



Red Tractor
Assurance



RED TRACTOR ASSURANCE LIVESTOCK TRANSPORT SCHEME

(FORMERLY KNOWN AS THE ABM/ABP LIVESTOCK TRANSPORT
STANDARDS)



Version 2.4

**Please note: the only change in this document
from version 2.3 is the revision of Standard 3.2.2 on 1 June 2011 and 2.2.1 on 13
January 2014.**



PLEASE NOTE that the Red Tractor Assurance Livestock Transport Scheme was previously known as the ABM/ ABP Livestock Transport Scheme. References to the ABM/ABP standards have not been replaced within this version of the scheme standards. The scheme standards will be fully rebranded when the scheme undergoes a full review.

Foreword

Welcome to the revised version of the ABM/ABP Livestock Transport standards.

Certification against the ABM/ABP Livestock Transport standards allows hauliers to prove that standards of food safety and animal health and welfare meet nationally agreed levels of best practice. Beef, Lamb and Pork transported from recognised assured farms and which passes through an assured supply chain is eligible to carry the Red Tractor logo. The ABM/ABP standards also form the basis of the EBLEX/BPEX Quality Standard Marks, which include additional eating quality requirements. Producers are now starting to see the benefit of consumer promotion of both these marks as recognition and demand for them is gradually increasing.

We are acutely aware of the pressures being experienced by the livestock sector and the increasing amount of work being pushed upon the farming industry. Our aim is to provide producers with standards which are clear, concise and easy to understand. In addition we have now developed a number of templates and guidance notes which are available to members and we hope will help make the process of becoming assured as straight forward as possible.

Ian Froom
ABM Chairman

Philip Richardson
ABP Chairman



ABM/ ABP LIVESTOCK TRANSPORT STANDARDS

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ABM/ABP LIVESTOCK TRANSPORT STANDARDS

Introduction

Standards

These standards have been developed by the ABM Technical Advisory Group which is made up of representatives and experts from within the industry.

Any new or revised standards are highlighted as such. Most requirements of the standard apply similarly to beef, lamb and pork. The few requirements that apply to just pork are marked accordingly (P). Next to almost every standard is some further producer guidance providing further explanation, additional sources of information and details of what inspectors require.

Records

Each standard that requires a producer to have a record is marked with a ® and Appendix 14 provides a full list of all records required. Records on computer are acceptable as long as they contain all the required information and are fully complete. The computer or printed copies of records must be made available to inspectors who will need to check their content.

Self-Assessment

It is strongly recommended that hauliers carry out a self-assessment of the vehicles against the standards prior to the inspection taking place. Tick boxes are positioned next to each standard and if completed should avoid any non-conformances being raised by the inspector.

Record Templates

To help hauliers meet all the record keeping requirements of these standards, ABM has produced record templates which can be used. Each appendix highlights where a record template has been produced and these are available from the ABM website www.abm.org.uk or by contacting the ABM office.

Required publications

ABM/ABP acknowledges that hauliers can gain access to many publications electronically. It is acceptable for required publications to be available electronically, as long as the producer can demonstrate to the inspector that it is available. If publications have to be made available to other relevant personnel then the producer must either provide a printed version for them or make sure they have access to it electronically. Access to the required publications are available electronically from the ABM website www.abm.org.uk.

Prosecutions

Hauliers shall notify their Certification Body of any prosecutions brought or likely to be brought against them with respect to any issues covered in these livestock transport standards, including food safety, animal health, animal welfare, animal identification and movements, trade description, animal transport or environmental legislation. Hauliers

will be asked to sign a declaration relating to prosecutions in their application forms, inspection non-conformance reports and renewal application forms. Any information received will be treated on a case-by-case basis.

Feedback

ABM and ABP are committed to ensuring that inspection and certification against the standards is delivered in a professional and efficient way. We would welcome any feedback producers have on the standards, inspectors or certification bodies. See Appendix 16 for a Feedback Form.

ABM/ABP Policy Statement

It is a policy of the ABM/ABP Standards is that all hauliers must:

- comply with all current legislation
- possess and be aware of all relevant Codes of Practice
- ensure the health and welfare of the stock based on The Five Freedoms :

freedom from thirst, hunger and malnutrition; freedom from discomfort ; freedom from pain, injury or disease ; freedom from fear and distress; freedom to display most normal patterns of behaviour.
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- ensure that full traceability systems are in place
- ensure the safety and welfare of animals during transport
- ensure the environment is protected and cared for
- ensure that all relevant drivers have an understanding and access to a copy of the standards.

