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Poultry transport — Code of practice

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Foreword

Rwanda Standards are prepared by Technical Committees and approved by Rwanda Standards Board (RSB) Board of Directors in accordance with the procedures of RSB, in compliance with Annex 3 of the WTO/TBT agreement on the preparation, adoption and application of standards.

The main task of technical committees is to prepare national standards. Final Draft Rwanda Standards adopted by technical committees are ratified by members of RSB Board of Directors for publication and gazettement as Rwanda Standards.

WD xxx was prepared by Technical Committee RSB/TC 5 *Meat, poultry, eggs, game and their products.*

In the preparation of this standard, reference was made to the following standards:

1) IS 5238: Transport of poultry-Code of practice

2) Australian and New Zealand, Primary Industry Ministerial Council: Land transport of poultry-Model code of practice for the welfare of animals

3) FVE, COPA-COGECA, European poultry transport guide: Poultry health and welfare during transport with particular focus to the transport of chicken from farm to slaughterhouse

The assistance derived from the above source is hereby acknowledged with thanks.

Committee membership

The following organizations were represented on the Technical Committee on *Meat, poultry, eggs, game and their products,* (RSB/TC 5) in the preparation of this standard.

Paragraph of participants

Rwanda Standards Board (RSB) – Secretariat

Poultry transport — Code of practice

1 Scope

This Working Draft provides the guidance for the transportation of poultry from the hatchery to the farms, and from their living area to other accommodation or to slaughter facilities.

2 Normative references

There are no normative references in this document.

3 Terms and definitions

For the purposes of this standard, the following terms and definitions apply.

3.1

poultry

day-old chicks and turkey poults, chickens, quails, guinea fowls, ducks, geese and turkeys.

3.2

chicks

day-old birds especially one newly hatched.

4.3

poults

day-old domestic fowl especially turkeys raised for food.

4.4

container

any crate, coops, cages, box, receptacle or other rigid structure used for the transport of animals which is not a means of transport.

4.5

keeper

any natural or legal person, except a transporter, in charge of or handling animals whether on a permanent or temporary basis.

4.6

transporter

any natural or legal person transporting animals on his own account or for the account of a third party.

4.7

attendant

a person directly in charge of the welfare of the animals who accompanies them during a journey.

4.8

soiling

making something dirty, especially with solid waste

4 General Considerations

4.1 Responsibilities

4.1.1 Business enterprises/employers

4.1.1.1 Top Management should ensure that the employees and contractors have sufficient competence in the use of equipment and in the humane care and handling of poultry. They should train employees in the use of equipment and in the humane care as well as handling of poultry. In case of outsourcing, they have the responsibility to select contractors that are well-equipped and experienced and have demonstrated that they act in compliance with the legal requirements.

4.1.1.2 Employers should also ensure that they have employees with expertise specifically in flock management and skills in animal health.

4.1.2 Keepers(farmers/owners)

4.1.2.1 Owners/keepers of poultry operations should provide facilities and equipment that enable birds handling, loading and unloading to take place without causing injury or undue suffering to the birds. They should also take into consideration of correct building design, accessibility to transport, location and appropriate design and use of cages and equipment greatly improve the humane handling of poultry.

4.1.2.2 Owners/keepers of poultry at the place of departure, transfer or destination should ensure that the technical rules on fitness for transport, loading and unloading, and handling of the animals are met.

4.1.2.3 Owners/keepers who are natural persons, should provide information to the competent authority upon request concerning the planning, execution and completion of any journey.

4.1.2.2 Owners/keepers should be updated and adopt new technology in relation to shed and cage design that improves the well-being of poultry during transportation.

4.1.2.3 The owner (or grower in the case of contract growers) or agent should be responsible for ensuring that only fit and healthy birds are selected for travel. Sick, injured or weak birds should not be allowed to be transported.

4.1.2.4 The point at which ownership of the birds is transferred from one party to another should be clearly established and agreed, preferably in writing, between the parties before departure.

4.1.3 Organizer

4.1.3.1 An organizer can be a transporter who has subcontracted to at least one other transporter for a part of a journey. Natural or legal person who has contracted with more than one transporter for a journey and he/she should ensure the following for each journey:

a) The welfare of the animals is not compromised by insufficient coordination of the different parts of the journey and the weather conditions are taken into account;

b) The provision of the information regarding to planning, execution and completion of the journey to the competent authority at any time.

c) The transport of animals is contracted or subcontracted to transporters that are officially authorised;

4.1.3.2 Persons organizing the transport of poultry should plan the journey carefully and be aware of any requirements for health certification. Contingency plans should be made to minimise any delay that could be stressful to birds

4.1.3.3 Approvals and documentation should be completed before the journey. This is particularly important for interstate and export movements in minimizing delays that may adversely affect the well-being of the birds.

4.1.4 Flock manager

4.1.3.1 The flock manager should assist in organising the transport of poultry and be aware of any requirements for health certification.

4.1.3.2 The flock manager should be responsible for assisting in the selection process and should remove birds that are unfit for transport prior to loading for transportation. Humane and effective arrangements should be made by the owner or person in charge of the flock for the handling and care of any birds rejected as unsuitable for loading.

4.1.3.3 Flock manager should also be responsible for dealing with any emergencies that are notified by the truck driver/transport company and, with the truck driver/transport company, for the development of contingency plans that minimise any stress or suffering experienced by the birds in such circumstances.

4.1.5 Transporters

4.1.5.1 The welfare of the animals and welfare conditions during transport are a core principle and they result mainly from the day-to-day conduct of the transporters. Therefore, the transporter should:

a) be accountable and transparent concerning their status and operations;

b) provide proof of their authorization, systematically report for any difficulty and keep precise records of their actions and the results;

c) in their capacities be able at request of the official to:

— Provide documentary evidence that cleaning and disinfection operations are performed in facilities with installations that are officially approved;

— Present for each driver in his service a copy of the official certificate of professional competence;

— Present for each means of transport registered in his name (or the name of his company), a copy of the certificate of approval;

— Demonstrate that they are complying with the technical rules for the fitness of the animals to be transported, the utility of the means of transport, the applied transport practices regarding to handling, loading and unloading of the animals, and compliance with space allowances.

4.1.5.2 Additionally, it is important to note that since poultry is transported seated in containers and it is not feasible to assess the fitness of each individual animal once the animals are loaded. The transport of poultry should be contracted or subcontracted to transporters that are officially authorized.

