply with a complex set of rules that govern the number of hours spent in 4 distinct forms of duty status:

- Off-duty time, other than time spent in a sleeper berth;
- Off-duty time spent in a sleeper berth;
- Driving time;
- On-duty time, other than driving time

i. *Daily Driving and On-Duty Time*

“On-duty time” has a lengthy definition, and essentially includes the period when a driver begins work or is required to be available to work until the driver is relieved of responsibility. In addition to driving time, on-duty includes (in part) inspecting, servicing, fueling the vehicle, loading and unloading, inspecting loads, waiting for the vehicle to be loaded or unloaded, as well as travelling as a co-driver if not in the sleeper berth.

Drivers cannot drive more than 13 hours in a day (24-hour period), and cannot drive after accumulating 14 hours of on-duty time, or after 16 hours has elapsed from the start of the work shift.

ii. *Mandatory Off-Duty Time*

After accumulating 13 hours of driving time or 14 hours of on-duty time, drivers must take at least 8 consecutive hours of off-duty time before being able to drive again. In addition, drivers cannot drive after 16 hours of time has elapsed between the end of the most recent period of 8 or more hours of off-duty time, and the beginning of the next period of 8 or more consecutive hours of off-duty time.

iii. *Daily Off-Duty Time*

Drivers must be off-duty at least 10 hours in a day. There are conditions for splitting off-duty hours and deferring off-duty time to the next day. Separate conditions apply for single drivers and driver teams who share driving duties in commercial vehicles equipped with sleeper berths.

iv. *Cycles and Cycle Reset Provisions*

Carriers and drivers must follow one of two cycles:

- *Cycle 1:* driver cannot drive after accumulating 70 hours of on-duty time during any 7-day period. The driver can commence a new cycle (reset) after a minimum of 36 consecutive hours off-duty.
- *Cycle 2:* driver cannot drive after accumulating 120 hours of on-duty time during any 14-day period or 70 hours of on-duty time without taking 24 consecutive hours of off-duty time. The driver can commence a new cycle (reset) after a minimum of 72 consecutive hours off-duty.

Drivers can switch cycles, but only after taking the minimum cycle reset hours (36 or 72) in off-duty time.

v. *Logbooks and Electronic Logging Devices*

Drivers are required to complete a daily log that accounts for his/her on- and off-duty time for each day. The regulations detail minimum information that must be recorded on daily logs, and drivers have to keep copies of daily logs with them for the preceding 14 days. There is an exemption from completing the daily log if the vehicle is operated less than 160 km from the home terminal and if it returns to the home terminal each day. However, the Hours of Service rules still apply and records must be maintained to demonstrate compliance.

Currently, Electronic Logging Devices (ELD) can be used in lieu of paper daily logs if prescribed conditions are met. ELDs use technology to automatically record a driver's driving time and other hours-of-service (HOS) data. An ELD monitors a vehicle's engine to capture data on whether the engine is running or the vehicle is moving, distance driven, and duration of engine operation. Proposed amendments to Canadian Hours of Service Regulations, which were published in December, 2017, will mandate the use of ELDs by drivers who currently maintain daily logs. (20) It is expected that the ELD requirement will take effect by January 1, 2020. (21) For more information on similar rules and exemptions in the United States, refer to sub-section (i) ([below](#)).

vi. *Out-of-Service Declarations*

There are several circumstances under which a driver could be declared out-of-service by an inspector, such as:

- Non-compliance with driving time or off-duty requirements;
- Inability to produce a daily log book;
- Evidence that the driver is using more than one daily log, or that information is inaccurate or has been falsified.

d. **DAILY VEHICLE TRIP INSPECTIONS**

Commercial motor carriers and their drivers (as defined in the NSC) must comply with complex and comprehensive rules governing daily inspections of commercial vehicles. Commercial motor vehicles must be inspected in accordance with Schedule 1 (NSC) every 24 hours, and the person who conducts the inspection must complete a report that has to be carried in the vehicle, and presented to inspectors upon request. Schedule 1 lists the components that have to be inspected on commercial motor vehicles, and differentiates between the severity of defects (defect; major defect). Defects observed during the inspection have to be recorded on the report. Major defects have to be reported to the motor carrier immediately, and the vehicle is prohibited from operations until the major defect is corrected.

In addition, drivers are required to monitor the vehicle while driving and record defects on the inspection report. If a major defect is observed while the vehicle is transporting a load, the vehicle would be prohibited from continuing until the major defect was repaired.

e. SAFETY RATING

A Carrier Safety Rating is a public label that is assigned to commercial carriers based on a carrier's safety record, which includes collisions, convictions, inspections, and facility audits. Provincial regulations detail how ratings are determined and when sanctions (e.g., plate seizure, suspension, or cancellation) are imposed. Information that affects the profiles of both drivers and carriers is exchanged through an interprovincial system.

i. Motor Carrier Profile System

Provinces are obligated to maintain profiles for motor carriers. The profile contains information regarding (in part) reportable accidents, CVSA inspections (see (f) [below](#)), criminal convictions against the carrier or its drivers, as well as commercial vehicle and safety related convictions (e.g., load security; vehicle maintenance; hours of service). In addition, results of motor carrier facility audits are considered.

ii. Safety Rating Categories

There are 5 safety ratings that can be assigned based on established criteria and compliance thresholds: Excellent; Satisfactory; Satisfactory-Unaudited; Conditional; Unsatisfactory.

f. ON-ROAD TRUCK INSPECTION/CVSA OUT-OF-SERVICE CRITERIA

While in-transit, commercial motor vehicles are required to report in at highway truck inspection stations when they are open (unless the carrier is "pre-cleared" based on safety and other data). In addition to verifying that the vehicle is in compliance with jurisdictional weight limits, an officer may conduct an inspection of the vehicle or driver (licence, medical certificates, hours of service) or both. [Inspections](#) are conducted using standards established by the [Commercial Vehicle Safety Alliance](#) (CVSA), which are applied by all North American jurisdictions, and vary by type (Level I to Level V). Roadside inspectors apply [CVSA Out-of-Service Criteria](#) to determine whether defects are considered critical violations, which may render the driver, vehicle and/or cargo out of service until the condition(s) or defect(s) are corrected or fixed.

Drivers and/or vehicles that are inspected using Level I or Level V criteria that do not have any critical violations will be issued a [CVSA decal](#), which when affixed to a vehicle, is valid for three months. Generally, vehicles displaying a valid CVSA decal will not be subject to re-inspection, though this is not assured.

g. WEIGHT REGULATIONS RELATIVE TO LOADING DENSITY

Every jurisdiction in North America regulates gross vehicle and axle weight limitations for safety, productivity, and infrastructure reasons. Typically, vehicle weights and dimension regulations are complex rules that regulate vehicle configurations (single and combination), dimensions, along with weight limits for vehicles, combinations of vehicles, as well as individual axles and axle groups. Provinces have the authority to regulate commercial vehicle weights and dimensions and do so in part to protect roads and highways. Historically, this led to an assortment of requirements that were often difficult for interprovincial carriers to understand and comply with.

In 1998, the Federal-Provincial-Territorial [Memorandum of Understanding \(MOU\) on Interprovincial Weights and Dimensions](#) was endorsed. Updated most recently in January, 2019, the MOU is designed to improve uniformity of vehicle weights and dimensions regulations across Canada, and covers several categories of commercial vehicles. Under the MOU, provinces and territories allow vehicles that comply with the MOU weights and dimensions to travel on designated systems of highways. The MOU is a minimum standard, and as such individual provinces and territories have the authority to allow more liberal weights and dimensions, and/or different vehicle configurations for intra-jurisdictional operations.

All Canadian provinces issue public orders that restrict truck loading during the spring thaw period to protect pavement from significant permanent damage. The regulations may vary in duration and the extent to which axle weight limits are reduced. (22) Carriers need to be aware of such seasonal load restrictions and load accordingly, or they could be at risk for enforcement actions that could delay the vehicle until such time that the vehicle complies with the seasonal weight restrictions.

Impact on Livestock and Poultry Transport

For the transportation of livestock and poultry, vehicle weights and dimensions regulations play a significant part in decision-making around loading densities for various species. Carriers and their drivers have to make sure that the overall (gross) weight of the vehicle does not exceed limits for the vehicle configuration, and that the weight of the load is distributed in such a way that single axles and axle groups are not overloaded. This may mean that loading densities may not be the same for all configurations, or between different compartments on the same trailer, even when the same type and size of animal is transported. In addition, both gross vehicle weight and axle weight limits for all jurisdictions in which the vehicle will travel must also be considered.

h. MANDATORY ENTRY-LEVEL TRAINING

i. Federal Training Standard

Early in 2019, the Federal Transport Minister announced that a national standard for mandatory entry-level training (MELT) for tractor-trailer drivers will be in place by January, 2020. (23) The standard will be implemented through provincial regulations, and will require all new drivers to complete mandatory training before being eligible to take a Class A/1 License road test. The Federal government's announcement is expected to establish more consistency across Canada with respect to entry-level training requirements. It should be noted that MELT programs are intended to provide a basic-level vocational training, and that further training through mentorships, apprenticeships, and/or additional training is required to further develop requisite skills, including for the transportation of specific commodities, such as livestock.

ii. Provincial MELT Programs

With an effective date of July 1, 2017, Ontario was the first province to regulate mandatory training for entry-level drivers. Since then, other provinces in western Canada have taken steps to regulate entry-level training for commercial drivers; albeit with differing standards than those required under existing Ontario law. Alberta mandated entry-level training effective March 1, 2019 and Saskatchewan's MELT requirements took effect on March 15, 2019. Manitoba has targeted September 1, 2019 as the implementation date for its MELT requirements. (24) Relative to the agriculture sector, Alberta has implemented a process for farmers and farm workers to apply for an extension until November 30, 2019 that will give them until March 1, 2020 to comply with MELT requirements, in order to "support a successful farming season". (25) Manitoba also announced that "there will be a one-year deferral of new training requirements for the agriculture sector to allow for additional consultations with the industry, in order to determine an appropriate phase-in strategy that mitigates impacts on the start of the 2019 farming season". (24)

i. HOURS OF SERVICE AND AGRICULTURAL EXEMPTIONS (UNITED STATES)

Part 395⁹ (26) of the U.S. Code of Federal Regulations (CFR) regulates *Hours of Service for Drivers*. While similar to the Hours of Service rules in Canada, there are some minor differences. Specific to the movement of livestock, §395.1 provides for a general exemption from Hours of Service regulations for "Covered Farm

⁹ <https://www.ecfr.gov/cgi-bin/retrieveECFR?gp=1&ty=HTML&h=L&mc=true&=PART&n=pt49.5.395>

Vehicles”, as defined in CFR Part [390](#)¹⁰ (27) (Federal Motor Carrier Safety Regulations: General). The definition includes conditions linked to the type of vehicle, the commodities transported (including livestock), the operator (e.g., not for-hire), and the scope of operations relative to the vehicle’s size (gross weight).

The Hours of Services regulations also include exemptions for “Agricultural Operations” for planting and harvesting periods for movements within a 150 air-mile radius from specific agriculture sites, for both intra- and inter-state travel.

The use of Electronic Logging Devices (ELD) in the U.S. became mandatory on December 18, 2017. However, motor carriers that utilize the agriculture commodities exception will be able to take advantage of an exception for the ELD requirements. (28) In addition, transporters of livestock are not required to have ELDs as the result of a statutory exemption that was extended through December 7, 2018 and which will remain in place until further notice. (28)

¹⁰ <https://www.ecfr.gov/cgi-bin/retrieveECFR?gp=1&ty=HTML&h=L&mc=true&=PART&n=pt49.5.390>

Part 5: Conveyance and Container Design

The purpose of this section is to provide a high-level overview of common livestock conveyances and containers that are used in Canada. Livestock and poultry can be transported in many different types of vehicles and equipment. Some species of animals, such as cattle, pigs, horses, sheep, and goats typically walk on conveyances that are specially designed for the movement of livestock. Conversely, smaller species of livestock, such as rabbits, fox, mink, and poultry are placed and moved in various types of containers for transport.

The types and sizes of containers used to transport poultry and small animals vary depending on the species and the nature of transport. In the case of poultry, there are regional differences regarding the systems used to contain and load birds. The transportation conveyances used to move such animals in containers need to be compatible with such containers.

It should be noted that trucking vehicles can be “spec’d” to meet specific operational needs. This can include specifying the conveyance height, width, length, flooring, type of side panels (e.g., slat, punch), number of axles (which is a determining factor in calculating allowable gross weight), and other vehicle components. The following is brief summary of conveyances and terminology used in industry.

a. CONVEYANCES

- **Pickup Truck** – Can be used to transport animals in the “bed” of the vehicle, particularly if the animals are loaded into containers first, as may be the case with poultry or rabbits.
- **Livestock Box** – A box that is designed to fit in the bed of a pickup truck that can be used to transport small animals (refer to Figure 1). It is available in various sizes to fit short or long bed pickup trucks. In most jurisdictions, the licence on the pickup truck would have to include a maximum *Registered Gross Weight* (RGW), which is the maximum weight allowed and includes the weight of the pickup truck, the box, and the load.
- **Pickup Truck-Bumper Pull Trailer** – A combination of a standard pickup truck with a trailer that connects to the truck using a ball and socket hitch (refer to Figure 2 **Error! Reference source not found.**). Again, the lengths of trailers can vary, but may be restricted to jurisdictional vehicle dimension regulations.
- **Pickup Truck-Gooseneck Trailer** – Livestock trailers in various lengths are available in a gooseneck design (refer to Figure 3) that can be coupled with a heavy-duty pickup truck that has a fifth wheel. Again, the trailers can be “spec’d” to meet defined operational needs. The pickup truck licence would have to include a maximum RGW, which would be the combined weight of the pickup truck, the trailer and the load.



Figure 1: Livestock Box (source: Eby Inc.)



Figure 2: Tandem Axle Bumper-Pull Stock Trailer (Source: Eby Inc.)



Figure 3: Tandem Axle Gooseneck Stock Trailer (for use with pickup truck) (Source: Wilson Trailer Company)

- **Straight Truck/Livestock Truck** – A motorized vehicle that includes a truck body for hauling livestock (refer to Figure 4). The trucks are available in various lengths, depending on operational needs. The overall length of the vehicle, along with pertinent intra-vehicle dimensions such as inter-axle spacing, wheelbase, and effective rear overhang are regulated in most jurisdictions.



Figure 4: Livestock Truck (Source Eby Inc.)

- **Tractor-Trailer** – A combination of vehicles that includes a power unit (truck-tractor) in addition to a semi-trailer that connects to the truck-tractor via a fifth wheel (located on the tractor), and a kingpin (located on the trailer).

The type of trailer can vary based on the operational needs. For example, the trailer can consist of 1 deck (required for transporting horses); 2 decks (often used for cattle, pigs, and sheep) (refer to Figure 6); or 3 decks, one of which is referred to the “pot”, as it resides in the lowest part of the conveyance between the tractor and trailer axles (often used for pigs and other small livestock) (refer to Figure 5). Again, options to “spec” both the tractor and trailer are available, and can include the addition of a sleeper berth (for long-haul use), additional axles on the trailer (normally does not exceed 3 for livestock transportation, but have been known to go to as many as 4 axles), and vehicle components.

Semi-trailers are available in lengths that range from ~ 11 m (36 ft.) to the current maximum allowed trailer length of ~16.2 m (53 ft.).



Figure 6: Tandem Axle Double-Deck Trailer (Source: Eby Inc.)



Figure 5: Tri-Axle “Pot-Belly” Trailer (Source: Wilson Trailer Company)

- **Horse Trailers** – These are trailers that have been specifically designed for the transport of horses, and can include bumper pull (refer to Figure 7) or gooseneck (refer to Figure 8) options that can be pulled by a pickup truck with a fifth wheel. These are typically used for breeding horses, show horses, and horses used in sport, as opposed to slaughter horses, which are typically transported in single deck stock trailers.



Figure 7: Bumper Pull (Ball and Socket) Horse Trailer (Source: Jamco Trailers)



Figure 8: Gooseneck Horse Trailer (Source: Sundowner Trailers, Inc.)

b. CONTAINERS

- **Crates and/or Cages** – These portable containers are constructed specifically for transporting small animals such as fox, mink, and rabbits, as well as some poultry (refer to Figure 9). Depending on the species, animals are placed in the containers as they are removed from housing systems, and then the containers are loaded onto the conveyance (e.g., pickup truck, straight truck, semi-trailer). In other systems (e.g., end-of-lay hens), the animals are moved from the housing system, and then passed to another person on the trailer, who then loads the animal into the crate directly on the trailer (29).



Figure 9: Poultry Crates (Source: Poultry Service Association (47)); Crate Trailers (Source: Poultry Service Association (47) and Maple Lodge Farms (29))

- **Carts** – These are portable wheeled devices that are used to move birds from barns to transport vehicles, and are used primarily in commercial settings. They can also be referred to as a dolly or a pullet cart (refer to Figure 10). Dollies contain stacked drawers, and are typically loaded in barns and then moved as one single contained unit to the conveyance. Dollies are lifted onto the conveyance using a powered trailer tailgate lift loader, and then placed on board the trailer.

Pullet carts are used to move pullets from pullet growing facilities to layer facilities, which can vary in distances that range from between local farms to 1,000+ km. The carts are loaded in the barns, and then transferred to the yard where they lifted onto the conveyance using a powered trailer tailgate lift loader, and then placed on board the trailer (refer to Figure 11).



