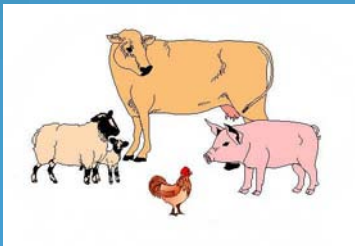




# The welfare of horses during transport by road

Peter Kettlewell, FRAgS, FIAgrE,  
Eddie Harper, MBE

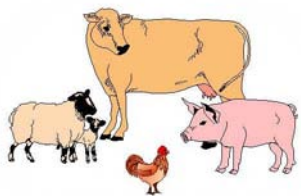
Scottish Equine Welfare Conference  
Weipers Centre, Glasgow



***EH***

# My background

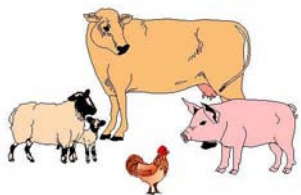
- Graduate qualifications in Physiology and Agricultural Engineering
- Worked in R&D for over 30 years
- Primarily looking at thermal environment during transport – related to animal welfare
- Worked mostly with “farmed species” (poultry, cattle, sheep and pigs)
- Close collaboration with industry



***EH***

# My background

- Eddie Harper – awarded the MBE for services to animal welfare during transport – RHA
- Research in UK and overseas
- Research is funded primarily by Defra but with significant support from industry
- Worked with Defra on introduction of new transport legislation (more later)
- Discussions with Defra and in Brussels

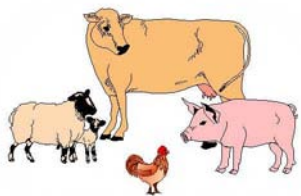


***EH***

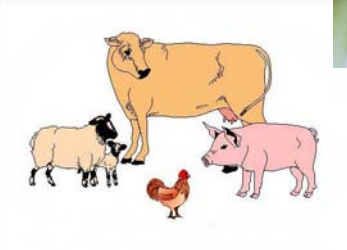
# My background

- **Equines**

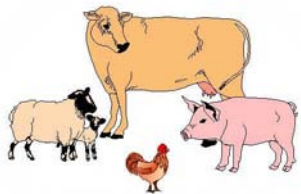
- Work with Des Leadon at Irish Equine Centre – transport of racehorses by air
- Thermal conditions during transport
- Work with World Horse Welfare
- Long distance road transport of horses for slaughter



***EH***



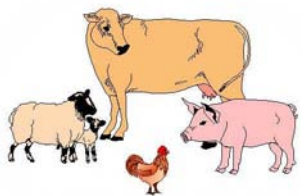
***EH***



***EH***

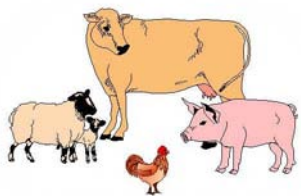
# Legislation

- Historical legislation
  - The Transit of Animals Order 1927
  - The Transit of Horses Order 1951
  - The Horses (Sea Transport) Order 1952
- More recently
  - The Transit of Animals Road and Rail Order 1975 (Amended 1979) – TARRO



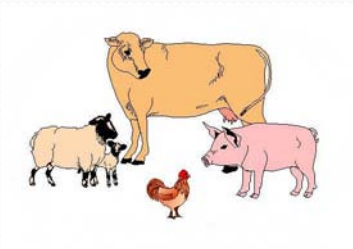
# Legislation

- TARRO 1975 and as amended in 1979
  - two or more horses, carried loose in an undivided vehicle, hind feet of each horse shall be unshod
  - partition height not less than 1.27m for horses
  - minimum distance of 1.98m between the floor and the roof
  - 3.7m maximum pen length for horses
  - ramp angles (external 4 in 7 – internal 2 in 3)



