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Animal Welfare Guidelines – Transport of Livestock on Bass Strait

Approved under Section 44B of the Animal Welfare Act 1993 by the Minister for Primary Industries and Water –
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Animal welfare considerations are becoming increasingly important in the keeping and farming of animals, both in Australia and internationally. Practices which may have once been deemed acceptable or justifiable are now being reassessed in the light of new knowledge and changing attitudes. High standards of welfare are not only important legally and ethically, but also have direct economic benefits and are becoming increasingly necessary for continued market access.

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

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

This Animal Welfare Guideline is based on the Australian Model Codes of Practice for the Welfare of Animals and the Australian Animal Welfare Standards and Guidelines for the Land Transport of Livestock and Australian Animal Welfare Standards and Guidelines for specific livestock, as endorsed by the Primary Industries Ministerial Council (PIMC) or the Agricultural Ministers Forum (AGMIN). Where there is no suitable standard or guideline or national recommendation, the Animal Welfare Guidelines may be amended in Tasmania, in consultation with industry, animal welfare groups and other relevant state and Commonwealth authorities that participate in this livestock transport.

Animal Welfare Guidelines are revised from time to time to take into account changes in legislation, animal management practices and knowledge of animal welfare.

CONTENTS

INTRODUCTION	2
Background	2
Scope	2
Purpose	3
Principles relating to the transport of livestock	3
1 RESPONSIBILITIES AND PLANNING	4
2. STOCK HANDLING COMPETENCY	7
3. LIVESTOCK TRANSPORT VESSELS AND FACILITIES FOR LIVESTOCK	7
4. PRE-TRANSPORT SELECTION OF LIVESTOCK	7
5 LOADING, TRANSPORTING AND UNLOADING LIVESTOCK	8
6 HUMANE DESTRUCTION	11
APPENDIX I	12
GUIDELINES FOR SPACE ALLOWANCES	12
1. Cattle	12
2. Sheep	12
3. Pigs	13
4. Horses	13
APPENDIX II	
SPECIAL REQUIREMENTS OF STOCK	14
1. Cattle	14
2. Horses	14
3. Goats	15
4. Pigs	15
5. Sheep	15
APPENDIX III	16
ANIMAL WELFARE DECLARATION TO ACCOMPANY LIVESTOCK SHIPPED ON BASS STRAIT, INCLUDING WITHIN TASMANIAN WATERS V5 November 16	16

INTRODUCTION

Background

These Guidelines replace the *Animal Welfare Guidelines – Transport of Livestock across Bass Strait* (the ‘Bass Strait Guidelines’) version revised in July 2011.

The Bass Strait Guidelines were developed and approved as a guide to all shipping of livestock on Bass Strait.

With the development and adoption of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*, the transport of livestock in transport vehicles or containers loaded aboard a vessel became subject to mandatory standards which are prescribed in the *Animal Welfare Act (Land Transport of Livestock) Regulations 2013*.

Aspects of the July 2011 version of the Guidelines regulated by the *Animal Welfare Act (Land Transport of Livestock) Regulations 2013* in relation to the transport of livestock on Bass Strait in road vehicles or containers loaded onto a vessel have been deleted from the Guidelines to prevent duplication.

However, there are still some aspects of transporting livestock in road vehicles or containers loaded onto a vessel that are not covered by the *Animal Welfare Act (Land Transport of Livestock) Regulations 2013* that are retained in these Guidelines.

These guidelines have been reviewed and updated to ensure that, where appropriate, there is consistency between all Tasmanian welfare guidelines applying to the shipping of livestock.

Scope

These Guidelines apply to aspects of the transport of livestock by sea in Tasmanian waters that are not subject to the *Animal Welfare (Land Transport of Livestock) Regulations 2013*.¹ The scope of these Guidelines includes shipping livestock on Bass Strait between mainland Australia and mainland Tasmania, between the Bass Strait Islands, and between these islands and mainland Tasmanian /mainland Australia. These guidelines could be adopted by other jurisdictions.

The Bass Strait crossing comprises one leg of what must be regarded as a long road journey from property of origin to final destination. Part, if not all, of the journey will fall within the scope of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock* (the ‘Land Transport Standards and Guidelines’). Where certain standards or guidelines detailed in the Land Transport Standards and Guidelines’ apply to livestock transported in deck pens, this will be specified in these guidelines.