Figure 10: Pullet Cart (Source: Poultry Service Association (47))

Modules – Modular systems (refer to Figure 12) have been used in Western Canada for several years. Ontario is moving towards widespread use of modules, and Québec is reported to be considering these systems. Modules are portable systems that also utilize drawer-style systems to contain poultry (primarily broilers). While similar to carts, modules are not wheeled, and are lifted onto trailers with forklifts.



Figure 11: Dolly Carts and Dolly Trailer (Source: Poultry Service Association (47) and Maple Lodge Farms (29))



Figure 12: Transport Modules (Source: Poultry Handling and Transportation Manual (47))

Part 6: Other Regulatory Requirements and Policies affecting Livestock and Poultry Transportation

a. CRIMINAL CODE OF CANADA

Section 445 (Cruelty to Animals) of the [Criminal Code of Canada](#) prohibits anyone from wilfully causing or permitting animals to be caused unnecessary pain, suffering, or injury. The Criminal Code is enforced by police services, provincial and territorial Societies for the Prevention of Cruelty to Animals and/or provincial and territorial ministries of agriculture.

b. PART XII: TRANSPORT OF ANIMALS (FEDERAL HEALTH OF ANIMALS REGULATIONS)

[Part XII](#) under Canada's [Health of Animals Regulations](#) (HAR) regulates the transportation of animals, including the loading, confinement, and unloading of animals within Canada as well as those entering into or leaving Canada. (30) Part XII was first passed into law in 1977 to address animal welfare problems encountered during the long-distance transport of cattle by rail. (31) A long-awaited update to the Regulations was published in the [Canada Gazette Part II, Vol. 153](#) in February, 2019 and will take effect on February 20, 2020. Concurrent with the release of the updated regulations, the Canadian Food Inspection Agency (CFIA) published an [Interpretive Guidance for Regulated Parties](#). The guidance is a living document which will be periodically revised based on advances in relevant science, technologies, review of implementation experiences, and feedback from regulated parties, the public, CFIA staff, and trading partners. (32)

The following sections provide an overview of regulatory requirements that continue to be in effect for 2019/20 (referred to as "existing HAR"), as well as those that take effect in February 2020 (referred to as "updated HAR"). Where appropriate, details from the CFIA [Interpretive Guidance for Regulated Parties](#) (referred to as "Interpretive Guidance") will be summarized.

i. *Regulatory Cooperation*

Protecting animal welfare in Canada is a shared responsibility between federal, provincial, and territorial governments; producers; transporters; processors; retailers; and many other stakeholders. The CFIA enforces [Part XII](#) (Transportation of Animals) of the HAR with the assistance of the Canada Border Services Agency (CBSA), provincial police, the Royal Canadian Mounted Police (RCMP) and other peace officers. The Criminal Code can also be applied in situations where animal abuse occurs. The CFIA regulates the welfare of animals during transport under the HAR. (30)

ii. *Application of Part XII of HAR*

The [existing HAR](#) and the [updated HAR](#) state that [Part XII](#) applies to the "transportation of animals entering or leaving Canada or within Canada". As such, the HAR apply to all animals transported to any destination, including all slaughter plants regardless of whether they are federally or provincially regulated. In addition, anyone importing animals into Canada or exporting animals out of Canada will also be subject to the same requirements while the animals are in Canada. (32) For example, if a person is exporting a load of animals to an international destination, that person may have to provide proof that the transporter will be able to meet the intended feed, water and rest provisions throughout the journey if the planned destination and duration of transport to the international destination exceeds the maximum allowable intervals for that species or class of animals. (32)

iii. *Regulated Activities*

The [Interpretive Guidance](#) states that the HAR applies to all aspects of animal transport and related confinement including: (32)

- Selection of animals that are fit for the intended transport and confinement
- Withdrawal of feed, water and opportunities to rest (FWR) prior to and in preparation for loading and confinement for transport
- Handling the animal(s) for the purpose of loading
- Loading the animal(s), including into crates, modules or other contrivance or container if applicable and into conveyances
- Transport and related confinement of animal(s)
- Unloading the animal(s)
- Timing of the post transport access to feed, water and rest (if applicable)

The Interpretive Guidance also offers guidance regarding when the transport continuum begins (whenever the animal is handled or action taken (e.g., withdrawal of FWR; moving to a pen for loading, etc.) to prepare the animal for the purpose of transport), and when transport ends. Transport ends when the animal has been unloaded. The updated HAR specifies when unloading begins and ends for both “walk-on” animals and those transported in containers. Unloading begins when the animal is handled or moved for the purpose of removing it from the conveyance, and ends when the animal is removed from the conveyance or from any apparatus used for unloading (e.g., ramp, gangway, chute). For animals transported in containers, unloading begins when the container is handled or moved for the purpose of removing it from the conveyance and ends when the container is removed and the animal is removed from the container.

iv. *Regulated Parties*

The Interpretive Guidance clarifies that the HAR apply to those involved directly or indirectly in the transport of live animals. This includes, but is not limited to: (32)

- Animal owners
- Producers
- Buyers
- Exporters
- Importers
- Transporters
- Animal Handlers
- Processors
- Assemble Centres (auction markets, assembly yards, independent holding facilities associated with slaughter establishments)
- Feed, water and rest (FWR) stations/locations.

v. *Transport of Compromised, Unfit, and Vulnerable Animals*

The [existing HAR](#) include provisions that prohibit the transportation of animals by “reason of infirmity, illness, injury, fatigue or any other cause” that may contribute to “undue suffering”. Given the broad context of this section, the Canadian Food Inspection Agency (CFIA) published the [Compromised Animals Policy](#) in 2005 to support decision-making around assessing for fitness for transport, as well as dealing with receiving non-ambulatory animals at plants.

Relative to transport, the policy offers guidance regarding the conditions under which animals must not be transported (unfit), as well as the conditions under which an animal is considered to be compromised, for which special provisions apply when such animals are transported. Examples of special provisions are provided in the policy (e.g., transport locally and directly to nearest suitable place; load last/unload first; segregate; additional bedding).

The [updated HAR](#) has incorporated detailed definitions for *compromised*, as well as for *unfit*, each of which definition includes lists of conditions that would render an animal *compromised* or *unfit*. It should be noted that the *Interpretive Guidance* provides detailed explanations and/or examples of each of the conditions listed in the HAR under the meanings for *Compromised*, and *Unfit*.

There are also sections that specifically outline provisions for transporting unfit animals and compromised animals; livestock, camelids or cervids aged eight days and younger; young ruminants; and lactating animals. Such provisions include exceptions when unfit animals may be transported (e.g., for veterinary care if prescribed conditions are met) as well as the conditions under which compromised animals may be transported (e.g., isolation; loading/unloading restrictions; measures to prevent suffering, injury, or death; transported to nearest location for care or humane killing), and conditions for transporting specific young animals and lactating animals.

vi. *Assessment and Monitoring of Risk Factors Related to Transport*

The [existing HAR](#) do not include a specific requirement to assess risk factors. However, CFIA's [Compromised Animals Policy](#) includes a [Guide to Assessing Fitness for Transport](#), which is intended to provide further guidance on compromised and unfit animals. The [updated HAR](#) include a section on *Assessment and Monitoring of Risk Factors Related to Transport* that mandates those involved in the transportation process (shippers, carriers, receivers) to assess risks that may impact the welfare of the animals being loaded, confined, transported, or unloaded. The regulatory update includes a list of 11 factors that at a minimum would have to be assessed (e.g., current condition of the animal; pre-existing conditions; expected duration of transport and time without feed, safe water, and rest).

vii. *Animal Handling*

The [existing HAR](#) refer to general provisions when handling animals during loading and unloading. The [Compromised Animals Policy](#) includes some provisions that apply primarily to handling non-ambulatory animals and stressed hogs at plants.

By comparison, the [updated HAR](#) prohibit unacceptable handling practices during loading, transportation, confinement, and unloading, and limits the use of electric prods and other devices that have a similar effect by prohibiting use on sensitive areas or regions of animal's body, as well as when animals do not have a clear path to move forward. There are also handling requirements for moving containers with animals in them. The section also outlines conditions for the use of loading and unloading devices, and specifies maximum slopes for loading devices (e.g., ramps; chutes) by species.

viii. *Overcrowding and Space Requirements*

The [existing HAR](#) prohibits those that load or transport animals to crowd animals in crates, containers or vehicles in such manner that is likely to cause injury or undue suffering. In CFIA's [Compromised Animals Policy](#), CFIA veterinarians are instructed to document observations that would indicate that animals' welfare was compromised due to overcrowding. There is also a provision in the HAR that specifies that animals must be able to stand in their natural positions without coming into contact with a deck or roof.

By comparison, the [updated HAR](#) include a section on *Space Requirements* that details outcome-based requirements. The section requires that livestock be able to stand at all times with all feet on the floor and

the head elevated, and with sufficient headroom to allow for a full range of head movement without touching the top of the enclosure. Poultry must be able to maintain a squatting or sitting position without coming into contact with the cover of the container. For other species, the animal must be able to maintain its preferred position with sufficient headroom to permit a full range of head movement. There is also a prescriptive measure that prohibits horses from being moved in vehicles with more than one deck.

In addition, there is a more comprehensive section on *Overcrowding* that prohibits overcrowding in containers and vehicles. It also details conditions to indicate when overcrowding, due to the number of animals in the container or conveyance, has occurred. These include when an animal cannot maintain its preferred position or adjust its body position to protect itself from injuries or being crushed or trampled; when the animal is likely to develop hyperthermia, hypothermia or frostbite; or when the animal is likely to suffer, sustain an injury, or die.

ix. *Isolation*

The [existing HAR](#) includes a prescriptive approach to *segregation* which prohibits animals of different species or of substantially different weight or age from being transported together, with the exception female animals and their suckling offspring. Further, cows, sows, and mares traveling with their suckling offspring must be segregated from all other animals during transport. There are other species-specific provisions that apply to groups of mature bulls, de-tusked boars, rams, and goat bucks, as well as boars that have not been de-tusked, and mature stallions.

In the [updated HAR](#), the current prescriptive approach is replaced with an outcome-based provision that would prohibit loading, confining, transporting, or unloading animals that are incompatible unless they are isolated. This alternate approach provides flexibility for animals that are calmer when travelling together to be kept together, (30) which is something that the existing HAR do not offer. An animal is deemed incompatible with another if it is likely to cause injury, suffering, or death to the other animal. (32) Handlers are required to be aware of the potential incompatibility between animals and if in doubt, should isolate them. (32). The [Interpretive Guidance](#) provides examples of animals that should be isolated.

x. *Feed, Safe Water, and Rest*

The [existing HAR](#) include a section on Food and Water for Animals in transit, which sets limits on the amount of time animals can be confined on a conveyance on a species or species-type basis. The regulations also mandate standards of care for animals that are off-loaded for feed, water, and rest (FWR) when done so to comply with time-in-transit limits. Animals must be rested for at least 5 hours. In addition, the regulations include provisions about the pens used for animals at FWR facilities such as space, feeding and watering equipment, flooring and bedding/litter, and protection from inclement weather.

According to CFIA, the [updated HAR](#) rely on relatively recent scientific species-specific research that was not available when Part XII of the HAR was enacted. (30) CFIA further asserts that significant advances have since been made in determining animals' needs for FWR to prevent suffering from extreme hunger, dehydration, or exhaustion. (30). As a result, the updated HAR redefine time periods that animals can be without FWR to reduce their risk of suffering, injury, or death during transportation. The updated HAR also establish new maximum intervals that differ from the existing HAR. A comparison of prescribed maximum intervals in the existing HAR and the updated HAR are summarized in Table 14.

In addition to establishing new intervals during which animals can be without FWR, the updated HAR increased the minimum time period that animals would have to be rested from the current 5 hours to 8 hours. The updated HAR include an option where the maximum intervals will not apply if the animals are

transported in specially-equipped conveyances that meet certain conditions (e.g., equipped to allow for feed, water and rest on board; monitoring of temperatures and humidity on the conveyance; equipped with forced ventilation in addition to passive or natural ventilation). (30) If this is not possible, the animals would have to be off-loaded to a suitable rest area.

It should also be noted that both the outcome-based (feed and water in amounts sufficient to prevent a nutritional deficit or dehydration; rest to prevent exhaustion) and the prescriptive maximum intervals be considered, as both the prescriptive time requirements and the outcome-based requirements will need to be met. (30) If an animal becomes dehydrated, begins to suffer from nutritional deficiencies, or becomes exhausted prior to reaching the maximum prescribed feed, water and rest interval, it must be administered the appropriate remedies before the journey can resume. (32)

In addition, CFIA asserts that MVTA and provincial drivers' hours of service regulations were taken into consideration when CFIA drafted the proposed regulatory amendments for FWR, so that animal and driver rest stops can be managed to occur at the same time (33).

Table 14: Comparison between existing HAR and updated HAR for maximum intervals for access to feed and water (30)

Species and class	Updated HAR (maximum hours)	Existing HAR (maximum hours)
Compromised animals	12	N/A
Ruminants that are too young to be fed exclusively on hay and grain	12 ¹¹	18
Broiler chickens, spent laying hens, and rabbits	24 for safe water; 28 for feed	36
Beef and dairy cattle and other adult ruminants that can be fed exclusively on hay and grain	36	48/52 ¹²
Other adult monogastrics	36	36
Equines and porcines	28	36
Newly hatched birds	72 ¹³	72

xi. *Protection from Inadequate Ventilation and Weather Conditions/Exposure to Noxious Things*

The [existing HAR](#) state that animals must be protected from undue exposure to weather as well as from inadequate ventilation, which applies to both conveyances and containers. The floors of conveyances also have to be strewn with sand or be fitted with secure footholds and/or littered with a bedding material (e.g., straw; wood shavings), depending on whether the animals are confined for more than 12 hours.

The [updated HAR](#) provide an outcome-based approach which prohibits the loading, confinement, transporting, and unloading of an animal if the animal is likely to suffer, sustain an injury, or die due to inadequate ventilation or by being exposed to meteorological or environmental conditions.

¹¹ Can only be moved one time during this period.

¹² For cattle, sheep, goats or other ruminants, the expected standard is to limit the maximum confinement during transportation to 48 hours; however, the regulations allow for an extension of up to 52 hours for ruminants that will reach their final destination in Canada where they may be unloaded, fed, watered, and rested.

¹³ From time of hatching

The updated HAR also introduces a new *Exposure to Toxic or Noxious Things* section, which prohibits the loading, confining, transporting, or unloading, if the animal is likely to suffer, sustain and injury, or die by being exposed to anything that is toxic or noxious, including exhaust from the conveyance.

xii. *Conveyances and Containers*

The [existing HAR](#) state that animals cannot be transported if injury or undue suffering is likely to occur due to the condition of the conveyance or container in which the animals are to be transported. The conditions extend to the conveyance/container construction as well as ensuring that measures are taken to protect animals from fittings, angles and other projections with which the animals may come into contact. In addition, existing rules mandate that containers be constructed and maintained in such a way that allows animals to be fed and watered (when required), and inspected. Such containers have to be labeled to indicate that they contain live animals as well the containers' upright position, unless the animals inside the container are readily visible. Containers with animals have to be secured to the conveyance in such a way that prevents it from being displaced during transportation.

The [updated HAR](#) include similar requirements, but are more comprehensive in nature, in that both prescriptive and outcome-based measures are used. In addition to mandating that conveyances and containers be designed, constructed, equipped, maintained, and used to prevent suffering, injury, or death, there are provisions for ensuring that conveyances and containers are suitable for the species being transported, provide adequate ventilation, and prevent animals from escaping. There are several other prescribed requirements for conveyances and containers that cover floors (prevents tripping, slipping, and falling), durability (unlikely to collapse or topple over), protection from projections (exposed bolt heads, angles) and unsecured objects. There are also provisions for the use of bedding material.

xiii. *Transfer of Care*

The [updated HAR](#) include a new *Transfer of Care* provision that prohibits transporters from leaving an animal at a slaughter establishment or assembly centre unless the person who transported the animal provides the consignee with a written notice that the animal has arrived and a document that contains information regarding the animal's condition, the date, time and place where the animal was last fed, watered and rested, and the date and time of arrival at the slaughter establishment or assembly centre.

The consignee assumes the care of the animal as soon as they acknowledge receipt of the notice and document. The transporter is responsible until the acknowledgment is received. (30) The format of the transfer of care is left to the regulated parties. (32) For added clarity, the updated HAR do not require that a consignee or a representative be physically present for the arrival of animals. (30)

xiv. *Knowledge and Skills/Training*

The [existing HAR](#) do not include a requirement for training. The [updated HAR](#) include a section on *Knowledge and Skills* and a section on *Training*. While the *Knowledge and Skills* section applies to anyone who loads, confines, transports, or unloads animals, the *Training* section targets *commercial carriers*¹⁴ who are required to provide training, or ensure that training has been received by to their employees, agents or mandataries. Of note, the training also applies to those who "take part in decision making or advising the person operating the conveyance", such as dispatchers. (32)

Each person involved in and responsible for operating a conveyance with live animals on board must be trained and know species specific behaviour, best practices in loading and unloading, methods of providing

¹⁴ For purposes of road transportation, the updated HAR define commercial carrier as "the owner of a motor vehicle who is engaged in the business of transporting animals by land for financial benefit".

protection, how to prepare a conveyance including how to prepare the animal holding areas for the intended journey, monitoring the animals according to their requirements, and driving in manner that considers the well-being of the animals during transport. (32) The updated HAR lists specific topics that must be covered in training, such as: animal behaviour; animal handling, restraining and space requirements, and assessment of an animal's capacity to withstand loading, confinement, transport and unloading. Formalized training and mentorship are offered as ways to obtain required skills and knowledge. (32)

xv. *Contingency Plans*

The [existing HAR](#) do not include a requirement for contingency plans. The [updated HAR](#) include a section on *Contingency Plans* that mandates commercial carriers as well as others who transport animals in the course of business for financial benefit to have contingency plans that cover unforeseen delays as well as situations when an animal becomes compromised or unfit during loading, confinement, transport, or unloading. Those who are required to have contingency plans are required to inform their employees, agents or mandataries about their contingency plans. Extensive guidance is provided in the [Interpretive Guidance](#).