4.1.5.3 If the transporter is also the driver, both authorizations of the transporter and a copy of the certificate of professional competence are needed. When a transporter uses or provides means for transporting live poultry, the means of transport should have a valid certificate of approval for this purpose before loading animals, and they should:

a) Notify the competent authority of any changes in relation to the information and documents provided to the officials;

b) Identify the natural person(s) responsible for the transport and ensure that information on the planning, execution and completion of the part of the journey under their control can be obtained at any time.

4.1.5.4 The transporter should ensure that the driver has the capacity and knowledge to function as attendant during all stages of the transport.

4.1.5.5 The transporter should report any anomalies during transport to the competent authority and a copy of the report should be held by the transporter.

4.1.5.6 Written complaints about transport should be recorded in a register and the monitoring of these complaints should be noted.

4.1.6 Drivers

4.1.3.1 The drivers of a road vehicle should be responsible for the care and welfare of birds during transport unless either an attendant or agent appointed by the owner travels with the consignment.

4.1.3.2 The driver should ensure that he/she is provided with the name and contact of the owner/agent of the birds in case there are any delays or if any emergency action is required.

4.1.3.3 The drivers should check that the load is secure and there are no loose birds before departing. They should also drive safely to minimise birds' stress and disturbance.

4.1.3.5 Provision for regular inspections during transit should be made depending on the duration of the journey.

4.1.3.6 For the welfare of poultry, the driver should have the capacity and knowledge to control the situation during the different stages of transport.

4.1.3.7 The transport of poultry over distances exceeding 65 km should be conducted under the supervision of certified personnel responsible for ensuring appropriate animal welfare management throughout transit.

4.1.3.8 The training courses addressed to the road drivers should include at least the technical and administrative aspects of Community legislation concerning the protection of animals during transport and in particular the following items:

a) Fitness of sick and /or injured animals;

b) Animal physiology and in particular drinking and feeding needs, animal behaviour and the concept of stress;

c) Practical aspects of handling of animals;

d) Impact of driving behaviour on the welfare of the transported animals and on the quality of meat;

e) Emergency care for animals;

f) Safety considerations for personnel handling animals.

4.1.3.9 The driver should be able to present the following information of an animal or group of animals at the request of the competent authority throughout the transport:

a) The identification data of the transporter of poultry;

b) The identification data of the flock at the place of departure including the date and time of loading and the species, category and number of poultry;

c) The identification data of the flock at the place of destination, including the identification data of the flock, the expected duration of the journey and in case of a slaughterhouse including the approval number.

4.1.3.11 The driver should report anomalies during transport to the transporter and the competent authority and a copy of the report should be held by the transporter.

4.2 Pre-transport preparation

4.2.1 Facilities and equipment

4.2.1.1 Prior to loading and unloading poultry, there should be a holding and receiving area which provides favourable conditions to the birds. An operation should have separate rooms for different species and age.

4.2.1.2 Poultry receiving and holding area should be provided with washing and disinfection facilities, and there should be a facility for watering of birds if they are to be retained for 8 hours or more.

4.2.1.3 If flooding occurs in sheds housing poultry floor, or holding area floor; dry bedding should be provided, where practical in order to minimise, the problems associated with transporting wet birds.

4.2.1.4 Transport means, facilities and equipment should be designed, constructed and maintained to avoid injury and suffering and to ensure the safety of the animals.

4.2.1.5 The walls, partitions, floors and side protection gates should be free of any sharp edges, protrusions, gaps, holes and spaces which are likely to cause injury.

4.2.1.5 Vehicle, equipment and other load /unload facilities should be designed in a way that allows easy to be cleaned and disinfected.

4.2.1.6 Other facilities for loading including the collecting area, races and loading ramps and 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.

4.2.1.7 It is essential that loading facilities should be properly illuminated to allow the animals to be observed by the animal handler and to allow the animals' ease of movement at all times and to facilitate easy loading.

4.2.1.8 Hot days, the ventilation during loading and the journey should provide for fresh air and the removal of excessive heat.

4.2.2 Minimising tress

4.2.2.1 Poultry should be caught and loaded immediately prior to transport in order to minimize the animal's stress.

4.2.2.2 Preventing stress in poultry before and during transport should be taken into account for maintaining their health and well-being. The following measures should be established and followed to prevent and/or minimize stress:

a) creation of a healthy environment to allow poultry to be comfortable. This includes access to fresh air, feed and fresh water prior to transport and every four to six hours according to the weather in order to prevent them from being dehydrated and more stressed.

b) use of small, dark boxes/crates. For the flock to feel a light breeze, there should be a need to limit their access to light in order to reduce bird's stress. Small dark crates/boxes which hold two or three chickens should be used as the best way to move the flock. The snug quarters should also be recommended to prevent movement of the flock during transportation.

c) quiet, smooth trip. Travel routes with loud traffic, lots of construction, and rough roads should be avoided. Smooth, quiet drives should be recommended to minimize the poultry experiencing stress and death due to loud noise. Travel should be in day or night hours with low amount of noise and also placing crates on sound-absorbent surfaces, such as blankets or rubber mats.

d) prepare housing. Before transporting the poultry flock from one location to another, the new housing facility (receiving area) should be prepared in advance. The preparation should include, but not be limited to, the following essential requirements:

— Fresh feed and water;

— Clean bedding (straw or shavings); and

— An enclosure that offers protection from predators.

4.2.3 Planning and contingency

4.2.3.1 The organiser and transporter should plan the journey in advance (minimizing the length of the journey and carrying out transport without delay) and in a way which minimizes welfare risks and, as such, to be at the discretion of the local authority/Animal Health.

4.2.3.2 In planning, the transport means and responsible personnel should be considered. The transport should be designed to avoid delays and ensure that a person in charge is present at the place of delivery to take responsibility for the birds.

4.2.3.3 A contingency plan should be developed by all transporters to deal with transportation delays, such as vehicle breakdowns and accidents.

4.2.3.4 Transporters and drivers should also be trained on emergency care of animals and contingency plans. An organized planning should be carried out for long journeys through the completion of movement documents.

4.2.3.5 Transporters should document their contingency plans in case of emergencies and to make these available to the competent authority on request. In the case of unforeseen circumstances, the transporter or the driver on his behalf should take the necessary measures to prevent the suffering of animals.

4.2.3.6 The transporter should submit contingency plans, which demonstrate that in the case of an emergency situation, measures can be taken in due time to protect the animals, as quickly as possible. This plan should take into account that no two accidents are alike and every situation requires independent decisions.

