

TRANSPORT WITHIN NEW ZEALAND

Animal Welfare (Transport within New Zealand) Code of Welfare

A code of welfare issued under the Animal Welfare Act 1999

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Preface

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1. Introduction

1.1 What is the purpose of this code of welfare?

The transportation of animals may be associated with many stressors for the animals. The purpose of this code is to encourage all those responsible for transportation of animals to adopt the highest standards of husbandry, care and handling, to equal or exceed the minimum standards.

The minimum standards in this code set out the minimum standard of care which owners or persons in charge of animals need to meet in order to meet their obligations under the Animal Welfare Act during transport. Suggested indicators do not have a legal effect but they can be used to determine whether minimum standards are being met. The recommendations for best practice are intended to encourage standards of care over and above the minimum. Advice is given throughout this code which is designed to encourage owners and operators to strive for a high level of welfare.

Explanatory material is provided where appropriate.

This code provides the general principles for the care of animals, but it is expected that operators of conveyances and facilities will develop operational specifications consistent with the requirements of this code and incorporate these specifications in quality assurance programmes (see Section 10 Quality Management).

1.2 Who does this code apply to?

This code sets out the responsibilities of all persons undertaking the transport of all live animals within New Zealand in all forms of conveyance whether on land, in domestic airspace or New Zealand territorial and inland waters (which includes shipping from the Chatham Islands). This includes transport over long and short distances.

Under the Act the “owner” of an animal and the “person in charge” is responsible for meeting the legal obligations for animal welfare. For many animals being transported, the owner of the animals places them in the care of others who become the persons in charge.

Responsibility for meeting minimum standards during the operation of particular tasks in the transport process will lie with the person responsible for carrying out that particular task. That person is “in charge” of the animals at that particular point in time. In practice, the identification of the person or persons in charge will depend on the minimum standard in question. It is impossible to make categorical statements about which person or persons are in charge at a particular point in time and responsibility may be shared particularly at the time of handover of responsibility.

Responsibility for meeting minimum standards relating to the provision, design and maintenance of facilities and equipment, the allocation of operational responsibilities and the competence and supervision of performance of employees will lie with the owner or manager of the transport conveyances or facilities involved in the transport process.

1.3 What animals does this code apply to?

This code applies to all live animals being transported within New Zealand in all forms of conveyance whether on land, in domestic airspace or New Zealand territorial and inland waters (including from the Chatham Islands). The transport of animals by air to other countries is covered by the International Air transport Association (IATA) regulations and the export of cattle, sheep, deer and horses by sea is covered by MAF standards which are given legal effect when attached to animal welfare export certificates issued under the Animal Welfare Act.

1.4 What happens if I do not follow the minimum standards in this code?

Failure to meet a minimum standard in this code may be used as evidence to support a prosecution for an offence under the Animal Welfare Act. A person who is charged with such an offence can defend him or herself by showing that he or she has equalled or exceeded the minimum standards in this code. There are offences in the Animal Welfare Act relating specifically to transport. See Appendix IV: Legislative Requirements of this code.

The recommendations for best practice in this code have no legal effect and are included to encourage higher standards of animal welfare.

1.5 How does this code relate to other codes of welfare?

Other codes of welfare should be consulted where appropriate (see Appendix V: Codes of Welfare and the Ministry of Agriculture and Forestry website at: www.biosecurity.govt.nz/animal-welfare). This code of welfare applies to all animals. However, further detail on the selection of livestock prior to transport and species-specific requirements for the transport of companion animals (including cats, dogs and horses) are generally covered in relevant, species-specific, codes of welfare. This code is consistent with OIE *Guidelines for the transport of animals by sea, by air and by land*.

2. Responsibilities, Competency, and Stockmanship

2.1 Responsibilities

Introduction

The welfare of animals during transportation often involves a chain of changing responsibility because the tasks of selection for transport, loading, travel, unloading for rest periods, reloading and then unloading at the point of destination may all be carried out by different persons. The person or persons carrying out each task is usually the person in charge at that time. Good welfare outcomes can be achieved only by each person in charge carrying out their task in a competent manner and by ensuring a seamless hand-over to the next person. Conversely, assigning responsibility for poor welfare outcomes is likely to depend on analysis of the circumstances of each situation. The legal obligations of persons in charge of animals are outlined in Appendix IV: Legislative Requirements.

Responsibility operates at two levels. At an operational level, persons responsible for carrying out particular tasks in the transport process are likely to be the person in charge for the purposes of the Animal Welfare Act.

At a managerial and governance level, owners or managers of animals are responsible for the general health of the animals and their fitness for the journey. Business agents or buying/selling agents have a joint responsibility with owners to ensure that animals are fit for transport.

Owners of conveyances and principals of transport companies are responsible for planning the journey to ensure the care and welfare of the animals (see 4.1 Planning for the Journey).

Owners or managers of facilities at the start, during and at the end of the journey, and at all resting points are responsible for:

- providing suitable and safe premises and facilities for loading, unloading and securely holding the animals and providing water and feed when required;
- ensuring competent animal handlers are present (which may be the drivers or operators of conveyances) to load, unload, drive and hold animals in a manner that causes minimum stress and injury;
- providing appropriate contingency plans for emergencies;
- allowing for the washing and disinfecting of conveyances after unloading, when this is required;
- providing facilities and competent staff to allow the humane killing of animals when required;
- ensuring animals can have proper rest times and minimal delay during stops.

2.2 Competency and stockmanship

Introduction

All people handling animals, or who are otherwise responsible for animals during journeys, need to be competent to carry out their assigned tasks and, in particular, be competent in the handling of the animals. Competence may be gained through formal training and/or practical experience. Competence in areas other than animal welfare needs to be addressed separately.

The importance of good stockmanship cannot be over-emphasised. Those responsible for the care of animals need to be competent and well trained in the care and maintenance of animals and

understand how their actions may affect the animals' welfare. Knowledge of the normal appearance, needs and behaviour of animals is essential in order to recognise early signs of distress or ill-health so that prompt remedial action is taken or advice sought.

Minimum Standard No. 1 – Stockmanship

At every stage of transport, animals must be cared for by a sufficient number of personnel, who collectively possess the appropriate ability, knowledge and competence necessary to maintain the health and welfare of the animals in accordance with this code.

Example indicators for Minimum Standard No. 1 – Stockmanship

- Animal health and welfare is in accordance with the minimum standards listed in this code.
- Operational procedures are documented.
- Documented evidence of staff training/competence in the following areas:
 - assuring animals are suitable for travel and the attaining of veterinary certificates where this is required;
 - planning appropriate for the journey including appropriate loading densities, and feed, water and ventilation requirements;
 - responsibilities for animals during the journey, including the loading and unloading process;
 - species-specific animal behaviour, general signs of distress, and indicators of poor animal welfare such as stress, pain and fatigue, and their management;
 - relevant authorities and applicable transport regulations, and associated documentation requirements;
 - appropriate methods of driving that recognise the impact on the animals being transported;
 - methods of inspecting animals, managing situations frequently encountered during transport such as adverse weather conditions, and dealing with emergencies; and
 - species-specific aspects of animal handling and care, including feeding, watering and inspection.

Recommended Best Practice

- (a) Quality management or assurance schemes should recognise the need for competence in stockmanship (see 10 Quality Management).
- (b) The competence of those responsible for animals during journeys should be demonstrated through an appropriate certificate from an independent and formally recognised training or professional development body.

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General Information

Information on qualifications and accredited training providers is available from the Agriculture Industry Training Organisation, PO Box 10 383, Wellington, or from the NZQA web site:

<http://www.nzqa.govt.nz/framework/>

3. Equipment

This section deals with requirements for all equipment used to load, unload and transport animals that can have an effect on animal welfare. This includes design and manufacture of yards, chutes and other equipment used for loading and unloading, crates and other containers for transporting, and vehicles and other conveyances.

3.1 Conveyance, Stock Crate and Container Design and Maintenance

Introduction

Containers in which animals are transported (including crates, stockcrates, pens, boxes or cages) need to be robustly constructed, have no sharp projections or gaps that cause injury, be free from damage and be adequately ventilated.

There are New Zealand national standards for the design, manufacture and use of stock crates on heavy vehicles. These standards are useful references for any container used for animal transport.

Containers for companion animals need to be of sufficient size for the animal to stand up and turn around in.

Most animals, particularly domestic pets, prefer to travel in semi-darkness. To facilitate this, containers need to be enclosed while ensuring adequate ventilation. The container should be both escape-proof and leak-proof. Absorbent material may be used where appropriate. The container should be designed to allow ease of handling without causing any injury to the animal.

Conveyances, including vehicles and seagoing vessels, need to be fit for the purpose for which they are intended. They need to be structurally sound and capable of travelling the terrain or conditions over which they are expected to function.

Minimum Standard No. 2 – Conveyance and Container Design and Maintenance

- (a) Conveyances and containers used for the transport of animals must be designed, constructed and fitted as appropriate to the species, size and weight of the animals to be transported in relation to the terrain and conditions over which they are expected to function**
- (b) Floors must be strong enough to withstand the weight of the animals and have a surface which minimises slipping.**
- (c) Conveyances must be designed so that the faeces or urine from animals on upper levels do not soil any animals, feed or water on lower levels.**
- (d) Crates and containers must be constructed and maintained to ensure there are no hazards likely to cause injury to the animals.**
- (e) Crates and containers must be designed so as to ensure that animals are contained safely within the walls.**
- (f) Crates and containers must be designed so as to ensure enough room overhead to enable animals to travel in a natural posture.**
- (g) Conveyances and containers must have adequate ventilation to allow the free flow of air to all animals, even when stationary, to prevent the build-up of harmful concentrations of gases or water vapour.**
- (h) Conveyances and containers must be designed with the structures and/or**

ventilation necessary to meet the thermoregulatory needs of the animal and provide protection from adverse weather conditions that may be a risk to the animal's health and welfare.