C. SAFE FOOD FOR CANADIANS ACT & REGULATIONS

In 2019, the Meat Inspection Act and Regulations were repealed and folded into the Safe Food for Canadians Regulations (SFCR), which, with limited exceptions that are being phased in over 12 to 30 months, came into force on January 15, 2019. (34) Relative to the transportation of live animals, Division 7 of Part 6 covers *Meat Products and Food Animals*. The Humane Treatment of Animals is covered under Subdivision C. CFIA has developed guidance for regulated parties, such as abattoirs and plants, that are included in two primary resources: [Guidelines for the humane care and handling of food animals at slaughter](#) (referred to as "Humane Care Guidelines"); and [Guidelines for animal welfare Preventive Control Plans and self-audits for the slaughter of food animals](#) (referred to as "PCP Guidelines"). Both sets of guidelines offer significantly more detail than the regulations and as such, will serve as primary resources for this report.

i. *Preventive Control Plan*

An *Animal Welfare Preventive Control Plan* is defined as a "systemic approach to humane handling and slaughter which is documented, auditable and detailing preventive measures relating to animal welfare". (35) The [PCP Guidelines](#) detail the written preventive measures which include, in part, monitoring and corrective action procedures to control recurring deviations. There is also guidance for both third-party and self-audits.

The *PCP Guidelines* outline several key elements of the animal welfare PCP. Those related to transportation include:

- A description of animal welfare risks, which is defined in the guidelines as "those that have the potential to impact the animal's welfare, such as the conditions that it is housed in, how it was transported from the farm to the slaughter establishment and unloaded there or the way in which it is handled and killed";
- "Animal welfare contingency plans [Standard Operating Procedures (SOP)] that address predictable and unpredictable but possible events and emergencies that may have arisen during staging of the load, loading, transportation prior to reception of the animals, the time spent waiting to unload, unloading, handling while in lairage...". For animals that are still in cages, this includes time spent waiting while trailers are parked but the crates/cages have not yet been unloaded, plus the time spent in crates and cages after unloading. (35)

ii. *PCP Specification Requirements for Producers, Catchers, Transporters*

The [Humane Care Guidelines](#) recommend that receiving¹⁵ of food animals be part of the slaughter establishment's PCP, which should clearly outline conditions of acceptability of the animals in addition to the condition and health of the animals to be loaded, as well as unloading and housing of the animals. There is also guidance that covers required content in establishments' PCPs with respect to expectations for producers, catchers, and transporters, such as:

- Communicate expectations to transporters regarding loading, transportation, and unloading;
- Define humane transport and welfare standards for the "supplier" (e.g., transporters);
- Collect letters of guarantee from parties (e.g., transporters) that confirm understanding of their responsibilities under applicable legislation;
- Provide written guidelines for transporters (and receivers) regarding unloading and handling, including non-ambulatory animals (down on truck);
- Provide transporters with: fitness-to-transport criteria; recommendations to minimize stress during loading; updates if plans change; and emergency contact numbers;
- Schedule delivery to minimize animal stress;
- Provide poultry transporters and catchers with: crates (if owned by the establishment); crate dimensions; assistance with determining loading density; expected time to load; fitness for transport criteria; means to shorten transportation times especially for spent hens and during extreme weather conditions; recommendations for minimizing bird stress during loading; requirements for gentle, careful loading of birds to minimize injuries such as bruises, leg fractures/dislocations

iii. *Unloading Facility Design*

The [Humane Care Guidelines](#) cover the design and maintenance of unloading ramps and/or docks, and in particular, mandates the unloading facilities to accommodate the types, widths, and heights of all transport vehicles used to move animals to the plant. It also specifies maximum slopes for unloading ramps (20 degrees for calves and pigs; 26 degrees for adult cattle and sheep), as well as stair step dimensions.

iv. *Ambulatory Food Animals - PCP*

The [Humane Care Guidelines](#) detail the components that must be included in the establishment's written Animal Welfare PCP with respect to while animals are in lairage prior to slaughter. Relative to *ambulatory food animals*, the plant operator's animal welfare PCP is recommended to include measures to ensure that movement and handling of animals be done to minimize animal discomfort and excitement to prevent avoidable distress and pain. There is also a recommendation to manage transporter arrival times during warm/hot weather with the goal of commencing unloading of animals within 30 minutes (15 minutes for rabbits) of arrival and completing within one hour of arrival, as well as scheduling the arrival of trucks to prevent line-ups.

v. *Moving and Driving Animals/Handling Aids*

The [Humane Care Guidelines](#) covers moving and driving animals as well as the use of handling aids. Those with responsibility for moving animals should be "competent, patient, respectful of the animals and knowledgeable about the normal behavior" of different animals. The section lists aids that are not

¹⁵ The term "receiving" is not used in the Safe Food for Canadians Act nor in the Safe Food for Canadians Regulations (SFCR). In general terms, "receiving" of the food animals in the context of animal welfare provisions under the SFCR refers to the licence holder's responsibilities for the animals that are received for slaughter begins the moment the truck with the food animals or containers of food animals arrives at the gates of the premises of the establishment identified in the licence. This also means that the licence holder is responsible for ensuring there will be personnel available to receive and to assess the animals upon their arrival. (48)

considered to be humane, and therefore never to be used, along with those considered to be acceptable alternatives. There are also guidelines on the use of electric prods.

vi. Handling Non-Ambulatory and Compromised Animals

This [Humane Care Guidelines](#) and sub-sections provide guidance on the need for establishments to ensure that their written animal welfare PCPs have provisions to handle non-ambulatory animals and compromised animals, including when they are on transport vehicles. Procedures must be defined for handling compromised animals (including stressed hogs), those unwilling or unable to move, and those that “go down” while unloading. There is also detailed guidance for stressed hogs to ensure that severely stressed animals are not stressed any further.

vii. Handling of Animals in Cages, Crates, and Other Modules

The [Humane Care Guidelines](#) include a fairly comprehensive section on the handling of animals in containers (i.e., poultry and rabbits). The section covers both the manual and automated unloading and movement of containers, along with actions that should be avoided to prevent avoidable pain or distress. There are also requirements for the provision of feed and a source of hydration when kept for more than 12 hours prior to slaughter. Handling guidelines for the removal of poultry and rabbits from containers are also provided.

viii. Areas for Animals in Crates or Cages

The [Humane Care Guidelines](#) also provide guidance to slaughter establishments on areas used for lairage for animals in containers. In addition to fixed facilities such as sheds and yards, containers may be left on vehicles. While most of the section focusses on the establishment’s facilities, there are some elements that extend to lairage of animals in containers while still on a vehicle. In particular, lairage facilities should be designed, constructed, maintained, and operated to minimize noise and protect animals from the elements. The needs of animals in the centre of a stack, as well as those near the edge need to be taken into consideration through the use of effective ventilation and protection from drafts.

ix. Food Animal Information Document for Poultry

A separate guidance (36) has been developed on the use of [Food Animal Information Documents for Poultry](#). Also known as a “flock sheet”, the completed document provides plants with confidence that potential hazards have been considered, and to the extent possible, controlled and/or prevented on-farm and/or during transportation. Flock sheets for chickens, turkeys, and other poultry classes have been developed by national organizations and some Provincial producer associations. Flock sheets must include specific information that can be provided by producers, lead catchers, and/or transporters.

Relative to transportation, the *Food Animal Information Document for Poultry* must include the time at which the catching of the birds to be loaded started, the last time that the birds had access to feed and water before loading. Plants may elect to collect additional information such as the time that catching was completed for each conveyance as well as when unloading commenced, along with the number of birds and crates shipped. There are also requirements for an advance copy to be sent to the plant 3 to 4 days prior to catching, and a completed copy must accompany the load. There is also direction for when there are multiple shipments for the same lot going to the same or different establishments, and for when different feed withdrawal protocols are used. Three options are provided to slaughter establishments for when there are missing or incomplete flock sheets which includes rescheduling slaughter.

x. *Equine Information Document*

There are several guidance documents that are currently under development to support the Safe Food for Canadians Regulations (SFCR), (37) one of which will cover the mandated use of a *Food Animal Information Document for Equine* (also known as the Equine Information Document (EID)). The use of EIDs was previously covered by the *Meat Hygiene Manual of Procedures* (MHMOP). The MHMOP [Annex E: Equine Information Document](#) guidance will continue to provide a point of reference until such time that the SFCR guidance is updated. The guidance lists core elements that must be contained and completed in an EID for any equine presented for slaughter in Canada, regardless of whether it originated in Canada or is imported. Provisions have been included in the EID for a declaration by a “transient agent”¹⁶ to ensure that equine are presented for slaughter with a continuous medical history.

xi. *Animal Transportation Vehicles and Containers*

Both the recently-revoked *Meat Inspection Regulations* and the SFCR mandate that conveyances and equipment be clean and in a sanitary condition. The requirement for crates and other transport containers used to transport birds to be cleaned before transport, as well as cleaned and disinfected before they leave the registered slaughter facility was previously covered in the [MHMOP](#). While the current guidelines under the SFCR do not include similar guidance, CFIA has indicated that guidelines for industry that cover cleaning and disinfecting crates prior to leaving the slaughter plant will be included in a future *Poultry Establishment Construction and Equipment* guidance.¹⁷

d. **PROVINCIAL TRANSPORTATION OF ANIMALS LEGISLATION**

Even though the HAR has jurisdiction over the transportation of animals for both inter- and intra-provincial travel, some provinces have also enacted similar requirements, as follows:

- ***Animal Protection Act and Regulations (Alberta)*** – Includes several requirements under the *Transportation of Animals* section that cover: unfit animals; overcrowding prohibitions; loading; handling during loading; vehicle requirements, along with unsuitable vehicles; segregation; and rest stops. There are many similarities between the Alberta regulations and the existing HAR. However, those similarities will end in February 2020 when the updated HAR take effect, at which point the Alberta *Transportation of Animals* section of the regulations will no longer align with the updated HAR, and in some instances, will be in direct conflict (e.g., rest stops).
- ***Animal Protection Standards Regulations (Newfoundland and Labrador)*** – Codes of Practice are adopted such that owners of livestock, as well as owners or operators of places where livestock live or remain, have to comply with commodity-specific Codes of Practice, which are identified. Schedule A identifies the applicable edition of the Codes or standards that are adopted in the regulations. Of the 25 listed, 12 are NFACC’s on-farm Codes that were published up to and including 2018. Of note is the exception in Section 4 that states that the Codes’ provisions respecting *transportation* and the appendices are not adopted by regulation, unless specified.
- ***Animals for Research Act Regulation: Transportation (Ontario)*** – Applies to the transportation of animals that are used or are intended to be used by a research facility. Regulation 25 (Transportation) covers livestock, which is defined as cattle, goats, horses, sheep, or swine. Most of the provisions are related to vehicles and cages/containers used for transporting animals. The regulations also mandate some in-transit requirements such as protection from adverse weather; the provision of food and water as necessary, and the need to have a competent person to care for animals while in-transit.

¹⁶ Described as a person who maintains responsibility for the care of equine from time of purchase for slaughter until arrival to a meat processing establishment in Canada

¹⁷ Personal email from CFIA National Program Specialist: April 11, 2019

- **Standards of Care and Administrative Standards [Regulation \(Ontario\)](#)** – States that every animal must be transported in a manner that ensures its physical safety and general welfare. There are no specific standards related to transport of livestock or farm animals.
- **Animal Welfare [Regulations \(Prince Edward Island\)](#)** – For commercial animals, the regulations reference Codes of Practice by name in Schedule B, and state that owners of commercial animals must comply with the Codes. Included in the list in Schedule B is the “Code of Practice for the Care and Handling of Farm Animals: Transportation, published by NFACC (2001)”¹⁸. In addition, the regulations include sections covering both the loading and unloading of commercial animals.
- **Animal Protection [Act \(2018\)](#) and [Regulations \(Saskatchewan\)](#)** – The Act contains a provision that states that a person who has “custody or control of an animal” is deemed to have responsibility for purposes of Part 2 (Animal Care Duties), and also states that such persons are deemed to be in compliance if they are in compliance with, and an animal is not considered to be in distress if handled in a manner consistent with a Code of Practice¹⁹. Further to that section, the regulations reference prescribed standards, codes of practice and guidelines in Part 2 that are prescribed as acceptable for purposes of the Act. Such Codes include the 12 NFACC on-farm Codes that were developed up to and including 2018, as well as the 2 remaining on-farm Codes that had been developed by CARC (farmed deer and goats). Also Included in the list in Part 2 is the “Code of Practice for the Care and Handling of Farm Animals: Transportation (2001), published by NFACC”.²⁰
- **Livestock Inspection and Transportation [Regulations \(Saskatchewan\)](#)** – The regulation stipulates that for livestock transportation (cattle, horse, sheep, goat, swine, and bison), a livestock manifest and/or permit is required, the requirements of which vary depending on the animal type, the animals’ destination, and whether the animals were inspected prior to the trip. Livestock transported to Saskatchewan from Alberta or Manitoba must be accompanied by prescribed documentation (manifest, bill of lading). The regulation also states that livestock inspection services will be provided where it is considered necessary. Livestock transportation cannot commence until a livestock permit and other necessary documents are issued.

The regulations also include relatively detailed requirements for livestock transportation vehicles that cover (in part) headroom, floors, ramps, ventilation (including conditions for various temperature ranges), and segregation of animals. Schedule B outlines detailed space requirements per animal on a species-by-species basis. In addition, there is a provision that states that when animals are unloaded for feed and water after having been on a vehicle for 12 hours, they cannot be reloaded within the subsequent 5 hours.

e. PROVINCIAL LIVESTOCK SALES LEGISLATION

As noted above, the transportation of animals is regulated by Part XII of the HAR, regardless of the jurisdictions through which animals are transported, or the points of origin and destination. However, there is some uncertainty regarding regulatory authority regarding the care of animals when they are unloaded for relatively short periods of time at transitional sites (e.g., auction and sales yards).

The existing [Code of Practice for Transportation](#) (CARC, 2001) states that “*animals are subject to inspection under the Health of Animals Act transportation regulations while in transit. This includes while being held at auction markets and assembly yards if this is not their final destination. Therefore, transportation starts at the time of loading at the point of origin, continues through sale and reloading at auction markets and assembly yards and ends after unloading at final destination.*” (Section 2.1.2).

Concerns have been raised since the Code was published about whether the duration of time spent at transitional sites is in fact part of the transportation process, and therefore, still under the jurisdiction of the existing Part XII, or whether the transportation process ends when the animals are unloaded. If that is the case, standards of care for animals while at transitional sites would come under provincial jurisdiction.

¹⁸ Note: the referenced Code was published by CARC, not NFACC.

¹⁹ Referenced by name in Part 2 of the Regulations.

²⁰ Note: the referenced Code was published by CARC, not NFACC.

Reloading for a subsequent destination would be considered a new transport move, and as such, the beginning of that loading process would once again be subject to provisions under Part XII of the HAR.

It should be noted that in the [Interpretive Guidance](#) for the updated HAR, “assembly centres (auction markets, assembly yards, independent holding facilities associated with slaughter establishments)” are included in the description of “regulated parties” (i.e., “who will be subject to these regulations”). In addition, the “*Transfer of Care*” provisions include when animals are left at assembly centres. Moreover, the *Regulatory Impact Analysis Statement* states that in order to enforce the Regulations, CFIA will continue to monitor and observe animals at strategic locations, including, federally and provincially registered abattoirs, assembly yards, airports, border crossings, randomized roadside inspections, and auction markets. (30)

While some provinces have regulations in place that specifically address care of animals while at sales yards/auctions, not all do, and in some cases those that regulate livestock markets focus on the financial and business aspects. The following is a high-level summary of provincial regulations as they pertain to care of animals at livestock markets:

- ***Animal Protection Act and Regulations (Alberta)*** – The Act includes a section on *Animal Care Duties*, which mandates persons who own or are in charge of an animal to ensure that it: has adequate food and water; has adequate care if the animal is wounded or ill; is protected from injurious heat or cold; and is provided with adequate shelter, ventilation, and space.

The regulations include provisions for Livestock Markets and Assembling Stations that, in part, regulate care and handling of livestock while on the premises. It also prohibits unloading unfit animals or animals that are unduly suffering. There are also provisions that limit how long animals can be kept at livestock markets (144 hours), and mandates the provision of sufficient space, shelter, feed, water, and bedding after 48 hours.

