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Department of Primary Industries, Parks, Water and Environment

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Animal Welfare Guidelines – Transport of Livestock Across Bass Strait

Approved under Section 44B of the Animal Welfare Act 1993 by the Minister for Primary Industries and Water – October 2008. Replaces Animal Welfare Standard No 8 – Transport of Livestock across Bass Strait.

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ANIMAL WELFARE GUIDELINES

Animal welfare considerations are becoming increasingly important in the keeping and farming of animals, both in Australia and internationally. Practices which may have once been deemed acceptable or justifiable, are now being reassessed in the light of new knowledge and changing attitudes. High standards of welfare are not only important legally and ethically, but also have direct economic benefits and are becoming increasingly necessary for continued market access.

Tasmania's Animal Welfare Guidelines are approved by the Minister for Primary Industries, after consultation with the Animal Welfare Advisory Committee, in accordance with section 44B of the Animal Welfare Act 1993.

Under the Animal Welfare Act, Animal Welfare Guidelines are to include guidelines for the education and guidance of persons involved in the care and management of animals. Animal Welfare Guidelines are therefore advisory in nature. They are intended to help people involved in the care and management of animals adopt high standards of husbandry.

The Animal Welfare Guidelines may be based on the Australian Model Codes of Practice for the Welfare of Animals, or the Australian Animal Welfare Standards and Guidelines, endorsed by the Primary Industries Ministerial Council (PIMC). Alternatively, where there is no suitable national model, Animal Welfare Guidelines may be developed in Tasmania, in consultation with industry and animal welfare groups.

Animal Welfare Guidelines will be revised to take into account changes in animal management practices and knowledge of animal welfare.

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1. INTRODUCTION

1.1 Scope of these Guidelines

These Guidelines set out the animal welfare requirements for livestock being transported across Bass Strait, including livestock being shipped to and from the Bass Strait islands.

The Bass Strait crossing comprises one leg of what must be regarded as a long road journey from property of origin to final destination.

There are also legal requirements for the shipping of livestock prescribed in the Marine Orders Part 43, pursuant to the (Commonwealth) Navigation Act. The Bass Strait crossing is regarded as a short sea voyage (under 24 hours) for the purposes of the Marine Orders.

1.2 Intention of these Guidelines

The intention of these Guidelines is to:

1. Set out the responsibilities of persons concerned in the transport of livestock across Bass Strait;

and.

2. Encourage the efficient, considerate treatment of animals so that transport stress and injury are minimised at all stages of the transport operation.

2 PLANNING

Stress on animals being transported by sea can be minimised by paying attention to:

- selection and preparation
- yarding and handling
- pre transport feed and water curfew
- requirements for food and water during travel
- changes in climatic conditions
- overcrowding or isolation, unfamiliar surroundings, noises and sensations, especially motion
- care during road transportation
- physiological responses associated with pregnancy
- maintenance and repairs to livestock trailers and containers.
- minimising total travel time

Transportation by sea requires careful planning to reduce any adverse effects on animals. The selection, handling and preparation of animals should be undertaken or supervised by a competent stockperson to meet this requirement.

When planning this journey, the Bass Strait crossing should not be seen in isolation. The total transport time commences when the livestock are first loaded on the property of origin and ends when they are unloaded at the final destination.

People planning to ship livestock across Bass Strait should allow for a total transport time which may exceed 30 hours, including a 12 to 16 hour sea voyage in often unpredictable waters.

Inclement weather may lead to the postponement of sailing at short notice. Planning should include arrangements for the care of livestock if this happens - see 3.4 The Consignor.

People organising the transport of animals interstate should contact the Department of Primary Industries, Parks, Water and Environment well in advance of transportation to ascertain any requirements for health certification and welfare of the animals. This will ensure that approvals and documentation are completed before the planned commencement of the journey, thereby minimising delays which may affect the well-being of the animals.

3. DUTY OF CARE AND RESPONSIBILITIES

Under the Animal Welfare Act, persons who have the care or charge of animals have a legal "duty of care" for the welfare of those animals, and must take all reasonable measures to ensure their welfare.

Section 3A of the Animal Welfare Act deems certain persons to have the care or charge of animals. Of particular relevance to transporting livestock, this includes a person who has control, possession or custody of an animal.

In the case of the transport of livestock across Bass Strait, the care or charge of the animals, hence the legal responsibility for their welfare is transferred sequentially from person to person until the animals reach their final destination.

In order to be able to accept this responsibility, each person or organisation must be made aware of any aspect of the history of the livestock which may affect their welfare during the remainder of the journey.

Those not prepared, for any reason, to accept responsibility for the welfare of the livestock should not accept the care or charge of the livestock.

At various times, the responsibility for the welfare of the livestock rests with the following:

- The owner or owner's representative.
- The livestock transport driver/person loading livestock
- The livestock transport operator
- The consignor
- The shipping company
- The Master

3.1 The Owner or Owner's Representative

The owners or owners' representative is responsible for the preparation and selection of animals which are fit to undertake the entire journey.

Owners and owner's representatives should not exert pressure on transport drivers or shipping companies to accept animals which are unfit for shipping, or to load animals at higher than recommended densities.

Owners and owner's representatives have a responsibility to bring to the attention of the livestock transport driver any aspect of the history of the livestock which may effect their suitability for, or their welfare during transport. This should include information on:

- when the animals last had access to food, especially green feed
- when the animals last had access to water

- in the case of mature females, their pregnancy status, if known.

3.2 The Livestock Transport Driver/Person Loading Livestock

In accepting animals for road transport, the transport driver takes charge of those animals, and becomes responsible for their welfare. This includes responsibility for the actions of any attendant personnel, including the owner or owner's representative.

The person who loads livestock onto vehicles, trailers or containers for shipping without further unloading is responsible for the loading density and penning arrangements.

Where livestock are transported in commercial road vehicles which are loaded for shipping without further unloading, the livestock transport driver is responsible for the loading of the livestock, including the loading density and penning arrangements and for the care and welfare of all animals during road transport until the responsibility is transferred to the shipping company. The provisions of the Animal Welfare Standard - Road Transport of Livestock within Tasmania also apply.

Where livestock are loaded onto vehicles, trailers or containers at the wharf, for shipping without further road transport or unloading, the person loading the livestock is responsible for the loading operation, including the loading density and penning arrangements.

