APPENDIX 3.7.3.

GUIDELINES FOR THE TRANSPORT OF ANIMALS BY LAND

Preamble: These guidelines apply to the following live domesticated animals: cattle, buffalo, camels, sheep, goats, pigs, poultry and equines. They will also be largely applicable to some other animals (e.g. deer, other camelids and ratites). Wild, feral and partly domesticated animals may need different conditions.

Article 3.7.3.1.

The amount of time animals spend on a *journey* should be kept to the minimum.

Article 3.7.3.2.

Responsibilities

Once the decision to transport the animals by land has been made, the welfare of the animals during their *journey* is the paramount consideration and is the joint responsibility of all people involved with the individual responsibilities of those persons being described in more detail in this Article.

The roles of each of those responsible are defined below:

1. The owners and managers of the animals are responsible for the general health of the animals and their fitness for the *journey*, and for their overall welfare during the *journey*. They are also responsible for ensuring compliance with any required veterinary or other certification, and for the presence during the *journey* of at least one *animal handler* competent for the species being transported, with the authority to take prompt action. They are also responsible for ensuring that equipment and veterinary assistance are provided as appropriate for the species and *journey*. These responsibilities should apply regardless of whether duties are subcontracted to other parties during transport.
2. Business agents or buying/selling agents have a joint responsibility with owners for the selection of animals that are fit to travel. They have a joint responsibility with market owners and managers of facilities at the start and at the end of the *journey* for the availability of suitable facilities for the assembly, *loading*, transport, *unloading* and holding of animals, including for any stops at *resting points* during the *journey*, and for emergencies.
3. *Animal handlers* are responsible for the humane handling and care of the animals, especially during *loading* and *unloading*, and for maintaining a journey log. To carry out their responsibilities, they should have the authority to take prompt action. In the absence of a separate *animal handler*, the driver is the *animal handler*.
4. Transport companies, *vehicle* owners and drivers are responsible for planning the *journey* to ensure the care of the animals:
    a. transport companies and *vehicle* owners are responsible for choosing appropriate *vehicles* and ensuring that properly trained staff are available for *loading* and caring for animals;

b. transport companies and *vehicle* owners are responsible for developing and keeping up-to-date contingency plans to address emergencies and minimise stress during transport;
c. transport companies and *vehicle* owners are responsible for producing a *journey* plan which includes a *loading* plan, *journey* duration and location of resting places;
d. drivers are responsible for *loading* only those animals which are fit to travel, for their correct *loading* into the *vehicle* and their inspection during the *journey*, and for appropriate responses to problems arising. If its fitness to travel is in doubt, the animal should be examined by a veterinarian in accordance with point 3a) of Article 3.7.3.6.

5. Managers of facilities at the start and at the end of the *journey* and at *resting points* are responsible for:
    a. providing suitable premises for *loading*, *unloading* and securely holding the animals, with water and feed when required, until further transport, sale or other use (including rearing or slaughter);
    b. providing *animal handlers* to load, unload, drive and hold animals in a manner that causes minimum stress and injury;
    c. minimising the opportunities for disease transmission;
    d. providing appropriate facilities, with water and feed when required;
    e. providing appropriate facilities for emergencies;
    f. providing facilities for washing and disinfecting *vehicles* after *unloading*;
    g. providing facilities and competent staff to allow the humane killing of animals when required;
    h. ensuring proper rest times and minimal delay during stops.
6. The responsibilities of *Competent Authorities* include:
    a. establishing minimum standards for animal welfare, including requirements for inspection of animals before, during and after their travel, defining 'fitness to travel' and appropriate certification and record keeping;
    b. setting standards for facilities, *containers* and *vehicles* for the transport of animals;
    c. setting standards for the competence of drivers, *animal handlers* and managers;
    d. ensuring appropriate awareness and training of drivers, *animal handlers* and managers;
    e. implementation of the standards, including through accreditation of / interaction with other organisations;
    f. monitoring and evaluating the effectiveness of standards of health and other aspects of welfare;
    g. monitoring and evaluating the use of veterinary medications;
    h. expediting the passage of animal consignments at frontiers.
7. All individuals, including veterinarians, involved in transporting animals and the associated handling procedures should receive appropriate training and be competent to meet their responsibilities
8. The receiving *Competent Authority* should report back to the sending *Competent Authority* on significant animal welfare problems which occurred during the *journey*.