- ***Animal Care Act and Regulations (Manitoba)*** – Specifies what operators of commercial animal markets or assembling stations must do if they receive an animal that is unfit or suffering unduly (report the animal to authorities or euthanize). It also includes reporting requirements for commercial animal markets and assembling stations. The Act also incorporates Codes of Practice and other standards by reference.
- ***Animal Protection Standards Regulations (Newfoundland and Labrador)*** – As noted in the previous section, Codes of Practice have been adopted by regulation with general exceptions related to transportation sections and Code appendices, unless otherwise disclosed. In the case of the NFACC Dairy Cattle Code, Appendix A, entitled “*Section 7 – Assembly Yards and Sales Yards*” has been adopted, and as such owners of dairy cattle, as well as owners or operators of places where dairy cattle live or remain have to comply with most of the sections of the NFACC Code of Practice for Dairy Cattle, including [Appendix A](#).
- ***Ontario Society for the Prevention of Cruelty to Animals Act and Standards of Care and Administrative Standards Regulation (Ontario)*** – The Act Includes a provision that mandates owners of animals, as well as those who have custody or care for an animal, to comply with prescribed standards of care. The regulation requires that animals be provided with adequate and appropriate food and water, as well as adequate and appropriate sleeping areas.
- ***Livestock Community Sales Act and Regulation (Ontario)*** – The Act prohibits operators from assembling livestock for a community sale in greater numbers than may be kept, fed, watered, and otherwise cared for without overcrowding or risk of injury. In addition, facilities for watering livestock must be provided in each area where livestock is kept.

The regulation prohibits stabling diseased or injured animals, or moving sick or injured animals by dragging or pulling them by the head, horns, neck, feet, or tail. The regulation also allows for the detention of non-ambulatory animals found on vehicles. Once detained, the animal cannot be transported unless a veterinarian issues a certificate for direct transport to slaughter, or the driver arranges for immediate care of a veterinarian.

- **Animal Welfare Regulations (Prince Edward Island)** – Prohibits unloading of unfit animals at a commercial market or assembly yard. Also includes a section entitled “Commercial Markets” that, in part, regulates care and handling of livestock while on the premises. There are also provisions that limit how long animals can be kept at livestock markets (144 hours), and mandates the provision of sufficient space, shelter feed, water, and bedding after 36 hours.
- **Regulation Respecting the Sale of Livestock by Auction (Québec)** – The regulations, enacted under the Animal Health Protection Act, in large part, cover licensing and financial issues, inspection and seizure of sick animals, as well as prescribed documentation. There are a few sections that are related to animal welfare; however, as opposed to being written from a standard of care perspective, these sections are focused on standards regarding construction and equipment for the premises. For example, there are requirements regarding pens (large enough to prevent overcrowding when animals are lying down); segregation; and construction of compartments and equipment that prevents falls and injuries.

The regulations also specify “compulsory facilities” such as a receiving area and accommodation area for animals before shipping. The receiving area must be designed to accommodate all the types of vehicles that transport animals, and have floors that are not slippery. The pre-shipping area must meet the same construction standards as the receiving area in addition to having to be equipped with drinking facilities and feeding troughs. However, the regulation is silent about how long animals can be held without feed and water. Finally, the regulations mandate the provision of appliances for cleaning vehicles and equipment used for the transport and unloading of animals.

- **Animal Protection Act (2018) and Regulations (Saskatchewan)** – As noted above, the Act contains a provision that states that a person who has “custody or control of an animal” is deemed to have responsibility for purposes of Part 2 (Animal Care Duties), and also states that such persons are deemed to be in compliance if they are in compliance with, and an animal is not considered to be in distress if handled in a manner consistent with a Code of Practice²¹. “Animal Care Duties” include provision of food and water, veterinary care when necessary, protection from “injurious heat or cold”, and requirements relevant to the spaces where animals are kept and the provision for opportunities to exercise.

Further to that section, the regulations reference prescribed standards, codes of practice and guidelines in Part 2 that are prescribed as acceptable for purposes of the Act. Such Codes include the 12 NFACC on-farm Codes that were developed up to and including 2018, as well as the 2 remaining on-farm Codes that had been developed by CARC (farmed deer and goats).

- **Livestock Inspection and Transportation Regulations (Saskatchewan)** – The regulations focus on when transportation permits and/or livestock manifests, in conjunction with animal inspections, are required. For livestock (cattle, horse, sheep, goat, swine, and bison) transported to stockyards, copies of compulsory livestock manifests must be presented to the market operator. The regulations do not include standards of care for animals kept at transitional sites.
- **Livestock Dealer Regulations (Saskatchewan)** – The majority of the regulation covers licensing and financial issues (e.g., surety bonds; payment of inspection fees) for livestock dealers. However, there are some provisions that also cover the welfare of animals. As examples: the facilities must be suitable for the types and sizes of livestock handled, and free of projections that might injure livestock; certain types of animals (e.g., sick or crippled animals) must be penned separately; floors have to prevent animals from slipping; lighting must be sufficient to permit inspection of the animals; and a quarantine area for crippled or sick animals must be provided. There are no provisions regarding providing feed or water to animals after a pre-determined amount of time.

²¹ Referenced by name in Part 2 of the Regulations.

f. LIVESTOCK IDENTIFICATION AND TRACEABILITY

[Part XV](#) (Animal Identification) under Canada's [Health of Animals Regulations](#) (HAR) outline the requirements for the identification of cattle, bison, sheep, and pigs, along with how to report the movement of such animals. Under the regulations, people who are in the possession, care or control of an animal must report certain types of animal identification and movement information using approved species-specific systems.

While the identification of livestock for traceability purposes applies primarily to owners of animals, livestock transporters will have to be aware of the program and some of the prohibitions and requirements that impact transporters. To assist livestock transporters, CFIA has published a guide entitled [Requirements for Livestock Carriers-Livestock Identification and Traceability Program](#). The following offers a high-level overview of the current requirements:

- Cattle, bison, and sheep cannot be transported off their farm of origin, or any other site after they have left their farm of origin, unless they bear an approved tag. There is an exception for cattle and bison destined to an approved tagging site;
- For pigs, there are several requirements and exceptions that cover the movement of pigs between farms, as well as pigs that move to auction, fairs, insemination centres, and assembly yards.

A regulatory proposal is expected to be pre-published in the Canada Gazette, Part I in spring 2019. (38) This regulatory proposal would extend requirements to identify goat and cervid (e.g. farmed deer and elk). It would introduce the requirement to report the domestic movement of cattle, bison, sheep, goat, and cervid. And, it would require the identification of premises where livestock is kept, and reduce the required time period to report the movement, slaughter and disposal of livestock. (38)

The use of hard-copy livestock traceability manifests is currently not a requirement for most species; however, documentation may be required for some specific types of animal movements. Currently, British Columbia, Alberta, and Saskatchewan require manifests to move livestock. (39) A more consistent approach in the use of livestock manifests that meet traceability requirements may be included in the proposed regulatory amendment (40), and it is expected that movement documents will be required once the new regulations take effect. (39)

g. HEALTH AND SAFETY REGULATIONS

Federally regulated motor carriers are required to follow [Canada Occupational Health and Safety Regulations](#), which include the mandated use of *Fall-Protection Systems* for those who work from a height of 2.4 m or more above the ground or other permanent safe level. Employers of individuals who participate in loading and/or catching broiler chickens, and those who have to tarp or cover a load of crates with live poultry may have to ensure that they comply with Federal and/or provincial health and safety regulations. The [Poultry Service Association](#) (PSA) has published [Broiler Chicken Industry Safe Work Practices](#) and [Turkey Safe Work Practices Manual](#) that explain the rules and recommend safe work practices for specific industry-related tasks.

Part 7: Regulatory Oversight of International Livestock Transport

a. CANADA/U.S. IMPORT AND EXPORT REGULATIONS AND PROCEDURES

i. Importing to Canada

CFIA's website includes guidance regarding [Import Policies for Live Animals](#). In general, import permits are required for cattle (including cattle imported under the restricted feeder cattle program), bison, sheep, and goats, along with official health certificates. While imports of swine and poultry do not require permits, there are other requirements, including the issuance of official health certificates.

Border procedures vary slightly between animal species and types. Some only have to report to Canada Border Services Agency (CBSA) personnel who then may request that CFIA inspect the load if non-compliance or welfare issues are noted. Others will report first to CBSA and then are *required* to proceed to the port veterinarian for inspection. In some cases, prior arrangements need to be made to ensure that the animals can be inspected when the vehicle arrives. For some species, official USDA or CFIA seals may have to be applied to all truck or trailer exits.

While transporters do not have to apply for permits or certificates for the animals, they need to be aware of what is expected of them at border crossings and when CFIA inspectors/veterinarians are on duty, and whether they need to make appointments for inspections. Shipments can be refused entry if the load contains deceased animals or by reason of undue suffering, the animals are not fit for transport.

ii. Exporting to United States

A detailed description of what is required to export animals to the U.S. is provided by CFIA's Guidance Document Repository ([Chapter 5: Export to the U.S.](#)) of the Accredited Veterinarian's Manual. U.S. Import Permits may be required depending on the type of poultry or livestock that that is being transported. However, import permits are not required if the animals are presented for import to the U.S. at one of the designated U.S. land border ports (Refer to Table 15), and the animals meet specific requirements. Because of limited inspection services at some ports of entry, exporters and/or transporters are advised to schedule the arrival of animals with the USDA²²/APHIS²³ veterinarian at land border port where the animals will enter the U.S. If an import permit is required, it would normally be secured by the exporter (as opposed to the transporter), and would have to be presented by the transporter at the entry point.

Table 15: U.S. Entry Points designated as having necessary inspection facilities for the entry of animals from Canada

State	Port Name	State	Port Name	State	Port Name
Idaho	Eastport	Montana	Opeim	North Dakota	Pembina
Maine	Houlton	Montana	Raymond	North Dakota	Portal
Maine	Jackman	Montana	Sweetgrass	Vermont	Derby Line
Michigan	Detroit	New York	Alexandria Bay	Vermont	Highgate Springs
Michigan	Port Huron	New York	Champlain	Washington	Oroville
Michigan	Sault Ste-Marie	New York	Niagara Falls	Washington	Sumas
Minnesota	Baudette	North Dakota	Dunseith		

b. TRANSPORTATION OF ANIMALS REGULATIONS (U.S. TITLE 49, §80502)

Known in industry as the U.S. 28-hour rule, [§80502: Transportation of Animals \(CFR Title 49\)](#) is a rule that requires that animals receive food, water and rest after 28 hours of travel. The rule was drafted in 1918 when

²² United States Department of Agriculture

²³ Animal and Plant Health Inspection Services (U.S.)

the majority of livestock moved by rail. The rule was the subject of a new interpretation by USDA in 2003, which extended its application to shipments of animals by road, as well (41). Essentially, the rule prohibits the confinement of animals in a vehicle for more than 28 consecutive hours without unloading the animals for feeding, water, and rest. However, the rule allows the 28 hours to be extended to 34 or 36 hours for specified circumstances. In addition, the rule does not apply when animals are transported in vehicles in which the animals have food, water, space, and an opportunity for rest.

C. SLAUGHTER HORSE TRANSPORT

i. U.S. Slaughter Horse Transport Program

In 2001, the U.S. Animal and Plant Health Inspection Service (APHIS) established the [Slaughter Horse Transport Program \(SHTP\)](#), which is regulated in [9 CFR Part 88](#), with the goal of ensuring that horses transported commercially to slaughter travel in a safe and humane fashion. The regulations provide for complete domestic and international monitoring of the movement of U.S.-origin horses to slaughter through the use of owner/shipper certificates and corresponding backtags. Certificates are collected by the host country officials at the slaughter plants in Canada.

The rule includes requirements for: segregation (e.g., stallions; aggressive horses) during transport; the provision of food, water, and rest prior to loading; the overall length of time horses can be confined in vehicles without feed and water; adequate floor space; and the prohibition of double-deck trailers (after 2006). In addition, the regulations prohibit the transport of horses by specified health- and age-related conditions (e.g., unable to walk or bear weight on four limbs; blindness; foals under 6 months of age; mares likely to foal during the trip).

ii. Import of Horses for Immediate Slaughter

An official USDA certificate must be issued for [horses entering Canada from the U.S for slaughter](#). Horses must be sent directly from the Canadian port of entry, in a sealed truck and under licence to destination, to a CFIA-approved slaughter plant immediately after entering Canada. Horses must be identified on the Health Certificate with a detailed written description (colour including distinctive patterns, facial and leg markings, other markings, brands, etc.), and the horses must have a readily visible numerical identification (e.g., mane tag, back tag, or necklace-type tag). Each animal in the lot must be numbered differently, and this number must be entered alongside the animal's written description on the Health Certificate. The owner/transporter must arrange for CFIA inspection at the port-of-entry. U.S. origin animals must have a required U.S. Owner/Shipper Certificate Fitness to Travel to a Slaughter Facility (Form VS 10-13).

iii. Designated Border Ports of Entry for Feeder and Slaughter Horses

CFIA has [designated ports of entry](#), through which all feeder and slaughter horses entering Canada from the U.S. by road must proceed (refer to Table 16). The designated ports of entry have appropriate unloading facilities for horses and are staffed by CFIA veterinarians. Shipments will only be accepted during regular CFIA hours of operation. *Feeder* horse shipments require customs clearance from the Canada Border Services Agency and may be referred to the CFIA for inspection. *Slaughter* horse shipments require CFIA veterinary inspection at the border. Transporters must arrange an appointment for inspection a minimum of 24 hours before arriving at the port of entry.

Table 16: CFIA Designated Ports of Entry for Feeder and Slaughter Horses entering Canada

CFIA Port of Entry	Corresponding U.S. Port of Entry	CFIA Port of Entry	Corresponding U.S. Port of Entry
Kingsgate, BC	Eastport, ID	Windsor, ON	Detroit, MI
Coutts, AB	Sweetgrass, MT	Niagara Falls (Queenston), ON	Lewiston, NY
North Portal, SK	Portal, ND	Saint-Bernard-de-Lacolle, QC	Champlain, NY
Sarnia (Point Edward), ON	Port Huron, MI	Woodstock, NB	Houlton, ME

Part 8: Industry Imposed Expectations and Initiatives

a. BIOSECURITY PROTOCOLS

Biosecurity is the accepted term used to describe the measures needed to protect against the introduction and spread of disease. The [basic principles of biosecurity](#) are based on three pillars: i) Access Management (designating distinct zones and controlling movements in and between them); ii) Animal Health Management (e.g., introducing new animals and observing animals for signs of disease); and iii) Operational Management (e.g., managing manure; deadstock disposal; cleaning buildings, equipment and vehicles).

i. *National Biosecurity Standards for On-Farm Use*

The CFIA develops [national biosecurity standards](#), protocols and strategies that are designed to protect animal resources in collaboration with producer organizations and other stakeholders. Canadian livestock and poultry producer associations/organizations have developed biosecurity plans and/or implementation strategies for their members.

Transporters need to be aware of biosecurity protocols when loading or unloading animals on-farm. For example, vehicles may have to be cleaned/sanitized using specific protocols, drivers may have to follow specified procedures before entering certain zones, or in some cases, may not be permitted to leave the vehicle.

ii. *Livestock, Poultry and Deadstock Transport Biosecurity Advisory Committee*

In 2016, the Canadian Food inspection Agency (CFIA), Agriculture and Agri-Food Canada (AAFC), provincial governments and industry organizations established the [Livestock, Poultry and Deadstock Transport Biosecurity Advisory Committee](#) to develop a service sector biosecurity standard. The [National Biosecurity Standard for Livestock, Poultry and Deadstock Transportation](#) was published in 2018, and was developed to encourage both commercial companies and independent drivers to incorporate biosecurity measures in their transportation practices. (42) Individual extension materials that cover biosecurity measures for the transportation of pigs, equine, cattle, and poultry have also been developed, each of which includes general and species-specific biosecurity recommendations.

b. CANADIAN LIVESTOCK TRANSPORT (CLT) PROGRAM

The [Canadian Livestock Transport \(CLT\)](#) is a standardized course offering certification that is recognized throughout Canada and United States. The program is an industry initiative that was developed to address the need for increased accountability and improved handling practices in livestock transport. Currently, CLT offers 4 livestock certification programs for 5 species: cattle and sheep; hogs; horses; and poultry. Each module covers all aspects of transportation such as pre-loading, loading, time in transit, and arrival at destination. Courses include instruction in animal welfare, regulations, handling and animal behaviour, equipment, and emergency preparedness. CLT is offered in classroom settings as well as online.

Many of Canada's livestock transporters are now CLT certified (43). [CLT Verified](#) is a tool that can be used to check the certification status of livestock and poultry transporters or drivers.

c. POULTRY SERVICE ASSOCIATION TRAINING

The [Poultry Service Association](#) (PSA), in conjunction with the [Canadian Poultry and Egg Processors Council](#) (CPEPC) recently released the 2017 version of a [Poultry Handling and Transportation Manual](#), which focuses on poultry welfare and is intended to be used for training purposes. The manual is available throughout Canada through CPEPC, to whom readers are also directed for training inquiries.

As an extension to welfare training obligations that plants have to meet under the MIR, most Canadian poultry plants mandate similar training of personnel in their third-party contracts with service providers (e.g., catchers, transporters).²⁴

d. U.S. ANIMAL CARE TRAINING

[Animal Care Training \(ACT\)](#) is a U.S. based online training site operated by the Beef Cattle Institute that includes training packages in [Beef Cattle Transportation](#) and [Animal Welfare in Livestock Market Auctions](#) (amongst several other target audiences). The [BQA \(Beef Quality Assurance\) Transportation](#) program is a training and certification program established under the Beef Quality Assurance umbrella that promotes proper handling and transport of cattle. Canadian livestock transporters that operate in the U.S. may elect to certify drivers under the U.S. program for marketing purposes.

e. TRANSPORT QUALITY ASSURANCE CERTIFICATION PROGRAM

Transport Quality Assurance ([TQA](#)) is a U.S.-based training and certification program for swine producers, handlers, and transporters. Originally launched in 2002, TQA has undergone three revisions to provide the most current, science-based information on humane handling and transport of pigs (44). The most recent [TQA Handbook](#) states that over 29,000 handlers and transporters have been TQA trained.