Livestock transport drivers and other people loading livestock for shipping have a responsibility to refuse to load animals which are, in their opinion, unsuitable for shipping across Bass Strait. This includes animals which are ill, injured, footsore, too thin or too weak to withstand the journey.

Good management, stockmanship and careful driving are important to the welfare of animals carried by road and these qualities should be recognised as prerequisites of stock transport drivers.

The livestock transport driver should bring to the attention of the shipping company any aspect of the history of the livestock which may affect their suitability for, or their welfare during transport.

Livestock transport drivers should ensure the prompt and timely pick up of livestock at the destination port, to minimise total travel time.

3.3 The Livestock Transport Operator

The livestock transport operator is responsible for the repair and maintenance of trailers and containers, and must ensure that this equipment is able to safely and securely contain the livestock to be carried. The livestock transport operator must ensure that all livestock transport drivers are aware of the provisions of this standard.

The livestock transport operator must ensure that portable equipment used for sea transport of livestock comply with the requirements of Marine Orders and also that road vehicles comply with the Traffic Codes (including axle loadings) of all States involved.

3.4 The Consignor

The consignor (who may be the owner, owner's representative, transport operator or transport driver) must provide a declaration to the shipping company that the livestock comply with the requirements of this Standard.

This includes notification of the last time the livestock had access to water. Stock for Bass Strait transport shall not be accepted for passage without this declaration: see Appendix IV.

The consignor is responsible for the welfare of livestock rejected for shipping by the shipping company or the Master for any reason.

3.5 The Shipping Company

In accepting animals at the wharf for shipping, the shipping company takes charge of those animals and becomes responsible for their welfare. This includes responsibility for the actions of any attendant personnel.

The shipping company is responsible for the care and welfare of the animals:

- from when they are accepted for shipping until they are loaded onto the ship.
- from when they are unloaded at the wharf until they are collected for transport.

This includes responsibility for the safe and secure holding and handling of all livestock, whether on foot or in vehicles, trailers, or containers.

The shipping company shall not accept stock for shipping unless they are in receipt of the Declaration as described in Appendix IV.

The shipping company has a responsibility to refuse to accept consignments of animals which are unsuitable for shipping. This may include consignments where animals are:

- obviously overloaded
- mixed classes loaded together
- injured, weak, distressed, dead, or appear unable to rise.
- Not safely confined within the trailer

The shipping company should minimise delays in loading and unloading by:

(a) loading livestock on board vessels in such a way as to enable the animals to be discharged from the vessel as soon after its arrival as is practical, and

(b) where necessary, prompting livestock transport drivers to collect livestock as soon after discharge as is practical.

The shipping company should ensure that all relevant personnel are aware of the provisions of this guideline.

3.6 The Master

The Master takes charge of all animals on board ship and becomes responsible for their welfare.

Where animals are shipped in deck pens, the Master is responsible for the loading density and penning arrangements.

The Master is responsible for the safe and secure stowage of any road vehicles or portable equipment containing livestock.

The decision whether or not to sail with any or all animals on board rests entirely with the Master.

The Master should ensure that all relevant personnel are aware of the provisions of this Guideline.

The Master should bring to the attention of the livestock transport driver at the port of destination any aspect of the history of the livestock which may affect their suitability for, or their welfare during transport.

4. ASSEMBLY AND SELECTION OF STOCK FOR TRANSPORT

4.1 Pre-transport Clean Out (Curfew)

Cattle and sheep to be transported across Bass Strait should be withdrawn from food and water to enable them to empty out prior to being loaded onto the road transport vehicle. The slippery conditions resulting from insufficient clean-out have led to injury and death. Clean out times should, where possible, be in accordance with the Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock.

As a minimum standard, sheep and cattle should be withdrawn from green feed for 12 hours prior to loading for shipment. Animals which have been grazing lush green crops may need a longer curfew.

It is recommended that adult sheep and cattle be fed hay during the curfew period to help firm their faeces and sustain them for the journey.

4.2 Selection of Stock

The owner or owner's representative should not present for transport animals that are ill, injured, weak, in poor body condition or otherwise unfit to undertake the voyage. The driver of the transport vehicle has a responsibility to refuse to load such animals.

Animals which should not be selected for transport across Bass Strait include:

- those with evidence of disease or parasitism
- animals in poor body condition
- animals which are lame, blind, injured, or have other physical defects.

Cows known to be over 6 months pregnant should not be loaded unless special arrangements are made for their transport. Animals should not be transported for at least 96 hours after giving birth.

4.3 Animals Rejected at the Wharf

Arrangements should be made by the consignor for the handling and care of animals rejected as unsuitable for embarkation. Such arrangements may include returning to the property of origin, unloading at a suitable site, seeking veterinary attention or humane destruction. Recommended methods for the humane destruction of cattle, sheep, horses, goats, pigs and deer are given in Appendix III.

5. TRAVEL, REST, FEED & WATER TIMES

Travel, rest, feed and water times should be in accordance with the Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock.

When planning the transport of livestock across Bass Strait, the total travel time should be considered so that the requirements for rest, feed and water will be complied with.

The total travel time commences when the livestock are first loaded onto the road transport vehicle and ends when the livestock are last unloaded from the road transport vehicle. This includes time taken in road transport to the port, loading of the vessel, shipping, unloading and transport to the destination. Total travel time does not include pre-transport clean out time.

The shipping of livestock to King Island via an intermediate port (Devonport or Melbourne depending on shipping schedules), without unloading, may be undertaken, provided all of the following conditions are met:

- The animals must be entire male cattle or sheep.
- The animals must be in good body condition and must be prepared for the longer trip. They must be given sufficient green feed curfew, must be accustomed to hay and where applicable must be socialised.
- The journey must start within three hours of the port of origin (Devonport or Melbourne).
- Loading densities must be such that all animals have space to sit and rest, to move freely and to be able to avoid physical contact. In the case of stud bulls, this would restrict numbers to no more than 2 adult and 3 yearling animals per 3m (7.2 m²) pen.
- All animals are to have unlimited access to hay and water in transit.
- The trailer or container must comply with the requirements of the Guidelines and must be suitably equipped for the task.
- Where trailers or containers have more than one deck, bulls are to be transported on the lower deck only.
- The livestock and equipment are to be inspected by a DPIPW Veterinary Officer on arrival at Devonport or Veterinarian in Melbourne, for suitability for on-shipment. Sufficient notice must be given to ensure the availability of a Veterinary Officer/Veterinarian.
- The shipping company may refuse to carry any consignment at short notice. This is inherent in the “duty of care”. The Master’s decision is final.
- The consignor is responsible for the welfare of the animals should sailing be delayed, should the animals be deemed unsuitable for on-shipment, or should the vessel be unable to dock at King Island. The consignor must plan for all of these contingencies.