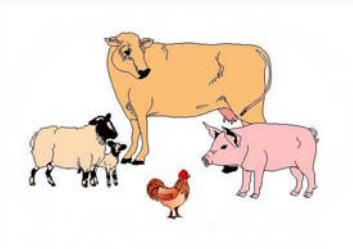
# Legislation

- Council Directives 91/628/EEC and 95/29/EC
  - Directives allow each Member State to implement as they think best
  - Introduced space allowances
  - Redefined a place of departure (24 hour rest)
  - Defined journey times (24 hours for horses)



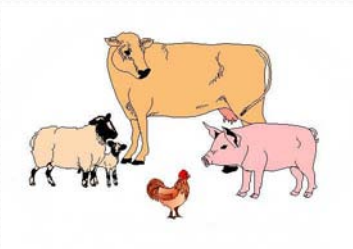
# Legislation

- Council Directives 91/628/EEC and 95/29/EC
- The Welfare of Animals (Transport) Order 1997
- The Welfare of Animals (Transport) (Amendment) Order 1999



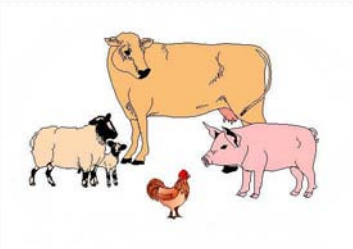
# Legislation

- Since January 2007 all Member States now have to comply with EC Regulation EC 1/2005
- A Regulation NOT a Directive so **MUST** comply with all of the Regulation
- Sets minimum standards of welfare



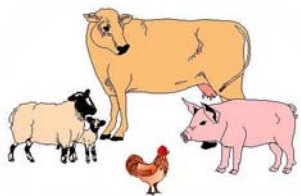
# Legislation - scope

- The Regulation covers the transport of ALL live vertebrate animals within the EU that takes place in connection with an economic activity



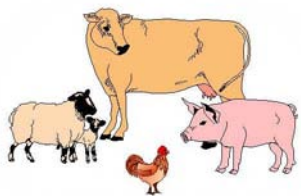
# Defra guidance

- Defra guidance is not to be read in isolation – refer to EC 1/2005 – if in doubt, consult with a legal adviser
- **“A final decision can only be made in a Court of Law”**



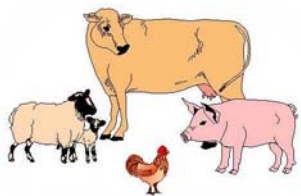
# Defra guidance

- Single animal exemption
- Economic activity
  - “transport which directly or indirectly involves or aims at a financial gain”.
- Not an economic activity
  - “journeys involving domestic Equidae transported by an owner for the purpose of riding, showing or competing for pleasure”.



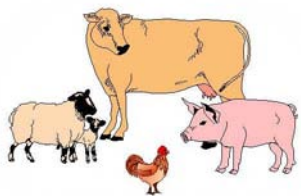
# Legislation

- Article 1.3 *“This Regulation shall not be an obstacle to any stricter national measures aimed at improving the welfare of animals during transport taking place entirely within the territory of a member State or during sea transport departing from the territory.”*



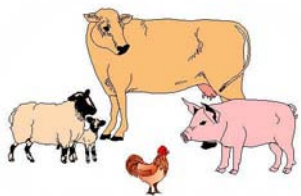
# Legislation

- The Welfare of Animals (Transport) (Scotland) Regulations 2006
- Similar legislation in England, Wales and Northern Ireland



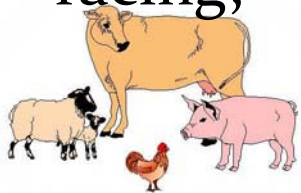
# Legislation

- Applies to all species
- So it covers a wide range of species and types with differing welfare considerations
- With regard to Equidae, Regulation addresses two types:
  - Registered equidae
  - Unbroken equidae