Pork processing plants in the U.S. require that drivers who deliver pigs be TQA certified. As a result, Canadian transporters that haul pigs to U.S. plants have to ensure that their drivers are TQA certified. Most, if not all federal and provincial pork processors in Canada also require proof of TQA or CLT training for drivers who deliver pigs to them.

²⁴ Personal conversation with Poultry Service Association on February 17, 2017

Part 9: Considerations relative to the Scope of the NFACC Transportation Code

The welfare needs of animals during transportation are the same regardless of the location or type of facility from where the animals originate, or the location or facility type to which they are destined. There are many challenges associated with transporting animals in a country as geographically large and diverse as Canada. This is complicated by the fact that animals can move locally (within one municipality or between neighbouring municipalities), within one province, between neighbouring provinces, across several provinces, or internationally.

Moreover, animals can move between production phases from and to farms or facilities owned by the same producer, or between farms that trigger a transfer of ownership. Livestock can be loaded and transported to transitional sites where they may be unloaded and sold, only to be reloaded to be transported to what could be the animals' subsequent short-term (e.g., livestock auction), long-term (e.g., feedlot), or final (e.g., slaughter) destination.

The purpose of this section is to identify areas that add complexity to the transportation process and require careful consideration, particularly with respect to determining the scope of the NFACC Transportation Code. Table 19 and the following sections include context and considerations relative to scope, some of which require further deliberation.

a. ASSEMBLY POINTS/YARDS

Assembly yards are typically short-term holding areas where smaller lots of similar animals are assembled, and then loaded for transport to another destination. This allows for smaller producers to ship livestock with animals from other farms on commercial vehicles, which may be preferred by the ultimate consignee (e.g., processing plant).

Assembly yards can be owned and operated by commodity marketing organizations (e.g., provincial boards) to provide a service for producers. Or marketing organizations can contract assembly services on behalf of their producer members from other parties, such as transporters. Alternatively, producers can form cooperatives to jointly operate an assembly yard to serve their collective needs. Depending on the type of operation, assembly yards can be operated as part of a for-profit business, a value-added service offering that parallels other operations (e.g., transportation), or as a non-profit undertaking (e.g., producer co-op).

Assembly yards are used for livestock, including cattle, swine, sheep, and rabbits. In the case of market hogs, the use of assembly yards has declined over recent years as a result of biosecurity concerns, but there is still extensive need for consolidating small loads of cull sows and boars at assembly yards.

Since assembly yards represent a transitional site (i.e., animals are not housed at yards on a permanent basis) that exist primarily to facilitate efficiencies in transport, they are considered to be part of the transportation process. However, given that various models exist with respect to ownership of the sites, there are some challenges related to determining the reach of the Code as it relates to scope.

b. AUCTION AND SALES YARDS

Section 5 provides an overview of provincial legislation that is in place to protect the welfare of animals at auction and sales yards, either explicitly or as part of over-arching acts and/or regulations. Given that these facilities are typically used to accommodate animals on a short-term basis, and that time spent at them falls between 2 transportation components, the NFACC Transportation Code provides an opportunity to protect animal welfare for those transport journeys that include unloading and reloading for sales purposes. From a legal standpoint, operators could be deemed to be in possession of the animals. As a potential welfare gap in

the transportation chain, it is important that the reach or scope of the NFAAC Transportation Code be clearly defined with respect to auctions and sales yards.

By way of background, the inclusion of livestock marketing sites is not a novel concept for Canadian Codes of Practice. Both the Codes of practice for Goats (CARC: 2003) and Bison (CARC: 2001) include sections on Livestock Markets (Goats) and Auction Markets (Bison) that cover: facilities; care for injured, sick and disabled animals; and holding and handling. Both Codes state that goats/bison held for more than 24 hours must be provided with adequate feed and water in a bedded area with sufficient space to allow all animals to lie down at the same time. The Code of Practice for Farmed Deer (CARC: 1996) also includes a very brief section that covers Auctions.

One Code that was developed under the NFAAC process also includes a section that covers transitional sites. Appendix A in the Dairy Cattle Code (Assembly Yards and Sales Yards) was copied from the previous Code, because the section is referenced in some provincial regulations for sales barns. The appendix provides guidelines on facilities (construction, maintenance), dealing with unfit cattle (identification, documentation, segregation), as well as holding and handling of dairy cattle. However, there are no provisions for standards of care for the animals, such as feed and water, or bedding while cattle are kept at these sites.

In Canada, livestock markets are represented by the [Livestock Markets Association of Canada](#) (LMAC), which is a non-profit association of livestock marketing businesses. Relevant to animal welfare, one of LMAC's stated objectives is to *provide proper training to employees to ensure humane handling and the proper care of all livestock consigned*. LMAC's membership consists of for-profit livestock marketing organizations (as opposed to serving as a national body of provincial associations) from Ontario to British Columbia. Provincial auction and/or livestock market associations also exist.

A wide variety of species are consigned and sold through livestock markets including: cattle (veal, slaughter steers and heifers, heifers, bulls & cows, slaughter cows, dollar calves, stockers and feeders, milk cows (dairy), springers [dairy]); sheep; goats; horses; and pigs.

c. FEED, WATER, AND REST STATIONS

Feed, water, and Rest (FWR) stations are used when animals are transported over longer distances that exceed the regulatory limits in the HAR (Refer to page 21). Facilities where animals are unloaded must meet specific HAR requirements. However, the regulations allow for animals to be fed, watered and rested in vehicles if suitably equipped. Two sites have been identified in Northern Ontario (Thunder Bay and Marathon).

Typically, costs associated with compulsory FWR undertakings are borne by the transporter, who would in turn factor these costs into the rate charged for transportation services.

As a transitional site that is clearly part of the transportation process, the use of FWR stations will have to be included in the NFAAC Transportation Code of Practice. While the care of animals would be included in the scope, there are questions regarding how far the Code should reach with respect to the actual physical structures of FWR stations. Refer to page 21 for HAR requirements regarding locations where animals are unloaded for feed, water, and rest.

d. FEED LOTS

Feed lots are managed facilities where livestock are provided with finishing diets to prepare them for slaughter. Often, feedlots are located close to processors and meat packers. Feedlots are used primarily in the cattle, slaughter horse, and sheep industries.

Feedlots can be privately owned and operated as distinct organizations, or can be owned by farms, or by processing plants. Feedlot operators are typically compensated by the animal owners, who retain ownership through to slaughter.

In Canada, beef industry feedlots are represented by the [National Cattle Feeders' Association](#), which includes [provincial members](#) from Québec, Ontario and the 4 western provinces. Similar national organizations for other species have not been identified. Both the Beef and Equine Codes of Practice (NFACC) include sections on managing health in feedlots, and the Code of Practice for Sheep recognizes feedlots as one of a variety of systems used to raise sheep. As such, care in feedlots is mentioned throughout relevant sections of the Code.

Unlike assembly yards, auction and sales yards, and FWR stations, feed lots are not considered to be a transitional site within the transportation process. Rather, they represent longer-term accommodation facilities that hold the animals until they are shipped for slaughter. As such, determining scope is somewhat easier given that care of animals held in feedlots falls under the responsibility of feedlot operators.

e. LAIRAGE ON CONVEYANCES AT FINAL DESTINATION

Final refers to those transportation end points that do not involve the (near) immediate need to reload animals for transfer to a subsequent point. Final destinations can include slaughter establishments, feed lots, pastures, and other farms. Most commodity-specific Codes of Practice include sections that detail standards of care that are under the control of the producer when receiving livestock and poultry at producer-operated facilities. This offers a relatively seamless transition between on-farm Codes and the transportation Code. However, some clarity is required relative to transitioning from the scope of the transportation Code to post-arrival at a slaughter plant.

For federally inspected plants, federal SFCR [Humane Care Guidelines](#) define “Lairage for Slaughter” as areas of the establishment where animals are housed and held before slaughter. This includes areas where crates or cages of birds or rabbits are kept, along with barns, corrals, pens, holding facilities, and feedlots, to name some of the examples listed in the definition. (34)

Slaughter establishments must have sufficient capacity in livestock pens (or holding areas) to ensure that animals can be unloaded in a timely fashion and are not exposed to the elements or conditions of overcrowding (including lack of ventilation on a stationary transport vehicle). Further, the guidelines recommend that plants have contingency plans to that ensure animal welfare is protected in the event that slaughter is delayed to prevent the holding capacity to be exceeded. This includes identifying suitable alternate locations where animals can be unloaded, slaughtered, or temporarily housed.

The guidelines further state that lairage for animals in crates or cages includes live storage sheds, live receiving, yards, as well as “place(s) where trucks are parked, pending unloading”. Further, the lairage facilities must be “designed, constructed, maintained and operated to minimize noise and provide protection from the elements”. There is also specific guidance regarding lairage facilities for animals in crates that includes a need for effective ventilation at all levels in a crate or module stack, particularly during periods of high temperatures and humidity.

In the absence of a post-arrival Code of Practice for animals delivered to plants, there are considerations when determining the scope of the NFACC Transportation Code with respect to lairage on conveyances at plants:

- Care of animals after they have been unloaded from conveyances (e.g., cattle, pigs) or removed from containers (e.g., poultry, rabbits) becomes the responsibility of the plant, as those animals will be kept in *lairage for slaughter*. As such, all animals that are no longer on conveyances or in transport containers would not be within the scope of the NFACC Transportation Code.

Scope within the NFACC Transportation Code has to be determined:

- for animals that arrive in crates or cages, and where the loaded containers remain on the truck or trailer until the plant is ready to process the animals. Those animals are still considered to be in transport (as per HAR Regulatory Guidance), but would likely be in the care and control of the plant such that the conveyance is in a protected area that meets the guidelines for slaughter establishments.
- for animals that arrive in conveyances (e.g., cattle, pigs) at slaughter establishments that are kept in the conveyances until such time that the plant is ready to unload the vehicles.

f. ON-FARM FEED WITHDRAWAL

On-Farm feed withdrawal is a practice that is common for many species of market animals for food safety and welfare reasons. For some species, processing plants direct producers on when feed has to be withdrawn. Many commodity-specific Codes include provisions, either as requirements or recommended practices, which address pre-transport feed withdrawal in conjunction with the expected duration of the transport journey (refer to Table 17.)

Concerns have been raised about this being a “grey” area that cannot be fully addressed by either the commodity (producer) Codes or the Transportation Code. Welfare advocates are concerned that the animals’ welfare is compromised when Codes are unable to adjust pre-transport feed withdrawal times to minimize the total duration that the animals do not have access to feed. Producers are concerned about the time limitation attached to how long animals can be off feed (e.g., 18 or 24 hours) because they cannot predict how long the animals will be in transit, and in many cases, they are required by plants to withdraw feed at a designated time. Transporters have voiced concerns over not having any ability to control how long animals are off feed during the transportation process, since “on-farm feed withdrawal” is an on-farm practice.

NFACC commodity Code Development Committees (CDC) have dealt with this issue in varying ways, with some imposing requirements, others recommending practices, and others doing a combination of both. Some CDCs have indicated that this is an issue that needs to be covered in the Code of Practice for Transportation, which means that the scope around implications of FWR during the transportation process as it relates to when feed was last provided has to be determined.

g. TRANSFER OF ANIMALS BETWEEN PRODUCTION PHASES

Most livestock and poultry species flow through various stages of production prior to reaching market condition. Different production units can exist on the same farm, or can be located in relatively close proximity to each other, or several hours apart from each other. Animals can move in small quantities on small vehicles or in full tractor-trailer loads. Examples of livestock production units include specialized farms and/or locations for breeding and/or birthing, weaning, growing, and finishing. All chicks and poult are transported from hatcheries to poultry farms, which can include one or more stages of production. For example, in the egg industry, chicks will move to pullet growers, and then moved between 17 and 19 weeks later to layer barns, which may or may not be on the same property.

Determining scope with respect to the transfer of animals between production phases appears to be fairly straight-forward, with those transfers that involve transportation on public roads or highways being in-scope, and those that involve transfers that take place exclusively on-farm being out of scope.

Table 17: Coverage of Pre-Transport Feeding/Feed Withdrawal in Existing Codes (April, 2019)

Code of Practice	Requirements (R) and Recommended Practices (RP) related to Feed Withdrawal
Farmed Deer (CARC: 1996)	App. 4 You must not load an animal for a trip of more than 24 hours without first providing food and water within 5 hours before loading.
Goats (CARC: 2003) ²⁵	6.9.2 Goats destined for trips exceeding 24 hours must be fed and watered within 5 hours before departure. Particular attention should be paid to young goats, kids, and pregnant and lactating does. Nursing kids accompanying their dams should be allowed an opportunity to nurse undisturbed at suitable intervals. 6.9.3 More research is required to determine acceptable travel times and desirable feed, water and rest intervals for goats. {References HAR FWR requirements}. It is recommended that feed, water and rest be provided at intervals not exceeding 24 hours, and that rest periods be at least 8 hours in duration.
Dairy Cattle (NFACC: 2009) ²⁶	R: Dry animals must be fed and watered within five hours before being loaded, if the expected duration of the animal's confinement is longer than 24 hours from this time of loading.
Equine (NFACC: 2012)	R: If the expected duration of the horse's confinement is longer than 24 hours from the time of loading, the horse must be fed and watered within five hours before being loaded.
Sheep (NFACC: 2012)	R: Sheep must be fed within the five-hour period immediately prior to being loaded unless the expected duration of the animal's confinement on the vehicle is less than 24 hours from the time of loading. (See Health of Animals Regulations).
Beef Cattle (NFACC: 2013)	R: Cattle must receive feed and water within five hours prior to loading if transport will exceed 24 hours.
Pigs (NFACC: 2014)	RP: Avoid feeding market pigs at least 5 hours prior to transport, but withdrawal of feed should not exceed 24 hours in total prior to slaughter.
Hatching Eggs, Breeders, Chicken, and Turkeys (NFACC: 2016)	R: Pre-transport feed withdrawal must be managed to minimize the time that birds are off feed. RP: Avoid feeding birds at least 3 hours and preferably no more than 6 hours prior to catching. Aim to prevent birds from being without feed for more than 24 hours in total prior to expected time of processing.
Pullets and Layers (NFACC: 2017)	R: Pre-transport feed withdrawal must be managed to minimize the time that birds are off feed. RP: withdraw feed from end-of-lay hens at least 3 hours and no more than 8 hours prior to planned time of catching.
Veal Cattle (NFACC: 2017)	RP: Provide continuous access to water until the time of loading.
Rabbits (NFACC: 2018)	6.3 In rabbits, for human food safety reasons, withdrawal of feed at the farm generally occurs 4-6 hours prior to loading. However, the total time in transport needs to be taken into consideration to ensure that rabbits will not be without feed and water for more than 24 hours. R: Rabbits must have access to water until loading into transport containers begins.

h. EXTREME HEAT OR COLD

With the exception of chicks and poults that are transported in hatchery-owned environment-controlled vehicles, most livestock and poultry is transported in ventilated trucks, trailers, or containers. This can make them vulnerable to environmental conditions such as extreme cold or heat.

During periods of cold weather, the trailers can be equipped with panel kits that cover up most of the vents to keep livestock warm. Similarly, trailers with poultry or small animals that travel in crates or cages can be covered with tarps. During hot weather, animals can be misted while in the trailer to help keep them cool, and drivers will keep the vehicle moving to maintain air flow in the trailer. The use of trailer mounted fans may also help in warm weather, though they are not used widely in North America.

²⁵ Review of Code, using NFACC process, undertaken in 2019

²⁶ Review of Code undertaken in 2019

Since on-farm loading is included in commodity-specific Codes, measures to protect livestock and poultry during loading and/or on the transport conveyance have been incorporated in the Codes in varying degrees. As examples: most codes recommend scheduling transport in the evening/night during hot weather to avoid travelling during the hottest part of the day; during cold weather poultry containers can be loaded and stacked in the barn and then loaded on the vehicle when catching is complete in an effort to prevent the birds from getting cold while on the vehicle.

However, relative to Code scope, a key challenge within the transport and commodity-specific Codes is developing guidelines around the impact of environmental conditions on loading and transporting decisions. In other words, at what point should loading and transport be delayed or rescheduled, as opposed to shipping animals with specified provisions? And who has the responsibility and/or the obligation to make that decision? Complicating the issue is the fact that in many cases plants have scheduled on-farm pickup of animals in such a way that allows them to stagger the arrival of animals to coincide with kill schedules and lairage capacity. Scheduled loads that arrive late or not at all can cause significant problems at the plant. While virtually every existing commodity-specific Code has included measures to lessen the impact of extreme weather during loading and transport, only a few have gone so far as to describe conditions for which loading and transport must not or should not proceed (refer to Table 18).