- (i) Containers and all compartments separating different groups of animals must be secure, escape-proof and resistant to kicking and chewing.**
- (j) Containers and crates must be secured to the conveyance.**

Example indicators for Minimum Standard No. 2 – Conveyance and Container Design and Maintenance

- Animals can maintain normal posture.
- Animals can regain their feet should they lie down.
- No injuries caused by the crate or container, including injuries to the backs of animals.
- Animals are able to maintain their balance while the conveyance is in motion.
- Heads and limbs remain within the crate or container.
- No injuries caused by falls on slippery floors.
- No signs of distress caused by heat, cold or toxic fumes.
- Animals are not soiled by faeces or urine from animals on a higher level.
- No gaps in the structure of the crate or container that could cause injury or allow animals to become stuck.
- Records of investigation/ maintenance following injury of stock.
- Sharp objects, protrusions, edges, gaps, including damaged flooring likely to cause wounds, bruises or fractures have been removed, repaired or covered.

Recommended Best Practice

- (a) Conveyances should be maintained in good mechanical and structural condition.
- (b) The ventilation system should be capable of operating when the conveyance is stationary and the air flow should be adjustable. Fans, appropriately situated to provide adequate active ventilation, should be installed to overcome deficiencies in passive ventilation.
- (c) If feeding or watering while the conveyance is moving is required, adequate facilities on the conveyance should be available.
- (d) When ventilation is dependent on the motion of the conveyance, the conveyance should be kept moving as much as possible. If a stop is made, other provisions for ventilation, and protection of the animals from heat and noxious fumes, should be provided.
- (e) Stock-transporting road vehicles used in New Zealand should operate to the Euro 4 standard for exhaust emissions.
- (f) Vehicle exhausts should be underslung.
- (g) When transporting laboratory animals, sloping-sided containers should be used as they will assist ventilation and enable air circulation between closely packed containers.

- (h) Animals should not be transported in very hot, humid weather unless it is absolutely unavoidable or unless ventilation can be provided to compensate.
- (i) The crate and the floor of the vehicle should be adequately constructed so as to avoid injury and to protect the animal/s from adverse environmental conditions.
- (j) Metal flooring covered with a non slip material should be used in preference to wooden flooring. Where wooden flooring is used all possible steps must be taken to ensure that it is sound and not exhibiting any signs of rotting or splintering.

General Information

The provision of ventilation during loading and transportation provides fresh air and acts to remove excessive heat and humidity and to prevent the accumulation of noxious or harmful gases and fumes (such as ammonia and carbon monoxide).

Suitable bedding may be added to crate or container floors, where necessary and practical to do so, in order to assist absorption of urine and faeces and/or to protect animals (especially young animals) from hard flooring surfaces and adverse weather conditions.

3.2 Loading and Unloading Facilities

Introduction

Well-designed and constructed ramps and holding yards can help avoid injury and distress.

The facilities for loading and unloading, including the collecting area, races and loading ramps, need to be designed and constructed to take into account the needs and abilities of the animals with regard to dimensions, slopes, surfaces, flooring and exposure to the elements. Care should be taken to ensure that there are no sharp projections that animals may come into contact with during loading or unloading.

Because animals move more readily uphill than downhill, ramps need to be horizontal or slope upwards. If the ramps slope downwards, the slope needs to be as flat as possible.

Minimum Standard No. 3 – Loading and Unloading Facilities

- (a) Loading and unloading facilities must be constructed and maintained so that they are safe, clean, and appropriate for the species and number of animals.**
- (b) All fittings and internal surfaces must be constructed to ensure there are no hazards likely to cause injury to the animals.**
- (c) All sharp objects, protrusions and edges, including damaged flooring likely to cause injury to animals must be removed, repaired or covered.**
- (d) Facilities must provide for proper conveyance access to ensure the close approximation of the conveyance to the entry or exit ramp.**
- (e) Animals must be provided with shelter and shade while awaiting loading or following unloading appropriate to the species and the circumstances.**

Example indicators for minimum standard No.3 – Loading and Unloading Facilities

- Facilities appropriate to the animal species, number of animals and their maturity.
- Ramp slope does not exceed 20° for all species, or 12° for young calves.
- Freedom of movement of the animals, absence of baulking.
- Absence of injury attributable to the facilities.
- Absence of distress before or after loading/unloading.
- Absence of gaps that might allow to become stuck, cause injury or allow escape (or gaps are sealed, eg by rubber sealing, cushions).

Recommended Best Practice

- (a) The floors of all surfaces, ramps and pens should be made of a non-slip material with either cross cleats or, if concrete, a suitable non-slip pattern or steps to provide good grip when the ramp is wet.
- (b) Portable or adjustable ramps should be equipped with anchoring devices to prevent the ramp moving during loading or unloading of animals.
- (c) The floors of all surfaces, ramps and pens should be made of a non-slip material with either cross cleats or, if concrete, a suitable non-slip pattern or steps to provide good grip when the ramp is wet.
- (d) The design and slope of ramps must be such as to minimise animals becoming distressed, injured or slipping. The maximum slope of ramps should not exceed 20° for all animals except young calves. The maximum slope of ramps should not exceed 12° for calves younger than one week of age.
- (e) Facilities should provide uniform lighting directly over approaches to sorting pens, chutes and loading ramps, with brighter lighting inside conveyances or containers, in order to minimise baulking.
- (f) Under warm and humid conditions, ventilation should allow for the adequate convective cooling of each animal. In some instances, adequate ventilation can be achieved by increasing the space allowance for animals.
- (g) Provision should be made for water to be available for all animals.

General Information

Assembly and holding areas need to be secure and well designed to maintain a safe environment for animals and allow for maintenance of social groups. Provision needs to be made to enable animals to rest when necessary.

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

Facilities for holding animals prior to loading and following unloading need to provide shelter or shade, where this is required to mitigate the impacts of climate or weather for particular species or in particular circumstances, for example, where adverse weather is expected to occur while animals are in yards or where particularly susceptible animals are being transported. For instance, pigs are susceptible to sunburn and bobby calves are susceptible to cold, wet and windy weather.

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Rubber seals or cushions can be used to repair large gaps in loading and unloading facilities, including yards, which can allow animals to become stuck or to escape and can cause baulking.

4. The Journey

Introduction

This section deals with matters in relation to preparation for transportation, the period of transport and activities immediately following completion of the journey. It is applicable to all forms of transportation and covers areas that are the responsibility of animal owners, areas that are the responsibility of the owners of conveyances and principals of transport companies, and areas of joint responsibility.

Planning for the journey needs to take into account:

- preparation of animals for the journey;
- choice of transport mode(s);
- nature and duration of the journey;
- conveyance / container design and maintenance;
- required documentation;
- loading density;
- rest, water and feed;
- observation of animals en route;
- emergency response procedures.

Stress is a cumulative response of an animal to its surroundings and may result in severe behavioural and physiological effects. Animals of different species and breeds may vary in their susceptibility to stress. Animals may be stressed by mustering and assembly for transport. Animals unaccustomed to handling may be more severely affected. Extremes of weather will increase the stressful effects of handling and transport.

4.1 Planning for the Journey

Owners of conveyances and principals of transport companies are responsible for planning the journey to ensure the care and welfare of the animals. The plan should include:

- choosing appropriate conveyances;
- ensuring conveyances are safe;
- ensuring that staff are competent at the tasks they are required to perform and have adequate stockmanship skills;
- details for loading and unloading livestock,
- journey duration and route, including location of resting places (if required);
- up-to-date contingency plans to address emergencies and minimise stress during transport.

To ensure that standards of animal welfare and husbandry are maintained during transportation it is important that all documentation required be complete and accurate at all points in the journey to ensure that delays or disruption of the planned journey do not occur.

Minimum Standard No. 4 – Documentation

- (a) All necessary documentation required to ensure that animals are able to reach their destination without delays must be completed and be accessible to the relevant personnel prior to embarking on the journey.**
- (b) Operators of conveyances, or their agents, must hold details of the animals in their care.**

Example indicators for minimum standard No. 4 – Documentation

- Drivers, skippers, pilots or company agents hold details of species, total number of animals, and any special requirements or individuals with special needs (eg pregnant, horned or young stock), as relevant for the length of journey.
- No delays to the journey attributable to documentation problems.
- Any diseased/defective animals are in possession of a veterinary certificate for transport.
- For farm animals: time of pickup from farm of origin.
- Evidence of change of conveyances.

General Information

Information on features of the journey that have an impact on animal welfare can all be kept on one document, such as that at Appendix I: Animal Welfare Check List, to this code. When used, this can be carried with other consignment documents for ease of reference, particularly on journeys of duration of more than 12 hours.

4.1.1 Contingency Planning

Introduction

Part of planning for transport includes planning for unforeseen events such as adverse weather, unanticipated delays, or changes in road conditions. Consideration needs to be given to the provision of all of the needs covered in this code of welfare in the event of unforeseen events. Such planning needs to take into account the need to provide appropriate treatment of sick or injured animals and the management of emergency destruction. See also Sections 9 Emergency Humane Destruction and 10 Quality Management.

Minimum Standard No. 5 – Contingency Planning

- (a) Consignors or persons in charge of animals must have a contingency plan in place for any delays in the transportation of animals during the part of the journey for which they are responsible.**
- (b) Contingency plans must include access to emergency holding facilities, equipped**

with facilities for loading and unloading, watering and feeding the animals.

- (c) Where a journey has been delayed, the person in charge of the stock must take into account the length of time the animals have been in transit and make appropriate feeding and watering arrangements.
- (d) Operators of conveyances must be briefed on any contingency plan in place, in advance of journeys.

Example indicators for Minimum Standard No. 5 – Contingency Planning

- Contingency plan can be reported by persons in charge or transport and the operators of conveyances.
- Emergency holding facilities are available and they meet the requirements for loading and unloading facilities (see 3.2 Loading and Unloading Facilities).
- Minimum standards in this code are met in the event of unforeseen circumstances.

4.2 Preparation and Selection of Animals for the Journey

Introduction

Owners or their agents have a responsibility to select, prepare and present for loading only those animals fit for the intended journey. The operators of conveyances have a responsibility to accept for transport only those animals that are fit for the intended journey. Specific requirements for some species are found in relevant codes of welfare (eg for dairy cattle, deer, and sheep and beef cattle).