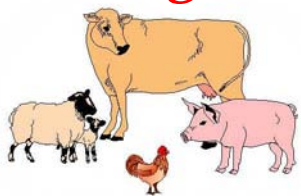
# Definition

- “*Registered Equidae* means registered Equidae as referred to in Directive 90/426/EC” →
- '*registered equidae*' means any equidae registered as defined in Directive 90/427/EEC, identified by means of an identification document issued by the breeding authority or any other competent authority of the country where the animal originated which manages the studbook or register for that breed of animal or any international association or organization which manages horses for competition or racing;



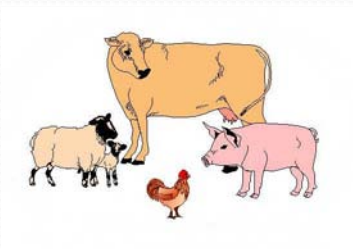
# Registered equidae

- Certain exemptions, including:
- No requirement for a journey log
- Vehicles do not need to have a *navigation* system
- No need to comply with water/feed/rest intervals
- Long journeys permitted for registered foals under 4 months old
- **BUT no exemptions if moving registered equidae to slaughter (direct or indirect)**



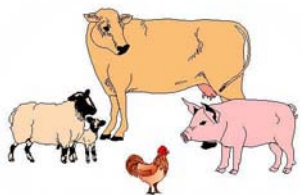
# Definition

- “*Unbroken Equidae* means Equidae that cannot be tied or led by a halter without causing avoidable excitement, pain or suffering”.
- Moved in groups of not more than four
- ONLY short journeys



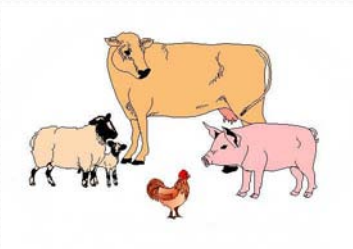
# Definition

- “*Place of departure* means the place at which the animal is first loaded onto a means of transport provided that it has been accommodated there for at least 48 hours prior to the time of departure”.
- “*Place of destination* means the place at which an animal is unloaded from a means of transport and:
  - (a) accommodated for at least 48 hours prior to the time of departure; or
  - (b) slaughtered”.



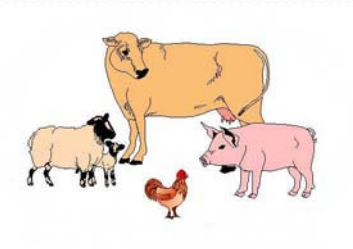
# Definition

- Journey time is counted from the time of the first animal being loaded until the last animal is unloaded.



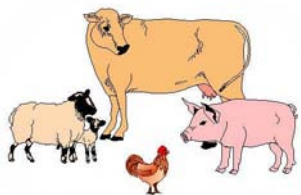
# Vehicle design and operation

- Means of transport, containers and their fittings shall be designed, constructed, maintained and operated so as to:
  - (a) avoid injury and suffering and to ensure the safety of animals



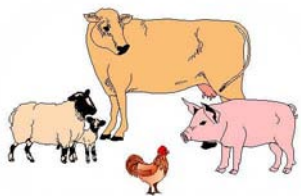
# Loading and unloading

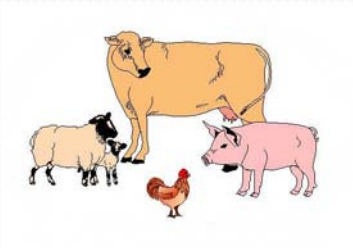
- Facilities for loading and unloading ...
- (a) prevent injury and suffering and minimise excitement and distress during animal movements as well as to ensure the safety of the animals. In particular, surfaces shall not be slippery and lateral projections shall be provided so as to prevent animals from escaping



# Ramp angles

- Ramps shall not be steeper than an angle of  $20^{\circ}$  (36.4% to the horizontal) for horses
- When the slope is steeper than  $10^{\circ}$  (17.6% to the horizontal), ramps shall be fitted with a system, such as provided by foot battens, which ensure that the animals climb or go down without risk or difficulties