Scope and Objectives:

- The ABM/ABP Livestock Transport covers the transport of cattle, sheep and pigs.
- This Standard complements and completes the Red Tractor assurance chain through farms, markets and abattoirs.
- At all times, food safety, animal welfare and traceability are of high importance
- The Company (including the vehicles) must be fully compliant with all current relevant legislation.
- All vehicles operated by The Company must be assured.
- Certification to the ABM/ABP Livestock Transport standard does not prevent hauliers from transporting non-assured stock, but these must not be mixed with assured stock in the same compartment during transport.
- Each vehicle must be inspected before it can be approved.
- A 'vehicle' is defined as an individual unit that can transport livestock i.e. rigid lorry, artic trailer, or drag.
- The Company will be subject to an annual inspection cycle during which at least 50% of the total number of vehicles are inspected. The vehicles to be included in the 50% will be prescribed by the Certification Body and must **not** be the same vehicles year on year.
- The Company will be subject to random spot checks at markets and abattoirs conducted by ABM on behalf of their Certification Body.

Standard:

- The standard is made up of three sections. The company and each vehicle must fully comply with all three sections.
- Spot checks will be carried out against all three sections of the standard.

SECTION 1: Documentation for employees and livestock

Std No.	Standard	Guidance
<p>1.1</p> <p><i>Revised</i></p>	<p>Drivers must hold a statutory licence to drive the type of goods vehicle to be used.</p> <p><i>CRITICAL FAILURE POINT</i></p>	<p>All HGV drivers must hold the relevant HGV or LGV licence. All drivers who passed their test after Jan 1st 1997 must hold the appropriate licence to pull trailers if necessary.</p> <p>It is not necessary to provide the full licence details at the inspection but you need to provide evidence that each driver hold an up-to-date relevant licence for the vehicle they drive e.g. a list of licence numbers or copies of licences. This can be part of the training record.</p>
<p>1.2</p> <p>®</p> <p><i>Revised</i></p>	<p>All drivers must be trained to carry out their individual role.</p>	<p>Training can be either in-house, via an experience member of staff, or by attendance at an external course, such as those approved by the Road Haulage Association (RHA) (01932 841515) or NPTC (024 7685 7300). The training must be documented in a training record, as shown in appendix 1.</p> <p>From January 2008 all drivers of livestock over 65 km will be required to hold a Defra approved Certificate of Competence. Further details will be available on the Defra website (www.defra.gov.uk).</p>
<p>1.3</p> <p><i>Revised</i></p>	<p>All relevant movement records must be kept for the legal minimum period, or at least 12 months (whichever is greater).</p> <p><i>CRITICAL FAILURE POINT</i></p>	<p>The movement records include Animal Movement Licences and Animal Transport Certificates as appropriate. AML's must be kept by law for 3 years; ATC's are required by ABM to be kept for 12 months. All records must be made available on request.</p>
<p>1.4</p>	<p>All livestock must be accompanied by the relevant movement documentation as required by Law.</p> <p><i>CRITICAL FAILURE POINT</i></p>	<p>Sheep and Pigs must be accompanied by the relevant AML and Cattle must be accompanied by their Cattle Passports (CPP). All stock must also be accompanied by an Animal Transport Certificate (ATC) (for journeys over 50km). In some cases the AML may be accepted as the ATC.</p>
<p>1.5</p> <p><i>New</i></p>	<p>All hauliers must hold a valid Transporter Authorisation where appropriate.</p> <p><i>CRITICAL FAILURE POINT</i></p>	<p>As of Jan 5th 2007, all hauliers of livestock over 65km are required to obtain and hold a valid Transporter Authorisation issued by the SVS (www.defra.org.uk). There are two types of Authorisation available: 1) Short Journey (65km to 8 hours) and 2) Long Journeys (over 8 hours).</p> <p>Long journey authorisations are only valid when accompanied by a vehicle approval certificate. Contact your certification body for more information on vehicle approvals.</p> <p>A copy of the authorisation should be kept with the vehicle and hauliers must provide the inspector with a copy of the Transport Authorisation on request.</p>

SECTION 2: Procedures for the transport of livestock

- During the annual inspection you will need to demonstrate how you ensure this section of the standard is complied with either through evidence of written procedures or verbally.
- All drivers/employees must be aware of these requirements and may be asked random questions related to parts of this standard
- All drivers must have access to the relevant DEFRA and Food Standards Agency guidance including the MHS Clean Livestock Policy (see appendix 12).

2.1 Animal Handling

- All livestock must be handled calmly and quietly at all times.

2.1.1	Electric goads must not be used except where guidance allows and in any case not excessively. <i>CRITICAL FAILURE POINT</i>	If necessary, as a last resort, electric goads must only be used on the hind quarters of cattle over 6 months which are refusing to move forward where there is space for them to do so. Goads must not be applied for more than 1 second at a time. Electric goads must not be used on sheep or pigs.
2.1.2 <i>New</i>	Guidance tools including sticks must only be used as an extension of the arm to guide, persuade and encourage livestock.	Items used for guidance must not be capable of causing damage to the animals i.e. not have sharp points, etc. Guidance tools including wooden sticks and alkathene pipe must not be used to strike animals.