Table 18: Coverage of Decisions regarding Delaying or Rescheduling Transport during Extreme Weather in Existing Codes (June 2017)

Code of Practice	Requirements (R) and Recommended Practices (RP) related to whether transportation should be delayed in extreme heat or cold
Farmed Deer (CARC: 1996)	5.9.2 When the ambient temperature exceeds 30° C, deer should not be transported unless special provisions are made for cooling the deer (e.g., regular hosing down, air conditioning or ice positioned where air flow cools the container).
Sheep (NFACC: 2012)	R: Producers must take expected weather conditions into consideration when making shipping arrangements.
Pigs (NFACC: 2014)	App M Transporting Hogs: Livestock Weather Safety Index – Relative Humidity Levels (%) states: 4) If temperatures are above 37.8°C (100°F), the situation is DANGER. Schedule loading to avoid the hottest hours and avoid traveling during congested traffic conditions. Cooling pigs prior to loading (e.g. misting, spraying) is recommended. 5) If the temperature is above 37.8°C (100°F) and the relative humidity is above 30%, the situation is EMERGENCY, and shipments should be postponed until the weather moderates.
Bison (NFACC: 2017)	RP: Consider evening loading to avoid heat stress caused by congested traffic conditions and/or long-distance transport in extremely hot, humid temperatures
Veal Cattle (NFACC: 2017)	RP: During extreme weather conditions, avoid or delay shipping RP: During hot weather, avoid loading during the hottest part of the day
Rabbits (NFACC: 2018)	RP: In hot or humid weather, avoid transport during the hottest part of the day

i. INTERNATIONAL TRANSPORT

As is noted above, the transportation of live animals between Canada and the U.S. is not insignificant, and many of these movements involve long durations of transport. Relative to the scope of the NFACC Transportation Code, decisions have to be made as to whether loads that originate in Canada and move to the U.S. and/or loads that originate in the U.S. and move to Canada should be viewed differently from each other, or from Canada-only shipments.

j. **SPECIALIZED TRANSPORT: HATCHERIES**

Hatcheries are specialized facilities that receive fertilized eggs from poultry breeder operations, then store, incubate, and hatch the eggs. Hatcheries then transport newly hatched chicks and poults to farms using vehicles that have been specifically designed for chick/poult transport. Hatcheries typically manage the entire transportation process due to the fact that they own and operate the equipment and employ the drivers (45). The Code of Practice for the Care and Handling of Hatching Eggs, Breeders, Chickens, and Turkeys (NFACC: 2016) explicitly states that *the condition of chicks and poults during transport falls within the scope of (that) Code* (which includes a section on Hatcheries). However, that statement followed one that referenced the current Transportation Code (CARC: 2001), which does not cover the transportation of chicks/poults by hatcheries. A decision has to be made about whether the NFACC Transportation Code should include movements of chicks/poults by hatcheries.

Table 19: Determining Scope of the NFAcc Transportation Code

Area of Vulnerability	In Scope	Out of Scope	Scope to be Determined
Assembly Yards	<ul style="list-style-type: none"> • Delivery of animals to site • Unloading of animals on site • Loading of animals on site 		<ul style="list-style-type: none"> • Accommodation and care of animals while being held in assembly yards • Lairage of animals waiting to be unloaded at assembly yards
Auctions and Sales Yards	<ul style="list-style-type: none"> • Delivery of animals to site • Unloading of animals on site • Loading of animals on site 		<ul style="list-style-type: none"> • Accommodation and care of animals while being held at auctions and sales yards • Lairage of animals waiting to be unloaded at auctions and sales yards
Facilities for Feed, Water, and Rest (FWR)	<ul style="list-style-type: none"> • Delivery of animals to site • Unloading of animals on site • Loading of animals on site 	•	<ul style="list-style-type: none"> • Handling and care of animals while off-loaded at FWR Stations • Accommodations for animals at FWR Stations • Type, quantity, quality, and delivery of feed and water at FWR Stations • Biosecurity protocols at FWR stations
Feed Lots	<ul style="list-style-type: none"> • Delivery of animals to site • Unloading of animals on site • Loading of animals on site 	• Accommodation and care of animals while being held at feedlots	• Lairage of animals waiting to be unloaded at feedlots
Lairage on Conveyances at Slaughter Establishments	•	• Animals that have been unloaded from conveyances or removed from crates or cages	<ul style="list-style-type: none"> • Loaded containers that remain on the truck or trailer until the plant is ready to process the animals. • Animals that are kept in conveyances until such time that the plant is ready to unload the vehicles • Maximum duration that animals (by species) can be kept on vehicles at plants • Protection of animals (by species) from extreme heat or cold while on vehicles at plants
On-Farm Feed Withdrawal	•	• Responsibility for on-farm feed withdrawal rests with the producer/consignee	• Implications of FWR during transportation process as it relates to when feed was last provided
Transfer of Animals between Production Phases	• Transfer of animals between production facilities that include a portion of transportation on public roads/highways	• Transfer of animals between on-farm production units (no travel on public roads/highways)	•
Extreme Heat or Cold	• Types of vehicles, equipment and/or accessories that can be used to improve the conditions for animals while in transit	•	• Decisions regarding delaying transport until weather conditions improve
International Transport	•	•	• Reach of Code with respect to whether shipments of animals that originate in Canada and move to the U.S. and/or loads that originate in the U.S. and move to Canada should be viewed differently from each other, or from Canada-only shipments
Specialized Transport: Hatcheries	•	•	• Movements of chicks/poults by hatcheries

Part 10: Other Issues Related to Scope of Code

a. MODES OF TRANSPORT

i. Air

Animals transported by air are subject to the International Air Transport Association [Live Animal Regulations](#) (IATA-LAR). IATA is a trade association for the world's airlines, representing some 265 airlines, or 83% of total air traffic, and is responsible for formulating industry policy on aviation industry issues (46). The IATA-LAR is a global standard for transporting animals by air in a safe and humane manner and is referenced by the OIE in its animal welfare standards for animal transportation by air (33).

ii. Sea

Currently, the transportation of animals by sea in Canada is regulated by [Part XII](#) the Health of Animals Regulations (HAR). In addition, the World Organisation for Animal Health (OIE) developed [Guidelines for the Transport of Animals by Sea](#), which were endorsed in 2005. The guidelines consist of articles that, in part, address: responsibilities; competence; documentation; planning the journey; loading; unloading and post-journey handling.

iii. Rail

Currently, the transportation of animals by rail in Canada is regulated by [Part XII](#) the Health of Animals Regulations (HAR), which was enacted in 1977 to address animal welfare problems encountered during long distance transport of cattle by rail (33). Currently, the vast majority of animals that move by land in Canada are moved by road as opposed to by rail.

iv. Road

Road is the primary mode of transport for agricultural animals in Canada and throughout North America. Animals travel between several origins to both transitional and final destinations. In the *Introduction* of the existing Transportation Code of Practice (CARC, 2001), the scope is defined in a sentence that explicitly states that the code is for transport of animals by road.

Given that:

- the existing Transportation Code, which will be replaced by the NFACC Code, applies only to the transport of animals by road;
- road transport is the predominant mode by which animals move in Canada and North America;
- road transport is a necessary component even when other modes of transport are used;
- transport of animals by air and sea is governed by self-imposed standards (IATA; OIE); and
- the movement of animals by rail has all but ceased to exist;

the NFACC Code of Practice for the Transportation of Farm Animals will apply exclusively to animals that move in vehicles on public roads and highways (as opposed to on-farm movements that may involve vehicles).

b. SPECIES OF LIVESTOCK/POULTRY

The NFACC Code of Practice for Transportation will include only those species of livestock and poultry for which national Codes of Practice for on-farm care and handling currently exist. As such, species that will be covered in the Transportation Code will be limited to:

- Bison (NFACC 2017)
- Cattle
 - Beef (NFACC 2013)
 - Dairy (NFACC 2009)*
 - Veal (NFACC 2017)
- Equine (NFACC 2013)
- Farmed Deer (CARC 1996)
- Farmed Fox (NFACC 2013)
- Farmed Mink (NFACC 2013)
- Goats (CARC 2003)*
- Pigs (NFACC 2014)
- Poultry
 - Hatching Eggs, Breeders, Chickens, and Turkeys (NFACC 2016)
 - Pullets and Laying Hens (NFACC 2017)
- Rabbits (NFACC 2018)
- Sheep (NFACC 2013)

*Under review

c. VEHICLE SIZE/TYPE

Animals moved by road can be transported in various types of vehicles. Small producers can use personal vehicles (e.g., cars) or pickup trucks to move smaller species of livestock and poultry over relatively short distances to auctions, fairs, etc. At the other end of the spectrum, commercial vehicles consisting of truck-tractors with specialized semi-trailers are used to transport larger groups of livestock and poultry over both short-haul and long-haul distances that may cross provincial and/or international borders. There are several options in between, including specialised “bumper-pull” horse trailers that accommodate 2 to 4 horses and/or dressing/tack rooms, and gooseneck trailers that connect to fifth-wheel hook-ups in the beds of pickup trucks.

For motor vehicle-trailer combinations, the motor vehicle that is towing the trailer has to specify a registered gross weight (RGW) on its licence. The RGW is declared by the licensee (typically the vehicle owner) when the vehicle is licenced, and is used to determine the fee paid for commercial licence plates (with the exception of Québec, which uses the maximum number of axles on the unit or combination of units to determine registration fees). The RGW must be at least equal to the actual weight of the truck, or the truck, trailer(s) and load(s). A trailer permit does not have an RGW. The weight of a towed trailer and its load are added to the RGW of the truck. Load includes the driver, passengers, fuel, equipment, tools, cargo, etc. carried in the truck and trailer.

There are varying requirements across Canada when it comes to moving cargo and/or trailers with cargo using a pickup truck. In some provinces, a pickup truck is considered to be a commercial vehicle, but only has to meet “commercial” requirements (e.g., commercial vehicle operator registration) if it exceeds a pre-determined registered gross weight or actual weight. As another example, if the weight of the trailer is less than a pre-determined amount, then the empty (tare) weight of the truck may be acceptable as the RGW. However, with heavier cargo, such as loads of livestock on commercial stock trailers, the motor vehicle (pickup truck) will have to have an RGW that is at a minimum equal to the total weight of the vehicles and the heaviest load it is expected to carry. Vehicles found to weigh more than the weight registered on the licence (RGW) at roadside truck inspection stations are subject to enforcement. Moreover, the weights of the truck and trailers can trigger additional requirements such as annual vehicle inspections and higher classes of driver licences.

The RGW should not be confused with the GVWR or *gross vehicle weight rating*. The GVWR is the maximum weight that has been assigned to the vehicle and is based on the capabilities of various vehicle components (e.g., brakes, suspension, axles, etc.). The total weight of a vehicle with its trailer (if applicable) and load should never exceed the GVWR, and therefore the RGW on the licence would not exceed the GVWR. It should be

noted that some pickup trucks can have a GVWR as high as 17,735 kg (39,100 lb), which significantly exceeds “commercial vehicle” criteria defined in the National Safety Code for Motor Carriers.

Determining Scope by Vehicle Size/Weight

The scope of the NFACC Code of Practice for Transportation will have to be determined. This can be done prior to the commencement of the Code Review, or the decision can be left to the Code Development Committee(s), once established. There are several options to consider, including:

- **NSC Definition** – As noted above, a commercial vehicle, as defined in Canada’s National Safety Code (NSC) is “a truck, tractor, or trailer, or combination thereof exceeding a registered gross vehicle weight of 4,500 kg”. If the NFACC Transportation Code limited its scope to covering animals transported in vehicles that met the national definition of a commercial vehicle, the scope would include a wide range of vehicles including: tractor semi-trailer configurations; straight trucks equipped with ventilated boxes; pickup trucks pulling gooseneck trailers; and pickup trucks with “bumper pull” stock or horse trailers.
- **NSC Definition Plus** – The NFACC Transportation Code could define its scope as applying to commercial vehicles, as defined (above) in the NSC. However, this scope could be expanded to include pickup trucks that carry livestock or poultry in the bed of the truck, regardless of whether the vehicle exceeds the NSC minimum RGW of 4,500 kg.
- **No Exceptions** – Under this scenario, the NFACC Transportation Code would apply to any farm (i.e., non-companion) animal that is transported on a public road or highway. While this may make sense from a welfare perspective, it may not be practical from an implementation and communications standpoint.

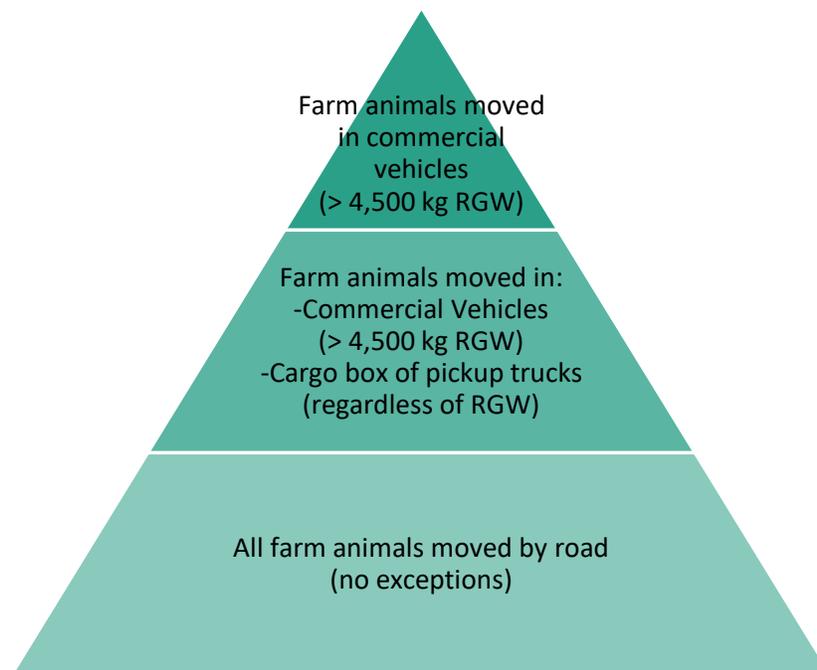


Figure 13: Scope Options for NFACC Transportation Code

Part 11: Transportation Sections in Canada's Codes of Practice (Requirements)

The following is a list of *Requirements* that have been copied from existing commodity-specific Codes of Practice. Codes that were developed prior to the implementation of the NFACC Code Development Process do not differentiate between general information, requirements, and recommended practices in the clear manner that the NFACC Codes do. Consequently, for the Farmed Deer and Goat Codes, paragraphs including the word “must” from those Codes have been duplicated in this section. Where “must” and “should” appear in the same paragraph, the words have been formatted to differentiate between them. For the three Codes that are nearing completion using the NFACC process, *Requirements* will be inserted when the Codes are finalized.

a. **FARMED DEER (CARC, 1996)**

5.3 Pregnant, unfit and stressed animals

- Except in emergencies, the following deer must not be transported: (5.3.2)
 - Deer that are unfit
 - Pregnant deer 1) within 14 days of giving birth, or 2) within 30 days of giving birth, if the duration of the trip will exceed 6 hours
 - Deer with young at foot under 4 weeks of age (young can be transported separately from does for short trips)
 - Pre-rut weaned animals within 2 weeks of separation from their dams
 - Deer in velvet, with bleeding or incompletely healed pedicles, or within the first 48 hours after velvetting.
- An animal that becomes injured, sick or disabled during transit **must** be taken to the nearest appropriate place for treatment and kept separate from other animals. In the case of an accident, immediate action should be taken to minimize suffering. Veterinary advice should be sought. Animal welfare **must** take precedence over economic considerations. (5.3.3)

5.4 Loading and Unloading

- Ramps must be free from projections and sharp edges. (5.4.3)

5.5 Vehicles and Containers

- Vehicles or containers used to transport deer must be fully enclosed with sides, floors and ceilings that are strong and secure and free from projections or sharp edges. (5.5.4)
- Floors should provide secure footing. It is recommended that sand, saw-dust or straw be used over non-slip flooring material. Provision **must** be made for drainage and absorption of urine and feces. (5.5.5)
- The vehicle must be constructed to ensure that no part of an animal can project from the vehicle. (5.5.6)
- Vehicles must have doors which close firmly and securely, with a tamper-proof locking system. (5.5.7)
- Vehicles must be constructed to provide deer with adequate ventilation at all times, while avoiding drafts. Care must be taken to prevent entry of the exhaust from the vehicle into the area containing the deer. (5.5.8)
- The vehicle used to transport deer should be in excellent condition and must be in full compliance with provincial highway traffic legislation. (5.5.10)
- Containers should be suitably designed, constructed and labeled with full details including species, and should have clear instructions for feeding and management. Containers **must** be secured to vehicles to prevent movement during transit. Containers that hold deer should be tilted as little as possible during all stages of loading and unloading. (5.5.12)

5.6 Space Requirements

- Deer must be provided with sufficient floor space in a vehicle or container to ensure that they are not crowded in a way that is likely to subject them to injury or suffering. (5.6.1)

5.7 Segregation

- Deer should be segregated according to species, size, gender, age, social group and/or compatibility. (5.7.1)

5.9 Precautions in Extreme Weather

- Deer must be protected from cold winds during transport. (5.9.1)

b. [GOATS \(CARC, 2003\)](#)²⁷

6.2 Responsibilities

- Everyone who is directly or indirectly involved in the transportation of goats must comply with the federal *Health of Animals Regulations*, Part XII which is briefly summarized in Appendix G (and accessible on line) and applicable provincial regulations concerning the humane transport of animals. (6.2.5)