4.2.1 Preparation of animals for transport

The preparation of animals for transport can include consideration for special feed, water and rest requirements, and training or acclimation to transport, and can involve procedures immediately prior to transport, such as the provision of compounds or medicines to assist animals to cope with transport, or physical processes such as the removal of shoes or covering. Preparation for contingencies during transport is covered in Section 4.1.1 Contingency Planning.

Minimum Standard No. 6 – Preparation of Animals for Transport

- (a) Before undertaking a journey during which the animals will be fed and watered, animals must be familiarised with the feed to be offered and the methods by which the feed and water are given.
- (b) Animals must be appropriately prepared for transport so as to avoid causing pain, distress or injury to themselves or other animals.

Example indicators for Minimum Standard No. 6 – Preparation of animals for transport

- Bobby calves are fed a maximum of two hours prior to transport.
- The front shoes are removed from horses that are being transported in conveyances or containers that are not purpose built for horse transport.
- Animals with long horns are dehorned or horn-tipped unless they are being otherwise managed to avoid injury (see below).

Recommended best practice

- (a) Animals should be exposed to appropriate contact with humans and handling conditions (including methods of restraint) prior to transport to reduce their fearfulness and improve their approachability.
- (b) Behaviour-modifying compounds (such as tranquillisers) should not be used routinely during transport. Such compounds should only be administered when a problem exists in an individual animal, and should be administered by a veterinarian or other person who has been instructed in their use by a veterinarian.
- (c) Unless horses are being carried on a purpose-built horse transport vehicle which is equipped with a non-slip surface, all shoes should be removed prior to transportation.
- (d) Food should be withdrawn from monogastric species for the last four to six hours before transport, to minimise motion sickness.
- (e) Ruminants should be held off pasture for a minimum of four hours before transportation but for no more than 12 hours (taking into account the condition of the animals), and be conducted according to the National Stock Effluent Working Group Industry Code of Practice for the Minimisation of Stock Effluent Spillage from Trucks on Roads or other agreed, current, industry standards.
- (f) For those species where pre-travel rest is not appropriate, animals should be moved immediately from their normal housing onto the conveyance.
- (g) Consideration should be given to the administration of appropriate nutritional supplements prior to transport where applicable (eg in cases where pasture is deficient in particular minerals or animals are otherwise metabolically challenged).
- (h) Animals that are wild or unaccustomed to handling should be quietened down over a period of days before transport.

General Information

Newly captured feral and wild animals are more susceptible to transit-induced stress than farmed animals. Whatever the means of capture, feral and wild animals should be acclimatised to captivity or containment before they are transported long distances, for instance by daily feeding of hay or an appropriate feedstuff. This period of acclimatisation varies between species and between individual animals. They should be kept in suitable facilities until they are accustomed to capture, restraint and human beings, and are eating and drinking readily.

Individuals and small groups of (compatible) wild birds or reptiles are least stressed when transported in containers (e.g., cardboard boxes) which provide room for the occupant(s) to turn

around, are kept darkened, and which have heavy cloth (or similar) on the floor of box to provide secure footholds.

A rest period appropriate to the species, after assembly and before loading, is beneficial. Pre-travel rest is not appropriate for some animals (e.g. pigs).

A short period of food and water deprivation immediately prior to loading is sometimes used to limit the production of urine and faeces and to reduce susceptibility to motion sickness. The *Industry Code of Practice for the Minimisation of Stock Effluent Spillage from Trucks on Roads* (by the National Stock Effluent Working Group, www.rcaforum.org.nz/national-stock-effluent-working-group) contains advice on restricting green feed from ruminants. Removal of food from animals for extended periods of time (normally more than 24 hours), activates their fat reserves. Animals in poor condition prior to transport (such as cull animals) have lower fat reserves and are less able to withstand food withdrawal prior to transport.

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

4.2.2 Selecting, presenting and accepting animals for transport

These are key processes to ensure that only animals able to cope with transport are transported, and that animals which are likely to be at risk or pose a risk to the welfare of other animals (eg animals that have been recently dehorned) are dealt with appropriately.

Matters that need to be taken into account when determining whether animals can be transported include:

- the mode(s) of conveyance to be used and the duration of the journey;
- the health of the animals;
- the fitness of the animals for the journey;
- age of the animals;
- body condition of the animals;
- animals' physiological state e.g. pregnancy, lactation, oestrus;
- animals' experience with the stressors to which they will be exposed eg. confinement, deprivation of food and water, climatic change, familiarity with human contact, exposure to unfamiliar sounds and sights;
- length of journey; and
- any documentation required for the species and the purpose of the transportation.

There will be occasions where an animal that would not normally be selected for transport may have to be transported for treatment or slaughter. The need to transport these animals has to be weighed up against the potential negative effects and steps taken to minimise the impacts on their welfare. In any situation where there is doubt about an animal's ability to withstand transport, a veterinarian needs to be consulted.

Once an operator (including a transport company or an individual employed by that company) takes possession of animals he or she is deemed to be the person in charge and assumes responsibility

for the welfare of the animal under the Animal Welfare Act 1999. Transport operators and their staff need to consider the fitness for transport of animals they are to carry.

The responsibility for implementing the minimum standards below therefore lies with the person selecting and presenting animals for transport, and the person or organisation accepting the animals for transport.

Minimum Standard No. 7 – Selecting and Accepting Animals for Transport

- (a) Proper care must be taken with regard to determining whether it is appropriate to transport young, old, pregnant or otherwise physiologically or behaviourally compromised animals.**
- (b) Animals must not be transported if they are likely to give birth during the journey or be affected by metabolic complications of late pregnancy as the result of the journey.**
- (c) Animals must not be transported unless they are fit enough to withstand the journey without suffering unreasonable or unnecessary pain or distress.**
- (d) Animals to be transported must be able to stand, and be able to bear weight on all limbs.**
- (e) Deer with hard or velvet antler of a length that that may cause injury or be damaged must not be transported.**
- (f) Animals must not be transported if they display any injuries, signs of disease, abnormal behaviour or physical abnormalities that could compromise their welfare during the journey, unless a veterinary declaration as to the fitness of the animal for transport has been completed.**

Example indicators for Minimum Standard No. 7 – Selecting and accepting animals for transport

- Animals are not distressed on arrival at their destination (judged by normal behaviour).
- No births or metabolic complications of late pregnancy are recorded during the journey.
- Animals are able to stand and bear weight on all limbs.
- Veterinary certificates are available for animals recorded as sick, injured or otherwise abnormal at the start of the journey.
- Deer velvet antler is no longer than 110 mm.
- Deer are not carrying hard antler.
- Requirements in other codes of welfare relating to pre-transport management are followed.

Recommended best practice

- (a)** Bobby calves being transported for sale should be older than four days of age.
- (b)** In any question over whether or not animals are fit to travel, a veterinarian should be consulted.

- (c) Animals should not be transported within three weeks after a painful husbandry procedure (eg dehorning, castration) has been conducted.
- (d) Animals that are pregnant should not be in the last third of pregnancy when transported.
- (e) Stags over one year of age should not be transported during the roar.
- (f) The following matters need to be assessed when making an emergency decision to transport an animal that would not normally be selected for transport, to treatment or slaughter:
 - (i) the animal should be able to arrive at the destination in a state similar to that when loaded;
 - (ii) there should be little likelihood that transport will cause the animal unnecessary pain or suffering;
 - (iii) the nature and duration of the journey should be taken into account and journey time should be minimised wherever possible;
 - (iv) the need for separation, bedding and/or padding and any other appropriate supportive treatment should be considered.

General Information

Compatible groups (for example, animals reared together or having a strong social bond) should be selected before transport to avoid adverse animal welfare consequences. Animals of significantly different sizes or ages should not be mixed. Aggressive individuals should be segregated.

When a veterinarian has examined the animal and considers it is fit to travel for treatment or slaughter, the veterinarian should certify in writing that the animal is fit to travel to the destination without unnecessary pain or suffering. A special form is available from the NZVA for use in these circumstances.

4.3 Loading and Unloading

Introduction

Loading and unloading are the activities during which injuries and stress are most likely to occur. Persons responsible for the loading and transport of animals need to have a good basic knowledge of their behavioural and physical needs. Planning the entire journey well in advance will allow adequate time for stock to be loaded and unloaded quietly and with care. The required facilities and principles of animal handling apply equally to loading and unloading, but additional consideration needs to be given to the likelihood that animals may be fatigued at unloading.

To facilitate emergency decisions or actions, the stockhandler and transport operator need to ensure that they have, or can readily be provided with, the names and telephone numbers of the owner of the animals or the owner's agent and a veterinarian experienced with the species of animal being carried. The suggested animal welfare check sheet in Appendix I allows for the provision of this information.

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

The excessive use of force when moving animals can cause bruising and pain and adversely affect animal welfare. Useful aids to move animals include panels, flags, plastic paddles, flappers (a length of cane with a short strap of leather or canvas attached), plastic bags and metallic rattles. The use of well trained dogs to help with the loading of some species may be acceptable.