2.2 Bedding

2.2.1	Suitable and sufficient bedding must be provided at all times.	<p>Bedding must be appropriate to the type of animal being transported and the length of the journey. Hauliers should know which type of bedding must be provided for which type of livestock.</p> <p>Livestock transported on long journeys (>8hours) must be provided with an appropriate bedding material, ensuring comfort and absorption of urine and faeces.</p> <table border="1"> <thead> <tr> <th></th> <th>Non-slip flooring only</th> <th>Straw</th> <th>Wood shavings</th> <th>Perforated Floor</th> </tr> </thead> <tbody> <tr> <td>Calves (<6months) and lambs (<20kg)</td> <td>No</td> <td>Yes</td> <td>No</td> <td>No</td> </tr> <tr> <td>Other cattle and sheep</td> <td>Yes (<8hours only)</td> <td>Yes</td> <td>Yes</td> <td>No</td> </tr> <tr> <td>Pigs (weaner <7kg)</td> <td>No</td> <td>Yes</td> <td>No</td> <td>No</td> </tr> <tr> <td>Other pigs</td> <td>No</td> <td>Yes</td> <td>Yes</td> <td>Yes</td> </tr> </tbody> </table>		Non-slip flooring only	Straw	Wood shavings	Perforated Floor	Calves (<6months) and lambs (<20kg)	No	Yes	No	No	Other cattle and sheep	Yes (<8hours only)	Yes	Yes	No	Pigs (weaner <7kg)	No	Yes	No	No	Other pigs	No	Yes	Yes	Yes
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2.2.2	There must be a supply of suitable bedding available, or provisions in place to ensure	This could be in the form of a dedicated bedding store on site, or prior agreements with neighbouring																									

<i>New</i>	suitable and sufficient bedding can be provided where necessary.	farmers/merchants if necessary.
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2.3 Space Allowances

2.3.1	Animals must be stocked according to size and weight and must not be overcrowded or too loosely stocked during transport.	Stocking densities must be appropriate to the species, size, weather conditions and length of journey. Animals must not be stocked in such a way that causes injury or compromises animal welfare. Stocking densities must be decreased in hot weather. Space allowances must at least comply with the figures in appendix 2. Manual lifting internal ramps must not be included when calculating stocking densities.
2.3.2 P <i>New</i>	Pigs must not be stocked at greater than 235 kg/m ² per 100 pigs.	When necessary for the welfare of the pigs, the stocking density limit can be altered by up to 20%.
2.3.3 <i>Revised</i>	Animals must have sufficient headroom to provide natural ventilation.	Animals should also be able to stand in a natural standing position.

2.4 Segregation

2.4.1 <i>Revised</i>	Horned and non-horned animals must not be transported in the same compartment unless they have been reared together.	
2.4.2	Different species must be kept separately. <i>CRITICAL FAILURE POINT</i>	E.g. Cattle and sheep must not be transported in the same compartment. They can be transported on the same vehicle.
2.4.3	Animals of different sizes must be kept separate unless they have been reared together.	Mothers and offspring are exempt from this standard.
2.4.4	Fractionous and/or excitable stock must be dealt with in the safest way, with due regard for animal welfare.	In some cases it may be best to segregate the animal, and at other times it may be best to keep them with other stock. The haulier must know the contingencies in place for when such incident occurs. See standard 2.9.1.
2.4.5 <i>New</i>	Farm assured and non-farm assured must be individually identified or segregated during transport to ensure that different status' can be identified on arrival.	Farm assured livestock cannot be transport in the same compartment as non-assured stock unless the animals are individually identifiable and their farm assurance status can be verified, although they can be transported on the same vehicle.

2.5 Ventilation

2.5.1 <i>Revised</i>	The vehicle must have an adequate source of ventilation.	Ventilation must be capable of keeping livestock in appropriate conditions, taking into consideration the species, length of journey, and weather conditions. Ventilation should be capable of being adjusted, or stocking densities reduced as required.
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2.6 Unfit/ill/injured Livestock

2.6.1 <i>Revised</i>	The carriage of any unfit, ill or injured animal is prohibited unless veterinary advice is to the contrary.	This includes animals that are 90% of the way through gestation or within 1 week of having given birth. The definition and requirements of unfit/ill or injured animals shown in appendix 3. To avoid any doubt when undertaking commercial transport activities, ABM/ABP recommends that the requirements of this standard are included in any conditions of carriage.
2.6.2	Animals suffering injury, or who have become injured during transport, must be dealt with according to legislation and/or veterinary advice.	This must be part of the contingency plan (2.9.1)
2.6.3	Hauliers must have a copy of the Defra guidance on the Transport of Casualty Animals.	It is recommended that a copy of this booklet be kept with the vehicle although the haulier must be able to demonstrate access to the document during the inspection. In some cases certain booklets are out of print at Defra in which case an order number from Defra is acceptable although access via the internet is also acceptable.