There are also requirements for the shipping of livestock prescribed in Marine Order Part 43 under the *Navigation Act 2012* (Commonwealth). While Marine Order 43 normally applies only to Regulated Australian vessels, the Certificate of Operation of Domestic Commercial Vessels may call up Marine Order 43. Most Bass Strait voyages carrying livestock are regarded as a short sea voyage (under 24 hours) for the purposes of Marine Order 43.

¹ The application of the *Animal Welfare (Land Transport of Livestock) Regulations 2013* is set out in regulation 4 of those Regulations.

Purpose

The purpose of this document is to provide guidance to persons responsible for the care and management of livestock during transport in Tasmanian waters that are not covered by the *Animal Welfare (Land Transport of Livestock) Regulations 2013*. Other jurisdictions may adopt these guidelines.

They supplement, and should be used in conjunction with, the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock* to ensure that risks to animal welfare are minimised for the entire journey that is undertaken.

Principles relating to the transport of livestock

Transport can be stressful to livestock; it is therefore essential that effective management practices are in place to minimise any risks to livestock welfare.

Livestock can be transported more effectively and with a lower risk to livestock welfare if:

- the preparation of livestock before transport is adequate for the intended journey
- competent selection of livestock is done before loading to ensure the livestock are fit for the intended journey
- livestock are handled correctly at all times using well-designed and maintained facilities
- livestock are managed and handled by competent livestock handlers
- road and shipping transport facilities and vehicles are designed and maintained for safe transport of livestock
- the journey is planned to ensure prompt delivery of livestock, and undertaken to ensure appropriate timing of arrival with contingency plans for situations that may affect the welfare of the livestock
- consideration is given to feed and water requirements, provision of adequate shelter from weather and seas, and protection from, and treatment of, injury and disease.

The risk of adverse livestock welfare outcomes is related to:

- competency of personnel involved in any phase of livestock transport
- selection and preparation of the livestock for the journey
- journey duration
- food and water deprivation time
- feed, rest and time off water, before transport and at unloading
- species and class of the livestock being transported
- road, terrain and sea conditions encountered during the journey and management of the livestock in these conditions
- weather conditions and measures taken to ameliorate adverse effects
- vehicle, vessel and facility design and maintenance
- space allowance during transport
- ability to observe the livestock en route and take action to remedy any problems that do occur.

These risk factors can be cumulative and they apply across all stages of the land and sea transport, from assembly before the journey to unloading at the destination.

The Bass Strait crossing comprises one leg of what must be regarded as a long road journey from property of origin to final destination. From an animal welfare perspective, the transport of livestock is a process that begins before the physical journey by road and sea, and only ends some time after the journey is complete.

1 RESPONSIBILITIES AND PLANNING

- G1.1 Planning should be in accordance with the standards and guidelines in Part I of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*.
- G1.2 Responsibilities for livestock welfare in the transport process is as set out in the applicable provisions of Part A-1 of *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*.
- G1.3 When planning the journey, the Bass Strait crossing should not be seen in isolation. The total journey time commences when the loading of livestock commences on the property of origin and ends when unloading of livestock is completed at the final destination.
- G1.4 Persons responsible for planning a journey that includes transporting livestock on Bass Strait should allow for a total journey time which may exceed 30 hours, including a 12 to 16 hour sea voyage in often unpredictable waters.
- G1.5 Planning should include contingency arrangements for the care of livestock if sailing is postponed. These arrangements should include compliance with the applicable guidelines in Part I of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*.
- G1.6 Persons organising the transport of animals interstate should contact the Department of Primary Industries, Parks, Water and Environment well in advance of transportation to ascertain any requirements for health certification and welfare of the animals. This will ensure that approvals and documentation are completed before the planned commencement of the journey, thereby minimising delays which may affect the well-being of the animals.
- G1.7 When custody of livestock is transferred from a person to another throughout the transport process:
- the person who accepts the livestock into their care and charge accepts responsibility for the welfare of the animals including responsibility for ensuring that they are fit for the intended journey; and
 - the person from whom the livestock are accepted is responsible for notifying the person accepting care or charge of any issue that may affect the welfare of the animals during transport, including when they last had access to water, feed or were given a spell.