6. RECOMMENDED STANDARDS FOR TRANSPORT VEHICLES AND PORTABLE EQUIPMENT

The failure of internal gates and partitions has resulted in livestock losses during shipping.

Internal gates and partitions are to be properly secured to prevent them opening or coming off hinges in transit. Gates should be additionally fastened by latch chains and hinge pins if necessary.

Ventilation must be adequate for the species being transported, but not lead to welfare compromise through exposure.

It is the transport operator's responsibility to ensure that his vehicle is in good repair before loading livestock for shipment.

All trailers and containers used to transport cattle must be fitted with solid metal in-fill internal gates. Where trailers and containers are used to transport cattle, internal gates must be constructed such that they cannot be lifted off the hinges in the closed position.

As a minimum requirement, flooring for cattle in transport vehicles and portable equipment must comprise checker plate with 3/8 inch F10 weldmesh (200mm x 200mm) securely affixed. This does not apply to cattle in fixed deck pens.

7. LOADING AND UNLOADING OF THE SHIP

Loading plans should allow the placing of livestock so that they can be off loaded as soon as possible after docking.

Animals should be suitably protected from distressful exposure to adverse weather and sea-spray.

Loading plans should allow for adequate ventilation.

Different classes of stock (e.g. calves and adult cattle or bulls and cows) and different species (e.g. pigs and sheep) should not be transported together. They should be separated by partitions or transported in separate vehicles.

The penning together of different classes/sizes of animals has resulted in livestock losses during shipping. Operators loading consignments in this fashion may be in breach of the Animal Welfare Act.

Further details are given in Appendix II.

8. LOADING OF ANIMALS IN DECK PENS

8.1 Design and Construction of Ramps and Holding Yards

Loading facilities should be constructed so that they are unlikely to cause injury to animals. The ramp should be wide enough to allow for the hips of mature animals.

A slope of 1 in 3 (about 20 degrees) is recommended for permanently installed ramps. The surface should be made of a non-slip material with cross-cleats or, if concrete, a suitably cross-grooved pattern or steps to provide a good grip when the ramp is wet.

Portable or adjustable ramps should have a slope of not more than 1 in 2 (about 27 degrees) and they should be equipped with anchoring devices. The ramp should be level with the deck.

The inner rails should be smooth with no sharp projections which may injure animals. Provision of a removable bottom rail is a useful measure.

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

Filler boards or flaps should be used to cover any gap between the loading ramp and the deck.

8.2 Loading of Animals

Cruelty or ill-treatment of stock cannot be tolerated. The excessive prodding or goading of animals, especially those which have little or no room to move, exposes the operator to the cruelty provisions of the Animal Welfare Act.

Planning the loading procedure well in advance will allow adequate time for stock to be loaded quietly and with care. Animals should be loaded in a way that does not cause injury.

Artificial lighting to illuminate the loading ramp is desirable for loading at night.

Methods of assisting loading include:

- making use of the behavioural and group characteristics of particular species
- electric prods; these should be powered only by dry-cell battery or hand-powered dynamo, or any type approved by the Australian Standards Association. Their use should be restricted to the minimum necessary to complete loading. The continual prodding of animals which have little or no room to move is ineffective and may be regarded as an act of cruelty under the Animal Welfare Act. Electric prods should not be used on horses or young animals
- "flappers" (a length of cane with a short strap of leather or canvas attached) or "metallic rattles" are ideal in that they encourage movement in response to sound. The use of sticks, lengths of heavy plastic, metal piping or heavy leather belts may be regarded as an act of cruelty under the Animal Welfare Act.
- well trained dogs are useful to assist loading of sheep, but those which bite should be either muzzled or not permitted to work. The number of dogs used should be strictly limited to that necessary to complete the task.

As is the case with trailers and containers, different classes of stock (e.g. calves and adult cattle) and different species (e.g. pigs and sheep) should not be transported together. They should be separated by partitions or transported in separate vehicles. Further details are given in Appendix II.

Loading should be supervised by experienced livestock handlers. Supervisors should ensure that spectators do not interfere with the smooth loading of animals.

Animals should not be lifted off the ground by the head, horns, legs or wool during loading or unloading.

Animals of different species and ages require different amounts of floor space. Guidelines on space allowances are given in Appendix I.

8.3 Unloading of Animals

Similar requirements to those listed under "Loading of Animals" should apply to the unloading of stock, recognising that they are more stressed at the end of the journey.

Animals should be unloaded as soon as possible after arrival at the destination. Injuries to stock will be reduced if they are given the opportunity to walk quietly off the vehicle.

All stock should be given access to water when unloaded, except those which have been deprived of food and water for 24 hours or more. These should be given food before water to avoid over-engorgement with water.

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

9. IN-TRANSIT INSPECTION (Sea Transport)

Livestock, whether carried in deck pens or in portable equipment, must be carried such that they can be inspected and assistance rendered where necessary.

Marine Orders Part 43 require portable equipment and road vehicles carrying livestock to be stowed in a position that ensures suitable access to the livestock.

During rough weather the level of inspection will be dictated by safety requirements for personnel. It should be noted that livestock are more likely to go down during rough weather. When inspection has not been possible, livestock should be inspected and assisted if necessary as soon as conditions allow.

A suitable source of lighting should be available to carry out inspections at night.

Any animal found to be down, injured, distressed or with a limb protruding should be given immediate assistance. Every effort should be made to get cast animals to their feet.

Assistance with down, injured and distressed animals should be sought as soon as the vessel docks if on-board assistance has been unsuccessful. Such assistance can be sought from Veterinary Officers or Stock Inspectors of the Department of Primary Industries in Victoria or the Department of Primary Industries, Parks, Water and Environment in Tasmania.

If necessary, such animals should be humanely destroyed without delay according to recommendations in Appendix III.