4.2.3.7 Successful crisis management should require appropriate organizational and technical preparation, and the following should be considered for minimization of risks prior to transport:

a) Contingency plans have to be in place for failure of power, traffic jams, and provision of water and feed supplies if required.

b) For emergency events that are considered exceptional to normal daily practice, contingency arrangements/considerations and any actions taken to resolve the issue should be recorded. Any decision applied in an emergency situation should be made with consideration of the birds' welfare at all times;

c) Measures should be in place to manage exposure to extreme temperatures during pick-up and transport to minimise predisposing birds to extreme heat and cold stress. Protection should also be available for use in the winter months.

d) Procedures should be in place during pick-up to minimise the risk of smothering and heat/cold stress.

e) Prior to departure, pick-up crews should inspect the load to ensure all containers are secure for transport.

4.2.4 Selection and assessment of poultry fitness to travel

4.2.4.1 Animals should be checked at the farm and given appropriate veterinary treatment and if necessary, undergo emergency slaughter or killing in a way which does not cause them any unnecessary suffering.

4.2.4.2 The assessment of the fitness of poultry should be undertaken prior to catching and loading them into transport containers. This assessment should be a shared responsibility of both the farmer/keeper and the transporter or driver. Once the loading of containers with the birds begins, the transporter is wholly responsible for the welfare of the birds until unloading at the end of the transport.

4.2.4.3 The monitoring of animals should be necessary to check for injuries or distress that requires immediate attention, and/or mechanical and structural problems with the means of transport that could adversely affect the welfare of the birds. This also allows steps to be taken in advance to ensure that problems can be addressed promptly on arrival.

4.2.4.4 The competent personnel for animal health should ensure that only fit and healthy birds are selected for travel. Sick, injured or weak birds should not be transported and should be appropriately treated. This inspection process should be done as soon as practicable prior to transport.

4.2.4.5 The farmer, the catching, the loading team and the driver should act according to the following instructions, taking into account that poultry is always in a sitting position during transport:

a) Only animals assessed as “fit on the farm” should be transported for the intended journey, and those animals should be transported in conditions guaranteed not to cause them injury or unnecessary suffering. The animal handler should not put the poultry in the container if its fitness to travel is in doubt.

b) Unfitness to travel: examples of poultry which are judged unfit for transport should be provided to the operators and be treated accordingly.

4.2.4.6 Where required, a suitable source of lighting should be available to carry out inspections.

4.2.5 Provision of Water and Feed

4.2.5.1 Adequate feed or water provisions and changes in the volume or quality of feed and water should be considered as to diminish the stress associated with transportation. Furthermore, water is also important for the regulation of body temperature.

4.2.5.2 For poultry and domestic birds, suitable feed and water should be available in adequate quantities, except in the case of a journey lasting less than 12 hours for adult birds, disregarding loading and unloading time.

4.2.5.3 Poultry should get suitable feed and water if the journey is longer than 12 hours. This means that the poultry should get suitable feed and water if the driving time exceeds 12 hours.

4.2.5.4 Birds, excluding day-old chicks and poults should not be held in containers for longer than 24 hours unless they are assured of access to water. When a delay is anticipated and holding time is likely to exceed 24 hours, birds should be released into a shed where they have access to feed and water.

4.2.5.5 Birds, excluding day-old chicks and poults should receive feed during the 24 hours prior to travel. Birds should have access to water prior to loading.

4.2.5.6 Birds should be able to access fresh water every couple of four hours, to prevent them from becoming dehydrated and more stressed. Long trips journey should require the flock to be fed every four hours.

4.2.5.7 The time spent in containers should be calculated from the time the birds are first placed in them, not from when the journey begins.

4.2.5.8 Birds should not be fed immediately prior to transport, as a full food increase the physical stress during transport and increase faecal soiling in containers. The feed withdrawal time on the farm should be determined in coordination between the farmer, the transporter and the destination.

4.2.5.9 Transport times should be kept short enough in order to limit the necessity of having to feed the birds during transport, as feeding during transport leads to soiling.

4.2.5.10 Birds should not be provided with water in conventional containers. Hence, transport times should be kept short enough so that the feeding and watering requirement time is not reached.

4.2.5.11 Poultry not intended to be slaughtered should be fed and watered as soon as possible after unloading.

4.2.5.12 Poultry should not be removed from transport to containers for feeding purposes unless they are in an escape-proof area.

4.3 Equipment

4.3.1 Transport means

4.3.1.1 An effort should be made to protect birds from the adverse effects of direct sunlight, radiant and reflected heat, wind, rain and hail. Poultry transport should be designed for that purpose and be in a way that ensures highly poultry protection.

4.3.1.2 Vehicles and other poultry carriers should be designed in a way that allows airflow during transportation. Each poultry travel crate should have breathing slots for birds to enjoy a cool summer breeze; however, attention should be made in order not to choose a transport carrier that is completely open to the elements. Open-air vehicles cannot shield chickens from potential rainfall, snow, debris kicked up from the road, or overpowering gusts of wind.

4.3.2 Transport conditions for poultry

4.3.2.1 Shelter

4.3.2.1.1 Birds being transported may be affected by wind-chill if they become wet. Birds both at the front and the back of the vehicle should be protected from the extremes of the weather while being transported.

4.3.2.1.2 Temperature between the top and bottom and front and back can differ significantly and transporters should be aware of this when considering the well-being of the birds being transported.

4.3.2.1.3 Suitable covers should be used to protect birds in containers from wind and rain, and from excessively hot or cold conditions; however, transporters should be aware of the need to ensure that

the birds do not suffer from a lack of ventilation if the trucks are covered. Shade should be provided in hot weather when transport vehicles are stationary.

4.3.2.2 Ventilation and Temperature

4.3.2.2.1 The air circulation in transport units should:

a) provide enough fresh air for the birds;

b) remove smells and gases; and

c) control temperature and humidity.

4.3.2.2.2 The supply of fresh air in enclosed vehicles should be checked regularly and adjusted as necessary.

4.3.2.2.3 Poultry should not be carried or held in the boot of a car. They should not be held inside an enclosed vehicle in conditions when the temperature may exceed 33°C. Chicks should be maintained at temperatures as close as possible to identified targets

4.3.2.2.4 Containers should be stacked in a way which facilitates good ventilation. Insufficient spacing can prevent heat loss and interfere with the circulation of air through and between containers.

4.3.2.2.5 Poultry should not be exposed to conditions of excessive draughts.

4.3.2.2.6 The air temperature in a load of poultry, other than day-old chicks, should ideally be maintained between 10–30 °C. During hot weather, depending on the humidity and the air flow, the number of birds per container may need to be reduced to keep load temperatures within the acceptable range. In still, hot, humid conditions, particular consideration should be given to the way in which containers are stacked so that air circulation between and through the containers is maintained.

