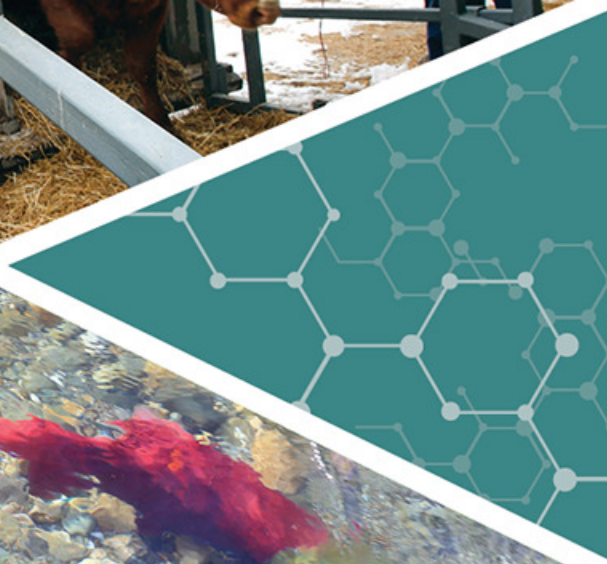
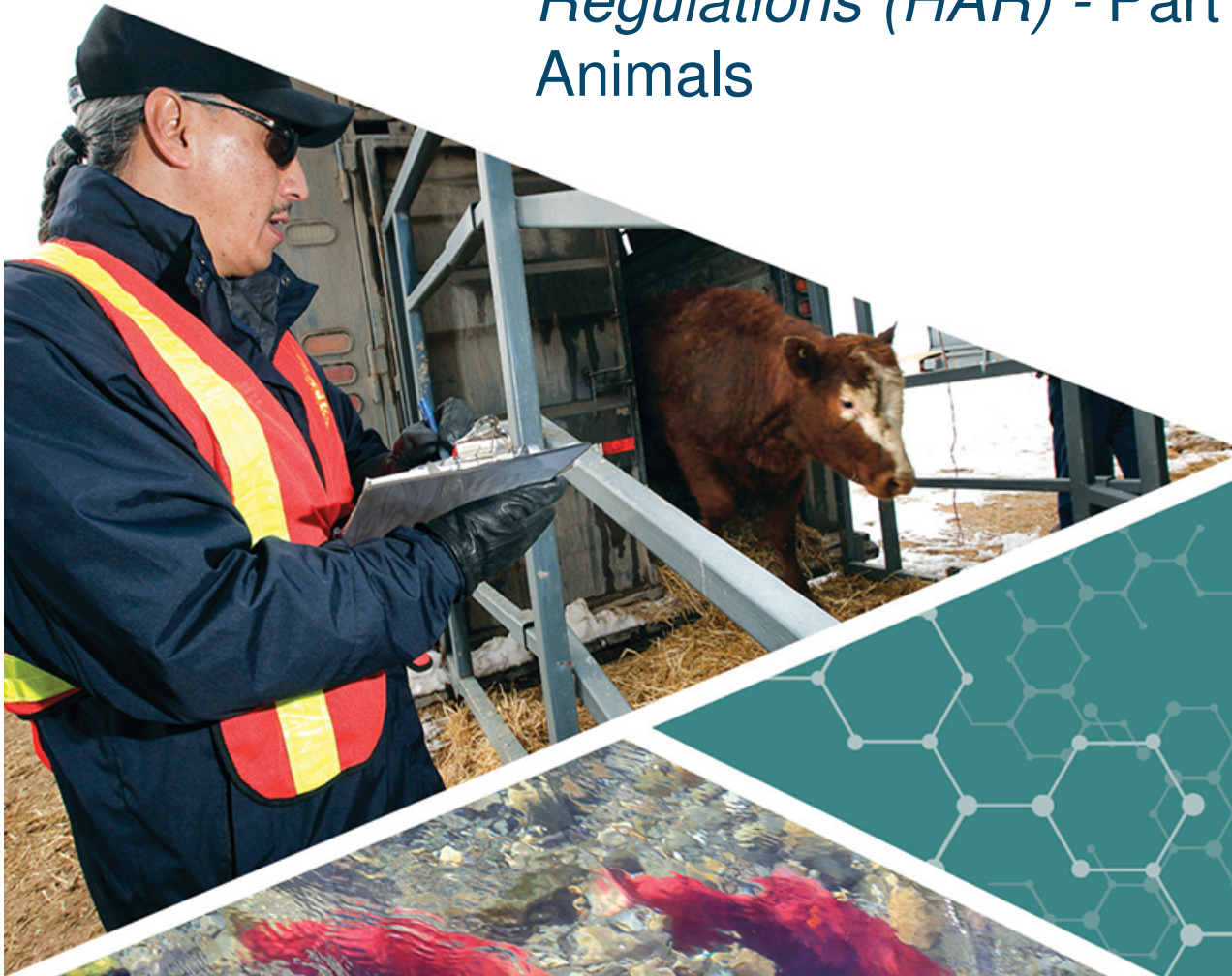