10. RECOMMENDED LOADING DENSITY DURING BASS STRAIT SHIPPING

Packing of animals either too loosely or too tightly in stock crates predisposes them to injury; partitions should be used to reduce the likelihood of injury and welfare problems during transport.

In particular, the overloading of trailers, containers and deck pens has resulted in livestock losses during shipping. Operators who practice overloading or overcrowding would be in breach of the Animal Welfare Act.

Single animals or small groups of animals should be transported in stalls to give support during travel. However they must have sufficient space, and should be secured in a manner to allow them to lie down and readily gain their feet.

The space allowance (loading density) for animals in stock trailers, containers, pens and crates should be determined by the need to restrict movement to minimise injury but at the same time allow cast animals to rise with assistance.

The transport driver is responsible for ensuring that the loading density and penning arrangements of trailers and containers are compatible with the welfare of the animals and the capacity of the vehicle.

Recommended minimum and maximum space allowances for livestock being shipped across Bass Strait are set out in Appendix I.

APPENDIX I

GUIDELINES FOR SPACE ALLOWANCES

The space allowances for cattle, sheep and pigs are based on the preferred loading rates for these species, as set out in the *AUSTRALIAN ANIMAL WELFARE Standards and Guidelines – land Transport of Livestock*. Refer to Appendix I for special requirements for each species.

Cattle

Use for cattle without horns. The shipping of horned cattle is not recommended. Where this is unavoidable, for cattle with horns, tipped or otherwise, decrease numbers by 5% (one animal in 20). The animals must have adequate headroom, although tall cattle should not be carried on the top deck of trailers due to restricted headroom on some vessels.

Average Liveweight (kg)	Space Allowance (m ² /head)	No. of head per 12.2m deck		No of head per 3m pen**	Total Load Weight (kg)
		Lower or single deck	Top deck*		
100	0.31	94	92	23 -24	18 600
150	0.42	70	68	17 -18	20 700
200	0.53	55	53	13 - 14	21 600
250	0.77	38	36	9 -10	18 500
300	0.86	34	32	8 - 9	19 800
350	0.98	30	28	7 - 8	20 300
400	1.05	28	26	7	21 600
450	1.13	26	23	6 - 7	22 050
500	1.23	24	21	6	22 500
550	1.34	22	19	5 - 6	22 550
600	1.47	20	17	5	22 200
650	1.63	18	15	4 - 5	21 450
700	1.79	16	14	4	21 000
750	1.95	15	13	3 - 4	21 000

*Top decks usually comprise the equivalent of approximately 3.5 x 3m pens, due to the smaller top rear (or 'ramp') pen.

**Consignments of cattle are rarely uniform in weight. When determining numbers of animals per pen, the transport driver should exercise judgement, loading less of the heavier animals per pen. A difference of one animal per pen is obviously more critical at heavier weights. For example, at 300 kg, each animal in a pen of 9 has 11% less space than each animal in a pen of 8, whereas at 650 kg, each animal in a pen of 5 has 20% less space than each animal in a pen of 4. This is why 'squeezing on the last big bullock to avoid leaving him behind' is not a good idea – the effect cannot be spread out over a deck, but must be confined to a 3m pen.

Sheep

Calculations of sheep numbers per pen have been based on animals with 25 mm of wool. When transporting sheep with more than 25 mm of wool, it is suggested that numbers per pen be reduced by 1 sheep for every extra 25 mm. e.g. subtract 3 sheep per pen for sheep with 100mm of wool. Ewes with lambs at foot should be allowed extra space. Note the difference in recommended numbers per pen between 2.9m (usually container) pens and 3 m (usually) trailer pens. The animals must have adequate headroom.

Average Liveweight (kg)	Space Allowance (m ² /head)	Max. no. SHEEP, Pen size 2.4 x 2.9m (6.96m ²) (eg. containers)	Max. no. SHEEP, Pen size 2.4 x 3m (7.2 m ²) (eg. trailers)
20	0.17	41	42
30	0.19	37	38
40	0.22	32	33
50	0.27	25	27
60	0.29	24	25

Pigs

Use the following table when the temperature is below 25°C. Pigs need about 10% more floor area in a trailer or container when the temperature is over 25 °C. Pigs should not be transported for shipping when the temperature is likely to exceed 38 °C, due to the very high day time temperature reached at wharf areas during such weather.

Average Liveweight (kg)	Pen length (standard width 2.4m) and maximum No. of PIGS		Space Allowance (m ² /head)
	3 metre pens (7.2m ²)	2.9 metre containers (6.96m ²)	
	Max.	Max.	
50	33	32	0.22
75	25	24	0.29
100	21	20	0.35
125	17	17	0.42
150	15	15	0.48
175	13	13	0.55
200	12	11	0.61

Goats

Recommendations for goats are similar for sheep. Aggressive bucks should be penned separately and tethered in transit to prevent injury.

Fallow Deer

As a guide, the minimum floor space allocated for deer should be in line with the space allowance for sheep, of a comparable weight. This would mean an allowance of 0.23m² for an average sized doe (40-45 kg), and an allowance of 0.35 m² for an average mature buck (80-85 kg). Bucks in late Summer and early Autumn may be up to 120kg and more aggressive and should therefore have more space, ie 18 per pen in a container. Shipping weaned fawns weighing less than about 18 kg can result in problems and special care is needed.

Horses

Horses must be transported individually. The athwartships stowage of portable equipment containing horses (eg horse floats) is not considered necessary, although it remains a requirement under Marine Orders part 43. For fixed horse stalls, recommended dimensions are:

Maximum length within stall	
i) Horses	2.50 metres
ii) Mule or Ass	2.30 metres
Minimum width within stall	
i) Aligned athwartships	0.70 metres
ii) Aligned fore and aft	0.90 metres
Minimum clear height within stall	
i) Horses 14 hands & less	2.19 metres
ii) Horses over 14 hands	2.40 metres

Emus

The housing density in the transport vehicle should be varied with the size and age of the emu so that a comfortable environment is provided. The recommended minimum floor area per bird is:

Age of birds	Min space/bird (m ²)
up to 2 months	0.15-0.43
4-6 months	0.47
9-12 months	0.64
over 14 months	0.84
2-4 months	0.44
6-9 months	0.53
12-14 months	0.76

See also: Animal Welfare Guideline No.9 – Husbandry of Captive Bred Emus.