Article 3.7.3.3.

Competence

1. All people responsible for animals during *journeys*, should be competent according to their responsibilities listed in Article 3.7.3.2. Competence may be gained through formal training and/or practical experience. Competence in areas other than animal welfare would need to be addressed separately.
2. The competence of *animal handlers* should be demonstrated through a current certificate from the *Competent Authority* or from an independent body accredited by the *Competent Authority*. The certificate should be in one of the OIE official languages if the international transport of animals is involved.
3. The assessment of the competence of *animal handlers* should at a minimum address knowledge, and ability to apply that knowledge, in the following areas:
    a. planning a *journey*, including appropriate *space allowance*, and feed, water and ventilation requirements;
    b. responsibilities for animals during the *journey*;
    c. sources of advice and assistance;
    d. animal behaviour, general signs of disease and indicators of poor animal welfare such as stress, pain and fatigue, and their alleviation;
    e. assessment of fitness to travel;
    f. relevant authorities and applicable transport regulations, and associated documentation requirements;
    g. general disease prevention procedures, including cleaning and *disinfection*;
    h. appropriate methods of driving;
    i. methods of inspecting animals, managing situations frequently encountered during *transport* such as adverse weather conditions, and dealing with emergencies;
    j. species-specific and age-specific aspects of animal handling and care, including feeding, watering and inspection;
    k. maintaining a journey log and other records.

Article 3.7.3.4.

Planning the journey

1. General considerations
    a. Adequate planning is a key factor affecting the welfare of animals during a *journey*.
    b. Before the *journey* starts, plans should be made in relation to:
        i. preparation of animals for the *journey*;
        ii. choice of road or rail;
        iii. nature and duration of the *journey*;
        iv. *vehicle*/*container* design and maintenance, including roll-on roll-off vessels;
        v. required documentation;
        vi. *space allowance*;
        vii. rest, water and feed;
        viii. observation of animals en route;
        ix. control of disease; and
        x. emergency response procedures.

c. Regulations concerning drivers (for example, maximum driving periods) should be harmonised with maximum transport journey intervals appropriate for the species.

2. Preparation of animals for the journey
   a. When animals are to be provided with a novel diet or method of water provision during transport, an adequate period of adaptation should be planned. For animals such as pigs which are susceptible to motion sickness, and in order to reduce urine and faeces production during the *journey*, a short period of feed deprivation prior to *loading* may be desirable.
   b. Animals more accustomed to contact with humans and with being handled are likely to be less fearful of being loaded and transported. People handling animals should handle and load animals in a manner that reduces their fearfulness and improves their approachability.
   c. 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.
3. Nature and duration of the journey

   The maximum duration of a *journey* should be determined according to factors such as:

   a. the ability of the animals to cope with the stress of transport (such as very young, old, lactating or pregnant animals);
   b. the animals' previous transport experience;
   c. the likely onset of fatigue;
   d. the need for special attention;
   e. the need for feed and water;
   f. the increased susceptibility to injury and disease;
   g. *space allowance*, *vehicle* design, road conditions and driving quality;
   h. weather conditions.
4. Vehicle and container design and maintenance
   a. *Vehicles* and *containers* used for the transport of animals should be designed, constructed and fitted as appropriate to the species, size and weight of the animals to be transported; special attention should be paid to the avoidance of injury to animals through the use of secure smooth fittings free from sharp protrusions. The avoidance of injury to drivers and *animal handlers* while carrying out their responsibilities should be emphasised.
   b. *Vehicles* and *containers* should be designed with the structures necessary to provide protection from adverse weather conditions and to minimise the opportunity for animals to escape.
   c. In order to minimise the likelihood of the spread of infectious disease during transport, *vehicles* and *containers* should be designed to permit thorough cleaning and *disinfection*, and the containment of faeces and urine during a *journey*.
   d. *Vehicles* and *containers* should be maintained in good mechanical and structural condition.
   e. *Vehicles* and *containers* should have adequate ventilation to meet variations in climate and the thermo-regulatory needs of the animal

species being transported; the ventilation system (natural or mechanical) should be effective when the *vehicle* is stationary.