Owner

- G1.8 The owners or owners' representative is responsible for the preparation and selection of animals that are fit to undertake the entire journey.

Consignor

- G1.9 The consignor (who may be the owner, owner's representative, transport operator or transport driver) should provide a declaration to the shipping company that the livestock comply with the requirements of this guideline.
- G1.10 The consignor is responsible for the welfare of livestock rejected for shipping by the shipping company or the Master for any reason.

Livestock transport drivers

- G1.11 Livestock transport drivers should ensure that they minimise total journey time by:
- delivering the livestock to the wharf at a time that does not unnecessarily extend the journey time; and
 - collecting livestock promptly at the destination port.
- G1.12 Livestock transport drivers are responsible for ensuring that the intended journey, including the sea leg, will not result in maximum times off water, journey times and requirements for rest periods being breached (refer to the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*).

The shipping company

- G1.13 By accepting animals at the wharf for shipping, the shipping company assumes custody, care and charge of the livestock and is responsible for their welfare from when they are:
- accepted for shipping until they are loaded onto the ship.
 - unloaded at the wharf until they are collected for transport.
 - In the event of animal ill health or mortality during the passage or upon arrival at the destination port, the shipping company will be responsible for the proper treatment, removal or disposal of livestock. The road transport driver becomes responsible for dealing with all aspects of animal welfare as soon as a container or road vehicle has been unloaded from the ship.
- G1.14 The shipping company is responsible for the livestock while in their custody care and charge and this includes:
- providing safe and secure holding facilities, where animals are transported in deck pens; and careful handling of livestock,
 - maintaining the ship in a condition that ensures the welfare of the animals,
 - maintaining documented arrangements with all port authorities in relation to managing emergencies,
 - ensuring that an Animal Welfare Manual, or documented Animal Welfare Procedures are carried on board each vessel covering all aspects of managing the welfare of the livestock, including a procedure for assessing the animal welfare risks before each voyage especially in relation to adverse weather forecast situations,

- ensuring that staff accompanying the animals have adequate training and are competent to carry out all necessary procedures including euthanasia and managing animal welfare emergencies.
- G1.15 The shipping company should not accept stock for shipping unless they are in receipt of a completed Declaration as provided in Appendix III or equivalent.
- G1.16 The shipping company should minimise delays in loading and unloading by:
- loading livestock on board vessels in such a way as to enable the animals to be discharged from the vessel as soon after its arrival as is practical; and
 - where necessary, prompting livestock transport drivers to collect livestock as soon after discharge as is practical.
- G1.17 The shipping company should ensure that all relevant personnel are aware of the provisions of this guideline.

The Master

- G1.18 The Master takes custody, care and charge of all animals on board ship and becomes responsible for their welfare. In the event of a different person assuming responsibility as the Master of the vessel at any time during the voyage, including loading and unloading of livestock, the Master at the port of departure is responsible and shall be held accountable for all functions and responsibilities accruing to the vessel Master until the point at which that Master transfers responsibility to another person by way of entry in the vessel Log. The Master at the port of arrival is responsible and shall be held accountable for each of the functions and responsibilities associated with animal welfare at the port of arrival.
- G1.19 The Master remains responsible for the 'fit to load' assessment, loading density and penning arrangements of animals in deck pens (Refer Appendix I) but may delegate these tasks to trained and competent third parties.
- G1.20 The Master is responsible for the safe and secure stowage of any road vehicles or portable equipment.
- G1.21 The decision whether or not to sail with any or all animals on board rests entirely with the Master.
- G1.22 The Master should ensure that all relevant personnel are aware of the provisions of this Guideline.
- G1.23 The Master must ensure that all deaths and downers during any voyage on Bass Strait are reported to DPIPW (phone 1800 675 888) as soon as practical and within 6 hours. (Ref G5.13, G5.19)
- G1.24 The Master must document the decision process used to justify sailing with livestock on board when a weather forecast exceeds values specified in either the ship's Animal Welfare Manual or documented animal welfare procedures.
- G1.25 The Master must consider changing course, reducing speed, returning to port or seeking sheltered waters if these actions will reduce the risk of adverse animal welfare outcomes due to unexpected rough weather conditions during a voyage unless this threatens the safety of the ship, its crew or increases the risk of pollution.