6.3 Vehicles

- Vehicles used to transport goats must have sides that are secure, strong and high enough to prevent goats from jumping from, falling off or being pushed from the vehicle. To prevent injury, vehicle design and construction must prevent protrusion of any part of an animal from the vehicle or entrapment. (6.3.2)
- Vehicles **must** have doors which close firmly and securely, with a livestock-proof locking system. Doors and internal gates should be sufficiently wide to permit goats to pass through readily, without bruising or other injuries. (6.3.3)
- Vehicles floors must provide secure footing for the animals. (6.3.5)
- Vehicles **must** be constructed to provide goats with adequate ventilation at all times, while avoiding drafts. In response to temperature changes during a trip ventilation should be adjustable from the outside of the vehicle. Care **must** be taken to prevent entry of exhaust from the vehicle into the area containing the goats. (6.3.8)

6.4 Containers

- Internal container temperature and air quality may not be adequate even when conditions outside the vehicle are ideal. Suitable air exchange **must** be provided. Temperature and ventilation inside the containers should be monitored throughout the trip. (6.4.2)
- Containers must be secured to vehicles to prevent movement during transit. (6.4.4)

6.5 Loading and Unloading

- Goats must not be loaded or unloaded in a manner as to cause injury or avoidable suffering. It is acceptable to load goats by grasping them around the body and placing them in the transport vehicle, provided that it is done with care and the goats are not handled in a rough manner (See Supervising and Handling – Section 4.1). (6.5.1)
- Ramps must be free from projections and sharp edges. (6.5.5)

6.6 Segregation

- Under the federal Health of Animals Regulations, animals that are incompatible by nature, disposition, temperament, gender or due to substantially different weight or age must be segregated while on the same vehicle. (6.6.2)
- Bucks should be segregated from does. Groups of bucks, if mature, **must** be segregated from all other animals during transport. (6.6.3)

6.7 Space Allowances

- In order to prevent injury or suffering, goats **must** not be overcrowded in a vehicle or container. All goats should be able to lie down comfortably at the same time. Appendix H shows maximum loading densities for goats. (6.7.1)

²⁷ Update using NFAAC [Code Development Process](#) commenced in 2019

- Every goat must be able to stand in a normal position without touching an overhead roof or deck. (6.7.2)

6.8 Care in Transit

- During hot and humid weather: (6.8.6)
 - Adequate airflow must circulate throughout the vehicle or container to keep goats comfortable.
- During cold weather: (6.8.7)
 - (a) Goats must be protected from frostbite and loss of body heat during transport. Lactating does, young kids and recently shorn goats are particularly susceptible.
 - (d) Goats must be protected from direct contact with the vehicle's cold metal surfaces by lining the floor and sides with wood, straw or other suitable insulation material. Must ensure there is still adequate ventilation

6.9 Feed, Water and Rest for Goats in Transit

- Goats destined for trips exceeding 24 hours **must** be fed and watered within 5 hours before departure. Particular attention should be paid to young goats, kids, and pregnant and lactating does. Nursing kids accompanying their dams should be allowed an opportunity to nurse undisturbed at suitable intervals. (6.9.2)
- More research is required to determine maximum acceptable travel times and desirable feed, water and rest intervals for goats. Under the federal *Health of Animals Regulations*, goats **must** not be confined in a transport vehicle for more than 48 hours without being offered adequate feed, water and rest. This time may be extended only if they will reach their final destination without having been confined in a vehicle for longer than 52 hours. The regulations require that the rest period be at least 5 hours in duration. However, it is recommended that feed, water and rest be provided at intervals not exceeding 24 hours, and that rest periods be at least 8 hours in duration. (6.9.3)
- The *Health of Animals Regulations* also require that places where animals are unloaded for feed, water and rest as noted above maintain or have access to facilities at which the animals may be adequately fed, watered, rested, cared for and sheltered from inclement weather. Goats unloaded to be fed, watered and rested **must** be placed in a pen with ample, suitable ice-free water. The goats should be able to lie down comfortably at the same time. (6.9.5)

6.10 Animals at Risk

- Prior to transport, animals should be in good physical condition and health. Animals that are sick, injured, disabled or fatigued and that cannot be moved without causing additional suffering are unfit for transport and must not be loaded for transport. (6.10.1)
- Transportation within 2 weeks prior to, and after, kidding should be avoided. Pregnant does **must** not be transported if it is likely that they will give birth during the trip. (6.10.2)
- If a goat becomes unfit during transport, it **must** be segregated from other animals and taken to the nearest suitable place at which it can receive proper care and attention. Veterinary advice should be sought. A system of early identification of injured animals prior to unloading and an action plan must be in place and known to all involved parties. (See Appendix F and G). (6.10.3)
- Special care should be taken in transporting animals at risk, such as partitioning separately or loading in a separate compartment. Animals at risk **must** be loaded and unloaded in a way that avoids additional suffering. They should be loaded last and unloaded first. (6.10.5)
- Any goat, which dies in transit must be removed at the first opportunity, in accordance with provincial and federal legislation. (6.10.8)

c. **DAIRY CATTLE (NFACC, 2009)**²⁸

5.1.1 Fitness for Transport

- Every animal must be assessed before being transported - Refer to Appendices G -Guidelines for Dealing with Compromised Animals, and I - Should this Animal be Loaded?
- Non-ambulatory animals, animals with a body condition score indicating emaciation or weakness, or animals with severe lameness must not be transported, except for veterinary treatment or diagnosis.
- Do not transport animals that are likely to give birth during the intended journey.
- Do not transport cattle that require hobbling in order to walk.

5.1.2 Preparing Cattle for Transport

- Calves must have received adequate colostrum before being transported.
- Dairy animals must be fed and watered within five hours before being loaded, if the expected duration of the animal's confinement is longer than 24 hours from the time of loading.

5.2 Loading and Receiving

- Electric cattle prods must only be used in extreme situations, such as when animal or human safety is at risk, and must never be used on the face, anus or reproductive organs of dairy cattle.
- Electric prods must not be used on calves that can be moved manually.
- The requirements for loading and unloading procedures and equipment as described in the Health of Animals Regulations must be complied with.
- Ensure cattle that are incompatible are segregated.

d. **BEEF CATTLE (NFACC, 2013)**

5.1 Pre-Transport Decision Making and Preparation for Transport

- The following are all requirements under the Health of Animals Regulations Part XII:
 - Unfit cattle must not be transported unless for veterinary diagnosis or treatment under the advice of a veterinarian (refer to Appendix D for list of conditions).
 - Compromised animals may only be transported with special provisions and directly to their final destination (refer to Appendix D for list of conditions and special provisions).
 - Cattle must receive feed and water within five hours prior to loading if transport will exceed 24 hours.
 - Cows or heifers that are likely to give birth during the journey must not be transported, unless for veterinary diagnosis or treatment.
 - Ensure that any loading and unloading equipment, chutes or conveyances are free of hazards in order to minimize the risk of injury.

5.2 Arranging Transport

- Transporters must follow the most current federal and provincial animal transport regulatory requirements.
- Cattle must be transported by competent personnel (through training, experience or mentorship) using safe, well-maintained equipment.
- The right of the transporter to refuse to load cattle that s/he deems unfit for transport must be respected. The reason for refusal must be addressed.
- Cattle producers and transporters must immediately report instances of inhumane handling to proper authorities.

5.3 Loading and Receiving

- All Requirements under Section 4.1 - Handling and Moving Animals apply here.

²⁸ Update commenced in 2019

- The following are all requirements under the Health of Animals Regulations Part XII:
 - Do not load or unload livestock in a manner that is likely to cause injury or undue suffering.
 - Cattle must be able to stand in a normal posture without coming into contact with the roof or upper deck of the vehicle.
 - Cattle that arrive unable to rise and walk unassisted (non-ambulatory cattle/downers) must be examined on arrival and their likelihood of recovery assessed. Cattle must not be dragged from the vehicle while conscious; they must be humanely stunned or euthanized on the vehicle prior to unloading. Once unloaded, a stunned animal must be immediately confirmed dead or euthanized. If an animal is likely to recover, it may only be unloaded for veterinary treatment under the advice of a veterinarian.
 - Segregate cattle that are incompatible by reason of their nature, temperament, sex, weight or age.
 - Ensure that cattle have proper ventilation, are protected from extreme weather such as extreme cold, wind chill or extreme heat.
 - Provide safe and secure footholds (footing) or adequate bedding to prevent cattle from slipping and falling.

e. **EQUINE (NFACC, 2013)**

8.1.1 Fitness for Transport

- Horses must be individually assessed for fitness for transport before being transported. Evaluate fitness for transport in the context of each trip and all relevant factors (e.g. anticipated total trip duration from farm to final destination and prevailing weather conditions).
- Unfit horses must not be transported, except for veterinary diagnosis or treatment.
- Refer to Appendix H-Transport Decision Tree.

8.1.2 Preparing Horses for Transport

- If the expected duration of the horse's confinement is longer than 24 hours from the time of loading, the horse must be fed and watered within five hours before being loaded (31).

8.2 Loading and Unloading

- The requirements for loading and unloading procedures and equipment as described in the Health of Animals Regulations must be complied with.
- Mares and jennets must not be transported if they are likely to give birth during the trip.
- Every mare with its suckling offspring must be segregated from all other animals during transport.
- Every mature stallion must be segregated from all other animals during transport.
- Horses must be individually assessed before loading and upon arrival back to the farm.
- Refer to Appendix H-Transport Decision Tree.

8.2.2 On-Farm Management Post-Transport

- Horses must be provided with water upon arrival to the farm.

f. **FARMED FOX (NFACC, 2013)**

7.1.1 Fitness for Transport

- Foxes must be assessed for travel fitness before being transported.
- Unfit and compromised foxes must not be transported, except for veterinary treatment or diagnosis.

7.1.2 Planning and Preparing for Transport Including Loading and Unloading Considerations

- All applicable regulations and requirements must be adhered to.
- Producers must ensure all necessary documentation is prepared and that required stops are prearranged to avoid unnecessary delays. This is especially important for international transport, which can add complexities such as: health certifications, additional documentation and border inspections.

- The producer must select a reputable transporter, plan the trip details and ensure the transporter is aware of the welfare requirements of the foxes and that the transporter will take the necessary measures to meet the foxes' needs (e.g. feed, water and ventilation) during the transportation process.
- Foxes must be well hydrated prior to transport.
- Foxes must have access to water if the duration of the transport is expected to be longer than 4 hours. There are gel products available to provide moisture during transport that can avoid water spills in transport crates.
- Written feeding and watering instructions and contingency plans must be attached to crates (in a manner that the fox cannot access them) and also included with shipping documents.
- Foxes must be monitored periodically during ground transport and where feasible during air transport.
- Bred females must not be transported beyond 10 days after the last mating.
- Foxes must be individually housed during transport. All transport crates must be designed:
 - to ensure structural soundness and securely confine foxes without risk of injury - to ensure adequate airflow
 - to allow for provision of feed and water
 - to ensure sufficient space for the fox to lie comfortably in a prone position, turn around without restriction and stand on all four legs with head extended
 - so they are not oversized, as larger crates may increase the risk of injury
 - to allow for waste management
 - to prevent accidental opening or escape but still allow easy access when needed (e.g. in an emergency situation)
 - to prevent contact between the foxes.
- Transport crates for ground transport must meet the following minimum size requirements:
 - 30 in long X 14 in wide X 18 in high (76 cm long X 35 cm wide X 45 cm high).
- For trips of short duration (i.e. 4 hours or less) transport crates for ground transport must meet the following minimum size requirements:
 - 24 in long X 12 in wide X 16 in high (60 cm long X 30 cm wide X 40 cm high).
- Foxes must be placed into transport crates just prior to loading but allowing enough time to acclimate prior to shipping.
- Transport vehicles must:
 - allow for adequate ventilation
 - allow for adequately securing crates containing foxes
 - allow for waste management
 - provide appropriate protection from the elements
 - facilitate crate placement to prevent direct contact between the foxes
 - facilitate access to each fox for feeding, watering, inspection etc.
- For air transport, the IATA regulations must be adhered to.

g. **FARMED MINK (NFACC, 2013)**

7.1.1 Fitness for Transport

- Every animal must be assessed for travel fitness before being transported.
- Unfit mink cannot be transported except for veterinary treatment or for diagnosis.
- Compromised mink which can be transported with special provisions must only be transported locally and directly to the nearest suitable place where they can receive care and attention or be euthanized.

7.1.2 Planning and Preparing for Transport including Loading and Unloading Considerations

- All applicable regulations and requirements must be adhered to.

- Producers must ensure all necessary documentation is prepared and that required stops are prearranged to avoid unnecessary delays. This is especially important for international transport, which can add complexities such as: health certifications, additional documentation, border inspections and special provisions (e.g. water, air conditioning).
- The producer must select a reputable transporter and must plan the trip details, making allowances for unexpected delays and planning for contingencies.
- If kits are to be transferred between farms sites with more than one kit per compartment, the transfer must:
 - occur prior to August 1st
 - be three hours or less in duration and
 - meet the applicable principles outlined below.
- Mink must be individually housed during transport except in the case of kits, as noted above. All transport crates must be designed:
 - to ensure adequate airflow for mink in each compartment within the crate
 - to ensure structural soundness and securely confine mink without risk of injury
 - to allow for provision of feed and water
 - to ensure sufficient space for the mink to lie comfortably, turn around without restriction, and stand on all four legs
 - so they are not oversized, as larger crates may increase risk of injury
 - to allow for waste management
 - to prevent accidental opening or escape but still allow easy access when needed (e.g. in an emergency situation)
 - to prevent contact between the mink.
- Transport crates for ground transport must, at a minimum, meet the following size requirements:

Female (Length*width*height)	Male (Length*width*height)
15in x 7in x 7in (38cm x 17cm x 17cm)	15in x 8in x 8in (38cm x 20cm x 20cm)

- Transport vehicles must:
 - allow for adequate ventilation
 - provide appropriate protection from the elements
 - allow for adequately securing crates containing mink
 - allow for waste management
 - facilitate crate placement to prevent direct contact between the mink
 - facilitate access to each mink for feeding, watering and inspection, etc.
- Mink must be placed into transport crates just prior to loading but allowing enough time to acclimate prior to shipping.
- Mink must be adequately hydrated prior to transport particularly when transported during warm weather and when transport is of longer duration.
- Mink must have access to water or a moisture pack if the duration of transport is expected to be longer than 24 hours.
- Mink must have access to feed if the duration of the transport is expected to be longer than 36 hours.
- Written feeding and watering instructions, and contingency plans must be included with shipping documents and attached to crates in a manner such that the mink cannot access them.
- Producers must ensure that mink will be monitored during transport.
- Bred females must not be transported during early stages of gestation (until approximately day 35 after mating).
- For air transport, the IATA regulations must be adhered to.

h. **SHEEP (NFACC, 2013)**

6.1.1 Fitness for Transport

- The fitness for transport of every animal must be evaluated within the context of each trip. (Refer to Appendix H: Guidelines for Dealing with Compromised Sheep).
- Unfit animals must not be transported, except for veterinary treatment or diagnosis on the advice of a veterinarian.
- Compromised animals must not be sent to auction markets or collection yards.
- Compromised animals, if transported for slaughter, must go directly to a local abattoir. (Refer to Appendix H: Guidelines for Dealing with Compromised Sheep).
- Sheep with injury or obvious clinical signs of disease must not be sent to auction or other sales.
- If it is probable that an animal will give birth during the journey, they must not be transported.
- Neonatal lambs unaccompanied by their dam must not be transported off farm until their navel is healed and they reach seven days of age.
- Producers must take expected weather conditions into consideration when making shipping arrangements.

6.1.2 Arranging Transport

- Producers must be familiar with federal and provincial transport regulations.
- Producers must ensure that a competent stockperson oversees loading and unloading. 6.1.3 Preparing Sheep for Transport

6.1.3 Preparing Sheep for Transport

- Sheep must be fed within the five-hour period immediately prior to being loaded unless the expected duration of the animal's confinement on the vehicle is less than 24 hours from the time of loading (see Health of Animals Regulations).
- Sheep must have access to water until time of loading.
- Lactating dairy ewes must be milked out immediately before being transported.
- Heavily lactating ewes must be dried off before shipping to auction/collection yards unless they have suckling lambs accompanying them, or are intended for a production/replacement sale.
- Ensure all departing sheep and lambs are identified with an approved Canadian Sheep Identification Program (CSIP) form of identification.

6.2 Loading and Unloading

- The requirements for loading and unloading procedures and equipment as described in the Health of Animals Regulations must be complied with.
- Sheep must never be handled by grabbing their wool as this causes pain and bruising.
- Appropriate methods must be used for moving sheep; electric prods must not be used on sheep.
- Producers must confirm that trucks are in good repair, clean and adequately bedded.
- Producers must evaluate the need for feed and water after unloading animals on farm.

i. **PIGS (NFACC, 2014)**

5.1 Pre-Transport Planning

- Pigs must be loaded, unloaded, handled, and transported by competent persons.
- Pigs that are incompatible must not be mixed.

5.1.2 Preparing Newly Weaned Pigs for Transport

- The vehicle or container must be bedded with clean straw, shavings, or other bedding material to provide effective insulation and comfort and to prevent the newly weaned pigs from developing hypothermia or frostbite.

5.2 Fitness for Transport

- Unfit animals must not be loaded (28). Refer to Appendix L – “Should this Pig be Loaded?” Decision Tree for guidance for determining fitness.
- Compromised animals that are able to be transported under special provisions must be shipped directly to local slaughter, not through auction markets.
- Animals that cannot bear weight on all four legs must not be loaded; these animals will likely become non-ambulatory during transport.
- Fitness for transport in the context of each trip, including relevant factors such as the anticipated total trip duration from farm to final destination, and prevailing weather conditions, must be evaluated.