2.7 Driving

2.7.1 <i>New</i>	Hauliers and drivers must be aware of the rest periods required for transporting livestock.	See appendix 8.
2.7.2	The driver must ensure that during roadside checks they obtain priority over other vehicles.	Priority must be obtained in the interest of Animal Welfare. You may also ask for priority in the case of delays caused by accidents but it may be outside the abilities of the emergency services to allow onward travel depending on the circumstances.

2.8 Cleansing and Disinfecting

2.8.1	All vehicles must be cleansed and disinfected with approved disinfectants.	Vehicles must be cleansed and disinfected regularly. A list of approved disinfectants in England, Wales and Scotland can be found on the Defra website: www.defra.gov.uk/animalh/diseases/control/testing_disinfectants.htm . Please contact DARD in Northern Ireland.
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2.8.2 ®	Records of all undertakings to cleanse and disinfect must be kept and made available to inspectors on request.	This applies when C&D is carried out off-site from delivery to an abattoir or market indicated on the declaration to C&D. A copy of the declaration for 'off-site' C&D (form FM/AW 27) is shown in appendix 9.
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2.9 Contingency Plans

2.9.1 ® <i>New</i>	Hauliers must have a written contingency plan.	The plan must identify specifically the transport of ill, injured and unfit livestock, vehicle breakdowns, and accidents, together with a list of emergency contacts. Each driver must be given a copy of this, although this will not be inspected. Drivers will need to demonstrate that they are aware of the plans when asked.
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2.10 Complaints Record

2.10.1 ® <i>New</i>	A record of any written complaints received by the haulier/business relating to the vehicle or the animals during transport must be kept together with details of actions taken to resolve the problem and prevent reoccurrence.	Relevant 'complaints' are those that express dissatisfaction in writing on a subject that is within the scope of these transport standards. A complaint might be from an abattoir (e.g. broken gates, stocking densities). Records need to be maintained in a manner that makes them easy to retrieve and also demonstrate what action(s) has been taken to resolve the issue with the originator of the complaint. Even where there have been no complaints to date a means of recording complaints in the future is required, (e.g. a complaints record form or file). Appendix 11 provides an example complaints record form.
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SECTION 3: Vehicle Construction

- All vehicles must be constructed, maintained and operated so as to avoid injury and suffering and to ensure safety of the animals is maintained.

3.1 Loading/Unloading Facilities

3.1.1 <i>Revised</i>	All vehicles must be free from projections and sharp edges	This includes gates, ramps, floors, decks and all other parts of the vehicle.
3.1.2 P <i>Revised</i>	Where necessary, drivers must have access to a pig board.	It is satisfactory to have pig boards provided at the point of loading/unloading.

3.2 Ramps/Flooring

3.2.1 <i>Revised</i>	All ramps and floors, whether internal or external, must be constructed in such a way to minimise animals slipping.	Floors must be constructed of non-slip material. Ideally, tail lift ramps, or complete lifting decks should be installed where practicable.
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<p>3.2.2</p> <p>Revised 1/6/2011</p>	<p>Ramp angles must not exceed the legal requirement,</p> <p>CRITICAL FAILURE POINT</p>	<p>The RT Livestock Transport scheme (formerly ABM/ABP) requires that all ramp angles on old and new vehicles built (and on the road) before or after the 5th January 2007 must comply with the measurements laid down in 1/2005 (WATO 2006). Any internal ramps must also comply.</p> <p><i>The information below shows the maximum ramp angles allowed.</i></p> <p><i>Angles on any deck of any vehicle must not exceed the following:</i></p> <p>Cattle 26° 34mins (50% to the horizontal). Sheep 26° 34mins (50% to the horizontal). Pigs 20° (36.4% to the horizontal), Calves 20° (36.4% to the horizontal),</p> <p>Static loading ramps must not be used in the calculation of a vehicle ramp angle. If the vehicle has air suspension, it may be used to achieve the angle. Vertical risers (small blocks, hoops) and extensions may be used to make the ramp shallower if required, but they must either be a fixed part of the vehicle or detachable and carried on/in the vehicle (i.e. part of its fittings). Animal welfare must not be compromised by the use of such devices.</p>
<p>3.2.3</p> <p>New</p>	<p>Flooring must prevent the leakage of faeces and urine as far as practicable.</p>	

3.3 Partitions

<p>3.3.1</p>	<p>Partitions must be at least 76 cm from the floor for calves, sheep and pigs, and 127cm from the floor for cattle.</p>	<p>Where partitions are not the specified height, a letter from Trading standards or a veterinary officer must detail the reasons why the partitions are below the standard and at all times standards 2.3.3 and 2.5.1 must not be compromised by the changes in partition height.</p>
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Standard 3.3.2 removed 1 October 2010.