Minimum Standard No. 8 – Loading and Unloading

- (a) Animals must be loaded and unloaded in such a way as to minimise the risk of pain, injury or distress to the animals.**
- (b) Goads, including electric prodders, must not be used to move animals, except:**
 - (i) where the safety of the handler or another person is at risk; or**
 - (ii) where essential to move stubborn cattle (but not calves).**
- (c) Goads must not be used on animals with little or no room to move ahead.**
- (d) Electric prodders must not be used on animals other than adult sheep and cattle.**
- (e) Only the minimum force required must be used when moving animals.**
- (f) Animals must not be prodded in the most sensitive areas, including eyes, nose, anus, vulva, udder or testicles.**
- (g) Horned cattle, tusked pigs and animals known to be aggressive must be penned separately if there is insufficient space for pen-mates to escape injury.**
- (h) Animals in pens or yards must not be overcrowded preventing them from being able to move from handlers or other animals where this is likely to contribute to distress and injury.**
- (g) Animals must not be thrown, dropped, lifted or dragged by their tail, head, horns, ears, limbs, wool, hair or feathers.**

Example indicators for Minimum Standard No. 8 – Loading and Unloading

- There are no gaps between the conveyance and unloading facilities in the floor, and gaps to the side do not cause injury or allow escape.
- Animals are not injured by loading or unloading.
- Loading or unloading does not require force.
- Goads are used according to the minimum standard.
- Electric prodders are not used on disallowed animals.
- Animals are not prodded in the eyes, nose, anus, vulva, udder, testicles or other sensitive areas.
- Animals that are likely to cause injury to themselves, other animals or handlers are handled separately.
- Horned and aggressive animals are penned separately.
- The stocking density in pens and yards allow animals to move freely onto the conveyance when they are being driven.
- Animals are not thrown, dropped, lifted or dragged by their tail, head, horns, ears, limbs, wool, hair or feathers when loaded or unloaded.

Recommended Best Practice

- (a) Loading should be supervised by competent animal handlers who should ensure that animals are loaded quietly and without unnecessary noise, harassment or force, and that untrained assistants or spectators do not impede the process.
- (b) When encouraging animals to move preference should be given to audible or visual measures (e.g. rattles, plastic bags, stones in a container) as opposed to devices which rely on physical contact (e.g. waddies, alkathene hoses, stock whips, stock canes, and sticks).
- (c) Tails should not be lifted or twisted when loading or unloading animals.
- (d) Stock canes, stock whips, nose twitches or lengths of plastic piping should be used as little as possible.
- (e) If an aid is required to assist moving pigs or to protect the stockhandler, backing (moving) boards or slappers should be used
- (f) If it is necessary to use dogs, they should be under control at all times and muzzled if necessary to prevent biting.
- (g) Dogs should not be used to assist with the loading of deer, pigs or young calves or with the loading of animals unfamiliar with them.
- (h) Electric prodders should not be used on any animals other than adult cattle and then restricted to the absolute minimum necessary to complete loading of cattle and use should be limited to the hindquarters of the animal only. If used, prodders should be powered only by battery or dynamo and should not be applied for more than one second continuously.

General Information

Knowledge of the animal's flight (or safety) zone and the point of balance (the line through its shoulders which determines whether it will move forwards or backwards in the presence of a handler) will help with moving it and in reducing fear. Animals with large flight zones may become fearful and agitated when people invade this zone and they are confined, or unable to move away. The size of the flight zone depends on species, the individual's genetics and its previous contact with people.

It is advisable to minimise noise in the animal handling area. In addition, it is important not to stress the animals early in the animal handling procedures. When animals become stressed their behaviour becomes less predictable, they are more difficult to manage and they are more liable to injure themselves, other animals or animal handlers.

When moving animals, it is important to select the appropriate group size and, if necessary, to divide a pen of animals into smaller groups to make animal movement more manageable. Animals from different mobs (particularly entire males and including cryptorchids) should be kept separate. If it is necessary to mix mobs, consideration should be given to the size of the animals, temperament, and presence or absence of horns.

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

Particular care needs to be taken when loading and unloading young animals, pregnant animals, goats, deer, pigs, recently shorn sheep and stock in poor condition.

Muzzling of dogs is not always necessary and should be left to the discretion of the dog handler. Dogs can be muzzled if the dog handler considers there is a risk that they will bite other animals, however this needs to be balanced against the welfare impacts on working dogs.

Small animals may be manually lifted.

Good training methods and preconditioning will encourage valuable animals, e.g. horses, to load and reduce the chances of stress or injury.

4.4 Travel

The space allocated to each animal during transport depends upon a number of factors:

- the requirements of each species and their size;
- whether the animals are transported as a group in stock crates on a conveyance or as individuals or small groups in a container;
- whether the animals need to lie down (for example, pigs, camelids and young calves). Animals which will need to lie down during the journey often stand when first loaded or when the motion of the conveyance causes anxiety;
- whether the animals are required to stand for the duration of the journey, for example horses in containers or floats, cattle and sheep in stock crates;
- whether mixing unfamiliar animals will lead to aggressive behaviour;
- the duration of the journey;
- whether water and/or feed is provided on the conveyance or in the container;
- the nature of the terrain being traversed;
- expected weather conditions.

Animals of different species and ages require different amounts of floor space.

The maximum duration of a journey needs to be determined according to:

- the ability of the animals to cope with the stress of transport (which is affected by physiological state, including age and whether the animal is pregnant or lactating);
- the animals' previous transport experience;
- the need for special attention;
- the need for feed and water;
- the increased susceptibility to injury and disease;
- loading density;
- design of the conveyance and crate or container;
- conditions encountered during the journey such as road conditions, sea conditions, driving quality; and
- weather conditions.

Minimum Standard No. 9 – Travel

- (a) Animals of different species must not be penned together during transport except where individual animals are familiar with each other.**

- (b) If tying an animal within a crate using a halter, the shank must not be fitted through a nose ring.**
- (c) Horned cattle and animals known to be aggressive must be penned separately if there is insufficient space for pen-mates to escape injury.**
- (d) When animals are standing, they must have sufficient space including head room to adopt a natural posture, without injuring their heads or backs.**

Example indicators for Minimum Standard No. 9 – Travel

- Animals are in good condition on arrival.
- Animals are standing and bearing weight on all limbs on arrival.
- Animals in the transport crate or container are compatible.
- Loading density allows animals to adopt normal posture while being supported by others if they are required to stand for the journey.
- For those species which need to lie down during the journey (e.g. pigs, camelids, calves) they are able to lie down and stand up as they choose.
- Animals likely to cause injury to others are penned separately.
- Special provision made for the transport of animals as stipulated by a veterinary certificate eg transport on the bottom deck.

Recommended Best Practice

- (a)** Every effort should be made to ensure that animals which are young, pregnant, at peak lactation, or at the end of their production lives or cycles (eg end-of-lay hens, cull cows) are transported for the shortest possible time.
- (b)** When animals lie down, they should all be able to adopt a comfortable, normal lying posture which allows necessary thermoregulation.
- (c)** Precautions should be taken to ensure that animals can not rear up above the crate or container height.
- (d)** Where possible and appropriate, different species should not be transported on the same conveyance.
- (e)** Animals should be at appropriate stocking density so they can rest during longer journeys.
- (f)** Animals should be rested every 24 hours.
- (g)** Animals being transported should not be overcrowded preventing them from being able to move from handlers or animals, where this is likely to contribute to distress and injury.
- (h)** Young animals should not be transported for more than 12 hours.
- (i)** Where animals are tied, the lead should be secured to the vehicle or stall using a quick release knot or clip.
- (j)** Lactating animals should be milked or suckled at least once every 24 hours.

General Information

The number of animals loaded in a crate is dictated by their ability to adopt a normal standing posture, their ability to give one another mutual support to counter sharp movements of the conveyance that might otherwise cause them to fall and their need to maintain normal thermoregulation. The inability to rest animals on long sea voyages brings with it a need for more frequent monitoring. Animals on long sea voyages may not be able to be rested every 24 hours but provision should be made for resting facilities.

4.5 Food, Water and Rest

Introduction

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

In calculating the period of deprivation of food and water, account should be taken of the time of initial assembly prior to the start of the journey until unloading at the final destination, and include all rest periods during transit. Consideration should also be given to the relative degree of stress that may be imposed from unloading and reloading stock from a conveyance in order to give them access to food and water.

On journeys lasting more than 24 hours, animals need to be fed and watered. Most animals require watering at shorter regular intervals and normally the supply of water is more important than solid food. This is especially important at higher environmental temperatures, e.g. in summer. If the food offered during the journey is different from that which the animals are accustomed to, a period of pre-conditioning the animals to the new food will be needed.

Minimum Standard No. 10 – Food and Water

- (a) The frequency of food and water provision prior to, during and after transport must be appropriate to the species and age of the animal to meet their health and thermoregulatory needs.**
- (b) Bobby calves and milk lambs must be fed or slaughtered as soon as possible and within 28 hours after loading for transport.**
- (c) If the food offered during transport differs from that to which the animals are accustomed, a period of pre-conditioning to the new feed prior to transport must be undertaken.**

Example indicators for Minimum Standard No. 10 – Food and Water

- Water is provided within the following indicative periods:
 - Ruminants – 24 hours
 - Pregnant or lactating ruminants – 12 hours
 - Monogastrics – 6 hours
- Food is provided within the following indicative periods

Ruminants – 36 hours
Pregnant or lactating ruminants – 24 hours
Monogastrics – 24 hours

- Time of loading is recorded.
- No signs of dehydration observed.
- Bobby calves fed within 2 hours of transport.
- Food and water offered in familiar sources.
- Food / water offered is eaten / drunk.

Recommended Best Practice

- (a) Animals should be fed and watered as soon as possible after unloading.
- (b) Clean drinking water should be available from a familiar source while being held before and after transport.
- (c) If the transport period and/or species are such that feeding or watering are required throughout transport, access to suitable feed and water for all the animals carried in the conveyance should be provided. There should be adequate space for all animals to move to the feed and water sources and provisions made to address likely competition for feed.
- (d) Animals should not be removed from containers for feeding purposes unless they are in an escape-proof area.
- (e) Animals should be rested at appropriate intervals during long journeys.
- (f) Suitable facilities should be used en route, when resting requires the unloading of the animals. These facilities should meet the needs of the particular animal species and should allow access of all animals to feed and water.

General Information

The type of transport and species being transported will determine the frequency of rest stops and whether the animals need to be unloaded.

Gel packs can be used to provide a convenient source of water for laboratory rodents.

4.6 Ventilation

Introduction

However provided (e.g. ventilation ports in the conveyance, crate or container, ventilation through movement of the conveyance or forced air ventilation), ventilation needs to be managed to enable animals to maintain their core body temperature within the normal range for the species and prevent exposure to noxious gases or excessive dust.