4.3.2.2.7 When the temperature of the load in transit (or once loaded) exceeds 30°C, the vehicle should not be left stationary for more than 45 minutes. Regardless of the environment temperature, whenever facilities are not available for protection from the weather, birds in transit or awaiting unloading for slaughter should not be required to sit in a parked vehicle for more than two hours.

4.3.2.2.8 Poultry should not be transported during the hottest part of the day on very hot days and particularly during periods of high humidity. There should be means of maintaining appropriate air quality and quantity and provision of sufficient ventilation for the number of animals and weather.

4.3.2.2.9 Sufficient ventilation should be provided to ensure that the needs of the poultry are fully met taking into account in particular the number and type of the birds to be transported and the expected weather conditions during the journey. Containers should be stored in a way which does not impede their ventilation.

4.3.2.2.10 Vehicles should permit adequate ventilation but protect the birds from adverse weather conditions. Where it is not obvious that the containers contain live animals, each should be marked clearly and visibly with “Live animals” at the top of the container.

4.3.3 Recommendations on Transportation means, Containers and design

4.3.3.1 Birds should only be carried in properly designed cages or containers.

4..3.3.2 Transport carrier should be designed in a way that allows airflow and ensures high poultry protection. They should also be designed, constructed and maintained to high standards using suitable materials, and should be appropriate for the size of the poultry.

4.3.3.3 Containers used to transport poultry should be of such material which does not collapse or crumble. They should be well ventilated and designed to protect the health of poultry by giving it adequate space and safety. The containers should be designed as to:

a) render it impossible for birds to crowd into the corners during transportation, and

b) avoid the danger of boxes being stocked too close together as to interfere with ventilation.

4.3.3.4 Containers (cages or crates) for carrying poultry should be properly designed in a way that prevent the birds’ legs tied during transportation.

4.3.3.5 Cages and crates should be designed, monitored and managed so that birds are not injured when being placed in or taken out. Cage lids should be as large as practical, and not be less than 20 cm wide and 22 cm high. These minimum dimensions should be also applied to the doors of top-loading crates.

4.3.3.6 There should be no protrusions or sharp edges on the framework. Container’s hinges and latches should not project into the cage.

4.3.3.7 Containers or cages used for the transport of poultry should be of a design that, when properly maintained and managed, prevents escape from or the protrusion of any part of a bird through the crate, such that it could be entrapped or damaged during handling or transport. Cage floors should be rigid or supported to prevent collapse onto structures or containers/crates below.

4.3.3.8 Containers should be ventilated and sufficiently high to allow poultry to sit comfortably during transport. The floor space per bird in the containers should be sufficient to allow bird to sit during the journey. It should also be noted that turkeys are prone to injury if allowed to stand in crates. Turkey crates should be appropriately designed to minimise injury.

4.3.3.9 Containers should be fitted with locking systems that prevent escape during transportation.

4.3.3.10 All containers should be clearly labelled showing the name, address and telephone number of the consignor and the consignee.

4.3.3.11 Containers should be kept in an upright position, lifted and placed with care not to be dropped or thrown, and positioned in an upright position and secured prior to departure.

4.3.3.12 Containers should be securely attached to the transport vehicles to prevent containers moving or falling off the vehicle and to prevent distress or injury to the birds.

4.3.3.13 Poultry should be transported sitting down and the height of the containers is corresponding to this way of transportation of the birds avoiding the birds getting injured (by wing flapping to stay in balance or by climbing on each other).

4.3.3.14 Containers should be clean and dry when birds are placed in them, to avoid poor hygienic conditions and unnecessary soiling of birds, and problems with ice when transporting poultry in cold climates.

4.3.3.15 The floor should be easy to clean but should prevent birds from harming themselves during transport, therefore any leakage should be minimised. Since birds are transported in sitting position and not standing walking around and the emptying of the containers may be done by mechanical means, anti-slip flooring is prescribed. Adequate ant slip floor should be installed limited where the hazard exists and it should be intended to correct temporary hazardous conditions. Although, a container which has no anti-slip floor at all, is very smooth and can be cleaned very well and easily. So anti-slip and cleaning are different aspects.

4.3.3.16 Containers should be stacked in a way that will enable sufficient ventilation/air exchange during transport.

4.4 Cleaning and disinfection

4.1 The poultry transport biosecurity should be one of the main concerns for all operators. Livestock haulage and other vehicles, such as feed lorries, engineers and other visitors unfortunately provide an excellent vector through which disease can spread. In order to help prevent this, it is necessary consider and emphasise the following importance of cleaning and disinfection:

a) The cleaning and disinfection of means of transport are to be made after each trip, if necessary, before any new loading of poultry, and are to be permitted only using disinfectants officially authorised and used in accordance with the manufacturer's instructions;

b) Before undertaking the biosecurity, programme operators should ensure that the person carrying out the procedure is wearing clean and disinfected protective waterproof coveralls, Wellington boots, rubber gloves and goggles;

c) All containers should be thoroughly cleaned and disinfected after use. Cleaning should be done carefully after unloading birds in order to remove all dirt, leftover litter, droppings and any other material in the vehicle, which is then cleaned with water. This cleaning includes all parts in contact with poultry and the vehicle and all objects found in the vehicle during transport. Disinfection should consist of spraying

thoroughly with an approved disinfectant all parts of the vehicle and all the objects that have been in contact with the poultry during transport.

4.2 Personnel and equipment entering successively different houses or farms with poultry should be exclusively dedicated to the premises concerned unless they have been subject to a cleaning and disinfection procedure after being in contact with the poultry on a previously visited farm.

4.3 Vehicles and any transport means used to transport poultry should be clean and disinfected before loading and after unloading the birds.

4.4 If a transport vehicle has been in a country where a notifiable disease is active in terms of the OIE, the vehicle should be cleaned and disinfected with disinfection agents which are effective against the disease.

4.5 Cleaning and disinfection operation (C&D) should cover all parts of the vehicle and all objects which have been in contact with poultry during transport.

4.6 All containers used for birds' transportation should be clean and, if necessary, disinfected before poultry are loaded into them.

4.7 Cleaning and disinfection operations of every means of transport and container should be recorded and traceable.

4.5 Catching and loading poultry

4.5.1 General recommendations

4.5.1.1 Birds should be handled in a calm and humane manner. The catching should be done by experienced and appropriately trained personnel.

4.5.1.2 Poultry should be caught in upright position and birds laying hens should be carried with care and caution.

4.5.1.3 Planning the catching and loading procedure should be prepared well in advance to allow adequate time for birds to be handled quietly in a way that does not cause them injury and stress.