Canadian Food
Inspection Agency

Agence canadienne
d'inspection des aliments

Amendments to the *Health of Animals Regulations (HAR)* - Part XII: Transport of Animals



Overview of the Canadian situation re Animal Welfare

- High expectation that AW will be considered in all phases of animal production – including transport
- Trading partners are increasingly looking for high AW standards
- Increasing AW based research is setting the groundwork for improvements to trends and processes but more is needed

AW oversight in Canada

- Shared oversight by industry, the provinces, the Government of Canada (GoC), NFACC, NFAHWC
- Provinces largely on farm (federation)
 - Several provinces have incorporated the Codes
- GoC largely HT, AW at federal slaughter plants and international AW issues
- Some crossover and shared enforcement
 - Calls for increased harmonization

Rationale for the amendment

- 1977: Transportation of Animals requirements were first introduced; mainly transport across country by rail
- Significant changes in the field of humane transport over more than 4 decades
 - ❖ industry practices and systems
 - ❖ transport technologies and infrastructure
 - ❖ research findings and data collection and analysis
 - ❖ consumer demands and societal expectations
 - ✓ Growing concern over how food is produced and animal welfare
 - ❖ international trade and reputation
 - ✓ OIE animal welfare chapters, standards of trading partners

The process

- Over a decade of consultations – earliest fora over 2 decades ago
- First rough draft
- Pre-consultation based on all inputs with revisions
- Revised draft
- Economic impact study
- Canada Gazette Part I (CGI)
- Collation and analysis of comments
- Revisions based on comments
- Final version
- CGII
- Coming Into Force (CIF)