2. STOCK HANDLING COMPETENCY

- G2.1 Persons involved in any part of the livestock transport process should comply with the competency provisions in Part A - 2 of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*. At least one trained and competent person should be carried on all voyages carrying livestock. An appropriately trained person, competent in handling the euthanasia equipment and euthanasing the species carried, must be on board each voyage carrying livestock.

3. LIVESTOCK TRANSPORT VESSELS AND FACILITIES FOR LIVESTOCK

- G3.1 Livestock pens and facilities for holding, loading and unloading livestock should comply with the provisions of Part A - 3 of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock* except where such compliance would be inconsistent with existing legislation (including Marine Order 43).
- G3.2 Permanently installed ramps should have a slope of not more than 1 in 3 (about 20 degrees). Portable or adjustable ramps should have a slope of not more than 1 in 2 (about 27 degrees) and they should be equipped with anchoring devices. The ramp should be level with the deck where it meets the vessel.
- G3.3 A walkway on the outside of the ramp should be provided for use by an attendant to facilitate stock movement.

4. PRE-TRANSPORT SELECTION OF LIVESTOCK

- G4.1 To ensure that the animals are fit for the intended journey, the pre-transport selection of livestock before the commencement of the journey and at each loading should comply with the following provisions of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*:
- The general standards and guidelines in Part A – 4
 - The relevant species standards and guidelines in Part B
- G4.2 Special attention should be paid to the provisions relating to:
- Livestock in the third trimester of pregnancy
 - Livestock that have recently given birth
 - Livestock with young at foot
 - Immature livestock

Weak livestock – dairy cattle of Body Condition Score 3/8 or less, beef cattle of BCS 1.5/5 or less and sheep of BCS 1.5/5 or less should not be loaded unless approved by a veterinarian in writing (Ref: Dairy Australia “Cow Body Condition Scoring handbook”, Meat and Livestock Australia: “A national guide to describing and managing beef cattle in low body condition”, Lifetime Wool: “Condition scoring of sheep”)

- G4.3 Cattle and sheep should be withdrawn from green feed for at least 12 hours prior to being loaded onto the road transport vehicle,
- G4.4 Water can also be withheld but note that water curfews must be managed in the context of the total time off water standards in Part B of the *Australian Animal*

Welfare Standards and Guidelines – Land Transport of Livestock, which are regulated under the *Animal Welfare (Land Transport of Livestock) Regulations 2013*.

- G4.5 Adult sheep and cattle should be fed good quality hay during the curfew period to help firm their faeces, maintain rumen function and sustain them for the journey.
- G4.6 Arrangements should be made by the consignor for the handling and care of animals rejected as unsuitable for embarkation. Such arrangements may include returning to the property of origin, unloading at a suitable site, seeking veterinary attention or humane destruction.

5 LOADING, TRANSPORTING AND UNLOADING LIVESTOCK

- G5.1 Livestock should be handled, loaded, transported and unloaded in accordance with the following provisions of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*:
- The general standards and guidelines in Part A – 5
 - The relevant species standards and guidelines in Part B
- G5.2 Water, food and rest provision should be in accordance with the relevant species standards and guidelines provided in Part B of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*.
- G5.3 The total journey time commences when the livestock are first loaded onto the road transport vehicle and ends when the livestock are unloaded from the road transport vehicle at the final destination. This includes time taken in road transport to the port, loading of the vessel, shipping, unloading and transport to the destination. Total journey time does not include pre-transport clean out time.
- G5.4 If livestock are shipped to or from King Island via an intermediate port (Devonport or Melbourne depending on shipping schedules), without unloading, the following conditions should be met:
- The animals are male cattle or sheep.
 - The animals are in good body condition and must be prepared for the longer trip. They must be given sufficient green feed curfew, must be accustomed to hay and, where applicable, must be socialised.
 - The journey starts within three hours of the port of origin (Devonport, Grassy or Melbourne).
 - Loading densities should be such that all animals have space to sit and rest, to move freely and to be able to avoid physical contact. In the case of stud bulls, this would restrict numbers to no more than 2 adult or 3 yearling animals per 3m (7.2 m²) pen.
 - All animals should have unlimited access to hay and water in transit.
 - The livestock and equipment are to be inspected by a DPIPWV Veterinary Officer on arrival at Devonport or by a DEDJTR Veterinarian in Melbourne, for suitability for on-shipment. Sufficient notice must be given to ensure the availability of a Veterinary Officer/Veterinarian, there may be a fee for inspection services.
 - The consignor is responsible for the welfare of the animals should sailing be delayed, should the animals be deemed unsuitable for on-shipment, or should the