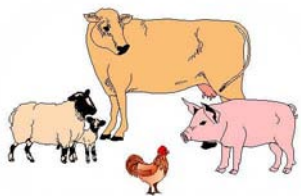




***EH***

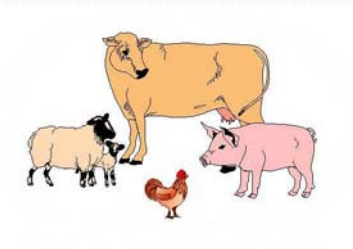
# Transport of horses to slaughter

- World Horse Welfare have estimated that 80,000 horses are transported annually across Europe to slaughter or for further fattening.
- Journeys from Eastern Europe to Italy
  - Poland to Sicily 2500km, 3 days



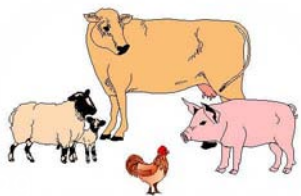
# Transport of horses to slaughter

- Concerns with current trade
  - Journey limit (maximum time)
  - Provision of water
  - Fitness for transport
  - Space allowance
  - Enforcement



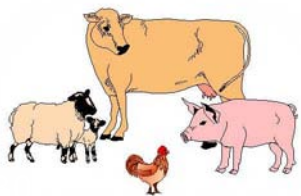
# Types of horse

- No such things as a typical slaughter horse
- Donkeys also transported long distances
- All ages and sexes
- Wide variety of types and builds
  - slaughter, work, sport, leisure
- Different reasons for slaughter
  - reared for slaughter, old, ill, unwanted



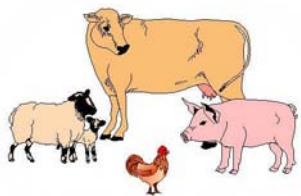
# Assembly Centres

- Limited rest in recumbency if tethered
- Limited water provision
- Feed - poor quality/quantity
- Mixing (unfamiliar/different sexes)
- Mixing (different health statuses)
- Horses may be present for several days before transport



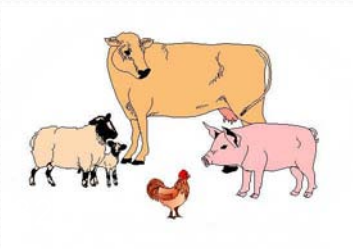
# Transportation

- Multiple factors may contribute to exhaustion/dehydration
  - No access to water
  - Physical exertion in order to balance
  - Inadequate rest
  - Lack of space
  - Stress and fighting
  - Heat and humidity

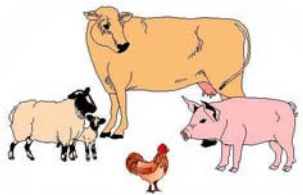


# Lack of space

- Increases risk of dehydration and exhaustion
- Inadequate space between horse's body and partitions
- Restricted air flow around horse
- Profuse sweating
- Difficulty balancing in limited space (90° orientation)
- Most horses don't fit across vehicle lengthways → cramped position and inability to move



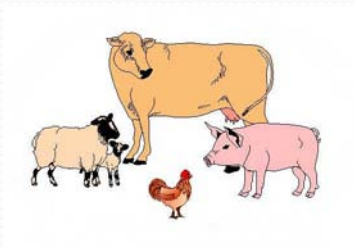
***EH***



***EH***

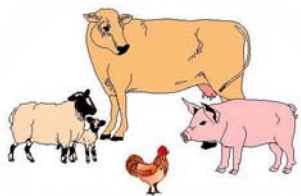
# On-vehicle stops

- Must be given liquid and if necessary fed every eight hours
- Watering methods vary - limited water provided
- Horses not accustomed to watering technique
- Hay usually provided - quality may be poor
- Some vehicles do not stop



