Implementation of the OIE standards for Animal Transportation

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This Presentation

• Background to transportation considerations
• Risk management framework
• Role of science
• Australian livestock transport standards
• Australia’s livestock export industry
• Using the OIE Guidelines
Transport of animals – long history

• Animals have been transported for thousands of years
   – For farm production, wars, food supply, public entertainment, colonial spread…….often to transport humans!
   – 500 farm animals came to Australia from the Cape of Good Hope in November 1787 and 9 animals died after 77 days at sea
Veterinaria italiana – current global reference

- 2008, Vol 44 (1) Jan – March
  Welfare aspects of the long distance transportation of animals (farm, exotic, lab animals etc)

  The most current and comprehensive global reference that not only looks at scientific aspects, but considers the subject broadly in respect of risk management - government policy, infrastructure, training, standards etc
How can welfare be protected during transport?

- Transportation causes stress in animals (and humans e.g. international long haul flights)
  - Stress can be mitigated with appropriate planning & risk management
  - Need appropriate vehicle design, competent drivers, well-prepared animals
A ‘whole of chain’ risk management approach
How can welfare be protected during transport?

• **Need to have:**

  - a travel plan for each trip
  - standards and procedures, based on a mix of experience, practicality and travel conditions
  - animals that have been prepared and are fit to travel
  - appropriate vehicles/ ships/ aircraft
  - trained handlers/drivers
Australian Animal Welfare Standards linked to:

- Standing Committee on Agriculture and Resource Management
- Model Code of Practice for the Welfare of Animals
- Livestock at Slaughtering Establishments
- TruckCare
- ALTA

Terrestrial Animal Health Code

National Codes of Practice for Welfare

TruckCare and other industry quality assurance programs

International welfare standards and guidelines
Regulation and Industry QA/Co-regulation

**TruckCare quality assurance procedures**

- Transport company consignment travel plan, considering:
  - Species, class, condition, number of livestock
  - Transport vehicles
  - Loading densities, penning requirements
  - Duration of journey: rest periods for driver and animals, expected weather conditions
  - Inspection of livestock, loading and unloading arrangements
  - Travel route, road conditions
  - Contingency plans for emergencies

**Road transport regulations**

OEIE World Organisation for Animal Health (Office International des Épizooties)
QA quality assurance
Role of science in assisting with standards

• Assist in understanding stress and welfare impacts on animals

  – To provide ‘evidence’ through research or data analysis to assist policy makers and regulators to set practical standards

  – Results are specific to the set of experimental conditions
Australian Welfare Standards – Land Transport

- Based on extensive consultation

- Stakeholders along supply chain – ‘farm to fork’

- Partnership between industry, governments and community

- Acknowledge range of production systems

- Fits with Quality Assurance schemes.
Australian Welfare Standards – Land Transport

- Standards will inform and educate

- Must be sustainable and aim for ‘evolutionary’ change

- Standards on their own are not enough
  - Need monitoring and evaluation
  - Need well resourced enforcement system
  - Need support of transport industry
Australia’s live animal export industry

• Highly regulated industry

• 6 days from northern Australia to Indonesia, 20 days to Middle East.

• Valued at almost $A1 billion and 10,000 jobs.

• Risk management framework
  – Must have a licence to export!
Live animal exports

• Ships must be approved/meet standards

• Each consignment has a risk management plan

• All animals identified to property of source

• Reporting requirements
Air Transport of animals

- Australian standards cover air transport
- From selection to export
- Based on International Air Transport Association (IATA) regulations

Photo courtesy of MLA- LiveCorp
Post arrival

- Working with Middle East governments to develop MOUs
- Worked with OIE, Middle East and Asia to develop regional plans to implement OIE welfare guidelines
- Training programs, capacity building and infrastructure improvement
Using the OIE transport guidelines........

<table>
<thead>
<tr>
<th>OIE Standard/guideline</th>
<th>Indicators of acceptable welfare</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Article 3</strong> - Vehicles used for transport should be designed, constructed and fitted as appropriate to the species, size, etc........free from sharp protrusions</td>
<td>Animals arrive at destination in good condition with no visible injuries</td>
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<td>Post slaughter, no evidence of carcase bruising</td>
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[Images of transport vehicles and facilities]
Using the OIE transport guidelines........

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<td><strong>Article 6</strong> - Facilities for loading (ramps, etc) should be designed to meet the needs and abilities of animals......dimensions, slope, flooring, no sharp projections......</td>
<td>Animals walk up the loading ramp with minimal intervention, and not observed to slip or fall</td>
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</tbody>
</table>
### OIE Standard/guideline

**Article 5** - animals that are *unfit* to travel should not be loaded onto a vehicle
- sick, injured, weak, disabled, blind in both eyes
- Unable to stand on both legs

### Indicators of acceptable welfare

- Animals inspected and unfit animals not loaded
- Animals arrive in good condition, can walk off the vehicle unaided, no sign of lameness or injury
Training and education – working with governments and commercial companies

PORTS

Photos courtesy of Meat and Livestock Australia/LiveCorp
Training and education

Photos courtesy of Meat and Livestock Australia/LiveCorp
Improving management

Photos courtesy of Meat and Livestock Australia/LiveCorp
Conclusion

- Livestock transport will continue to be a legitimate undertaking, but risks to animals need to be managed through a ‘whole of chain’ approach
  - Difference countries, different risks.

- Need Partnerships along supply chain – shared responsibilities.

- OIE welfare guidelines provide the basis for international cooperation, education, training – capacity building.
THANK YOU!