vessel be unable to dock at King Island. The consignor should plan for all of these contingencies.

Loading and unloading

- G5.5 Loading plans should allow the placing of livestock so that they can be off loaded as soon as possible after docking unless this compromises other animal welfare aspects such as exposure to seas and weather or poor ventilation.
- G5.6 Animals must be suitably protected from distressful exposure to adverse weather such as rain, wind and sea-spray.
- G5.7 Loading plans should allow for adequate ventilation.
- G5.8 Different classes of stock (e.g. calves and adult cattle or bulls and cows) and different species (e.g. pigs and sheep) should not be transported together in the same pen.
- G5.9 If livestock are loaded at night, artificial lighting to illuminate the loading should be provided.
- G5.10 Animals of different species and ages require different amounts of floor space. Space allowances should be in accordance with the relevant species guidelines in Part B of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*.
- G5.11 Animals should be unloaded as soon as possible after arrival at the destination. Injuries to stock will be reduced if they are given the opportunity to walk quietly off the vessel or vehicle.
- G5.12 All stock should be given access to water as soon as possible after they are unloaded.
- G5.13 At the destination port there must be arrangements and nearby facilities for the humane unloading, nursing or euthanasia of animals which are downers or unable to walk off because of injury or exhaustion. In the case of animals transported in deck pens the shipping company must make these arrangements and in the case of animals transported in containers or on road vehicles the road transporter is responsible for making the arrangements. Shipping Companies may need to enter into formal arrangements with Port Authorities on a number of matters relating to management of any animal welfare incident that could arise.
- G5.14 All livestock must be inspected on arrival at port and assessed for fitness to proceed on the road journey. Downers must not be subjected to onward transportation unless authorised by a veterinarian in writing.

In transit inspections

- G5.15 Livestock in deck pens must be carried such that they can be inspected and assistance rendered where necessary. Livestock in containers or road vehicles should be assessed as effectively as possible during the voyage. Any adverse events or observations must be recorded..
- G5.16 During rough weather the level of inspection will be dictated by safety requirements for personnel. It should be noted that livestock are more likely to go down during

rough weather. When inspection has not been possible, livestock should be inspected and assisted if necessary as soon as conditions allow.

- G5.17 A suitable source of lighting should be available to carry out inspections at night.
- G5.18 Any animal found to be down, injured, distressed or with a limb protruding should be given immediate assistance. Every effort should be made to get cast animals to their feet and to relieve stocking density in pens where an animal is down. If necessary and safe to do so, such animals should be humanely destroyed without delay during the voyage in accordance with the standards and guidelines for humane destruction provided in the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*.
- G5.19 If on-board assistance has been unsuccessful, veterinary assistance with down, injured and distressed animals should be arranged as soon as practical, preferably before the vessel docks, so that veterinary assistance can be provided without delay. Such assistance can be sought from veterinary practitioners or Veterinary Officers or Stock Inspectors of the Department of Economic Development, Jobs, Transport and Resources in Victoria (136186 during business hours or 1800 675 888 A/H) or the Department of Primary Industries, Parks, Water and Environment in Tasmania (1800 675 888 all hours) who may need to take control of the situation using their powers under animal welfare legislation. The destination harbour master may also need to be informed.

Loading density

It should be noted that overloading or overcrowding livestock is an offence under section 8 of the *Animal Welfare Act*.