# Control Posts

- Signs suggestive of dehydration and exhaustion commonplace
- Constant access to water uncommon
- Profuse sweating
- Horses often unable to rest in recumbency
- Stress and fighting, particularly stallions
- Pain, injury and disease
- Abnormal behaviour extremely common





WorldHorseWelfare

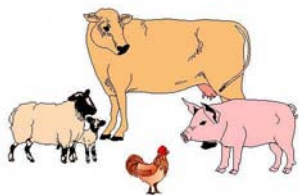


Recommendations for amendments to  
EU Council Regulation (EC) No. 1/2005

## Dossier of Evidence

Second Edition  
Part 1: Journey Times  
October 2011

World Horse Welfare's  
campaign to end  
the long-distance  
transportation of horses  
to slaughter in Europe

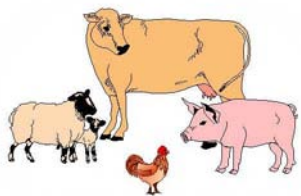


***EH***

# Future changes

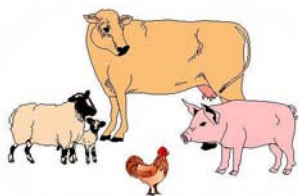


- European Food Safety Authority (EFSA) have sponsored a scientific review of evidence to identify areas where the legislation might be improved
- EFSA panels reported back at the end of last year and Defra have consulted with “expert groups” in the UK for their opinions



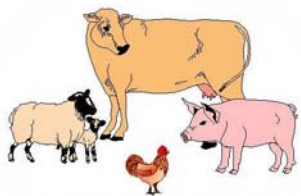
# Ongoing concerns

- Assembly centres and markets
  - Undisturbed minimum period of rest, provision of water and feed
- Better definition of *registered equidae* and other “types” e.g low value, slaughter, leisure, etc.
- Maximum finite journey time for unregistered horses and horses going to slaughter
- Space allowances



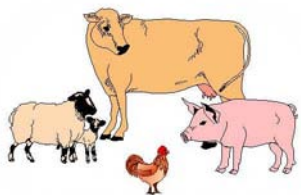
# Summary

- Current legislation is well intentioned and provides a minimum framework to ensure welfare
- Scope for further improvement and perhaps better to recognise that the requirements are not the same for all species of animals
- Still concerns with journey times, space allowances and **ENFORCEMENT**



# Livestock vehicle emergencies

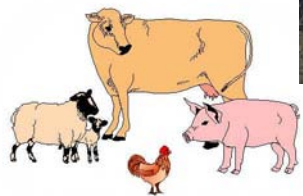
- New initiative - more incidents than perhaps perceived
- Serious implications for welfare of animals
- Working with:
  - Chief Fire Officers Association
  - British Veterinary Association
  - Police
  - Defra, Local Authorities etc





# THE CHIEF FIRE OFFICERS' ASSOCIATION

The professional voice of the UK fire and rescue service

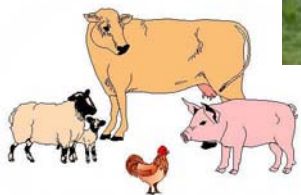


***EH***



# THE CHIEF FIRE OFFICERS' ASSOCIATION

The professional voice of the UK fire and rescue service

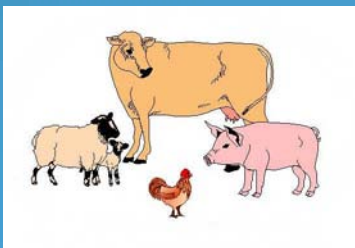


***EH***



# The welfare of horses during transport by road

Peter Kettlewell, FRAgS, FIAgrE,  
Eddie Harper, MBE  
Scottish Equine Welfare Conference  
Weipers Centre, Glasgow



***EH***