3.4 Inspection Facilities

3.4.1 <i>Revised</i>	There must be separate access to animals on each deck.	The haulier must have the ability to enter compartment when vehicle is stationary in order to see each animal and to provide appropriate care to it. Access may be through the main loading door, but provision of a separate inspection door giving access to each floor or tier is recommended.
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3.5 Lighting

3.5.1 <i>Revised</i>	There must be a suitable method of providing light so that animals can be inspected at any time.	This can be a torch provided it is in working order, has a sufficient beam to inspect the animals and is kept with the vehicle. ABM recommends that internal lights are fitted and maintained in good working order.
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3.6 Logo Usage

3.6.1 <i>New</i>	The ABM/ABP scheme logos may only be displayed on vehicles which are current, valid members of the scheme <i>CRITICAL FAILURE POINT</i>	If a vehicle is withdrawn or suspended from the scheme the sticker must be removed from the vehicle and destroyed.
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Appendix 3: Animal Transport Certificate
(Standard 1.3/1.4: Template T2)


1. Name and address of transporter	2. Name and address of owner of the animals
Telephone no: Fax no:	Telephone no: Fax no:
3. Registration number of vehicle(s) and trailer(s)	
4. Species of animals	5. Number of animals
6. Status of animals (please circle) Slaughter Fattening Breeding Other (specify)	<i>Name and Address of Veterinary Surgeon (Place of departure) Optional</i>
7. Address of place animals loaded	8. Address of final destination
9. Date of loading	10. Time first animal loaded
11. Date of departure	12. Time of departure
13. Time(s) and place(s) where rest stops undertaken, including if the animals were watered and/or fed	
14. Date last animal unloaded	15. Time last animal unloaded
16. Name of person in charge during the journey	Signed: Director/Partner/Owner/Driver/Other

This is a suggested format. The information can be recorded in other formats as required.
Please retain for 12 months.

Appendix 5: Transporter Authorisation (Short Journey Specimen)
 (Standard 1.5)



**UNITED KINGDOM
 ANIMAL TRANSPORTER AUTHORISATION
 COUNCIL REGULATION (EC) No 1/2005
 (ARTICLE 10)**

1. Transporter Authorisation Reference: UK/NEMPNT/1/00000001		
2. TRANSPORTER IDENTIFICATION		TYPE 1 ONLY VALID FOR JOURNEYS UP TO 8 HOURS
Name/Company Name: Tupton Sheep		
Address and Postcode: Sheep Farm, Ramsbury, Nr Fleece town, Midshire ZZ1 0QQ		
Tel No: 123 67890	Fax: 123 67890	Email: tupton@sheep.co.uk
3. SCOPE OF THE AUTHORISATION		
of animals: All Species Modes of transport: Road		
Valid from: 09/03/2010		Expires on: 08/03/2011
4. ISSUED BY: Nempnett Animal Health Divisional Office, 1 The Avenue, Nempnett, Midshire ZZ99 2VV		
No: 234 987654	Fax: 234 987655	Email: a.h.o.nempnett@vfs.defra.gsi.gov.uk
Name and signature of the official:		<u>Official stamp</u> 
Date issued:		

Appendix 6: Stocking Densities in Transport
(Standard 2.3.1)

BOVINE ANIMALS

Category	Approx weight (in kg)	Area in m ² /animal
Small Calves	55	0,30 to 0,40
Medium-sized calves	110	0,40 to 0,70
Heavy calves	200	0,70 to 0,95
Medium-sized cattle	325	0,95 to 1,30
Heavy cattle	550	1,30 to 1,60
Very heavy cattle	>700	[>1,60]

These figures may vary, depending not only on the animals' weight and size, but also on their physical condition, the meteorological conditions and the likely journey time.

SHEEP/GOATS

Category	Weight (in kg)	Area in m ² per animal
Shorn sheep and lambs of 26 kg and over	<55	0,20 to 0,30
	>55	>0,30
Unshorn sheep	<55	0,30 to 0,40
	>55	>0,40
Heavily pregnant ewes	<55	0,40 to 0,50
	>55	0,50
Goats	<35	0,20 to 0,30
	35 to 55	0,30 to 0,40
	>55	0,40 to 0,75
Heavily pregnant goats	<55	0,40 to 0,50
	>55	>0,50

The surface area indicated above may vary depending on the breed, the size, the physical condition and the length of fleece of the animals, as well as on the meteorological conditions and the journey time. As an indication: for small lambs, an area of under 0,2m² per animal may be provided.

PIGS

All pigs must at least be able to lie down and stand up in their natural position.

In order to comply with these minimum requirements, the loading density for pigs of around 100 kg should not exceed 235 kg/m².

The breed, size and physical condition of the pigs may mean that the minimum required surface area given above has to be increased: a maximum increase of 20% may also be required, depending on the meteorological conditions and the journey time.