4.5.1.4 Adequate labour should be provided to ensure that the loading time is not unnecessarily prolonged and crates should be brought to the barn prior to catching to minimize birds handling time.

4.5.1.5 There should be sufficient lighting to permit inspection of the birds during loading, transport and unloading. A torch or other device should be used where light is insufficient for adequate inspection.

4.5.2 Welfare responsibility while loading

4.5.2.1 The poultry farmer or a supervisor on his behalf should be present when the catching and loading teams are catching and loading the birds as the supervision resulting in improved welfare when catching the birds.

4.5.2.2 Catchers' team should use behavioural principles move slowly and steadily through the flock to avoid smothering.

4.5.2.3 Catching and loading activities should either be performed by a fully authorized and licensed company or by properly trained farm staff.

4.5.2.4 The way poultry are handled and caught is crucial for the welfare of the birds. The people who catch the birds should be educated and trained about how this has to be done in a way that the welfare of the animal is not compromised. Moreover, it is crucial that the people who catch the birds are well positioned in the broiler house (not far from the containers, a small person should not put the birds in the upper layer without the use of small ladder).

4.5.2.5 Catching and loading of broilers may also be done mechanically, by the use of broiler catching machines, e.g., with rotating heads with rubber fingers, conveyer belts then bring the birds into the transport containers.

4.5.2.6 Catching poultry mechanically when used should be done by an employee who is well-trained in operating the machines. Nonetheless, this method is not suitable for other poultry species and the use of catching machines does not remove the producer and transporter responsibility in relation to fitness assessment of the birds.

4.5.2.7 When catching and loading is mechanical, the staff should be responsible to carry out proper surveillance of the machines, so that they function properly during the entire catching operation. Cleaning and disinfection of those equipment should be done efficiently and effectively.

4.5.2.8 Once the birds are on the vehicle the transporter is wholly responsible for the welfare of the poultry until they are unloaded. If the transporter does not make a 'fitness assessment' then there should be a clear and documented procedure as to who takes responsibility for that particular task.

4.5.2.9 Transporters should ensure that the journey commences immediately after loading, and that unloading is completed without delay upon arrival. Failure to do this could result in enforcement action.

4.5.3 Personnel and other considerations

5.2.1 Personnel involved in catching and loading birds should receive instructions on good hygienic practices, including:

a) hands/gloves sanitizing before catching or loading; and

b) wearing protective clothes; ideally footwear and clothing.

5.2.2 All members of catching and transporting crews should be provided with adequate instructions and be provided with training about the basic aspects of animal welfare and bird handling.

5.2.3 Producers, catchers and transporters should keep themselves informed on the new technology concerning to care of handling and transporting poultry, and they should ensure that only devices proven to be humane are used to gather birds. These methods are recommended only when it has been shown they reduce stress and injury to the birds compared to manual catching.

5.2.4 Catching and loading of the animals in many ways determines the welfare of the animals during the remainder of the transport time. Therefore, catching and loading of poultry should be done with care and with extra attention to the following points:

a) broiler's poultry that are already dead or that are likely to suffer during the journey (ill or injured animals) should not be loaded for transportation;

b) poultry are caught and carried in such a way that no damage to either wings or legs is done;

c) poultry are placed in the designated container in a way to avoid unnecessary stress or injury;

d) handlers responsible for the loading of the birds should make sure that the number of birds per container complies with Table 1 shown in this standard;

e) poultry are spread out evenly in the container, to prevent huddling;

f) each container should be checked for trapped wings or feet;

g) containers should be loaded onto the truck with care, to prevent unnecessary stress or injury to the animals.

5.2.5 In loading containers, consideration should be taken regarding different species, difference by age of poultry, and there should be prevention of mixing different poultry either in age or species in the same container during travelling; and also, the responsible personnel should consider the number of birds per container as illustrated in **5.3.3** (Table 1).

5.2.6 Special attention should be directed to the humane transport of poultry to prevent overcrowding and suffocation, exposure to extremes of temperature and transport over long distances without feed and water. Crates, cages, coops and vehicles/transport means should be disinfected before leaving the farming plant, in order to reduce the possibility of the spread of poultry diseases.

5.2.7 Containers of birds should be moved in a horizontal position. If a conveyor is used for loading birds into crates, cages or coops, the conveyor angle should prevent excessive tilting of containers

causing birds to pile up. Containers should not be thrown or purposefully dropped. They should be moved smoothly during loading, transport and unloading.

5.2.8 Poultry in general should not be lifted or carried by the head, neck, wings or tail. However, it is acceptable to carry adult geese by the base of both wings and ducks by their necks, as these species may be injured when they are carried by their legs. Any escaped birds should be re-caught and handled humanely.

5.2.9 Broiler chickens should be caught in sheds in which the lighting has been reduced, and should also be placed in crates in a manner which minimises movement of the birds and prevents injury and stress. For broiler chickens weighing 2.0 kg and less that are loaded by hand, up to five chickens can be carried in each hand. For chickens weighing more than 2.0 kg, up to three or four chickens should be carried in each hand, depending on their weight.

5.2.10 Layer hens should be carried by hand with the head hanging downwards. They should be held by both legs and care taken to prevent flapping wings from hitting solid objects. For layer hens, it is recommended that one person should remove the birds from the cage and hand it to a second person, in a manner that allows up to five hens to be carried at a time in each hand.

5.2.11 The same practices of care in handling should be applied to hens housed in non-cage systems. Where possible, food troughs, drinkers and moveable perches should be removed from the catching area before catching starts. Where there is no suitable access by the road vehicle to free-range units, alternative transport to the road vehicle should be provided. In addition, it is recognised that more labour may be required for catching birds housed under non-cage systems and adequate labour should be supplied in order not to prolong loading time.

5.2.12 Geese, ducks, turkeys and other large birds may be headed towards the loading area and even into the container or vehicle.

5.2.13 There should be sufficient lighting to permit inspection of the birds during loading, carriage and unloading.

5.2.14 Care should be taken to ensure that all poultry are placed carefully into crates or other carrying containers. Any escaped birds should be re-caught and handled humanely.

5.2.15 Before moving, drivers should check and ensure that the doors of all containers are closed, secured and there are no protruding limbs or escaped birds.

4.6 Space, loading density of birds and weather conditions

5.3.1 The number of birds per container depends on available floor space, body size of the birds and prevailing environmental conditions at time of transport. All birds should be able to rest on the floor at the same time and remain evenly distributed.