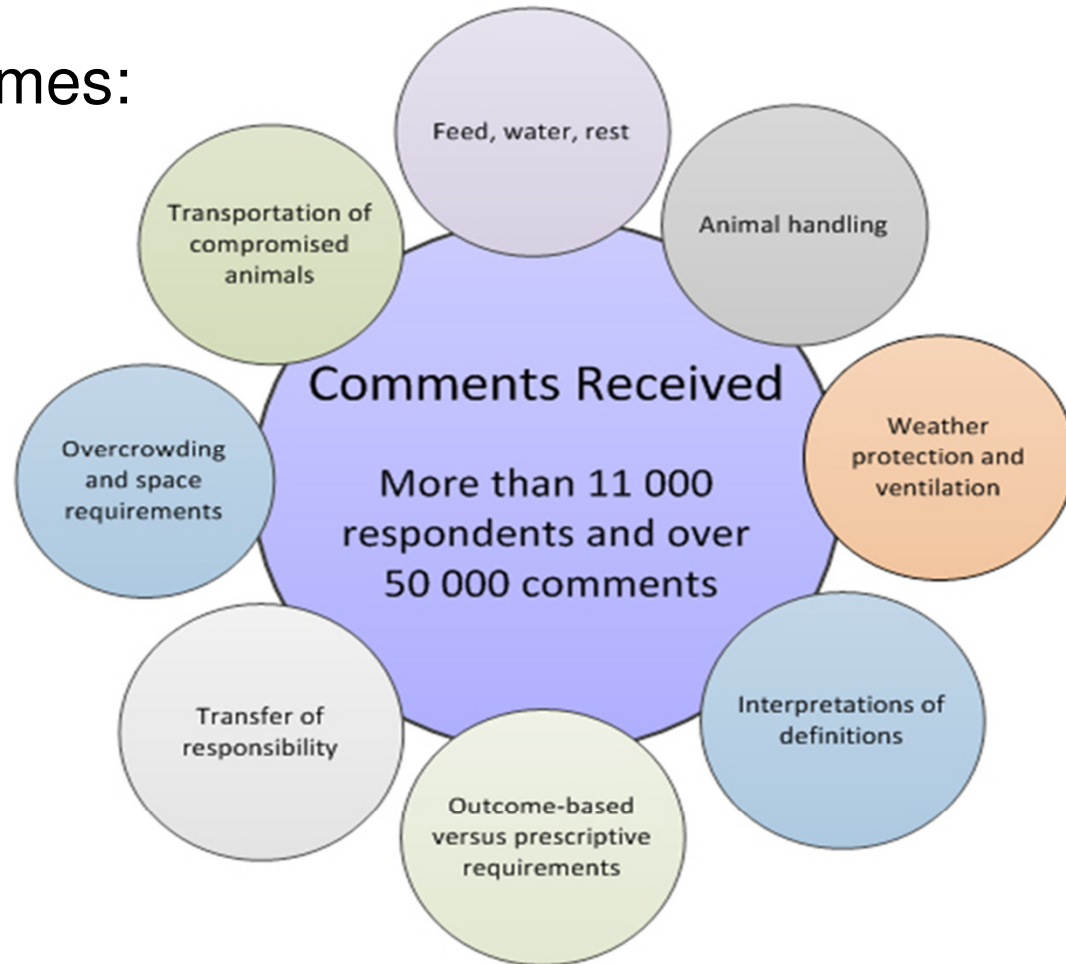
CGI: Who we heard from

Unprecedented response to a regulatory amendment: over 51,500 comments from over 11,000 respondents

- Academia
- Animal advocacy
- Individuals with no stated affiliation
- Industry
- Legal
- MPs
- Regulators
- Veterinarians and veterinary organizations

What we heard

8 main themes:



Final Amendments to HAR Part XII: Animal Transport - A Balance

- Evidence based and science informed
- Feedback
- OIE guidelines
- International standards
- Societal expectations
- Canada's geographic size
- Industry logistics, technologies and trends
- Ability of industry to adapt

Changes to HAR Part XII

- Clearer and less subjective language
- Definitions added
- Removal of obsolete, unnecessary, or redundant requirements
- Outcome based provisions where appropriate
- Addition/retention of some prescriptive provisions where needed
- Special considerations for most vulnerable animals
- Innovation option for specially equipped conveyances

Outcome vs Prescriptive

- Amendment is highly outcomes based vs prescriptive
- Follows the CFIA [Outcome-based Regulations Policy](#)
- Focus is on positive outcome rather than arbitrary prescriptive element
- Businesses are better able to introduce new technologies, processes and procedures to meet req'd outcome
- When probability of harm is high if values are exceeded, use of both prescriptive and outcome based.