f. *Vehicles* should be designed so that the faeces or urine from animals on upper levels do not soil animals on lower levels, nor their feed and water.

g. When *vehicles* are carried on board ferries, facilities for adequately securing them should be available.

h. If feeding or watering while the *vehicle* is moving is required, adequate facilities on the *vehicle* should be available.

i. When appropriate, suitable bedding should be added to *vehicle* floors to assist absorption of urine and faeces, to minimise slipping by animals, and protect animals (especially young animals) from hard flooring surfaces and adverse weather conditions.

5. Special provisions for transport in vehicles (road and rail) on roll-on/roll-off vessels or for containers

   a. *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*.

   b. *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*.

   c. Roll-on/roll-off vessels should have adequate ventilation to meet variations in climate and the thermo-regulatory needs of the animal species being transported, especially where the animals are transported in a secondary *vehicle*/*container* on enclosed decks.

6. Space allowance

   a. The number of animals which should be transported on a *vehicle* or in a *container* and their allocation to compartments should be determined before *loading*.

   b. The space required on a *vehicle* or in a *container* depends upon whether or not the animals need to lie down (for example, pigs, camels and poultry), or to stand (horses). Animals which will need to lie down often stand when first loaded or when the *vehicle* is driven with too much lateral movement or sudden braking.

   c. When animals lie down, they should all be able to adopt a normal lying posture which allows necessary thermoregulation.

   d. When animals are standing, they should have sufficient space to adopt a balanced position as appropriate to the climate and species transported (Article X.X.X.X.).

   e. The amount of headroom necessary depends on the species of animal. Each animal should be able to assume its natural position for transport (including during *loading* and *unloading*) without coming into contact with the roof or upper deck of the *vehicle*.

   f. Calculations for the *space allowance* for each animal should be carried out using the figures given in Appendix X.X.X. or, in their absence, in a relevant national or international document. The number and size of pens on the *vehicle* should be varied to where possible accommodate already established groups of animals while avoiding group sizes which are too large.

   g. Other factors which may influence *space allowance* include:

      i. *vehicle*/*container* design;

      ii. length of *journey*;

      iii. need to provide feed and water on the *vehicle*;

iv. quality of roads;
v. expected weather conditions.

7. Rest, water and feed
    a. There should be planning for the availability of suitable water and feed as appropriate and needed for the species, age, and condition of the animals, as well as the duration of the *journey*, climatic conditions, etc.
    b. There should be planning for the resting of animals at *resting points* at appropriate intervals during the *journey*. The type of transport, the age and species of the animals being transported, and climatic conditions should determine the frequency of *resting points* and whether the animals should be unloaded. There should be planning for water and feed availability during rest stops.
8. Ability to observe animals during the journey
    a. Animals should be positioned to enable each animal to be observed regularly during the *journey* to ensure their safety and good welfare.
    b. If the animals are in crates or on multi-tiered *vehicles* which do not allow free access for observation, for example where the roof of the tier is too low (i.e. less than 1.3 m), animals cannot be inspected adequately, and serious injury or disease could go undetected. In these circumstances, a shorter *journey* duration should be allowed, and the maximum duration will vary according to the rate at which problems arise in the species and under the conditions of transport.
9. Control of disease

    As animal transport is often a significant factor in the spread of infectious diseases, *journey* planning should take the following into account:

    a. mixing of animals from different sources in a single consignment should be minimised;
    b. contact at *resting points* between animals from different sources should be avoided;
    c. when possible, animals should be vaccinated against diseases to which they are likely to be exposed at their destination;
    d. medications used prophylactically or therapeutically should be approved by the *Veterinary Authority* of the *importing country* and should only be administered by a veterinarian or other person who has been instructed in their use by a veterinarian.
10. Emergency response procedures

    There should be an emergency management plan that identifies the important adverse events that may be encountered during the journey, the procedures for managing each event and the action to be taken in an emergency. For each important event, the plan should document the actions to be undertaken and the responsibilities of all parties involved, including communications and record keeping.