5.3.2 Weather conditions should be considered when determining load densities for growing and adult birds. Ideally, the air temperature in a load of birds, other than day-old chicks, should be maintained at 22 °C – 30 °C. During hot weather, depending on the humidity and air flow, the number

of birds per container may need to be reduced to keep load temperatures and humidity within an acceptable range. On hot days, loading of turkeys should be avoided.

5.3.3 The recommended minimum floor space and height to be provided for each category of poultry in cold weather are given in Table 1 and Table 2 respectively. But in hot weather lower stocking densities is required.

Table 1—Transport container space requirements

S/N	Categories	Floor space
i.	Day-old chicks	435* chicks per m^2
ii.	Poultry less than 1.0 to 1.6 kg	40 birds per m^2
iii.	Poultry 2.2 kg to 3.0 kg	28 birds per m^2
iv.	Poultry 3.0 kg to 5.0 kg	20 cm^2 per kg
v.	Poultry more than 5.0 kg	100 cm^2 kg
Note 1: 435* in cold weather this may be increased to 472/m^2		

Table 2 —Transport container height requirements

S/N	Category	Minimum height cm
i.	Day-old chicks, turkey, poults, ducklings	12
ii.	Broiler chickens	23
iii.	Starter pullets, ducks, spent hens, meat and layer breeders	25
iv.	Turkeys	32

5.3.3 Transport should allow enough space for the birds to sit comfortably during journey and allows to rest on the floor. Moreover, special consideration should be done to ensure that cages and containers are designed to prevent injuries, and cage doors are as large as possible.

5.3.4 While loading the birds, density should be considered and the Table below provides densities applicable to the transport of poultry in container per minimum floor area.

Table 3 — Space allowances for poultry transport

Category	Minimum floor area in cm2
< 1.6	180 – 200 cm^2 /kg

1.6 to < 3	160 cm^2 / kg
3 to < 5	115 cm^2 / kg
> 5	105 cm^2 /kg
Note 2: The above figures may vary depending not only on the weight and size of the birds but also on their physical condition, the meteorological conditions and the expected journey time.	

5.3.5 The measurement to verify if the animals have access to the minimal space allowances should be done once all the birds are loaded on the truck (available space in the containers on the whole truck divided by the total weight of all the animals on the truck).

5.3.6 An important care should be taken of other factors that may influence space allowances including:

a) vehicle design;

b) length of journey;

c) the lack of provision of feed and water on the vehicle;

d) quality of roads; and

e) expected weather conditions, especially transporting poultry in extremely hot or cold weather.

Note 3: In particular, regarding weather conditions, there should be protection of animals from inclement weather, extreme temperatures and adverse changes in climatic conditions.

5.3.7 The following special considerations should also apply to the transport of poultry in severe weather conditions:

— When determining loading densities, it would be preferable to allow additional space on extremely hot days;

— It is important to provide all birds with adequate shade during transport and while at rest;

— Shelter: birds should be protected from adverse weather conditions, such as direct sunlight, heat, wind, rain and hail. Flexible screens on trucks should be available.

— Mechanically ventilated / climate-controlled vehicles (with emergency ventilation openings as an extra safety measure) are recommended when temperatures can be expected to become extreme, especially for journeys exceeding 4 hours.

5 Specific recommendations

5.1 Care for handling caged layer hens

5.1.1 Care should be taken in catching, handling and crating caged layer hens, so as to avoid injuring them.

5.1.2 End-of-lay hens are susceptible to bone breakages, especially when they have to be removed from cages, handed on and placed in transport containers. Therefore, those containers should be placed as close as possible to the cages, subject to biosecurity requirements.

5.1.3 Before collecting the hens, any hindrances from fixtures and fittings, especially sharp edges or protrusions, should be removed from the cages or other transport containers.

5.1.4 There should be easy access to each cage for the catcher. Hens should be removed from the cage one at a time, and during removal, the breast should be supported.

5.1.5 For layer hens, it is recommended that one person should remove the bird from the cage and hand it to a second person, in a manner that allows up to four hens to be carried at a time in each hand. These hens should be held by both legs and not by a single leg.

5.2 Care for handling loose-housed poultry

5.2.1 Care should be taken in catching birds so as to avoid injuring them, and equivalent standards of care should be applied to handling hens housed in non-cage systems as those applied to caged hens.

5.2.3 In facilitating catching and avoiding the piling of birds in corners, the following is recommended:

a) reduction of light intensity in the pen;

b) use of blue bulbs as they provide adequate illumination for humans; and

c) quietly corralled birds with a net or screen at the loading door.

5.3 Transporting day-old chicks

5.3.1 Day-old chickens should be healthy and vigorous. They should be placed in suitably ventilated boxes without overcrowding.

5.3.2 Day-old chickens should be accompanied by a certificate of vaccination from the hatchery

5.3.3 The conditions and environment under which day-old chicks are being transported should be regularly monitored. Day-old chicken should not be transported when ambient temperature is outside a range of 22□C –30□C, but ideally the temperature should be between 23□C and 24□C.

5.3.4 Care should be taken to ensure adequate ventilation of the boxes, particularly when they are stacked. Day old chickens should be protected from direct sunlight and cold draughts.

5.3.5 The chick boxes should not be kept in air-tight container vehicle and also proper ventilation should be maintained during transportation.

5.3.6 The floor space provided for day-old chickens during transportation should not be less than 21 cm2–25 cm2 (suggestion 23 cm2/bird or 435 chicks/m2) per bird. More space should be allowed for turkey poults and goslings and less for quail chicks. Packing materials used inside boxes should be new, clean, dry and non-toxic.

5.3.7 Internal dividers in boxes for freighting day-old birds should be secured to the floor of the boxes and the floors of the boxes should be rigid enough to prevent entrapment of parts of the bird on movement of the box.

5.3.8 Each consignment should be clearly identified with the date and time of dispatch and written instructions provided, regarding holding conditions and contact person, marked clearly for the attention of those responsible for transportation.

5.3.9 Every attempt should be made to avoid chilling or overheating, and any delays in transport should be minimised. The consignment should leave as soon as possible after hatching, and should be placed in a shed with feed and water within 60 hours of hatching.

5.3.10 Chicks should be placed in a brooding environment immediately after delivery.

5.3.11 Chicks and poults should be packed and dispatched immediately after hatching and not stored in boxes for any length of time before dispatch.

Note 3 The aim for consignments is to arrive at destination within the shortest possible time of being taken out of the incubation 72 h is normally be regarded as the maximum period from incubator to brooder in winter and 48 h in summer.

5.3.12 Every effort should be made to ensure that chicks and poults arrive as quickly as possible at the dispatching site.