(Source: Council Regulation (EC) No 01/2005) "Space allowances" (Annex 1, Chapter VII)

Appendix 7: Fitness to Travel

(Standard 2.6.1)

Technical Rules as referred to in Article 6(3), Article 8 (1), Article 9 (1) and (2)(a)

Annex 1, Chapter 1

1. No animal shall be transported unless it fit for the intended journey and all animals shall be transported in conditions guaranteed not to cause them injury of unnecessary suffering.
2. Animals that are injured or that present physiological weaknesses or pathological processes shall not be considered fit for transport and in particular if:
 - a.They are unable to move independently without pain or walk unassisted;
 - b. They present a severe open wound, or prolapse;
 - c.They are pregnant females for whom 90% or more of the expected gestation period has already passed, or females who have given birth in the previous week;
 - d. They are new-born mammals in which the navel has not completely healed;
 - e.They are pigs of less than three weeks, lamb less than one week, and calves of less than ten days of age, unless they are transported less than 100km
3. However, sick or injured animals may be considered fit for transport if they are:
 - a.Slightly injured or ill and transport would not cause additional suffering; in case of doubt, veterinary advice shall be sought;
 - b. Transported for the purposes of Council Directive 86/609/EEC if the illness or injury is part of a research programme;
 - c.Transported under veterinary supervision for or following veterinary treatment or diagnosis. However, such transport shall be permitted only where no unnecessary suffering or ill treatment is caused to the animals concerned;
 - d. Animals that have been submitted to veterinary procedures in relation to farming practices such as dehorning or castration, provided the wounds have completely healed.

For further information please see the Defra website www.defra.gov.uk.

(Source: *Council Regulation (EC) No 01/2005*)

Appendix 8: Rest Periods

(Standard 2.7.1)

Technical Rules as referred to in Article 6(3), Article 8 (1), Article 9 (1) and (2)(a)

Annex 1, Chapter V,

1.1 The requirements laid down in this Section apply to the movements of domestic Equidae, except registered Equidae, domestic animals of bovine, ovine, caprine and porcine species, except in the case of air transport.

1.2 Journey times for animals shall not exceed eight hours

1.3 The maximum journey time in point 1.2 may be extended if the additional requirements in Chapter VI are met (ventilation, navigation systems etc)

1.4 The watering a feeding intervals, journey times and rest periods when using road vehicles which meet the requirements in point 1.3 are defined as follows;

- a. Unweaned calves, lambs, kids and foals which are still on a milk diet and unweaned piglets musts, after nine hours of travel, be given a rest period of at least one hour sufficient in particular for them to be given liquid and if necessary fed. After this rest period, they may be transport for a further nine hours
- b. Pigs may be transported for a maximum period of 24 hours. During the journey, they must have continuous access to water.
- c. Domestic Equidae may be transported for a maximum period of 24 hours. During the journey they must be given liquid and if necessary fed every eight hours.
- d. All other animals of the species referred to in point 1.1. must, after 14 hours of travel, be given a rest period of at least one hour sufficient for them in particular to be given liquid and if necessary fed. After this rest period they may be transported for a further 14 hours.

1.5 After the journey times laid down, animals must be unloaded, fed and watered and be rested for at least 24 hours

1.8 In the interest of the animals, the journey times in points 1.3, and 1.4, may be extended by two hours taking into account in particular proximity to the place of destination.

(Source: Council Regulation (EC) No 01/2005)

Appendix 9: Cleansing and Disinfection Form Sample
(Standard 2.8.2)

Department for Environment, Food and Rural Affairs
National Assembly for Wales Agriculture Department

The Transport of Animals (Cleansing and Disinfection) (England) (No. 3) Order 2003 (Article 8)
The Transport of Animals (Cleansing and Disinfection) (Wales) (No. 3) Order 2003 (Article 8)

Serial No.

Undertaking to Cleanse and Disinfect Vehicle

For Official Use Only

Drivers of vehicles which are leaving the premises empty without first cleansing and disinfecting must complete this form.

Drivers are required to cleanse and disinfect their vehicle as soon as reasonably practicable and in any case within the next 24 hours or before it is next used for carrying livestock or poultry, whichever is the sooner.

The vehicle may be subject to an inspection by an authorised person, to ensure compliance with the relevant Transport of Animals (Cleansing and Disinfection) Order.

1. Name and full postal address of premises (livestock market/slaughterhouse etc.)

Postcode

2. Name, address and contact details of vehicle owner and where vehicle is kept

Postcode

CPH Number

CPH Number input field

Telephone No. (including national dialling code)

Telephone No. input field

3. Details of the vehicle/livestock container

- vehicle registration
- make
- type:
 - rigid vehicle
 - drawbar trailer
 - articulated lorry
 - other

If 'other', please specify:

Other specification input field

4. If different from 2, driver's name and full postal address

Postcode

Telephone No. (including national dialling code)

Telephone No. input field

DECLARATION

I undertake to cleanse and disinfect the vehicle at the following address:

Name and location of premises (e.g. farm/laundry yard)

Premises name and location input field

The information on this form may be used by local authorities, Defra, the National Assembly for Wales and their agents, in their role as enforcement authorities, to check compliance with legislation covering the cleansing and disinfection of vehicles used to transport animals. This information may also be used on local and central government data bases.