11. Other considerations
    a. Extreme weather conditions are hazardous for animals undergoing transport and require appropriate *vehicle* design to minimise risks. Special precautions should be taken for animals that have not been acclimatised or which are unsuited to either hot or cold conditions. In some extreme conditions of heat or cold, animals should not be transported at all.

b. In some circumstances, transportation during the night may reduce thermal stress or the adverse effects of other external stimuli.

Article 3.7.3.5.

Documentation

1. Animals should not be loaded until the documentation required to that point is complete.
2. The documentation accompanying the consignment should include:
    a. *journey* travel plan (including an emergency management plan);
    b. date, time, and place of *loading* and *unloading*;
    c. veterinary certification, when required;
    d. driver's competencies;
    e. identities of the animals transported to allow traceback of individual animals to the premises of departure and, where possible, to the premises of origin;
    f. details of any animals considered 'at risk' (Article 3.7.3.6.);
    g. documentation of the period of rest, and access to feed and water, prior to the *journey*;
    h. *stocking density* estimate for each load in the consignment;
    i. the journey log - daily record of inspection and important events, including records of morbidity and mortality and actions taken, climatic conditions, rest stops, travel time and distance, feed and water offered and estimates of consumption, medication provided, and mechanical defects.
3. When veterinary certification is required to accompany consignments of animals, it should address:
    a. fitness of animals to travel;
    b. animal identification (description, number, etc.);
    c. health status including any tests, treatments and vaccinations carried out;
    d. when required, details of *disinfection* carried out.

    At the time of certification, the veterinarian should notify the *animal handler* of any factors affecting the animals' fitness to travel for a particular *journey*.

Article 3.7.3.6.

Pre-journey period

1. General considerations
    a. Pre-journey rest is necessary if the welfare of animals has become poor during the collection period because of the physical environment or the social behaviour of the animals.
    b. Pre-journey assembly/holding areas should be designed to:
        i. securely hold the animals;
        ii. maintain a safe environment from hazards, including predators and disease;
        iii. protect animals from exposure to severe weather conditions;
        iv. allow for maintenance of social groups, and
        v. allow for rest, and appropriate water and feed.

c. Consideration should be given to an animal's previous transport experience, training and conditioning if known as these may reduce fear and stress in animals.
d. Feed and water should be provided pre-journey if the duration of the *journey* is greater than the normal inter-feeding and drinking interval for the animal. Recommendations for specific species are described in detail in Article 3.7.3.11.
e. When animals are to be provided with a novel diet or method of feed or water provision during an adequate period of adaptation should be planned.
f. Before each *journey*, *vehicles* and *containers* should be thoroughly cleaned and, if necessary, treated for animal health and public health purposes, using methods approved by the *Competent Authority*. When cleaning is necessary during a *journey*, this should be carried out with the minimum of stress to the animals.
g. Where an *animal handler* believes that there is a significant risk of disease among the animals to be loaded or significant doubt as to their fitness to travel, the animals should be examined by a veterinarian.

2. Selection of compatible groups

Compatible groups should be selected before transport to avoid adverse animal welfare consequences. The following guidelines should be applied when assembling groups of animals:

a. animals reared together should be maintained as a group; animals with a strong social bond, such as a dam and offspring, should be transported together;
b. animals of the same species can be mixed unless there is a significant likelihood of aggression; aggressive individuals should be segregated (Recommendations for specific species are described in detail in Article 3.7.3.11.); for some species, animals from different groups should not be mixed because poor welfare occurs unless they have established a social structure;
c. young or small animals should be separated from older or larger animals, with the exception of nursing mothers with young at foot;
d. animals with horns or antlers should not be mixed with animals lacking horns or antlers unless judged to be compatible;
e. animals of different species should not be mixed unless they are judged to be compatible.