Ostriches

Guidelines on space allowance will be developed as the industry's experience with transportation increases.

APPENDIX II

SPECIAL REQUIREMENTS OF STOCK

This Appendix contains recommendations on the special welfare requirements of horses, cattle, sheep, pigs, goats and deer during the Bass Strait crossing and during road transport prior to and after the voyage. The recommendations supplement those made elsewhere in this Standard.

Recommended stocking densities for each species during transportation are given in Appendix I.

1. Horses

Each horse should be carried in a separate stall.

Horses, except young or unhandled animals, should wear head stalls which are fitted so as not to endanger the animal. The lead of the head stall should be secured to the vehicle or stall using a quick release knot.

Removal of the shoes will reduce the risk of injury caused by kicking or slipping.

Mares that are more than six months pregnant should not be transported. Pregnant mares should be offered food and water as soon as possible after arrival at the destination.

Foals less than four weeks old should not be transported.

Lame or sick horses should not be transported unless for veterinary treatment.

2. Cattle

The following classes should be transported or penned separately:

- young calves
- a cow with a suckling calf
- horned cattle
- adult bulls
- cattle greatly different in size
- females in advanced stages of pregnancy

Lactating dairy cows in full production and without calves at foot should be milked at intervals not exceeding 24 hours.

When bulls are haltered and tied within the stock crate, the shank should not be fitted through a nose ring.

Cows known to be more than six months pregnant should not be transported unless special provisions are made, due to the increased risk of metabolic disease and injury. Pregnant cows should be offered food and water as soon as possible after arrival at the destination.

The shipping of horned cattle across Bass Strait is strongly discouraged. Horned cattle should be “tipped” to reduce the risk of injury during transport. Horned cattle require more space than cattle without horns: *See Appendix I.*

Cattle must be safely confined within trailers and containers. Due to headroom restrictions in places on some vessels, tall cattle must not be loaded on the upper deck of road trailers. The loading of tall cattle on the upper decks of trailers has resulted in deaths due to head injuries. The lower decks of some portable equipment (eg containers) may have insufficient headroom for taller cattle.

3. Bobby Calves.

Tasmania’s *Animal Welfare Guidelines- Trade and Transport of Calves, Including Bobby Calves* sets a maximum journey time (farm to abattoir) for bobby calves of 10 hours.

The transport of bobby calves across Bass Strait involves a journey time well in excess of 10 hours, hence must not be undertaken.

For the purposes of this Standard, bobby calves are unweaned calves which have been separated from their mothers and are under 2 weeks of age (under 4 weeks for artificially induced calves).

4. Sheep

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

- sheep which differ greatly in size
- ewes and sucker lambs
- ewes in advanced stages of pregnancy
- rams

Sheep should have at least two weeks wool growth after shearing.

Ewes known to be more than four months pregnant should not be shipped across Bass Strait.

Pregnant ewes should be offered food and water as soon as possible following arrival.

5. Pigs

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

Boards or canvas slappers are the best tools for moving pigs. Electric prods may be used sparingly.

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

- young piglets
- sows with piglets
- adult boars
- unfamiliar group of pigs (where possible)
- sows in advanced pregnancy

Pigs are susceptible to extremes of heat and cold. They should be protected from direct sunlight.

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

Although the temperature during the Bass Strait crossing is unlikely to exceed 38°C, pigs may be exposed to high temperatures during road transport or loading/unloading operations. The transporting of pigs in very hot weather has resulted in losses. Pigs should not be transported when the shade temperature anywhere along the route is expected to exceed 38°C.

Boars with protruding tusks and sows more than three months pregnant should not be shipped.

6. Goats

Recommendations for domesticated goats are the same as those for sheep.

7. Deer

Transportation of deer can be a stressful experience. Deer should be well accustomed to being handled. The duration of all journeys should be as short as possible. There are no facilities for the unloading or holding of deer in transit.

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

- deer of different species
- stags/bucks
- hinds/does
- young animals

Larger and more aggressive animals require more headroom. Deer up to 45 kg, except entire males between January and June (inclusive), may be loaded in trailers or containers configured for sheep. However, deer over 45 kg and entire males between January and June, should be loaded in trailers or containers configured for cattle.

The tops of trailers and containers should be enclosed, to ensure animals do not escape, but there must be enough open space on the sides to ensure adequate ventilation; as per *Marine Orders Part 43*.

In most cases, it will be difficult if not impossible to allow deer out of the transport vehicle in transit, therefore the duration of the journey and the time of the year need to be taken into account when loading the animals.

Pregnant does should not be shipped within 6 weeks of fawning. Since fallow deer are seasonal breeders, this means pregnant does should not be shipped after 31 October.

Male deer with antlers in velvet should not be transported at all.

Male deer with hard antlers should first have their antlers removed and then be transported in individual crates or compartments.

Deer should be transported under conditions of subdued lighting. Under such conditions deer are less likely to incur trauma or develop transport stress.

Adequate ventilation through light-proof vents is essential in enclosed vehicles to remove fumes from excreta, and to control temperature.

8. Emus

The following recommendations are based on current knowledge and will be subject to review in the light of experience.

Planning

Transportation of emus across Bass Strait can be a stressful experience and requires meticulous planning. It should only be undertaken by experienced operators.

Emus should not be without water for more than 24 hours under any circumstances. Drinking water should be provided every 3 hours except during the voyage.

Emus other than newly hatched chicks should not be without food for longer than 24 hours.

Emus should be well accustomed to being handled. The successful transportation of adults starts with orderly, well disciplined husbandry practices which are imposed on ostrich chicks from one day old, so that the birds are used to being handled and moved.

Every attempt must be made to avoid unnecessary delays. Transport to and from ports should be timed to minimise holding times.

There are unlikely to be any facilities for the unloading or holding of emus in transit.

Emus older than 55 weeks should not be transported during the breeding season (between December and June). This may vary depending on the location and sexual maturity of the emus.

Transport Vehicles

Transport vehicles should be dimly lit and must have flow through ventilation. It is important that the ventilation is effective when the vehicle is stationary. Ventilation holes must be small enough to prevent emus' heads protruding.