Signature

Signature input field

Name (BLOCK LETTERS)

Name input field

Date

Date input field

Time of leaving

Time of leaving input field

I am the vehicle: owner driver

WARNING: failure to comply with any provision of the relevant Orders, or any licences made thereunder, is a criminal offence under the Animal Health Act 1981

Original - Retain at market/slaughterhouse - fax to local authority
Pink copy - Spare copy
Green copy - Driver's copy

Appendix 11: Complaints Record Form

(Standard 8.2: Template T4)

A complaints record is required to demonstrate that all complaints are taken seriously and to provide a record of any action taken as a result.

If a letter of complaint is received then a copy of the letter is a sufficient record. Where no written complaints have been received by the haulier the table below is sufficient to demonstrate that a means of recording any complaints received in future is available.

Date	Received From	Nature of Complaint	Action Taken
11 th August 2006	Trading Standards	Broken tailgate	Repaired tailgate.
8 th January 2007	The Abattoir	Cattle arrived at MHS cleanliness score 4/5.	Extra care taken to ensure cattle are not dirty prior to loading. Farmer also made aware of compliant.

Appendix 12: MHS Clean Livestock Policy Guidance

“Transporters can take measures to ensure that animals which are in a Satisfactory condition leaving their point of origin are delivered to the abattoir in the same satisfactory state. The following steps should be considered by the transporter when transferring animals from the point of origin to the abattoir/market:

- i) Ensure as far as possible that animals are protected from adverse weather conditions during **loading**. A wet coat serves to exacerbate contamination due to defaecation during transport.
- ii) Provide a **transport vehicle** which is maintained and cleaned to a suitable standard. It is unacceptable that a dirty lorry should cause contamination of a clean-coated animal. Special consideration should be given to multi-tiered lorries. Such vehicles should be suitably designed, maintained and managed so that animals are protected from the elements and animals on the upper tiers do not cause contamination of animals on the lower tiers.
- iii) Provide **adequate bedding** in the transport vehicle. This will prevent the build up of urine and faeces which could contaminate an otherwise clean coat. In providing adequate amounts of bedding for the journey certain factors need to be taken into account ie. the length of the journey the time of year etc.
- iv) Consideration should be given to the **type of bedding** used, ie. sawdust and woodshavings have more capacity than straw to adhere to the coat, even when the coat is dry. Also, compared to straw, not only do these types of bedding have a greater ability to cause contamination of the carcass during dressing, but their ability to adhere to the carcass is greater than straw and therefore contamination by such is far more difficult to remove.
- v) Attention should be given to **unloading** animals to ensure they are not exposed to adverse weather conditions.

It is advisable that transporters should be aware of the relevant regulations which relate to the transport of animals. Whilst it is not envisaged that the transporter should be obliged to rectify the condition of any animals with unsatisfactory coats, it is **totally unacceptable** that a transporter would bring about the contamination of animals which were loaded in a satisfactory condition, and subsequent to transporting them, they arrive at the abattoir in an unsatisfactory state ie. it is the responsibility of the transporter to ensure that adequate and suitable transport is provided for the animals.

Transporters should be prepared to offer assurances that they are capable and committed to fulfilling their role within the supply chain. If the producer and the transporter are not one and the same, the producer may wish to obtain a guarantee from the transporter to ensure he/she is prepared to fulfil their responsibility.”

(Source: MHS Clean Livestock Policy pp. 9-10)

Appendix 13 Required and Useful Publications

Required Publications

The list below details the publications which producers must have a copy of in order to meet the requirements of the standards.

- **Guidance on the Transport of Casualty Animals (PB1381)**
<http://www.defra.gov.uk/animalh/welfare/farmed/transport/pb1381/casuatoc.htm>

Available from Defra Publications:
08459 556 000
Admail 6000, London, SW1A 2XX

Useful Publications

The list below details some publications that producers will find useful as they provide some additional guidance and information.

- Explanatory Guide to the Welfare of Animals (Slaughter or Killing) Regulations 1995 (PB2594)
<http://www.defra.gov.uk/animalh/welfare/farmed/slaughter/pb2594/guidetoc.htm>
- Summary of the Law Relating to Farm Animal Welfare (PB2531)
- MHS Clean Livestock Policy (PB3250/PB3411)

All above available from Defra Publications:
08459 556 000
Admail 6000, London SW1A 2XX

- Emergencies on Livestock Farms
www.defra.gov.uk/animalh/welfare/farmed/advice/pb1147/emergtoc.htm