5.3 Handling during Loading or Unloading

- Pigs showing signs of distress prior to loading must not be loaded.

5.4 Loading/Unloading Facilities

- Loading and unloading facilities must be constructed with safe and secure footholds and must be maintained to facilitate ease of movement, and to prevent pigs from falling off, escaping or being injured.

j. [HATCHING EGGS, CHICKENS, TURKEYS, AND BREEDERS \(NFACC, 2016\)](#)

2.6 Holding, Loading, and Transporting Chicks and Poults

- Boxes with chicks or poults must be moved smoothly and in such a way that the chicks or poults do not pile or become trapped.
- Boxes containing chicks or poults must not be thrown or dropped.
- Chicks and poults that are deemed unfit for transport must be cared for or euthanized.
- Appropriate environmental conditions must be maintained throughout the transport process to ensure that chicks and poults arrive at their final destination in good condition.
- Chicks and poults must be able to stand erect during transport.

7.1 Evaluation for Transport

- In preparation for transport, the flock must be evaluated for fitness and those birds that are deemed unfit for transport must be euthanized, separated, or transported with special provisions for veterinary assessment or treatment only.
- Wet birds must not be loaded in cold weather if there is a risk that birds will become chilled.

7.2.1 Pre-Loading Considerations

- The flock and environmental conditions, as well as the expected journey duration, must be taken into consideration when loading birds for transport.
- The number of birds in each container must be determined prior to loading, taking into consideration the available container floor space, body size/weight, prevailing environmental conditions, and duration of transport.

7.2.2 Feed and Water: Pre-Loading

- Pre-transport feed withdrawal must be managed to minimize the time that birds are off feed.
- Water must be available to the birds until catching commences.

7.2.3 Birds Left in Barns

- Birds that are not loaded for transport and not euthanized must continue to be cared for in accordance with relevant sections of this Code (e.g. feed and water, temperature, ventilation).

7.3 Catching, Loading, and Unloading Procedures

- Catching crews must be supervised by a competent individual.
- Birds must be handled in such a manner that minimizes stress and/or injury. Birds must not be carried solely by the head, neck, one wing, or tail feathers.

- Producer or a competent designee must be readily available to provide assistance throughout the catching and loading process.
- All catching and loading equipment must be operated by competent personnel.
- The catching area must promote safe and humane handling and catching (e.g. lift or remove feeders and waterers prior to catching).
- Birds must be in an upright position after being loaded into containers.
- Containers with birds must be handled, moved, and securely positioned on vehicles in a manner that minimizes stress and/or injury to birds.
- Birds must be loaded in containers in such a way that permits all of them to rest on the floor at the same time when evenly distributed, while preventing excessive movement within the container.
- Parts of birds must not protrude from containers in any way that can cause injury or impede movement.

7.4 Catching and Loading/Unloading Equipment and Containers

- The design, construction, space, state of repair, and use of containers and equipment must allow the birds to be loaded, conveyed, and unloaded in ways that minimize stress and/or injury.
- Conveyors used for loading containers of live birds must prevent tilting of containers that causes birds to pile up.

7.5 Facilities Design and Maintenance

- When building new barns or renovating existing barns or yards, the way in which birds are moved into and out of barns must be taken into consideration with a view to facilitating safe and humane transfer of birds to and from the transport vehicles (e.g. tractor-trailer).
- Openings through which birds are passed must be large enough to ensure that birds can be transferred in a way that minimizes injury.
- Driveways and yards must be maintained to facilitate unobstructed, safe, and easy access by transport vehicles.

k. PULLETS AND LAYING HENS (NFAAC, 2017)

6.1 Pre-Transport Planning

- The catching and loading processes must be planned in advance to minimize bird handling and the amount of time needed to catch and load birds, and to ensure that each vehicle can leave promptly after loading.
- Pre-transport planning must take into consideration the type of housing system, the number of birds that will be shipped, and the number of containers that will be needed to ensure that maximum loading densities are not exceeded.

6.1.1 Feed and Water: Pre-Loading

- Pre-transport feed withdrawal must be managed to minimize the time that birds are off feed.
- Hens must be fed an appropriate layer ration until feed is withdrawn to maintain bone strength (8).
- Water must be available to the birds until catching commences.

6.2 Fitness for Transport

- In preparation for transport, the flock must be evaluated for health and fitness and those birds that are deemed unfit for transport must be euthanized, separated, or transported only if for veterinary care and treatment.
- Birds that are not loaded for transport must continue to be cared for in accordance with relevant sections of this Code (e.g. feed and water, temperature, ventilation, euthanasia).
- Birds that are visibly sick, injured, or wet, or birds otherwise deemed unfit for transport, must not be loaded.

6.3 Handling and Catching

- Crews must be overseen by the producer or a competent designated representative, who must be readily available throughout the catching and loading process.
- Corrective action must be taken if crews or individuals are observed handling birds in ways that compromise their welfare.
- All on-farm and contracted personnel involved in catching must be competent in handling birds, and must not handle birds in such a manner that causes injury or distress.
- Birds must be placed in transport containers gently and in a manner that allows them to rapidly regain an upright position.
- When catching birds, light intensity must be low enough to keep birds calm.
- Easy access to each cage must be provided for catchers.

6.4 Loading and Unloading

- The design, construction, space, state of repair, and use of containers and equipment must allow the birds to be loaded, conveyed, and unloaded in ways that minimize stress and/or injury.
- Containers with birds must be handled, moved, securely positioned on vehicles, and unloaded in a manner that minimizes stress and/or injury to birds.
- Measures must be taken to prevent birds from becoming too hot or too cold or wet during loading and unloading.
- Steps must be taken to minimize the amount of time birds are kept in an inverted position during loading.
- The number of birds in each container must be determined prior to loading, taking into consideration the available container floor space, body size/weight, prevailing environmental conditions, and duration of transport.
- Birds must be loaded in containers in such a way that permits all of them to rest on the floor at the same time when evenly distributed.

6.5 Facilities Design and Maintenance

- When building new barns or renovating existing barns or yards, the way in which birds are moved into and out of barns and/or cages must be taken into consideration with a view to facilitating safe and humane transfer of birds to and from the transport vehicles (e.g. tractor-trailer).
- Driveways and yards must be maintained to facilitate unobstructed, safe, and easy access by transport vehicles.

I. BISON (NFACC, 2017)

6.1 Pre-Transport Decision Making and Preparation

The following are based on the current requirements under the Health of Animals Regulations (51):

- Unfit bison must not be transported unless for veterinary diagnosis or treatment under the advice of a veterinarian (see Appendix G for a list of conditions).
- Compromised animals may only be transported with special provisions (individual compartments) and directly to their final destination (i.e., must not go through an auction market or an assembly yard). See Appendix G for a list of conditions and special provisions.
- Bison must receive feed, water, and rest according to current regulations.
- Bison that are likely to give birth during the journey or have given birth within the preceding 48 hours must not be transported.
- Any loading and unloading equipment, chutes, ramps, or conveyances must be free of hazards in order to minimize the risk of injury.
- A contingency plan must be in place that outlines measures to be taken in the event of unforeseen delays (e.g., weather, border crossing) or other circumstances that could result in animal suffering, injury, or death. (48).

- Weather forecasts must be considered when planning in order to avoid adverse weather conditions en route that may extend transportation time.
- Prior to departure, animals must be penned in such a way as to reduce the likelihood of fighting (53).
- All required documentation must be completed prior to loading to avoid unnecessary delays in departing after loading or at inspection stations, borders, or other checkpoints.
- Locations receiving bison must be equipped with personnel familiar with handling bison and with facilities required to meet the animals' needs upon arrival.

6.2 Arranging Transport

- Transporters must follow the most current federal and provincial animal transport regulatory requirements (49,50,51).
- Mature bulls (typically over four years of age) must be transported in individual compartments.
- Bison must be segregated if incompatible by nature, and with special attention to breeding season, sourcing, temperament, sex, weight, age, horned or health status (with the exception of female animals and their suckling offspring).
- Bison must be transported by competent personnel (through livestock transport training, experience, or mentorship) using safe, well-maintained equipment.
- The right of the transporter to refuse to load bison that they deem unfit for transport must be respected. The reason for refusal must be addressed.
- Prior to loading a vehicle, an interior and exterior inspection must be performed to ensure that all internal gates are working properly, doors and latches are working and securely latched, that the trailer has secure footing, and that any corrective measures needed have been taken to ensure safe transportation.
- Before bison are loaded, the producer must ensure that the end destination is aware of the estimated time of arrival and that there is a suitable area to unload and provide water (55).

6.3 Loading and Receiving

- All requirements in the Handling section of this Code must be applied (see Section 5).
- Safe and secure footing must be provided to prevent bison from slipping and falling.
- Bison must not be loaded or unloaded in a manner that is likely to cause injury or suffering.
- Bison must be able to stand in a normal resting posture without coming into contact with the roof or upper deck of the vehicle.
- Bison that arrive unable to rise or walk unassisted (downers/non-ambulatory) must be examined on arrival and their likelihood of recovery assessed.
- Downed bison must not be dragged from the vehicle while conscious; they must be humanely euthanized on the vehicle prior to unloading (see Section 7 – On-Farm Euthanasia).
- New arrivals must have access to feed and water, and their intake must be closely monitored. These sources should be easily identifiable, as many new arrivals may be familiar with natural sources only (see Section 2 – Feed and Water).
- When loading bison into trailers, stocking densities must be in accordance with the weather conditions in order to avoid overheating.
- Bison must be provided with enough floor space in a vehicle to maintain their balance and change position within the compartment.
- Gaps must not exist between the ramp, its sides, and the vehicle.
- Ramp slope must not exceed 30 degrees (56).

m. **VEAL CATTLE (NFACC, 2017)**

7.1 Pre-Transport Decision-Making and Fitness for Transport

- Before loading, each animal's fitness for transport must be individually assessed and evaluated within the context of each journey (e.g. weather conditions, anticipated total journey duration, and intermediate stops such as auction markets).
- Unfit animals must not be transported except for diagnosis or treatment on the advice of a veterinarian. Refer to Appendix G – Transport Decision Tree.
- Compromised animals, if transported, may only be transported with special provisions directly (not through an auction or assembly yard) to the nearest suitable place where they can receive care or be promptly slaughtered or euthanized. Refer to Appendix G – Transport Decision Tree.
- Refer also to the Requirements in Section 2.2 – Assessing Calf Health at Purchasing.

7.1.1 Preparing Animals for Transport

- Personnel must be familiar with and follow federal and provincial transport regulations.
- On-farm preparations for transport must take into account the requirements for feed, water, and rest as described in federal and provincial regulations.

7.1.2 Arranging Transport

- Make arrangements in consultation with the transporter and other relevant parties that aim to avoid delays.
- Documentation must be completed in advance of shipping to avoid delays at inspection stations or other checkpoints.

7.2 On Farm Loading and Unloading

- Loading/unloading facilities must permit the safe handling of cattle.
- Personnel involved in loading and unloading must be trained and knowledgeable and comply with the provincial and federal regulations for the movement and transport of animals.
- Personnel involved in loading and unloading must be knowledgeable in cattle behaviour and use only quiet handling techniques acquired through training, experience, or mentorship.
- Electric prods must never be used on calves that are less than 3 months of age.
- In animals older than 3 months, electric prods must not be used except when animal or human safety is at risk and as a last resort when all humane alternatives have failed and only when cattle have a clear path to move.
- In animals older than 3 months, electric prods must never be used on sensitive areas (belly, genitals, facial or anal areas) or repeatedly on the same animal.

n. **RABBITS (NFACC, 2018)**

6.1 Evaluating Fitness for Transport

- Prior to loading, rabbits must be assessed as being fit for transport.
- Unfit rabbits must not be transported except for diagnosis or treatment on the advice of a veterinarian (refer to Appendix E – Should this Rabbit Be Loaded? for a list of conditions).
- Rabbits deemed unfit for transport must receive appropriate and timely care or treatment or be euthanized.
- Compromised rabbits, if transported, may only be transported with special provisions and directly to their final destination (not through an auction, depot, or assembly point) (refer to Appendix E – Should this Rabbit Be Loaded? for a list of conditions).

6.2 Arranging Transport

- Personnel responsible for rabbit transport must be knowledgeable of and comply with federal and provincial animal transport regulations.

- All reasonable steps must be taken, in consultation with relevant parties (e.g. transporter, assembly point, processor), to ensure that rabbits are not without feed and water for more than 24 hours.

6.3 Feed and Water Pre-Loading

- Rabbits must have access to water until loading into transport containers begins.

6.4 Loading for Transport

- Container design, material, and state of repair must minimize the risk of injury to rabbits.
- Containers must have sides, a bottom, and a top of sufficient strength to protect rabbits during loading and transport. The use of burlap or any type of bag is unacceptable.
- The time that rabbits are held in containers on farm must be minimized.
- All reasonable steps must be taken to ensure rabbits do not become wet during loading in cold temperatures. Wet rabbits must not be transported in cold temperatures.
- Containers loaded with rabbits must be checked to ensure no part of the rabbit is protruding, and containers must be kept level and never thrown or dropped.
- Rabbits being transported must not be in direct contact with accumulated wastes, water, or snow.
- Load rabbits in clean transport containers.
- Refer also to the Requirements in Section 5.2 – Handling and On-Farm Movement of Rabbits.

6.4.1 Loading Density

- The number of rabbits per container must be determined prior to loading, taking into consideration the available floor space, body size/weight, environmental conditions, and time of transport.
- Rabbits must be loaded in containers in such a way that permits each of them to rest on the container floor at the same time when evenly distributed, while preventing excessive movement within the container.

6.5 On-Farm Lairage

- Rabbits in lairage must be protected from rain and extremes of temperature, particularly wind in cold ambient temperatures and direct sun in hot ambient temperatures.
- While in lairage, containers must be arranged to ensure rabbits get appropriate air flow relative to environmental conditions.

NOTE: The Dairy Code Development committee determined that the Dairy Code of Practice should end at the farm gate to avoid duplication and variances between Codes (e.g., regarding transportation, sales yards). However, in Ontario, the Sales Yards section of the 1990 dairy code is referenced in the Standards of Compliance required for licensing of sales barns by OMAFRA. Other provinces have similar arrangements. As the deletion of this section from the new dairy code would leave a significant gap until a 'Sales Barn' Code of Practice can be developed, Section 7 referencing Assembly Yards and Sales Yards will be applicable until such time as an Assembly Yards and Sales Yards Code of Practice is in place. The Dairy Code of Practice committee encourages the timely development of an Assembly Yards and Sales Yards Code of Practice.

Section 7. Assembly yards and sales yards

7.1 Facilities

- 7.1.1 Assembly yards and sales yards should be constructed to prevent cattle from slipping, falling, and injuring themselves. These areas should be regularly cleaned, disinfected, and supplied with fresh bedding.
- 7.1.2 Assembly yards and sales yards should be properly maintained and must be free from any objects such as protruding nails, bolts, or sharp corners that could injure the cattle or cause them discomfort.
- 7.1.3 All facilities must be covered and properly ventilated, and cattle must be protected against extreme weather conditions. All assembly yards must provide drinking water.
- 7.1.4 Uncovered pens may be used to hold any overflow of cattle; however, the welfare of animals held in such pens must be given careful attention, and the pens may be used only for brief staging periods under suitable climatic conditions.
- 7.1.5 One-way gates that prevent cattle from reversing direction are highly desirable.
- 7.1.6 All floors of pens, alleyways, and chutes must be paved, properly drained, scored, or treated to prevent slipping and must be graded gently to provide good footing. The slope of the floor in individual holding units should not be less than 2% or more than 4% (2-4 cm/m). Drainage grates, where required, should be at the side of the pens, alleyways, or chutes.
Ramps should not be steeper than 25°.
- 7.1.7 Alleyways, loading ramps, unloading ramps, and the entrance to transport vehicles should be well illuminated.

7.2 Unfit cattle

- 7.2.1 Each crippled, lame, sick, weak, or fatigued animal should be identified and documented as unfit.
- 7.2.2 Unfit cattle must be off-loaded without causing the animal undue pain and suffering.
- 7.2.3 Unfit cattle must be placed in a segregated pen. These animals must be kept comfortable, fed (if necessary), and watered. They must be provided with medical treatment as soon as possible or humanely destroyed.

7.3 Holding and handling

- 7.3.1 Pens should contain enough space to enable all cattle in them to lie down at the same time.
- 7.3.2 Cattle should be unloaded, penned, held, and loaded in a way that exposes them to a minimum of discomfort and excitement.
- 7.3.3 Pens should be available in various sizes to minimize the need to mix various lots of cattle. Adjustable dividing gates should be installed in the larger pens to help reduce mixing.
- 7.3.4 Pens should be designed to facilitate the movement of one-way traffic and should have a separate entrance and exit.
- 7.3.5 The use of electric prods, canvas slappers, and other similar devices should be avoided. Direct 120-V circuit prods are not permitted.
- 7.3.6 Prods must not be used on the genitals, anus, or face of cattle.
- 7.3.7 Excessive use of ear tags must be avoided. Back tags should be used for short-term or temporary identification.

7.4 Education of personnel

- 7.4.1 Ignorance is no excuse for inhumane handling of livestock. Employers have an obligation to train employees properly on humane handling, equipment use, and livestock care.
- 7.4.2 Employers should hold group discussions with their employees to instruct them on their responsibilities and obligations. Slides, pamphlets, and bulletins on these topics should be made available to employees.
- 7.4.3 A knowledge of basic animal behavior helps employees to become more tolerant and understanding of the functions of their job.

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