Transport vehicles must have a non-slip floor covering capable of absorbing any moisture associated with faeces and urine - e.g. sand, sawdust or wood shavings.

Transport vehicles, crates, cages and compartments must be cleaned thoroughly and disinfected after delivery of each consignment of emus.

Chicks up to 12 weeks of age should be partitioned into groups of no more than 20. The chicks must be protected from chilling and extremes in temperature, both of which may occur during transport across Bass Strait.

Yearlings and adults should be partitioned into groups of no more than 10.

The crate ceiling height of the vehicle should be no less than 80% of the height of the average bird when standing fully erect. The recommended minimum ceiling height for mature stock is 1.4 metres.

9. Ostriches.

The following recommendations are based on current knowledge and will be subject to review as the industry's experience with transportation increases.

Planning

Transportation of ostriches across Bass Strait can be a stressful experience and requires meticulous planning. It should only be undertaken by experienced operators.

Ostriches should not be without water for more than 24 hours under any circumstances.

Ostriches should be well accustomed to being handled. The successful transportation of adults starts with orderly, well disciplined husbandry practices which are imposed on ostrich chicks from one day old, so that the birds are used to being handled and moved.

Ostriches should not be transported during very hot or very cold weather. When the ambient temperature exceeds 30° C, more ventilation is required.

There are unlikely to be any facilities for unloading or holding ostriches in transit.

Every attempt must be made to avoid unnecessary delays. Transport to and from ports should be timed to minimise holding times.

The transport driver must pay particular attention to smooth driving, slow cornering and gentle braking. The birds should be inspected every hour during road transport. Injured birds should receive assistance as soon as possible.

Transport Vehicles

Transport vehicles should be dimly lit. There must be sufficient flow through ventilation for the comfort of the birds, without causing chilling. This is particularly important during the overnight crossing of Bass Strait.

The floor surfaces should be well covered with a non-slip and moisture absorbing material such as sand, sawdust or wood shavings.

The crate height should be greater than the height of the birds being transported.

Chicks up to 12 weeks of age should be partitioned into groups of no more than 20. Juveniles and adults should be partitioned into groups of no more than 10. Chicks must be protected from chilling and from extremes of temperature, both of which may occur during transport across Bass Strait.

Juvenile and adult ostriches should be partitioned into groups of no more than 10 birds.

Transport vehicles, cages, crates and compartments must be cleansed thoroughly and disinfected after delivery of each consignment.

APPENDIX III

HUMANE DESTRUCTION OF STOCK

Previous sections of this Guideline have drawn attention to those circumstances in which livestock may need to be humanely destroyed, e.g. following serious illness or injury during transport. This task is aesthetically unpleasant to most people and spectators should be discouraged.

The method of slaughter should be effective and humane, causing sudden and painless death for the animal. It is equally important that the animal be handled quietly beforehand to ensure it is not unnecessarily distressed or alarmed.

The most efficient and widely available method of humanely destroying farm livestock at saleyards is a gunshot to the brain from a close range. There may, however, be legal restrictions on the use of firearms in public places. Under those circumstances assistance should be sought from veterinary practitioners, the RSPCA or the Police.

The methods recommended hereunder are those which are considered the most suitable for cattle, sheep and pigs in saleyards.

1. USE OF FIREARMS

The use of firearms is subject to the provisions of the Firearms Act 1996.

The following aspects of firearms safety should be borne in mind:

- A .22 calibre rifle or a .31 calibre humane killer pistol is adequate for (close range) humane destruction of most animals.
- Any use of firearms is potentially hazardous.
- Persons other than the marksman and a handler for the animal, should be cleared from the area or should stand well behind the marksman.
- Never fire while the animal is moving its head; wait for a quiet interval before firing.
- To provide maximum impact and the least possibility of misdirection the range should be as short as circumstances permit
- Whilst the humane killer pistol and captive-bolt pistol are designed to be pressed firmly on the head prior to being discharged, it is not safe to do this with a standard rifle or pistol.

2. USE OF CAPTIVE-BOLT PISTOLS

An alternative to the firearm is to use a captive-bolt pistol which is safer since a blank cartridge is used. The operator does not have to be a marksman as the instrument's muzzle is firmly pressed against the skull before firing. It must, however, be assumed that the animal has only been stunned and a follow-up method of ensuring death, such as bleeding out, is required.

Blank cartridges for the captive-bolt pistol are colour-coded according to amount of charge they contain. For best results, the manufacturer's recommendations should be followed on the most appropriate blank cartridges for different farm animals. Regular maintenance of the captive-bolt pistol is essential for efficient stunning.

a) Cattle

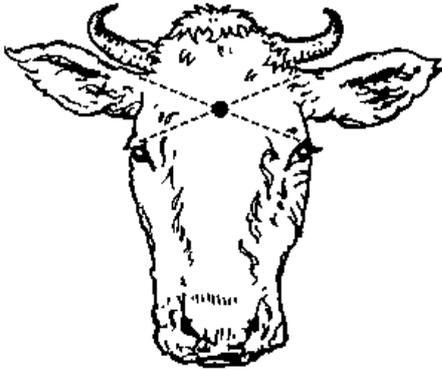


Figure 1: Humane destruction of cattle. Recommended position for frontal method (suitable for firearm or captive bolt pistol.)

Cattle should be destroyed using the frontal method. The captive-bolt pistol or firearm should be directed at the point of intersection of lines taken from the base of each ear to the opposite eye, whilst aiming along the neck (see Figure 1).

When the animal has been stunned using a captive-bolt pistol, it should be bled out as soon as it collapses to the ground by severing the major vessels of the neck. To avoid injury due to the animal's involuntary leg movements, the operator should stand behind the neck.

b) Sheep

Hornless sheep and rams



Figure 2: Recommended position and direction of fire for the firearm - hornless sheep and rams.

Using a firearm: Two approaches are illustrated in Figure 2. The firearm is aimed (a) just behind the poll in the direction of the animal's muzzle, or (b) from the side of the head at a point midway between the eye and the base of the ear.

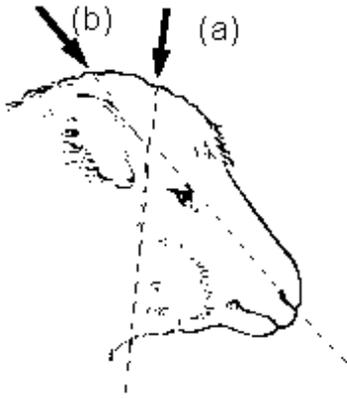


Figure 3 Recommended position and direction of fire for the captive-bolt stunner - hornless sheep and rams.