5.3.13 Personal attention should be given by the consignor or the forwarding agent to ensure that all consignments are kept out of direct sunlight, rain and drought.

5.3.14 Great care should be taken to carry the boxes in a level position so that chicks are not in danger of falling over onto their backs. Piling up of other merchandise over and around chick boxes should be avoided.

5.4 Transporting other chicks, poults, duckling, gosling and other young poultry

5.4.1 The containers for transporting chicks and poults should be of the size given in Table 1. When there is a significant change in the number of birds to be transported, the size of container should be reduced or increased correspondingly.

5.4.2 The chick boxes should be made of double corrugated paper measuring 2.00 mm thickness in the partition and cover rest 3.00 mm thickness on the floor of chick boxes for preventing collapse. The bottom of the container on which chicks are to be placed should have corrugated surface besides the requirements given in 7.4.1. Wall of the chick boxes on the side corners should be provided with the semi-circular extra side wall to prevent piling in corners.

5.4.3 A layer of suitable cushioning and absorbent material such as wood, wool paper cuttings and chopped straw should be provided at bottom of the container. The container should be properly sealed to avoid pilferage.

5.4.4 Chicks should be placed in a brooding environment immediately after delivery.

5.4.5 Chicks and poults should be packed and dispatched immediately after hatching and not stored in boxes for any length of time before dispatch.

Note 4: The aim for consignments is to arrive at destination within the shortest possible time of being taken out of the incubation 72 h is normally be regarded as the maximum period from incubator to brooder in winter and 48 h in summer.

5.4.6 Every effort should be made to ensure that chicks and poults arrive as quickly as possible at the dispatching site.

5.4.7 Personal attention should be given by the consignor or the forwarding agent to ensure that all consignments are kept out of direct sunlight, rain and drought.

5.4.8 Great care should be taken to carry the boxes in a level position so that chicks are not in danger of falling over on to their backs. Piling up of other merchandise over and around chick boxes should be avoided.

5.4.9 Records of chicks and/or poults found dead on arrival should be collected and retained.

5.5 Poultry other than Day-old Chicks and Turkey Poults

5.4.1 The poultry to be transported should be healthy and in good condition. Poultry should be examined and certified by a qualified veterinarian for freedom from infectious diseases and fitness to undertake the journey.

5.4.2 Poultry transported in the same container should be of the same species and of the same age group.

5.4.3 Poultry should be properly fed and watered before it is placed in containers for transportation. Extra feed and water should be provided in suitable troughs fixed in the containers.

5.4.4 Arrangements should be made for watering and feeding during transportation. During hot weather, watering should be ensured every 6 h.

5.4.5 For pigeons, transport containers for squabs should have a maximum height of 15 cm and should provide a minimum floor space of 200 cm^2/bird. Adult pigeons require a minimum floor space of 450 cm^2/bird during transport.

5.4.6 Male stock should not be transported with female stock in the same container.

5.4.7 Over-crowding should be avoided.

5.4.8 Records of all poultry found dead on arrival should be collected and retained.

6 Competence

6.1 Training of Staff

6.1.1 Transporters and handlers of all vertebrate animals transported should undergo appropriate training.

Example 1: fitness to transport; loading, unloading and handling; means of transport; use of its facilities; watering and feeding intervals, journey times and rest periods; space allowances; and documentation).

6.1.2 Transporters and attendants using road vehicles to transport poultry on journeys of over 65km should have been required to undertake an assessment for competence and to hold a Certificate of Competence issued by an independent body nominated by the competent authority.

6.1.3 Staff involved in handling and transporting poultry should be trained or competent to do so in a way that does not, or is not likely to cause unnecessary fear, injury or suffering.

6.1.4 The competent authority should ensure that:

a) Its staff are duly trained and equipped if appropriate to check data recorded by the recording equipment for road transport;

b) Training courses should be made available for personnel of transporters and assembly centres either by the Competent Authority or a body designated by the Member States.

c) The certificate of competence for drivers and attendants of road vehicles transporting poultry should be granted and issued after they have passed successfully an examination by independent examiners approved by the Competent Authority. Certificates do not have a defined period of validity.

6.1.5 The training should cover:

a) Fitness for travel;

b) Means of transport and use of its facilities;

c) Loading, unloading and handling, watering and feeding intervals;

d) Journey times and rest periods;

e) Space allowances;

f) Impact of driving behaviour on the welfare of the transported animals and on the quality of meat;

g) Emergency care for animals, including emergency killing routines in case of traffic accidents involving poultry transport vehicles;

h) Safety considerations for personnel handling animals;

i) Documentation.

6.1.6 The certificate of competence should be drawn up in the official language(s) of the Member State of issue and in English when the driver or attendant is likely to operate in another Member State.

6.2 Transport means approval

6.2.1 The design of a vehicle used to transport live animals should safeguard the safety of the animal during loading, transit and unloading and protects animals from unnecessary suffering, injury and from the weather.

6.2.2 For journeys lasting more than 8 hours, each transport vehicle should have a valid certificate of approval. Member States can apply the derogation from the requirement for vehicle inspection and approval for journeys of up to 12 hours in order to reach their final destination. Provided this derogation has been granted by Competent Authorities, vehicle inspection and approval may not be required for vehicles carrying animals, including those carried in a container, on journeys of up to 12 hours in order to reach their final destination. Therefore, when undertaking journeys of up to 12 hours outside the country border, it is strongly recommended that transporters check with the authorities in the Member States of both transition and destination to ascertain whether certificates of approval are required for this type of journey.

6.3 Animal health certificate

Poultry that being transported to the slaughtering house should undergo health check-ups. In order to certify a satisfactory of bird's health status during the journey, transporters should be able to provide the following to the competent authorities:

a) The Producer Declaration to Slaughter Plant - Food Chain Information is to be supplied by the keeper/person in charge of the flock to be slaughtered; and

b) Each consignment should be accompanied by an animal health certificate, and each health change should be recorded.

7 Road travel

7.1 Considerations

7.1.1 In a road journey, the poultry should be placed in a proper container. The container should not be put on the roof of the vehicle but should be put inside the vehicle, easily approachable for inspection during transit.

7.1.2 An attendant should be present at all times and should ensure that proper transit conditions are observed.

8 Air travel

For international transport, the containers carrying poultry should be kept in pressurized compartments with regulated temperature. The containers should preferably be kept near the door and should also be unloaded immediately on arrival.