Minimum Standard No. 11 – Ventilation

- (a) Ventilation must be sufficient to prevent the build-up of noxious gases during travel and rest.**
- (b) Ventilation during travel and rest must be appropriate to address the thermoregulatory needs of the animals being transported.**

Example indicators for Minimum Standard No.11 – Ventilation

- Absence of signs of distress associated with hypo- or hyperthermia (signs dependent on the species but include huddling and shivering when cold and panting and prostration when hot).
- Crate or container free of the smell of noxious gases such as exhaust fumes, ammonia.
- Animal behaviour and distribution within the container are monitored and remedial action taken, as required.

4.7 Monitoring Animals

Introduction

It is important that the animals are monitored at frequent intervals throughout the duration of the journey to check for injuries and/or mechanical and structural problems that could adversely affect the welfare of the animals. If any action is necessary to ensure that the well-being of the animals is maintained, all activities to ensure this should be undertaken promptly.

Minimum Standard No. 12 – Monitoring Animals

- (a) Animals must be inspected at regular intervals during the journey, according to the journey length.**
- (b) The time and place of inspection, and any incidents must be recorded.**

Example indicators for Minimum Standard No.12 – Monitoring Animals

- Absence of signs of distress in animals on arrival.
- Inspection records completed.

Recommended Best practice

- (a)** Where required, a suitable source of lighting should be available to carry out inspections.
- (b)** An animal found to have fallen down or to be injured, distressed or with a limb protruding should be given immediate assistance by the person in charge. Every effort should be made to get cast animals to their feet.

5. Land Transport

5.1 Commercial Transport by Road

Introduction

Drivers should be aware that sudden braking can subject animals to horizontal forces as high as 33% of their own weight. Sudden acceleration and rapid cornering can cause horizontal forces of up to 20% of the animal's weight. Such driving may result in falls and injury to the animals.

Minimum Standard No. 13 – Commercial Transport by Road

- (a) Vehicles being used for transporting animals must be operated in a manner which does not cause animals to fall during travel.**
- (b) Animals must be checked every time the driver stops for a rest break.**

Example indicators for Minimum Standard No.13 – Commercial Transport by Road

- Absence of signs of distress in animals on arrival.
- Travel records completed.

5.2 Transport of Animals by Road in Light Vehicles

Introduction

Where animals are carried on a light vehicle, whether a car, light truck, or a trailer, the driver of the vehicle is responsible for ensuring that the animals are provided with reasonably comfortable and secure accommodation. The minimum standards elsewhere in this code of welfare also apply to transport by light vehicle.

Minimum Standard No. 14 – Transport by Light Vehicle

While a vehicle is on a road or highway, animals (such as working dogs) must not be carried on the open rear of a light truck such as a utility or a flat bed truck unless the animal is secured or enclosed in a crate.

Example indicators for Minimum Standard No.14 – Transport by Light Vehicle

- Animals are appropriately secured.

Recommended Best Practice

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

General Information

When animals (such as working dogs) are to be transported secured on the open rear of a light truck such as a utility or a flat bed truck they need to be protected from the wind, for example by firmly securing them hard up against the cab. There should be a swivel between the securing point on the vehicle and the collar, and the securing lead or chain should be long enough to permit the animal to stand, lie down and move about but should not be of a length which would permit either the front or hind legs reaching the side of the tray when the animal is standing in a normal posture.

5.3 Rail Transport

Introduction

The principles of animal transport on rail are the same as for road transport. The minimum standards and recommendations for best practice in this code of welfare also apply.

Recommended Best Practice

- (a) Livestock railway wagons should be marshalled to avoid unnecessary shunting or delays.
- (b) Priority should be given to trains carrying animals to minimise any journey times.
- (c) Provision should be made for a stockhandler or other appropriate person to accompany animals in order to assist with meeting the requirements of this code in regard to monitoring and dealing with contingencies.

6. Transport of Animals within New Zealand Waters

Introduction

This section of the code is intended for persons and companies involved in transporting animals across Cook Strait or elsewhere within New Zealand's territorial waters, including inland waters. It includes the transport of animals between the Chatham Islands and mainland New Zealand. It covers all vessels, including barges and ships. The other sections of this code of welfare also apply.

This code of welfare does not apply to the export from New Zealand of livestock by sea.

When the driver of a road vehicle accompanies the vehicle on to the ship, the driver remains responsible for the animals. The master or person in charge of a vessel is responsible for the welfare of any animals that are being transported in accommodation provided by the vessel. The master may refuse to transport sick, wild, or unmanageable animals. The master may refuse to transport any vehicle considered to be unsafe for, or presenting a risk to, the animals it carries.

Minimum Standard No. 15 – Transport within New Zealand Waters

- (a) Animals being carried as part of a journey where the total journey (including any travel on land) is longer than 24 hours must be loaded in such a manner that it is possible to water and feed them on board.**
- (b) The driver and/or stock attendant must be available during the voyage to provide care during transit. The master must allow these people access to the animals for inspections if circumstances warrant.**
- (c) Drivers of vehicles on a roll-on roll-off vessel must carry out an inspection of animals before leaving the vehicle deck at the start of the sea journey and before driving the vehicle off or within 15 minutes after driving off the vessel.**
- (d) Enclosed vehicles and the vehicle deck on ships must have ventilation which must keep air quality and air temperature at safe levels at all times.**
- (e) If animals are shipped on unmanned barges, there must be adequate provision for regular monitoring to ensure welfare is not compromised.**

Example indicators for Minimum Standard No.15 – Transport within New Zealand Waters

- Absence of signs of distress in animals on arrival.
- Travel records completed.

Recommended Best Practice

- (a)** Trucks carrying animals on roll-on roll-off vessels should be on the vessel for the least amount of time possible.
- (b)** Vehicles and containers should be equipped with a sufficient number of adequately designed, positioned and maintained securing points enabling them to be securely fastened to the vessel.
- (c)** Vehicles and containers should be secured to the ship before the start of the sea journey to prevent them being displaced by the motion of the vessel.

- (d) Roll-on roll-off vessels should have adequate ventilation to meet variations in climate and the thermoregulatory needs of the animal species being transported, especially where the animals are transported in a secondary vehicle or container on enclosed decks.
- (e) Livestock carried in pens on sea-going vessels (including ships and barges) should be inspected within 30 minutes of the start of a journey and then all animals should be inspected at least every hour.
- (f) Livestock should not be shipped in unmanned barges.
- (g) Shipping of animals from the Chatham Islands, including Pitt Island, should be conducted according to the agreed standard 'Sea Transport of Animals to and from the Chatham Islands'.

General Information

When transporting animals on open barges, the requirements for conveyances and protection from the weather and adverse conditions apply.

Weather conditions can lengthen the time animals are on a vessel. Where voyages are likely to take more than 24 hours, special attention should be paid to the cartage and provision of food and water.

During rough weather during sea transport, the level of inspection will be dictated by safety requirements for the crew. Livestock are more likely to fall down during rough weather so inspections need to be carried out as soon as conditions allow and appropriate remedial measures taken.

Assistance with downed, injured or distressed animals needs to be sought as soon as the vessel docks if on-board assistance has been unsuccessful. If necessary, injured animals need to be destroyed without delay.

Because of the difficulty of providing care for animals while at sea, the shipping of animals in an unmanned barge should not be undertaken unless the journey can be completed within a reasonable time and a reasonable standard of inspection and care of animals can be maintained.

7. Transport of Animals by Air

Introduction

This section of the code is intended for persons and companies involved in transporting animals by air within New Zealand territory. Other sections of this code of welfare also apply.

IATA standards are the minimum acceptable standard for all carriers. As these standards are continually being updated, only the current edition should be used.

Minimum Standard No. 16 – Transport by Air

Domestic air carriers must conform to the current IATA regulations when accepting and carrying animals.

Example indicators for Minimum Standard No.16 – Transport by Air

- Absence of signs of distress in animals on arrival.
- Travel records completed.

8. Transport in Emergencies

There will be occasions where animals need to be transported to safety in the event of an emergency, such as natural disasters and anthropogenic emergencies (such as fire). The minimum standards in this code of welfare are intended to protect animal welfare during all transport, including transport in emergencies. However, the Animal Welfare Act does provide for extenuating circumstances in the application of codes of welfare (see Appendix IV: Legislative Requirements). Any decision on whether to transport animals in these situations needs to be based on what is best for the overall welfare of the animals. The need for transport has to be weighed up against the potential negative effects and steps taken to minimise the impacts on welfare as much as possible in the circumstances.

Recommended Best Practice

- (a) Owners and persons in charge of animals should have a documented plan that provides for transport to safety in the event of an emergency for every animal that they are responsible for.
- (b) Appropriate veterinary advice and/or supervision of suffering or weak animals should be sought during transport in emergencies.

General information

Information is available on the internet on features to consider in developing a plan for managing animals, including transport, in the event of emergencies and natural disasters (eg <http://www.avma.org/disaster/> and http://www.hsus.org/hsus_field/hsus_disaster_center/index.html).

9. Emergency Humane Destruction

Introduction

Animals may become injured during transport and it may be necessary to humanely kill an animal before it reaches its destination. The overriding consideration is to prevent the animal suffering further pain or distress. Therefore, emergency destruction should be undertaken in any circumstance where there is likely to be an unacceptable delay in treating the source of pain, where the pain is untreatable, or where transportation of the animal would perpetuate or aggravate the condition to a significant extent.

For killing to be humane, brain activity needs to cease as rapidly and as painlessly as possible, and death must ensue as soon as possible. Different species require different killing methods. Advice on the most appropriate method for the animal being transported and the conditions under which emergency killing is required needs to be sought prior to travel.

Minimum Standard No. 17 – Emergency Humane Destruction

- (a) Persons undertaking emergency humane destruction must be competent in the killing of the species.**
- (b) Animals to be killed must be handled, restrained and killed in such a manner as to minimise unnecessary pain and distress prior to death.**
- (c) When killing animals in the event of an emergency, they must be rapidly rendered insensible and remain in that state, until death has occurred.**
- (d) The spinal cord must not be severed or broken in any hoofed animal, until death has occurred.**
- (e) Animals rendered insensible by a blow to the head or a shot to the brain from a firearm must be bled out immediately to ensure death occurs before recovery from stunning.**

Example indicators for Minimum Standard No.17 – Emergency Humane Destruction

- Documented training and equipment maintenance records.