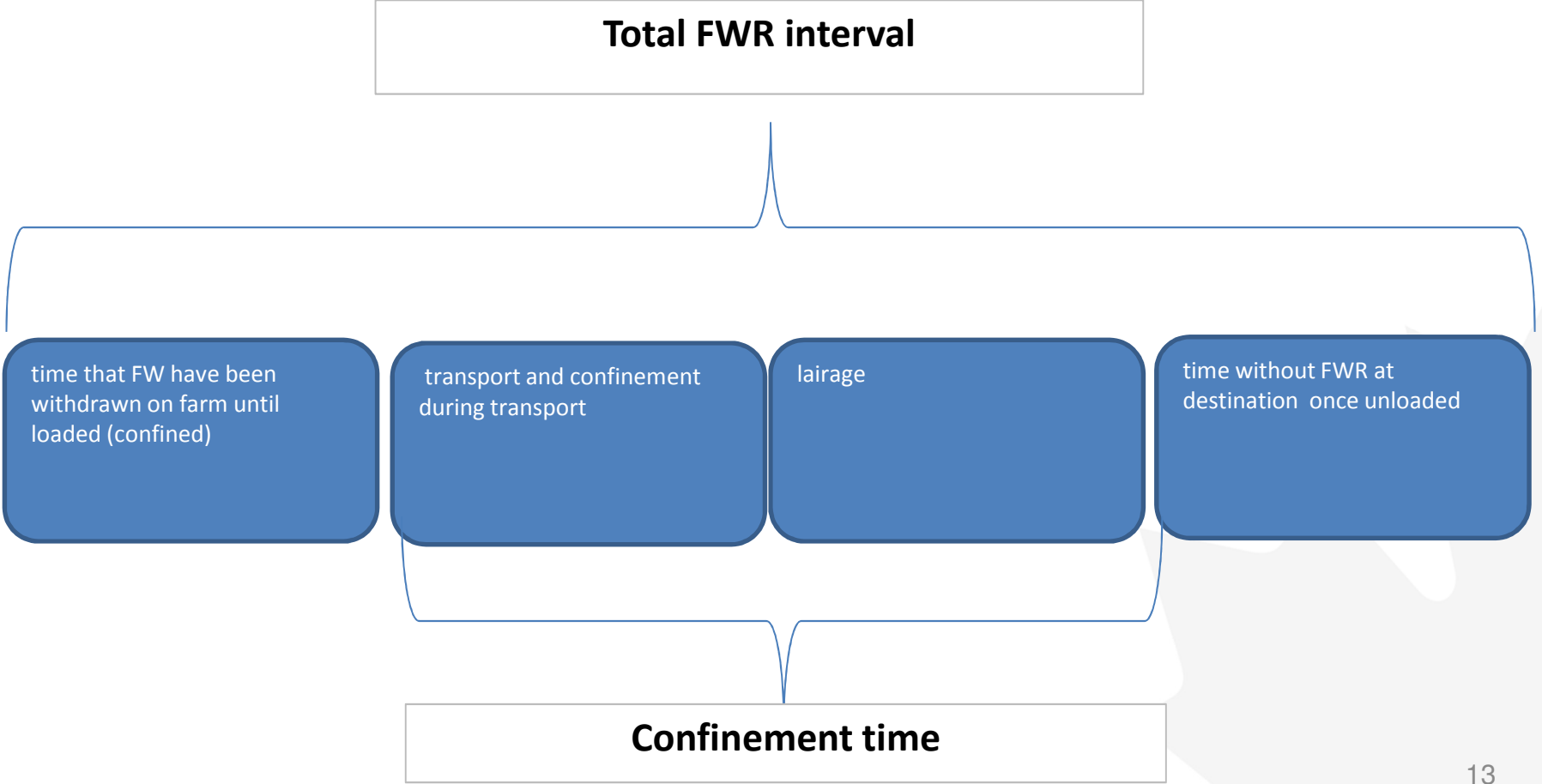
Example of new outcome based

CURRENT PART XII	AMENDMENT
<ul style="list-style-type: none"> • no person shall load on any railway car, motor vehicle, aircraft or vessel and no carrier shall transport animals of different species or of substantially different weight or age unless those animals are segregated. • Every cow, sow or mare with its suckling offspring shall be segregated from all other animals during transport. • Animals of the same species that are incompatible by nature shall be segregated during transport. • Groups of bulls, de-tusked boars, rams and goat bucks, if mature, shall be segregated from all other animals during transport. • Every mature boar that has not been de-tusked and every mature stallion shall be segregated from all other animals during transport. • Every equine over 14 hands in height shall be segregated from all other animals during transport by air. 	<p>New streamlined section focuses on “isolation” (segregation) of incompatible animals rather than specify what constitutes incompatible.</p> <p>149 (1) No person shall load, confine, transport or unload incompatible animals, or cause incompatible animals to be loaded, confined, transported or unloaded, in the same conveyance or container unless they are isolated from one another.</p> <p>(2) For the purposes of subsection (1), animals are incompatible if any of the animals are likely to suffer, sustain an injury or die if they are loaded, confined, transported or unloaded together.</p>

The most commented on section was the feed, water and rest provision

- The current regulation refers to confinement time maximums
- The amendment refers to FWR maximums which begins before loading and does not end until the animal receives feed, water and rest. It contains the confinement time.