9 Documentation

9.1 Transport authorisation

9.1.1 Personnel involved in animal transport should carry the following documentation and make it available to competent authorities when required:

a) The origin and the ownership of the poultry;

b) The place of departure;

c) The date and time of departure;

d) The intended place of destination of the poultry;

e) The expected duration of the intended journey;

f) Certificate of approval of means of transport (Approval of transport means inspection done for a long journey);

g) Staff's relevant training certificate;

h) Animal health Certificate; and

i) Valid transporter authorization

Note 5: The type of authorization depends on the total duration of journeys over 65 kilometres and under eight hours, and in this case, the competent authority should grant authorizations to transporters provided that:

- The applicants are established, or in the case of applicants established in a third country, are represented, in the Member State where they apply for authorisation;

- The applicants can show that they have the staff, equipment and procedures in place to meet the rules for animal welfare during transport laid down in the Regulation;

- The applicants or their representatives have no record of serious infringements of Community legislation and/or national legislation on the protection of animals in the three years preceding the date of the application; and

- Applicants have valid certificates of competence for drivers and handlers if required.

Note 6 Journey over eight hours. This is more complete transporter authorization and it is a valid for five years and in addition to the above requirements, the applicants need to provide:

- Valid vehicle/container approval certificates;

- Details of procedures enabling you to trace and record the movement of road vehicles under applicants' responsibility, and to contact the driver at any time;

- Details of contingency plans in the event of an emergency;

- Copies of valid competence assessment certificates. (Certificate of competence for drivers and attendants).

9.1.2 The competent authority should also record authorizations issued in an electronic database. The transporter's name and authorization number should be made publicly available during the period of validity of the authorization. Subject to Community and/or national rules regarding privacy protection, public access to other data in relation to transporters' authorizations should be granted by Member States.

Annex A
(informative)

Checklist for the transport of live poultry

A.1 General

A.1.1 This checklist is designed to be a helpful tool for checking the conditions that have to be fulfilled before, during and after transport of poultry.

A.1.2 Professional operators should be informed that the Checklist cannot stand alone, but should be seen as integrated part of this document. Where necessary, the user is advised to look for more detailed information provided in the text of this code, considering the main categories of actions (transporters, attendants and drivers' responsibilities, cleaning and disinfection plus others).

Checklist for the transport of live poultry					
Name of the Operations Manager		YES	NO	NA	Notes
A.2 Transport Preparation – Identification and Assessing fitness to travel					
A.2.1	The driver checks if poultry meets the fundamentals conditions for identification				
A.2.2	The transporter/attendant checks if poultry have been loaded only in means of transport that have been thoroughly cleaned and disinfected				
A.2.3	The transporter should submit in writing complaints involving other staff to the main person responsible for the transport				

A.2.4	Written complaints against the carrier are recorded in a register and follow-up on these complaints is scored				
A.3 Responsibilities of transport operators					
A.3.1	The transporter owns a licence.				
A.3.2	If the company participates in a quality assurance scheme, the letter of confirmation regarding the registration and the correspondence related to the reports of business operators' audits are kept in the administration of the plant.				
A.3.3	The transporter keeps a certificate of approval valid for all means of transport.				
A.3.4	The transporter provides a facility for cleaning and authorised or approved disinfection operation, or he can provide evidence that these operations are performed by the cleaning and disinfection of an approved third party.				
A.3.5	The transporter provides for each driver a copy of his/her company approval certificate.				
A.3.6	The transporter provides for each means of transport registered under his/her name (or the name of his company) a copy of company approval certificate.				
A.4 Drivers' responsibilities					

A.4.1	The driver is responsible for ensuring that during transport, there is no contact between his consignment and flocks whose health status is unknown. During each transport of live poultry, the driver shall submit the following documents: a) Identification data of the farmer providing the birds; b) Identification data of the poultry purchaser; c) Date and time of loading; d) Species, category and number of birds; e) The identification data of the lot / batch; f) The expected duration of each trip; g) Where appropriate, the health certificate; h) Authorisation of the carrier or a copy of the authorisation from the carrier on behalf of which one performs the transport; i) The certificate of professional competence; j) A valid certificate of approval of the means of transport; k) The "disinfection book “;				

	l) Where appropriate, the (health) status of the poultry; and m) Poultry transported in intra-Community trade is accompanied by a health certificate.				
A.4.2	For each means of transport, records are entered in a register, in chronological order and for each movement of the vehicle for at least the following information: a) The identification number of the means of transport; e) The authorisation number of the carrier; f) The registration number or approval of the trader on whose behalf the transport is affected; g) Identification data of the farmer; h) Identification data of the poultry purchaser; i) Date and time of loading; j) The date and time of unloading; Species, category and number of animals; k) The identification data of the lot / batch;				

	l) Details of the accompanying documents, the flock number; m) The expected duration of each trip; n) The health certificates of poultry for intra-Community trade or export.				
A.5 Equipment, tools and containers					
A.5.1	Containers including crates are built and used to protect birds against the transport conditions.				
A.5.2	Aeration has to be adequate and suitable for the type of poultry being transported.				
A.5.3	Containers can be easily cleaned.				
A.5.4	The floor of containers is strong enough to withstand the weight of poultry.				
A.5.5	The floor is designed that poultry cannot get hurt by splinters, sharp objects or sharp edges.				
A.5.6	Aeration has to be adequate and suitable for the type of poultry being transported.				
A.6 Cleaning and disinfection					

A.6.1	Cleaning and disinfection (C&D) of means of transport is taking place after each transport of poultry and if necessary, before any new loading and all elements of the means of transport (including all objects which were in the means of transport during the trip) have to be cleaned and disinfected.				
A.6.2	The facilities for cleaning and disinfection shall have an authorization or approval.				
A.6.3	The cleaning and disinfection are done using only approved disinfectants.				
A.6.4	The records of disinfection are checked for each mode of transport.				
A.6.5	The disinfection register in all C&D operations includes at least the following details in chronological order: a) The date and time; o) The number of authorisation or approval of the installation for cleaning and disinfection or the number of approval/authorisations of the slaughterhouse where C&D took place; p) Authorised disinfectant used, name or authorisation number; q) When using a licenced external facility or in a				

	slaughterhouse – documented evidences have been provided by the operator stating that the installation fulfils the requirements (for example slaughter seal)				
A.6.6	The responsible person for transport has to check immediately after cleaning and disinfection if the means of transport, bins and containers are visually clean.				
A.7 Category - For the transport of live poultry					
A.7.1	Poultry have sufficient space and the stocking density is kept within the legal limits.				
A.7.2	The transport of live poultry to slaughterhouse is accompanied by a document (Food Chain Information FCI) required by the competent authority.				
A.7.3	Poultry transported in intra-Community trade is accompanied by a health certificate. (Health intra community trade certificate).				

Bibliography

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