Recommended Best Practice

- (a) A driver or animal handler finding sick, injured or dead animals during the duration of the journey should act according to a predetermined plan.
- (b) Ferries (roll-on roll-off) should have procedures to treat sick or injured animals during the journey. This can include giving advance warning to the port of arrival to ensure immediate veterinary attention on disembarkation.
- (c) If possible, sick or injured animals should be segregated from healthy animals.
- (d) Devices for slaughtering animals should be in good condition (e.g. knives need to be sharp) and appropriate for the animal (e.g. captive bolt device cartridge strength or firearm calibre).

- (e) Euthanasia and death during transport should be followed-up by a veterinarian in order that any problems with the conveyance or operation which contributed to the death can be identified and rectified.

General Information

There is information on the most appropriate methods of humane emergency destruction in some species-specific codes of welfare (see Appendix V: Codes of Welfare). For livestock, this can be undertaken either by directly damaging the brain (a blow or shot, with a firearm or captive bolt pistol, to the head) followed by stopping the blood supply to the brain (cutting both carotid arteries in the throat or sticking the major blood vessels in the chest and the heart). In some emergency situations it may be more appropriate to kill the animal as quickly as possible by a throat cut to prevent or minimise further pain or distress. Cutting of the neck is a noxious experience that causes pain. Animals that are stunned or otherwise rendered insensible cannot feel this pain. For other animals, advice on appropriate methods should be sought as part of the contingency planning process.

The use of a captive bolt or free-bullet firearm produces insensibility but does not necessarily kill. Animals that have been stunned by these methods need to be bled out to cause death.

Bleeding an animal should be carried out using a sharp knife with the incision cutting both carotid arteries and jugular veins in one swift stroke. Breaking the neck or severing the spinal cord immediately after cutting the throat only produces paralysis, does not affect the time it takes for the animal to become unconscious and adds to the potential pain and distress of the procedure.

The blood supply to the brain in cattle is markedly different from other livestock and this difference can result in prolonged consciousness when only the carotid arteries and jugular veins are severed (the throat cut). Therefore, killing any cattle (or calf) by cutting the throat may not produce rapid death and therefore is not humane, unless the animal has first been rendered insensible.

Whenever a firearm is used, it is very important that the operator is competent to use the gun and takes care in ensuring the safety of other animals and themselves.

There are two types of captive bolt firearms – penetrating and non-penetrating. A penetrating captive bolt enters the skull and comes into contact with brain tissue; a non-penetrative captive bolt employs a “mushroom” percussive head. Both methods provide a concussive blow to the skull, resulting in insensibility because of brain tissue damage, although the damage caused by the penetrating captive bolt will result in less chance of the animal regaining sensibility. The captive bolt firearm must be applied directly against the head of the animal at the position shown in Appendix II: Captive bolt and Free-bullet Firearm Stunning Sites, in this code.

For further information on emergency humane destruction see '*Code of Recommendations and Minimum Standards for the Emergency Slaughter of Farm Livestock*'. If you are inexperienced with the procedure a veterinarian should be consulted.

10. Quality Management

Introduction

To ensure that standards of animal welfare and husbandry are maintained, each transport operator (including companies) will need to implement a quality assurance programme that provides written procedures. The elements of the quality assurance programme will provide for the minimum standards and where possible, the recommendations for best practice of this code.

Recommended Best Practice

- (a) To ensure that standards of animal welfare and husbandry are maintained, transport operators, industry organisations and other representative organisations should have a quality assurance system that provides documented procedures.
- (b) The elements of the quality assurance system should provide for the minimum standards and, where possible, the recommendations for best practice of this code.
- (c) The quality assurance system should provide for all incidents resulting in significant sickness, injury or death of animals to be investigated and documented. Where the results of an investigation may have implications for current industry management practices, a report outlining the incident and implications should be forwarded to the appropriate industry body for consideration.
- (d) The quality assurance system should require continual review of existing systems, procedures and training schedules that could enhance the welfare of animals during transport.
- (e) The quality assurance system should include a record of issues identified and the remedial action taken.
- (f) The quality assurance system should include a record of training.

General Information

The adoption or adaptation of an industry generic quality assurance programme can be used to meet these recommendations. This can be particularly useful in special cases (eg transport from the Chatham Islands to the mainland) or where animals have particular needs (eg poultry, pigs, laboratory animals).

While the quality system should be based on the general principles of Standard AS/NZS ISO 9002 or similar, it is not essential that the quality system be certified under the JASANZ (Joint Accreditation Standards for Australia and New Zealand) certification scheme.

Appendix I: Animal Welfare Check List

This check list is provided as a guide only. When it is used, the transport company and conveyance operator (or their agent) should be responsible for ensuring that the information is complete and that the list is kept with other consignment papers.

Animal Welfare Check List			
When did the journey start?	Date	Time	
Where did the journey start?			
What is the final destination?			
Name of transport company			
Name of the first driver			
When did the drivers change?	Date	Time	Name of new driver
	1		
	2		
	3		
What is the type and class of animal carried?	How many?		
	1		
	2		
	3		
How many are pregnant?			
How many are in third trimester?			
When were animals last watered before travel?			
When were animals last fed before travel?			
When were animals fed and/or watered during travel?	Date	Time	
	1		
	2		
	3		
List the veterinary certificates attached	1		
	2		
	3		
Name of animal owner/ consignor			
Address			
Telephone numbers			
Other emergency numbers	Stock agent		
	Veterinarian		

Appendix II: Captive bolt and Free-bullet Firearm Stunning Sites

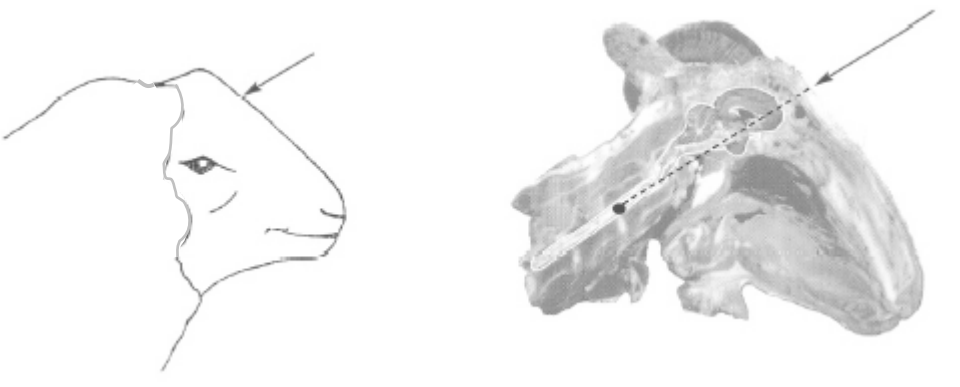
Cattle The optimum position for cattle is at the intersection of two imaginary lines drawn from the rear of the eyes to the opposite horn buds.



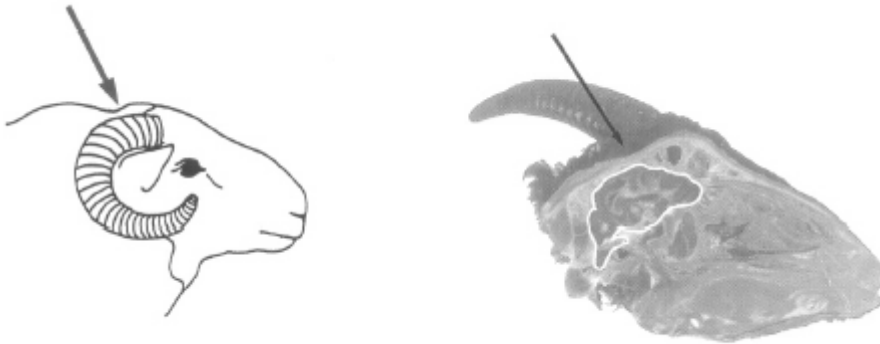
Pigs The optimum position for pigs is on the midline just above eye level, with the shot directed down the line of the spinal cord.



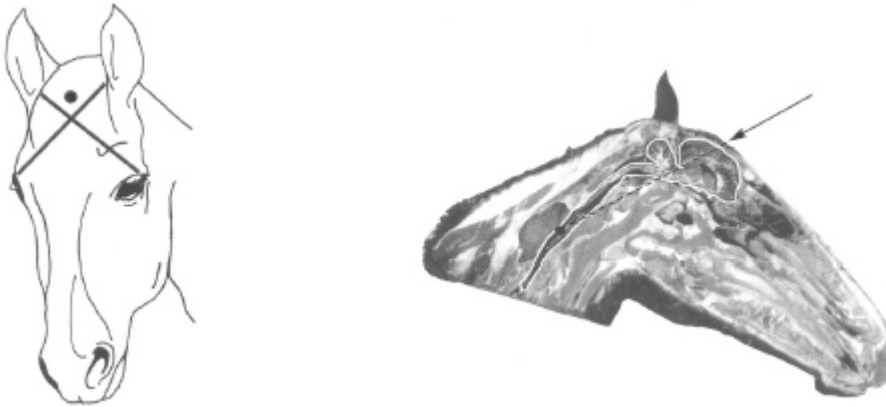
Sheep & goats The optimum position for hornless sheep and goats is on the midline.



Horned sheep and goats The optimum position for heavily horned sheep and horned goats is behind the poll, aiming towards the angle of the jaw.



Equines The optimum position for equines is at right angles to the frontal surface, well above the point where imaginary lines from eye to ear cross.



Deer The optimum position for deer is slightly lateral to the intersection of two lines drawn from the ear to the opposing antler base (or its equivalent position in a female), angled slightly forward.