Using a captive-bolt stunner: Two approaches are illustrated in Figure 3. The captive-bolt stunner is placed firmly (a) on top of the head before firing, or (b) behind the poll in line with the animal's muzzle. The animal should be bled out immediately following collapse.

Horned sheep and rams:



Figure 4 Recommended position and direction of fire for captive-bolt pistol - horned sheep and rams.

Using a captive-bolt stunner: In horned sheep and rams, the top of the head position may not be suitable, in which case the instrument may be placed behind the poll and aimed in the direction of the animal's muzzle (see Figure 4). The animal should be bled out immediately following collapse.



Figure 5 Recommended position and direction of fire for firearm - horned sheep and rams.

Using a firearm: Shoot at a point in the middle of the face just above the level of the eyes whilst aiming along the neck as shown in Figure 5. The head may be steadied by an assistant who keeps out of the line of fire.

c) Pigs

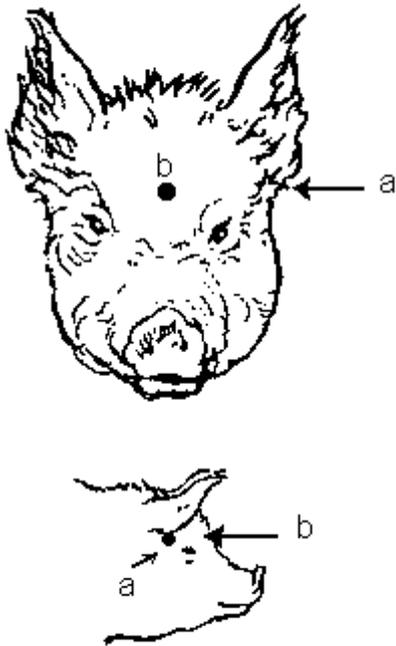


Figure 6: Humane destruction of pigs.

"a" indicates recommended position for temporal method (suitable for firearm only).

Frontal method: The captive-bolt pistol or firearm should be directed as a point about midway across the forehead and (for adult pigs) about 2 cm above the level of the eyes (Figure 6). When using a firearm, aim horizontally into the skull. When using a captive-bolt stunner, the animal should be immediately bled out following collapse.

Temporal method: Suitable only for firearms. The pig is shot from the side of the head so that the bullet enters the skull at a point midway between the eye and the base of the ear on the same side of the head (Figure 6).

d) Goats



Figure 7: Recommended position and direction of fire for captive-bolt pistol or firearm - goats.

Using either a captive-bolt pistol or firearm, direct the instrument to the skull behind the horns as shown by the point of the arrow in Figure 7.

Aim the firearm in line with animal's mouth, and take care that no-one is in the line of fire.

e) Deer

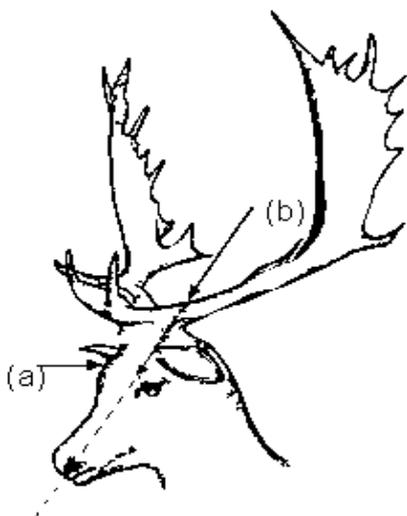


Figure 8: Recommended positions and direction of fire for captive-bolt pistol or firearm - deer.

- (a) **Frontal method**
- (b) **Poll method**

Frontal method: A firearm or captive-bolt pistol should be directed at the forehead where lines taken from the base of each ear to the opposite eye intersect. A firearm should be fired horizontally into the forehead.

Poll method: (Firearm only) If the deer are disturbed when approached from the front, an equally effective method is to fire the instrument through the skull just behind the base of the antlers. The firearm should be aimed in line with the animal's muzzle (Figure 8).

4. BLEEDING-OUT OF SHEEP AND GOATS WITHOUT PRE-STUNNING

Bleeding out without pre-stunning is a humane alternative method of slaughter **for sheep and goats only, provided it is done by a skilled person using a suitable, sharp knife.**

The animal should be laid on its side and the head drawn back. The neck is quickly cut transversely completely through to the spine just behind the jaw bone. Do **not** dislocate the neck.

This method is not suitable for calves because an additional blood supply to the brain enables the animal to remain conscious for a considerable time after the throat is cut.

f) Horses, donkeys and mules

Equines can be destroyed either by intravenous injection of barbiturates or by shooting, as detailed below. Recommended minimum rifle round for horses is hollow-point .22 magnum. Use of captive bolts is not recommended in field situations because of shying, and because some horses rear before the operator can withdraw the bolt or move out of danger.

Feeding the animal on the ground may induce a better and steadier presentation of the head for shooting.

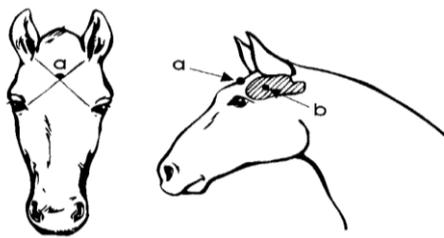
Firearms: frontal method

From the front, the firearm should be directed at the point of intersection of diagonal lines taken from the base of each ear to the opposite eye, aiming at the spine (Figure 9, position 'a').

Firearms: temporal method

From the side, the bullet should enter the skull midway between the eye and the base of the ear (Figure 9, position 'b'). The bullet should be directed horizontally and at ninety degrees to the side of the head.