Appendix 14 Useful Contact Details

Company	Phone	Email/Website	Address
Assured British Meat (ABM)	01908 844 315	Email abmsec@abm.org.uk Website www.abm.org.uk	PO Box 5273 Milton Keynes MK6 1HL
Defra Helpline	08459 33 55 77	Email helpline@defra.gsi.gov.uk Website www.defra.gov.uk	Customer Contact Unit Eastbury House 30 - 34 Albert Embankment London SE1 7TL
Defra Publications	08459 556000	Website www.defra.gov.uk	Defra Publications Admail 6000 London SW1A 2XX
Defra Videos	0207 238 5406		Defra, Area 6C, Nobel House, 17 Smith Square London SW1P 3JR
Food Standards Agency (FSA)	020 7276 8000	Website www.food.gov.uk	Aviation House 125 Kingsway London WC2B 6NH
Assured Food Standards (AFS)	020 7630 3320	Email enquiries@redtractor.org.uk Website www.redtractor.org.uk	4th Floor Kings Building 16 Smith Square London SW1P 3JJ
English Beef and Lamb Executive (EBLEX)	0870 781 4221	Website: www.eblex.org.uk	EBLEX Graphic House Ferrars Road Huntingdon Cambridge PE29 3EE
BCMS	0845 050 1234	Email bcms-enquiries@defra.gsi.gov.uk	BCMS Curwen Road Workington Cumbria CA14 2DD
CTS Online		Email ctsonline@bcms.rpa.gsi.gov.uk www.bcms.gov.uk	
Road Haulage Association	01932 841515	Website: www.rha.net	RHA Roadway House 35 Monument Hill Weybridge Surrey KT13 8RN
NPTC	024 7685 7300	Website: www.nptc.org.uk	NPTC, Stoneleigh Park, Warwickshire CV8 2LG

Appendix 15 Glossary of Terms and Acronyms

®	Record required for this standard
ABM	Assured British Meat
ABP	Assured British Pigs
AFS	Assured Food Standards
AML	Animal Movement Licence
ATC	Animal Transport Certificate
CPH	County Parish Herd (Holding Number)
DARD	Department of Agriculture and Rural Development
FSA	Food Standards Agency
HGV	Heavy Goods Vehicle
HSE	Health and Safety Executive
LGV	Light Goods Vehicle
MHS	Meat Hygiene Service
NPTC	National Proficiency Test Council
PB	Publication
RHA	Road Haulage Association
SVS	State Veterinary Service
WATO	Welfare of Animals (Transport) Order

Appendix 17

Vehicle Construction – Ramp angles (standard 3.2.2)

The legal ramp angle requirements

Council Regulation (EC) No. 1/2005 on the protection of animals during transport and related operations, implemented through the Welfare of Animals (Transport) England Order 2006 (and subsequent amendments, and equivalent legislation in the devolved regions) specifies maximum ramp angles that must not be exceeded for both internal and external ramps. These are summarised in the table below.

Further guidance on the legislation is available from:

<http://www.businesslink.gov.uk/bdotg/action/layer?topicId=1084590365>

Vehicle ramps (both external and internal) must not be steeper than:

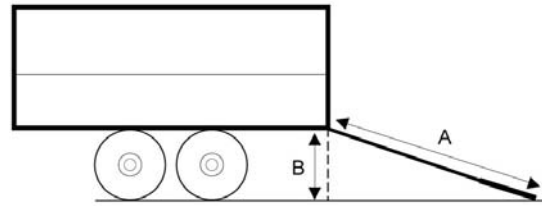
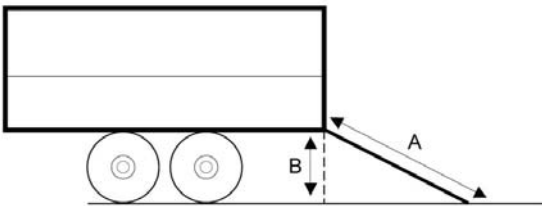
Species	Angle	How to measure this simply
Pigs and Calves	20 degrees	The ramp length (A) must be 3 times as long as the height from the ground (B).
Sheep and Cattle	26.6 degrees	The ramp length (A) must be 2.2 times as long as the height from the ground (B).

NB: Vehicle ramp angles must be calculated independently of a static loading ramp. The vehicle must be on flat ground to measure the ramp angle accurately.

How to measure a ramp angle

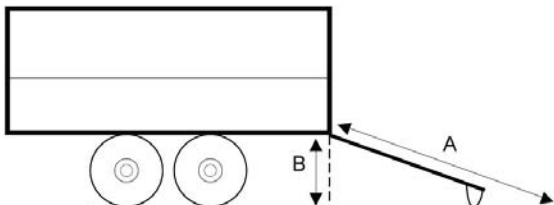
1 Measuring an external ramp with no extension/ riser 2 Measuring an external ramp with an extension

The ramp length (A) must include the length of the extension



3 Measuring an external ramp with a riser

A ramp may have a block or riser fitted/ attached to it to make the ramp angle shallower. To measure the length of A, continue with the measuring tape past the end of the tailboard at the same angle until the tape reaches the ground.



4 Measuring an internal ramp

If the vehicle has an internal ramp to an upper deck, that is aligned with the external ramp, the internal ramp can be measured as a continuation from the tailboard. If any internal ramp is not aligned with the tailboard (as per diagram) it must be measured separately from the tailboard (as shown).