- G5.20 Loading density (space allowance) of livestock should be in accordance with the following provisions of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*:
- The general standards and guidelines in Part A – 5
 - The relevant species standards and guidelines in Part B
- G5.21 Single animals or small groups of animals should be transported in stalls to give support during travel. However they must have sufficient space, and should be secured in a manner to allow them to lie down and readily gain their feet.
- G5.22 The space allowance (loading density) for animals in pens should restrict movement to minimise injury but at the same time allow cast animals to rise with assistance.

A guide to space allowances for cattle, sheep, pigs and horses based on the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock* is provided in Appendix I.

6 HUMANE DESTRUCTION

G6.1 Where it is necessary to destroy livestock, it should be done in accordance with the following provisions of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*:

- The general standards and guidelines in Part A – 6.
- The relevant species standards and guidelines in Part B.

G6.2 An appropriately trained person, competent in handling the euthanasia equipment and euthanasing the species carried, must be on board each voyage carrying livestock.

APPENDIX I

GUIDELINES FOR SPACE ALLOWANCES

The space allowances for cattle, sheep and pigs are based on the preferred loading rates for these species, as set out in the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock*. Refer to Appendix 2 for special requirements for each species.

1. Cattle

The space allowances provided in Table 1 are for cattle without horns. The shipping of horned cattle is not recommended. Where this is unavoidable, the loading density of cattle with horns, tipped or otherwise, should be decreased by 5% (one animal in 20). The animals must have adequate headroom.

Table 1. Space allowance for cattle

Average Liveweight (kg)	Space Allowance (m ² /head)
100	0.31
150	0.42
200	0.53
250	0.77
300	0.86
350	0.98
400	1.05
450	1.13
500	1.23
550	1.34
600	1.47
650	1.63
700	1.79
750	1.95

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

2. Sheep

Calculations of sheep numbers per pen provided in Table 2 have been based on animals with 25 mm of wool. When transporting sheep with more than 25 mm of wool, it is suggested that numbers per pen be reduced by 1 sheep per 7 square metres for every extra 25 mm of wool. Ewes with lambs at foot should be allowed extra space. The animals must have adequate headroom.

Table 2. Space allowance for sheep

Average Liveweight (kg)	Space Allowance (m ² /head)
20	0.17
30	0.19
40	0.22
50	0.27
60	0.29

3. Pigs

Pigs should be loaded in accordance with the space allowances in Table 3 when the temperature is below 25°C. Pigs need about 10% more floor area when the temperature is over 25 °C. Pigs should not be transported for shipping when the temperature is likely to exceed 38 °C, due to the very high day time temperature reached at wharf areas during such weather.

Table 3. Space allowance for pigs (in temperatures up to 25°C)

Average Liveweight (kg)	Minimum space allowance (m ² /head)
50	0.22
75	0.29
100	0.35
125	0.42
150	0.48
175	0.55
200	0.61

4. Horses

Horses must be transported individually and comply with all other requirement under Marine Order 43.

APPENDIX II

SPECIAL REQUIREMENTS OF STOCK

The relevant species standards and guidelines for the transport of livestock provided in Part B of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock* should be complied with.

This Appendix contains recommendations on the special welfare requirements of horses, cattle, sheep, pigs, goats and deer relevant to the shipping of livestock in deck pens and supplements the relevant provisions of the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock* and the general guidelines provided elsewhere in this document.

1. Cattle

- The following classes should be penned separately:
 - young calves
 - a single cow with a suckling calf
 - horned cattle
 - adult bulls
 - cattle greatly different in size
 - females in advanced stages of pregnancy
- Lactating dairy cows in full production and without calves at foot should be milked at intervals not exceeding 24 hours.
- When bulls are haltered and tied within a pen, the shank should not be fitted through a nose ring.
- The shipping of horned cattle across Bass Strait is strongly discouraged. Horned cattle should be “tipped” to reduce the risk of injury during transport. Horned cattle require more space than cattle without horns: *See Appendix I.*
- Calves accompanied by their mothers must be at least 30 days of age.

2. Horses

- Each horse should be transported in a separate stall.
- Horses, except young or unhandled animals, should wear head stalls which are fitted so as not to endanger the animal. The lead of the head stall should be secured to the stall using a quick release knot.
- Foals less than four weeks old should not be transported.