3. Fitness to travel

a. Each animal should be inspected by a veterinarian or an *animal handler* to assess fitness to travel. If its fitness to travel is in doubt, the animal should be examined by a veterinarian. Animals found unfit to travel should not be loaded onto a *vehicle*, except for transport to receive veterinary treatment.
b. Humane and effective arrangements should be made by the owner or agent for the handling and care of any animal rejected as unfit to travel.
c. Animals that are unfit to travel include:
    i. those that are sick, injured, weak, disabled or fatigued;
    ii. those that are unable to stand unaided and bear weight on each leg;
    iii. those that are blind in both eyes;
    iv. those that cannot be moved without causing them additional suffering;

v. newborn with an unhealed navel;
vi. pregnant animals which would be in the final 10% of their gestation period at the planned time of *unloading*;
vii. females travelling without young which have given birth within the previous 48 hours;
viii. those whose body condition would result in poor welfare because of the expected climatic conditions.

d. Risks during transport can be reduced by selecting animals best suited to the conditions of travel and those that are acclimatised to expected weather conditions.

e. Animals 'at risk' which require special conditions (such as in the design of facilities and *vehicles*, and the length of the *journey*) and additional attention during transport, may include:
   i. large or obese individuals;
   ii. very young or old animals;
   iii. excitable or aggressive animals;
   iv. animals which have had little contact with humans;
   v. animal subject to motion sickness;
   vi. females in late pregnancy or heavy lactation, dam and offspring;
   vii. animals with a history of exposure to stressors or pathogenic agents prior to transport.

4. Specific species requirements

Transport procedures should be able to take account of variations in the behaviour of the species. Flight zones, social interactions and other behaviour vary significantly among species and even within species. Facilities and handling procedures that are successful with one species are often ineffective or dangerous with another.

Recommendations for specific species are described in detail in Article 3.7.3.11.

Article 3.7.3.7.

Loading

1. Competent supervision
   a. *Loading* should be carefully planned as it has the potential to be the cause of poor welfare in transported animals.
   b. *Loading* should be supervised and/or conducted by *animal handlers*. These *animal handlers* 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.
   c. When *containers* are loaded onto a *vehicle*, this should be carried out in such a way as to avoid poor animal welfare.
2. Facilities
   a. The facilities for *loading* including the collecting area, races and loading ramps should be designed and constructed to take into account the needs and abilities of the animals with regard to dimensions, slopes, surfaces, absence of sharp projections, flooring, etc.
   b. *Loading* facilities should be properly illuminated to allow the animals to be observed by the *animal handler(s)*, and to allow the animals' ease of movement at all times. Facilities should provide uniform light levels

directly over approaches to sorting pens, chutes, loading ramps, with brighter light levels inside *vehicles*/*containers*, in order to minimise baulking. Dim light levels may be advantageous for the catching of poultry and some other animals. Artificial lighting may be required.

c. Ventilation during *loading* and the journey should provide for fresh air, the removal of excessive heat, humidity and noxious fumes (such as ammonia and carbon monoxide), and the prevention of accumulations of ammonia and carbon dioxide. Under warm and hot 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.

3. Goads and other aids

The following principles should apply:

a. Animals which have little or no room to move should not be subjected to physical force or goads and other aids which compel movement.
b. Useful and permitted aids include panels, flags, plastic paddles, flappers (a length of cane with a short strap of leather or canvas attached), plastic bags and metallic rattles; they should be used in a manner sufficient to encourage and direct movement of the animals.
c. Painful procedures (including whipping, tail twisting, use of nose twitches, pressure on eyes, ears or external genitalia), or the use of unsuitable goads or other aids (including sticks with sharp ends, lengths of metal piping, fencing wire or heavy leather belts), should not be used to move animals.
d. The use of goads which administer electric shocks should be discouraged, and restricted to that necessary to assist movement of the animal. Such use should be limited to battery-powered goads on the hindquarters of adult pigs and cattle, and never on sensitive areas such as the eyes, mouth, ears, anogenital region or belly. Such instruments should not be used on other animals.
e. The use of well trained dogs to help with the *loading* of some species may be acceptable.
f. The throwing or dropping of animals, or their lifting or dragging by body parts such as their tail, head, horns, ears, limbs, wool, hair or feathers, should not be permitted. The manual lifting of small animals is permissible.
g. Shouting or yelling at animals or making loud noises e.g. through the cracking of whips to encourage them to move should not occur, as such actions may make the animals agitated, leading to crowding or falling.

Article 3.7.3.8.