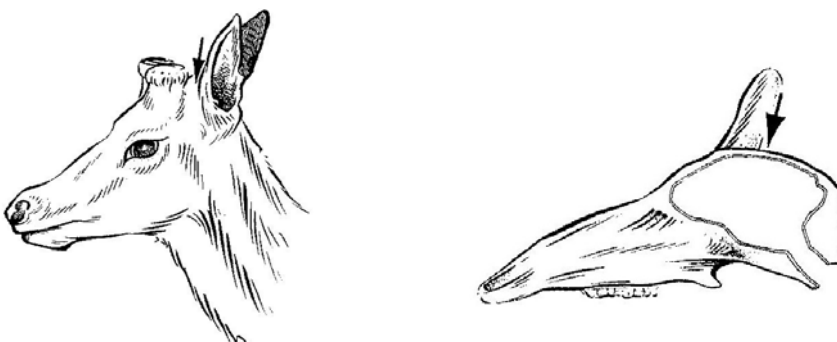


Figure adapted from: Humane Slaughter Association (2005) *Guidance Notes No. 3: Humane Killing of Livestock Using Firearms*. Published by the Humane Slaughter Association, The Old School, Brewhouse Hill, Wheathampstead, Hertfordshire AL4 8AN, UK. www.hsa.org.uk.

Appendix III: Interpretation and Definitions

Act	The Animal Welfare Act 1999.
animal	<p>Means any member of the animal kingdom as defined below and includes the names in common use which refer to the males, females and young of the species.</p> <p>As defined in the Act:</p> <p>“(a) Means any live member of the animal kingdom that is –</p> <ul style="list-style-type: none">(i) A mammal; or(ii) A bird; or(iii) A reptile; or(iv) An amphibian; or(v) A fish (bony or cartilaginous); or(vi) Any octopus, squid, crab, lobster, or crayfish (including freshwater crayfish); or(vii) Any other member of the animal kingdom which is declared from time to time by the Governor-General, by Order in Council, to be an animal for the purposes of the Act; and <p>(b) Includes any mammalian foetus, or any avian or reptilian pre-hatched young, that is in the last half of its period of gestation or development; and</p> <p>(c) Includes any marsupial pouch young; but</p> <p>(d) Does not include –</p> <ul style="list-style-type: none">(i) A human being; or <p>Except as provided in paragraph above, any animal in the pre-natal, pre-hatched, larval, or other such developmental stage.”</p>
available technology	NAWAC takes to mean technologies which are used practically to care for and manage animals, for example, existing chemicals, drugs, instruments, devices and facilities.
container	Any enclosure used to transport animals, including crates, cages or pens.
conveyance	Means of carrying the container or animal (ship, truck, etc).
cryptorchid	An animal in which one or both testes have not normally descended from the abdominal cavity to the scrotum, and the colloquial term for short-scrotum males
goad	An object, including an electric prodder, used to prod an animal to make it move.
good practice	NAWAC takes to mean a standard of care that has a general level of acceptance among knowledgeable practitioners and experts in the field; is based on good sense and sound judgement; is practical and thorough; has robust experiential or scientific foundations; and prevents unreasonable or unnecessary harm to, or promotes the interests of, the animals to which it is applied. Good practice also takes account of the evolution of attitudes about animals and their care.

husbandry	Care and management practices in animal production.
ill-treat	As defined in the Act: “in relation to an animal, means causing the animal to suffer, by any act or omission, pain or distress that in its kind or degree, or in its object, or in the circumstances in which it is inflicted, is unreasonable or unnecessary.”
journey duration	Time animals spend in initial assembly prior to loading, loading, transit, rest periods and unloading at the point of destination
minimum standards	Minimum standards provide the details of specific actions people need to take in order to meet the obligations in the Act. They are identified in the text by a heading, and generally use the word “must” or similar. They are highlighted in boxes within the text.
owner	As defined in the Act: “in relation to an animal, includes the parent or guardian of a person under the age of 16 years who – (a) Owns the animal; and (b) Is a member of the parent’s or guardian’s household living with and dependent on the parent or guardian.”
pathogen	A disease-causing agent of an infectious nature, such as a bacterium, virus or fungus. ‘Pathogenic’ has a related meaning.
person in charge	As defined in the Act: “in relation to an animal, includes a person who has an animal in that person’s possession or custody, or under that person’s care, control, or supervision.”
pest	As defined in the Act: “means – (a) Any animal in a wild state that, subject to subsection (2), the Minister of Conservation declares, by notice in the Gazette, to be a pest for the purposes of this Act: (b) Any member of the family Mustelidae (except where held under a licence under regulations made under the Wildlife Act 1953): (c) Any feral cat: (d) Any feral dog: (e) Any feral rodent: (f) Any feral rabbit: (g) Any feral hare: (h) Any grass carp: (i) Any Koi or European carp: (j) Any silver carp: (k) Any mosquito fish: (l) Any animal in a wild state that is a pest or unwanted organism within the meaning of the Biosecurity Act 1993.”

recommended best practice	<p>NAWAC takes to mean the best practice agreed at a particular time, following consideration of scientific information, accumulated experience and public submissions on this code. It is usually a higher standard of practice than the minimum standard, except where the minimum standard is best practice. It is a practice that can be varied as new information comes to light. Recommendations for best practice will be particularly appropriate where it is desirable to promote or encourage better care for animals than is provided as a minimum standard.</p> <p>Recommended best practices are identified in the text by a heading, and generally use the word “should”.</p>
scientific knowledge	<p>NAWAC takes to mean knowledge within animal-based scientific disciplines, especially those that deal with nutritional, environmental, health, behavioural and cognitive/neural functions, which are relevant to understanding the physical, health and behavioural needs of animals. Such knowledge is not haphazard or anecdotal; it is generated by rigorous and systematic application of the scientific method, and the results are objectively and critically reviewed before acceptance.</p>
stock crates	<p>A container designed to hold animals during transport.</p>
stockhandler	<p>A person who undertakes the immediate day-to-day husbandry tasks associated with management and care of animals.</p>
transport operator	<p>The manager of the facility or conveyance being utilized to contain or transport animals.</p>

Appendix IV: Legislative Requirements

The Animal Welfare Act 1999 (the Act) imposes obligations on every person who owns or is in charge of an animal. This code has been issued pursuant to section 75 of the Act and will provide guidance on how to comply with the legislative requirements. However, this code does not provide an exhaustive list of the Act's requirements, and owners and those in charge of animals should note that they must comply with the minimum standards in this code *and* the general provisions in the Act. A copy of the Act is accessible at: <http://www.legislation.govt.nz>.

Contents of Codes

Section 69 of the Act provides that a code of welfare may relate to one or more of the following:

- a species of animal
- animals used for purposes specified in the code
- animal establishments of a kind specified in the code
- types of entertainment specified in the code (being types of entertainment in which animals are used)
- the transport of animals
- the procedures and equipment used in the management, care or killing of animals or in the carrying out of surgical procedures on animals.

In deciding to issue a code of welfare, the Minister must be satisfied as to the following matters set out in section 73(1) of the Act:

- that the proposed standards are the minimum necessary to ensure that the purposes of the Act will be met
- that the recommendations for best practice (if any) are appropriate.

Despite the provisions of section 73(1), section 73(3) of the Act allows NAWAC, in exceptional circumstances, to recommend minimum standards and recommendations for best practice that do not fully meet the obligations of:

- sections 10 and 11 – obligations in relation to physical, health and behavioural needs of animals
- section 12(c) – killing an animal
- section 21(1)(b) – restriction on performance of surgical procedures
- section 22(2) – providing comfortable and secure accommodation for the transport of animals
- section 23(1) and (2) – transport of animals
- section 29(a) – ill-treating an animal.

In making a recommendation under section 73(3), section 73(4) requires NAWAC to have regard to:

- the feasibility and practicality of effecting a transition from current practices to new practices and any adverse effects that may result from such a transition
- the requirements of religious practices or cultural practices or both
- the economic effects of any transition from current practices to new practices.

This code provides for the physical, health and behavioural needs (as defined in section 4 of the Act) of animals being presented for slaughter. These needs include:

- proper and sufficient food and water
- adequate shelter
- opportunity to display normal patterns of behaviour

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- physical handling in a manner which minimises the likelihood of unreasonable or unnecessary pain or distress
- protection from, and rapid diagnosis of, any significant injury or disease,

being a need which, in each case, is appropriate to the species, environment and circumstances of the animal.

This code also takes account of:

- good practice
- scientific knowledge
- available technology.

Legal Obligations of Owners and Persons in Charge of Animals under the Animal Welfare Act 1999

The owner or person in charge of an animal has overall responsibility for the welfare of the animal in his or her care. The legal obligations set out below are not an exhaustive list of the obligations in the Act.

a) The owner or person in charge of an animal must:

- (v) ensure that the physical, health and behavioural needs of the animal are met in a manner that is in accordance with both good practice and scientific knowledge
- (vi) where practicable, ensure that an animal that is ill or injured receives treatment that will alleviate any unreasonable or unnecessary pain or distress being suffered by the animal or that it is killed humanely.

b) The owner or person in charge of an animal must not without reasonable excuse:

- (vii) keep an animal alive when it is in such a condition that it is suffering unreasonable or unnecessary pain or distress
- (viii) sell, attempt to sell or offer for sale, otherwise than for the express purpose of being killed, an animal, when it is suffering unreasonable or unnecessary pain or distress
- (ix) desert an animal in circumstances in which no provision is made to meet its physical, health and behavioural needs.

c) No person may:

- (x) ill-treat an animal
- (xi) release an animal that has been kept in captivity, in circumstances in which the animal is likely to suffer unreasonable or unnecessary pain or distress
- (xii) perform any significant surgical procedure on an animal unless that person is a veterinarian, or a veterinary student under the direct supervision of a veterinarian, or a person approved by a veterinarian
- (xiii) perform on an animal a surgical procedure that is not a significant surgical procedure (as defined by the Act) in such a manner that the animal suffers unreasonable or unnecessary pain or distress
- (xiv) kill an animal in such a manner that the animal suffers unreasonable or unnecessary pain or distress.

Other legislation relating to transport

There is also other legislation relevant to the transport of livestock and other animals. This includes, but is not limited to, legislation relating to the following:

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- Seaworthiness / road fitness,
- The operation of vehicles,
- The operation of sea-going vessels,
- The carriage of goods,
- Maritime rules, and
- Requirements for transport operators, including drivers and skippers / captains.