Visual example of change to FWR provisions



FWR Then and Now

Provision	Then (Regulations from 1977)	Now (Amended Regulations 2019)
Transport Continuum	Focus mainly on time in confinement rather than feed, water and rest maximum intervals	Feed, water, rest (FWR) times begin when FW are removed before loading and do not end until the animal receives FWR. It <i>contains</i> the confinement time.
All livestock (including ruminants) 8 days of age or less, or ruminants too young to be fed exclusively on hay or grain	Max. 18 h of transport <i>confinement</i>	Max. 12 h without FWR
Compromised Animals	Not specified	Max. 12 h without FWR
Ruminants	Max. 48 h of transport <i>confinement</i>	Max. 36 h without FWR
Animals with single stomach: horses, pigs, birds, reptiles, pets	Max. 36 h of transport confinement	Horses and pigs 28 h without FWR Max. 36 h without FWR for all other animals

FWR: Then and Now continued

Provision	Then (Regulations from 1977)	Now (Amended Regulations 2019)
Hatching birds	Max. 72 h of transport after hatching (chicks only)	Max. 72 h from time of hatching for birds
Broiler chickens, spent hens and rabbits	Not specified. General requirement for monogastrics (36 h of transport confinement)	Max. 24 h without water Max. 28 h without feed
Rest Period after max. FWR interval	5 h	8 h

Feed Water Rest (FWR) Intervals

- ❖ Both FWR **prescriptive** intervals (e.g. 36 hours from last access to FWR then must stop for FWR for ruminants) and **outcome** based provisions (must not become dehydrated, exhausted or suffer from nutritional deficiencies) must be met.
- ❖ These can be met by unloading at rest stop or remaining on a stopped conveyance but either must include:
 - Adequate space for all animals to lie down at the same time, adequate ventilation, protection from weather, sufficient clean fresh bedding, and ready access to feed, safe water, rest.
- ❖ Option for specially/fully equipped conveyances exists and if these provisions met then exempt from *prescriptive* FWR intervals (eg provided *as needed* rather than as a set maximum interval but must meet all outcome-based requirements)

Vulnerable animals

- Compromised
- Unfit
- Livestock, camelids and cervids of 8 days or less
- Lactating animals
- Not fully weaned ruminants

Compromised Animals

Compromised animals:

- Extensive list of frequently seen conditions (e.g. wet bird, peak lactation) to assist regulated parties
- Provision includes all conditions leading to a reduced capacity to withstand transport

For these compromised animals:

- Isolated and individually loaded
- Provisions required to prevent suffering, injury or death
- Must be moved to the nearest place only
- Must not be more than 12 hours without access to feed, water and rest of 8 or more hours
- If they become compromised during transport, then above points apply and measures must be taken to prevent unnecessary suffering or death

Unfit Animals

Unfit animals:

- Extensive list of conditions (e.g. non-ambulatory, prolapsed uterus)
- Provision includes all conditions where the animal cannot be transported without suffering

These unfit animals:

- Shall not be loaded, confined or transported
- May be transported to a nearby place for veterinary care (and under veterinary advice) with conditions
- If a transported animal becomes unfit, then measures taken to prevent further suffering, and must be taken to nearest place for veterinary care or be humanely killed
- Conditions for unloading of unfit animal must be met if become unfit during transport

Other Additional or Enhanced Provisions

- Provisions for training, knowledge and skills
- Provisions for record keeping requirements for all commercial carriers (no-longer exclusively for out of province or international carriers)
- Updated ramp angles
- Transfer of care provision to address gaps in responsibility
- Contingency plan requirement
- Preloading fitness and risk assessment requirement
- Prohibitions and requirements for handling of animals during loading/unloading
- Monitoring requirement while in transport
- More detailed requirements and prohibitions for containers and conveyances
- Updated provisions specific to vessels, more outcome based
- International Air Transport Association (IATA) container and density requirements Incorporated by Reference into the regulations

Main changes for transport by air or sea

- The specific requirements for air transport are as per IBR of IATA re density and container requirements
- The specific requirements for sea transport relate to the inability to rapidly transport the affected animals to veterinary care e.g.
 - Unfit or compromised while on board a vessel
 - Details of inclusions and procedures specific to sea transport

Next steps

- Responding to questions and comments from all groups
- Collating feedback for revisions and updates to the interpretive guidance for regulated parties
- Monitoring inspection and outcome data
- Training for inspection staff
- Reviewing new research as it becomes available
- Monitoring new technologies

Coming into force

- Amendments come into force Feb. 20, 2020
- Give time for industry to adapt and plan for changes
- Commitment to support and keep stakeholders apprised
- Address comments and concerns as they are received

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