Travel

1. General considerations

a. Drivers and *animal handlers* should check the load immediately before departure to ensure that the animals have been properly loaded. Each load should be checked again early in the trip and adjustments made as appropriate. Periodic checks should be made throughout the trip.

b. Drivers should utilise smooth, defensive driving techniques, without sudden turns or stops, to minimise uncontrolled movements of the animals.

2. Methods of restraining or containing animals
    a. Methods of restraining animals should be appropriate to the species and age of animals involved and the training of the individual animal.
    b. Recommendations for specific species are described in detail in Article 3.7.3.11.
3. Regulating the environment within vehicles or containers
    a. Animals should be protected against harm from hot or cold conditions during travel. Effective ventilation procedures for maintaining the animals' environment within *vehicles* or *containers* will vary according to whether conditions are cold, hot and dry or hot and humid, but in all conditions a build-up of noxious gases should be prevented. Specific temperature and humidity parameters are described in detail in Appendix X.X.X.
    b. The animals' environment in hot weather can be regulated by the flow of air produced by the movement of the *vehicle*. In warm and hot weather, the duration of *journey* stops should be minimised and *vehicles* should be parked under shade, with adequate and appropriate ventilation.
    c. To minimise slipping and soiling, and maintain a healthy environment, urine and faeces should be removed from floors when necessary and disposed of in such a way as to prevent the transmission of disease and in compliance with all relevant health and environmental legislation.
4. Sick, injured or dead animals
    a. A driver or an *animal handler* finding sick, injured or dead animals should act according to a predetermined emergency response plan.
    b. If possible, sick or injured animals should be segregated.
    c. Ferries (roll-on roll-off) should have procedures to treat sick or injured animals during the *journey*.
    d. In order to reduce the likelihood that animal transport will increase the spread of infectious disease, contact between transported animals, or the waste products of the transported animals, and other farm animals should be minimised.
    e. During the *journey*, when disposal of a dead animal becomes necessary, this should be carried out in such a way as to prevent the transmission of disease and in compliance with all relevant health and environmental legislation.
    f. When euthanasia is necessary, the driver or *animal handler* should ensure that it is carried out as quickly as possible and assistance should be sought from a veterinarian or other person(s) competent in humane euthanasia procedures. Recommendations for specific species are described in Appendix 3.7.6. on killing of animals for disease control purposes
5. Water and feed requirements
    a. If the duration of the *journey* is such that feeding or watering is required or if the species requires feed or water throughout, access to suitable feed and water for all the animals (appropriate for their species and age) carried in the *vehicle* should be provided. There should be adequate space for all animals to move to the feed and water sources and due account taken of likely competition for feed.
    b. Recommendations for specific species are described in detail in Article 3.7.3.11.

6. Rest periods and conditions including hygiene
    a. Animals that are being transported should be rested at appropriate intervals during the *journey* and offered feed and water, either on the *vehicle* or, if necessary, unloaded into suitable facilities.
    b. 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.
7. In-transit observations
    a. Animals being transported by road should be observed soon after a *journey* is commenced and whenever the driver has a rest stop (with a maximum interval of 5 hours). After meal breaks and refuelling stops, the animals should be observed immediately prior to departure.
    b. Animals being transported by rail should be observed at each scheduled stop nearest to 5 hours since the last observation. The responsible rail transporter should monitor the progress of trains carrying animals and take all appropriate action to minimise delays.
    c. During stops, it should be ensured that the animals continue to be properly confined, have appropriate feed and water, and their physical condition is satisfactory.

Article 3.7.3.9.

Unloading and post-journey handling

1. General considerations
    a. The required facilities and the principles of animal handling detailed in Article 3.7.3.7. apply equally to *unloading*, but consideration should be given to the likelihood that the animals will be fatigued.
    b. *Unloading* should be supervised and/or conducted by an *animal handler* with knowledge and experience of the behavioural and physical characteristics of the species being unloaded. Animals should be unloaded from the *vehicle* into appropriate facilities as soon as possible after arrival at the destination but sufficient time should be allowed for *unloading* to proceed quietly and without unnecessary noise, harassment or force.
    c. Facilities should provide all animals with appropriate care and comfort, adequate space and ventilation, access to feed (if appropriate) and water, and shelter from extreme weather conditions.
    d. For details regarding the *unloading* of animals at a *slaughterhouse*, see Appendix 3.7.5. on slaughter of animals.
2. Sick or injured animals
    a. An animal that has become sick, injured or disabled during a *journey* should be appropriately treated or humanely killed (see Appendix 3.7.6. on the killing of animals for disease control purposes). When necessary, veterinary advice should be sought in the care and treatment of these animals. In some cases, where animals are non-ambulatory due to fatigue, injury or sickness, it may be in the best welfare interests of the animal to be treated or euthanased aboard the *vehicle*.
    b. At the destination, the *animal handler* during transit should ensure that responsibility for the welfare of sick, injured or disabled animals is transferred to a suitable person.