These do not relate specifically to animal welfare, but they can have an impact on animal welfare (for instance, vessels that are not seaworthy pose a risk to the welfare of livestock being carried).

Regulations Review Committee of Parliament

Codes of welfare are deemed to be regulations for the purposes of the Regulations (Disallowance) Act 1989. As such, they are subject to the scrutiny of the Regulations Review Committee of Parliament.

Any person or organisation aggrieved at the operation of a code of welfare has the right to make a complaint to the Regulations Review Committee, Parliament Buildings, Wellington.

This is a parliamentary select committee charged with examining regulations against a set of criteria and drawing to the attention of the House of Representatives any regulation that does not meet the criteria.

Grounds for reporting to the House include:

- the regulation trespasses unduly on personal rights and freedoms;
- the regulation is not made in accordance with the general objects and intentions of the statute under which it is made; or
- the regulation was not made in compliance with the particular notice and consultation procedures prescribed by statute.

Any person or organisation wishing to make a complaint should refer to the publication *Making a Complaint to the Regulations Review Committee*, which can be obtained from the website:

<http://www.clerk.parliament.govt.nz>, or by writing to: Clerk of the Committee, Regulations Review Committee, Parliament Buildings, Wellington.

Strict Liability

In the prosecution of certain offences under the Animal Welfare Act 1999 committed after 19 December 2002, evidence that a relevant code of welfare was in existence at the time of the alleged offence and that a relevant minimum standard established by that code was not complied with is rebuttable evidence that the person charged with the offence failed to comply with, or contravened, the provision of the Animal Welfare Act to which the offence relates. (See sections 13(1A), 24(1) and 30(1A) of the Animal Welfare Act 1999, as amended by the Animal Welfare Amendment Act 2002.)

Defences

It is a defence in the prosecution of certain offences under the Animal Welfare Act 1999 if the defendant proves that there was in existence at the time of the alleged offence a relevant code of welfare and that the minimum standards established by the code of welfare were in all respects equalled or exceeded. (See sections 13(2)(c), 24(2)(b) and 30(2)(c).)

If a defendant in a prosecution intends to rely on the defence under section 13(2)(c) or 30(2)(c), the defendant must, within seven days after the service of the summons, or within such further time as the Court may allow, deliver to the prosecutor a written notice. The notice must state that the defendant intends to rely

on section 13(2) or 30(2) as the case may be, and must specify the relevant code of welfare that was in existence at the time of the alleged offence, and the facts that show that the minimum standards established by that code of welfare were in all respects equalled or exceeded. This notice may be dispensed with if the Court gives leave. (See sections 13(3) and 30(3).)

The strict liability provisions and the defence of equalling or exceeding the minimum standards established by a code of welfare apply to the following offences:

Failing to Provide

Section 12(a): A person commits an offence who, being the owner of, or a person in charge of, an animal, fails to comply, in relation to the animal, with section 10 (which provides that the owner of an animal, and every person in charge of an animal, must ensure that the physical, health and behavioural needs of the animal are met in a manner that is in accordance with both good practice and scientific knowledge).

Suffering Animals

Section 12(b): A person commits an offence who, being the owner of, or a person in charge of, an animal, fails, in the case of an animal that is ill or injured, to comply, in relation to the animal, with section 11 (which provides that the owner of an animal that is ill or injured, and every person in charge of such an animal, must, where practicable, ensure that the animal receives treatment that alleviates any unreasonable or unnecessary pain or distress being suffered by the animal).

Section 12(c): A person commits an offence who, being the owner of, or a person in charge of, an animal, kills the animal in such a manner that the animal suffers unreasonable or unnecessary pain or distress.

Surgical Procedures

Section 21(1)(b): A person commits an offence who, without reasonable excuse, acts in contravention of or fails to comply with section 15(4) (which provides that no person may, in performing on an animal a surgical procedure that is not a significant surgical procedure, perform that surgical procedure in such a manner that the animal suffers unreasonable or unnecessary pain or distress).

Transport

Section 22(2): A person commits an offence who fails, without reasonable excuse, to comply with any provision of section 22(1) (which provides that every person in charge of a vehicle or an aircraft, and the master of or, if there is no master, the person in charge of, a ship, being a vehicle, aircraft or ship in or on which an animal is being transported, must ensure that the welfare of the animal is properly attended to, and that, in particular, the animal is provided with reasonably comfortable and secure accommodation and is supplied with proper and sufficient food and water).

Section 23(1): A person commits an offence who, without reasonable excuse, confines or transports an animal in a manner or position that causes the animal unreasonable or unnecessary pain or distress.

Section 23(2): A person commits an offence who, being the owner of, or the person in charge of, an animal, permits that animal, without reasonable excuse, to be driven or led on a road, or to be ridden, or to be transported in or on a vehicle, an aircraft, or a ship while the condition or health of the animal is such as to render it unfit to be so driven, led, ridden or transported.

Ill-treatment

Section 29(a): A person commits an offence who ill-treats an animal.

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Inspection of Premises

Section 127(1): Inspectors appointed under the Animal Welfare Act 1999 have the power to enter any land or premises (with the exceptions of dwellings and marae), or any vehicle, aircraft or vessel, at any reasonable time, for the purpose of inspecting any animal.

Inspectors include officers of MAF Special Investigation Group, inspectors from approved organisations (e.g. Royal New Zealand SPCA, AWINZ) appointed by the Minister, and the Police.

Appendix V: Codes of Welfare

Process for Code Development

The Act established the National Animal Welfare Advisory Committee (NAWAC) and provided for the issue of codes of welfare with legal effect. One of the responsibilities of NAWAC is to advise the Minister of Agriculture (the Minister) on the content of codes of welfare following a process of public consultation.

A draft code may be developed by anyone, including NAWAC or the Minister. It is then submitted to NAWAC. Provided the draft meets criteria in the Act for clarity and compliance with the purposes of the Act, and provided representatives of persons likely to be affected by the code have been adequately consulted, NAWAC publicly notifies the code and calls for submissions. NAWAC is then responsible for recommending the form and content of the code to the Minister after having regard to the submissions received, good practice and scientific knowledge, available technology and any other relevant matters.

NAWAC may recommend standards that do not fully meet the obligations in the Act if certain criteria specified in the Act are met.

The Minister issues the code by notice in the *Gazette*.

Revision of the Code

This code is based on the knowledge and technology available at the time of publication, and may be reviewed in the light of future advances and knowledge. Consequently, NAWAC will review this code when deemed necessary. In any event, this code will be reviewed no later than XXXX (being 10 years from the date on which this code was issued by the Minister).

Comments on this code are always welcome and should be addressed to: The Secretary, National Animal Welfare Advisory Committee, PO Box 2526, Wellington.

Further information can be obtained from the website: <http://www.biosecurity.govt.nz/animal-welfare>.

Codes of Welfare

- Animal Welfare (Broiler Chickens: Fully Housed) Code of Welfare 2003
- Animal Welfare (Rodeos) Code of Welfare 2003
- Animal Welfare (Pigs) Code of Welfare 2005
- Animal Welfare (Layer Hens) Code of Welfare 2005
- Animal Welfare (Zoos) Code of Welfare 2005
- Animal Welfare (Circuses) Code of Welfare 2005
- Animal Welfare (Painful Husbandry Procedures) Code of Welfare 2005
- Animal Welfare (Companion Cats) Code of Welfare 2007
- Animal Welfare (Deer) Code of Welfare 2007

Regulations and Circular Deemed to be the Animal Welfare (Commercial Slaughter) Code of Welfare 2002

- Clauses 1(a) and 2, and the heading preceding clause 2, of Part 7 of Schedule 1 to the Fish Export Processing Regulations 1995 (SR 1995/54)
- Regulation 80(1) of the Game Regulations 1975 (SR 1975/174)
- Regulation 76 of the Meat Regulations 1969 (SR 1969/192)
- The Slaughter of Stock, Game, and Poultry Regulations 1969 (SR 1969/194)
- New Zealand Fishing Industry Agreed Implementation Standards 003.4 Live Eels and Rock Lobsters Circular 1995

Codes of Recommendations and Minimum Standards

- Sea Transport of Sheep from New Zealand, September 1991
- Welfare of Sheep, July 1996
- Welfare of Dairy Cattle, June 1992
- Welfare of Deer During the Removal of Antlers, July 1992, amended August 1994, August 1997
- Welfare of Horses, February 1993
- Welfare of Bobby Calves, July 1997
- Care of Animals in Boarding Establishments, August 1993
- Welfare of Animals at the Time of Slaughter at Licensed and Approved Premises, July 1996
- Sale of Companion Animals, September 1994
- Welfare of Animals Transported within New Zealand, November 1994, amended June 1996, August 1998
- Welfare of Animals at Saleyards, May 1995
- Emergency Slaughter of Farm Livestock, December 1996
- Welfare of Dogs, May 1998
- Welfare of Ostrich and Emu, September 1999

Guidelines

- Welfare of Stock from which Blood is Harvested for Commercial and Research Purposes, April 1996
- Welfare of Yearling Fallow Deer During the Use of Rubber Rings to Prevent Antler/Pedicle Growth, September 1997
- Welfare of Red and Wapiti Yearling Stags During the Use of Rubber Rings to Induce Analgesia for the Removal of Spiker Velvet, September 1998

<p>Codes and Guidelines may be obtained from: <i>Executive Co-Ordinator Animal Welfare MAF Biosecurity New Zealand Ministry of Agriculture and Forestry PO Box 2526 WELLINGTON 6140 Tel: 04 894 0366 email: animalwelfare@maf.govt.nz</i></p>	<p>Or can be inspected at: <i>Animal Welfare Ministry of Agriculture and Forestry Pastoral House Reception Level 10 25 The Terrace WELLINGTON 6011</i></p>
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Codes and Guidelines are available on MAF's website.

The web page address is: <http://www.biosecurity.govt.nz/animal-welfare>.