Figure 9 Humane destruction of horses: recommended position and direction of fire for (a) frontal method and (b) temporal method

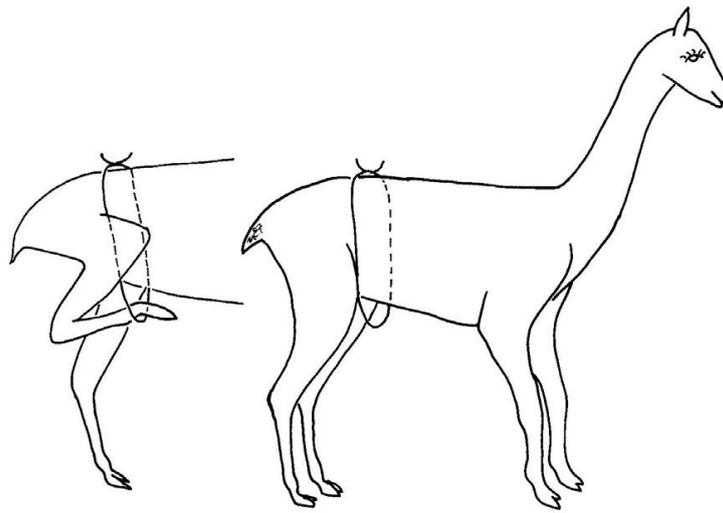


g) Camelids

Llama, guanaco, vicuna, alpaca

Camelids may be restrained by an arm around the animal's neck before destruction with injectables. If the animal is to be shot, it may be restrained with a halter or chukker rope (Figure 10), or cross-tied in a chute or crush.

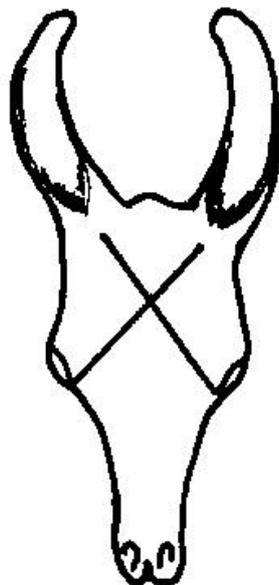
Figure 10 Restraint using a chukker rope: both hind legs are placed into a rope tied around the abdomen (Fowler 1998)



Firearm

A firearm or captive bolt may be used as illustrated in Figure 11.

Figure 11 Camelid: site of placement of a bullet to the skull (Fowler 1998)



Camels

Whenever camels are being handled, and particularly during transport of untrained camels, an experienced operator, equipped to perform humane destruction, must be available. Quiet camels should be sat down prior to euthanasia. Camels can be euthanased by firearm or captive bolt by the frontal or poll method (See Figure 12) or by lethal injection.

When using a firearm from in front of a camel, the aim point is a point where two imaginary lines drawn from the base of the ears to the opposite eyes intersect. If the operator is standing above the head of the camel, the aim point is approximately 4 cm above this point and the projectile is directed perpendicular to the forehead. Recommended minimum rifle caliber is 0.22 magnum.

The use of captive-bolt pistols and the frontal method is suitable for younger stock. For mature bull camels and especially for bulls in rut, the captive bolt is applied to the base of the skull or alternatively a firearm can be used. Bulls in rut develop thick glands on the top of their heads that prevent the effective use of the captive bolt by the frontal method.

Figure 12: Humane destruction of camel — recommended position for frontal and poll methods



When the animal has been stunned using a captive-bolt pistol, it must be either pithed or bled out by severing the major vessels of the neck as soon as it collapses to the ground. The operator should stand behind the neck to avoid injury due to the animal's involuntary leg movements.

APPENDIX IV

ANIMAL WELFARE DECLARATION TO ACCOMPANY LIVESTOCK SHIPPED ACROSS BASS STRAIT, INCULDING WITHIN TASMANIA v3 January 2010

The Declaration can be found on the next page.

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ANIMAL WELFARE DECLARATION TO ACCOMPANY LIVESTOCK SHIPPED ACROSS BASS STRAIT, INCULDING WITHIN TASMANIA v3 January 2010

This Declaration is to accompany the animals from their property of origin (on the day of shipment) to their final destination.

Section 1: Owner/Person* in charge of stock at the time of loading

Name:.....
 Address:.....
 Property of origin of stock.....
 PIC No:..... Contact Phone No:

Description and number of animals and average weight,
 Cattle:
 Beef or Dairy:
 Cows Heifers Bulls Steers:
 Sheep Ewes Lambs Rams Wethers:
 Other (specify) Horse Goat Deer Emu/Ostrich:
 Stage of pregnancy (if applicable):.....Months, (females should not be in their last 1/3rd of pregnancy.)
 Time animals last had access to feed:.....am/pm water.....am/pm
 (Must have been off green feed for at least 12 hours.)
 Trailer/unit* inspection, Fault free and clean Yes/No Damaged or Dirty Yes/No
 Comments:.....

I,....., being the owner/person* in charge of the stock described above declare that stock have been prepared in accordance with the Animal Welfare Guidelines – Transport of Livestock Across Bass Strait and the Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock.

Signed:..... Date:.....

Section 2: Livestock transport owner/operator*

Name:..... Phone No:

Address:.....

Trailer registration No/ Container No /unit No*.....

Property where stock loaded.....& Time:.....am/pm

Time of delivery to wharf:.....am/pm

I,....., being the livestock transport owner/driver* declare that I am familiar with the Animal Welfare Guidelines – Transport of Livestock Across Bass Strait and the Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock and that the livestock have been loaded in accordance with those Standards and that the transport vehicle is in a state or repair that will not result in injury to the animals.

Signed:..... Date:.....

Section 3: Shipping Company Fax No:.....

Name of Vessel:..... Master:..... Voyage No:

Port of loading:..... Arrival time at wharf:

Gross weight of trailer..... Estimated time of start of loading:.....am/pm

Port of discharge:..... Time of discharge:

I,....., being the Master/ Representative* of; Declare that I am familiar with the Animal Welfare Guidelines – Transport of Livestock Across Bass Strait and the Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock and that the livestock will be carried in accordance with those Standards

Signed:..... Date:.....

Section 4: Livestock Transport owner/operator*, at discharge port

Name:....., Phone No:.....

Address:.....

Trailer/Unit No:..... Time of collection from wharf:.....am/pm

Any remarks regarding the livestock (ie deaths):.....

I,....., being the livestock transport owner/driver* declare that I am familiar with the Animal Welfare Guidelines – Transport of Livestock Across Bass Strait and the Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock and that the livestock have been loaded in accordance with those Standards and that the transport vehicle is in a state or repair that will not result in injury to the animals.

Signed:..... Date:.....