c. There should be appropriate facilities and equipment for the humane *unloading* of animals that are non-ambulatory due to fatigue, injury or sickness. These animals should be unloaded in a manner that causes the least amount of suffering. After *unloading*, separate pens and other appropriate facilities should be available for sick or injured animals.
d. Feed, if appropriate, and water should be available for each sick or injured animal.

3. Addressing disease risks

The following should be taken into account in addressing the greater risk of disease due to animal transport and the possible need for segregation of transported animals at the destination:

a. increased contact among animals, including those from different sources and with different disease histories;
b. increased shedding of pathogens and increased susceptibility to infection related to stress and impaired defences against disease, including immunosuppression;
c. exposure of animals to pathogens which may contaminate *vehicles*, *resting points*, markets, etc.

4. Cleaning and disinfection
   a. *Vehicles*, crates, *containers*, etc. used to carry the animals should be cleaned before re-use through the physical removal of manure and bedding by scraping, washing and flushing *vehicles* and *containers* with water and detergent. This should be followed by *disinfection* when there are concerns about disease transmission.
   b. Manure, litter, bedding and the bodies of any animals which die during the *journey* should be disposed of in such a way as to prevent the transmission of disease and in compliance with all relevant health and environmental legislation.
   c. Establishments like livestock markets, *slaughterhouses*, resting sites, railway stations, etc. where animals are unloaded should be provided with appropriate areas for the cleaning and *disinfection* of *vehicles*.
   d. Where *disinfestation* is necessary, it should be carried out with the minimum stress to the animals.

Article 3.7.3.10.

Actions in the event of a refusal to allow the completion of the journey

1. The welfare of the animals should be the first consideration in the event of a refusal to allow the completion of the journey.
2. When the animals have been refused import, the *Competent Authority* of that country should make available suitable isolation facilities to allow the *unloading* of animals from a *vehicle* and their secure holding, without posing a risk to the health of national herd or flock, pending resolution of the situation. In this situation, the priorities should be:
   a. the *Competent Authority* of the *importing country* should provide urgently in writing the reasons for the refusal;
   b. in the event of a refusal for animal health reasons, the *Competent Authority* of the *importing country* should provide urgent access to a veterinarian, where possible an OIE veterinarian(s) appointed by the Director General,

to assess the animals' health status with regard to the *importing country*'s concerns, and the necessary facilities and approvals to expedite the required diagnostic testing;

c. the *Competent Authority* of the *importing country* should provide access to allow continued assessment of the health and other aspects of the welfare of the animals;

d. if the matter cannot be promptly resolved, the *Competent Authorities* of the *exporting* and *importing countries* should call on the OIE to mediate.

3. In the event that a *Competent Authority* requires the animals to remain on the *vehicle*, the priorities should be:

   a. the *Competent Authority* should allow reprovisioning of the *vehicle* with water and feed as necessary;

   b. the *Competent Authority* should provide urgently in writing the reasons for the refusal;

   c. in the event of a refusal for animal health reasons, the *Competent Authority* should provide urgent access to an independent veterinarian(s) to assess the animals' health status, and the necessary facilities and approvals to expedite the required diagnostic testing;

   d. the *Competent Authority* should provide access to allow continued assessment of the health and other aspects of the welfare of the animals, and the necessary actions to deal with any animal issues which arise.

4. The OIE should utilise its dispute settlement mechanism to identify a mutually agreed solution which will address animal health and any other welfare issues in a timely manner.

Article 3.7.3.11.

Species specific issues

(To be developed)