3. Goats

- The following classes should be penned separately:
 - goats which differ greatly in size
 - lactating goats with kids
 - goats in advanced stages of pregnancy
 - bucks
- Goats should not be transported on Bass Strait within 14 days after shearing.

4. Pigs

- It is recommended that the following classes be transported or penned separately:
 - young piglets
 - sows with piglets
 - adult boars
 - unfamiliar group of pigs (where possible)
 - sows in advanced pregnancy
- Pigs are susceptible to extremes of heat and cold. They should be protected from direct sunlight.
- In cold weather straw or other dry bedding is desirable, and pigs should be protected from wind and rain.
- Although the temperature during the Bass Strait crossing is unlikely to exceed 38°C, pigs may be exposed to high temperatures during road transport or loading/unloading operations. Pigs should not be transported when the shade temperature anywhere along the route is expected to exceed 38°C.
- Boars with protruding tusks should not be shipped.

5. Sheep

- The following classes should be penned separately:
 - sheep which differ greatly in size
 - ewes and sucker lambs
 - ewes in advanced stages of pregnancy
 - rams
- Sheep should not be transported on Bass Strait within 14 days after shearing.

APPENDIX III

ANIMAL WELFARE DECLARATION TO ACCOMPANY LIVESTOCK SHIPPED ON BASS STRAIT, INCULDING WITHIN TASMANIA V5 November 2016

The Declaration can be found on the next page.

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ANIMAL WELFARE DECLARATION TO ACCOMPANY LIVESTOCK SHIPPED ON BASS STRAIT (INCLUDING WITHIN TASMANIAN WATERS) V5 November 2016

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

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

Name:.....
 Address:.....
 Property of origin of stock..... Email:.....
 PIC No:..... Contact Phone No:.....
 Description and number of animals and average weight,
 Cattle:.....
 Beef or Dairy:.....
 Cows Heifers Bulls Steers:.....
 Sheep Ewes Lambs Rams Wethers:.....
 Other (specify) Horse Goat Deer Emu/Ostrich:.....
 Stage of pregnancy (if applicable):..... Months, (Stage of pregnancy restrictions should comply with relevant land transport regulations under the *Animal Welfare Act 1993*.)
 Time animals last had access to feed:.....am/pm water.....am/pm
 (Should have been off green feed for at least 12 hours.)
 Trailer/unit* inspection, Fault free and clean Yes/No Damaged Yes/No, or Dirty Yes/No
 Comments:.....

I,, being the owner/person* in charge of the stock described above declare that I have read the *Animal Welfare Guidelines – Transport of Livestock on Bass Strait* and the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock* and that the stock have been prepared in accordance with the *Animal Welfare Act 1993* and the relevant regulations made under that Act.

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

Section 2: Livestock transport owner/operator*

Name:..... Phone No:.....
 Address:..... Email:.....
 Trailer registration No/ Container No /unit No*.....
 Property where stock loaded.....& Time:.....am/pm
 Time of delivery to wharf:.....am/pm

I,, being the livestock transport owner/driver* declare that I have read the *Animal Welfare Guidelines – Transport of Livestock on Bass Strait* and the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock* and that I have complied with the requirements of the relevant regulations of the *Animal Welfare Act 1993*

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

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

Name of Vessel:..... Master:..... Voyage No:.....
 Port of loading:..... Arrival time at wharf:.....
 Gross weight of trailer..... Estimated time of start of loading:.....am/pm
 Port of discharge:..... Time of discharge:.....

I,, being the Master/ Representative* of, Declare that to the best of my knowledge these animals have been transported in accordance with the *Animal Welfare Guidelines – Transport of Livestock on Bass Strait* and the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock* and that the livestock will be carried in accordance with the *Animal Welfare Act 1993* and the relevant regulations made under that Act.

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

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

Name:....., Phone No:.....
 Address:..... Email:.....
 Trailer/Unit No:..... Time of collection from wharf:.....am/pm
 Any remarks regarding the livestock (ie deaths, downers and actions):

I,, being the livestock transport owner/driver* declare that I have read the *Animal Welfare Guidelines – Transport of Livestock on Bass Strait* and the *Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock* and that I have complied with the requirements of the relevant regulations of the *Animal Welfare Act 1993*

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