



Canadian Pork Council
Conseil canadien du porc



HEALTH OF ANIMALS REGULATIONS FOR PIG TRANSPORT

OVERVIEW OF CHANGES

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TRANSPORT DURATIONS

- Transport duration primarily considers the time pigs go without feed, water and rest
- For fully fit pigs, the time without feed, water and rest cannot exceed 28 hours
- For compromised pigs, these time periods cannot exceed 12 hours

RAMPS

- Barn ramps and any external ramps (outside of trailer) used to load/unload pigs onto/from trailers cannot have slopes that exceed 20°

MONITORING PIGS IN-TRANSIT

- Transporters are expected to check on the pigs at an appropriate frequency to ensure their well-being, considering the current road and weather conditions and the age and condition of the pigs when loaded, among other risk factors
- If a transporter notices that a pig has become compromised or unfit in transit, all practical actions must be taken to relieve the pig's suffering, such as:
 - Euthanizing the pig on-board, or
 - Proceeding to the nearest suitable place to have the pig euthanized, while also considering the other pigs' health and welfare

OVERVIEW OF CHANGES TO THE **HEALTH OF ANIMALS REGULATIONS FOR PIG TRANSPORT**

PROVISIONS FOR TRANSPORTING COMPROMISED PIGS

A compromised pig:

- must be shipped to the nearest suitable place
- cannot be loaded and shipped to an assembly yard
- can only be transported in a trailer compartment by itself or with one other compatible pig
- must be loaded and unloaded individually, without having to use the trailer's ramps
- requires additional measures to protect its welfare, such as extra bedding and being loaded last and unloaded first

Most significant changes to definitions of "compromised" and "unfit"

- Pigs with severe rectal or vaginal prolapses are now defined as "unfit"
 - Minor rectal or vaginal prolapses are still defined as "compromised"
- A pig that is lame in one or more legs is now considered "unfit" if it also exhibits:
 - signs of pain or suffering, *and*
 - halted movements or a reluctance to walk

TRAINING AND COMPETENCY

- Commercial, livestock transport companies must provide and document training for all their employees involved in the planning and performance of livestock transport
- All livestock transporters – commercial or self-haulers – must be competent and knowledgeable in their role (and in how it relates to the regulations)

DOCUMENTATION AND PLANS

- All livestock transporters must have a contingency plan – written or verbal – for possible delays and circumstances that could result in harm or suffering to the pigs, such as storms, mechanical breakdowns, delays, accidents and injuries to the pigs that occur mid-transit
- All transporters must keep a movement document (manifest) on-board while transporting pigs, which covers details of the load, including (but not limited to):
 - floor space in the trailer,
 - when the trailer was last cleaned and disinfected,
 - the number, weight and description of the pigs at loading,
 - when the pigs were loaded, and
 - when the pigs were last fed, watered and rested
- All deliveries to slaughter facilities and assembly yards must be accompanied by a transfer of care document that describes:
 - the pigs' condition on arrival,
 - the time when the pigs were last fed, watered and rested, and
 - the time they arrived at the facility
- The pigs remain in the transporter's care until a representative of the facility provides written acknowledgement to the transporter of receiving the pigs



For more information:

- contact your provincial pork organization;
- contact your nearest CFIA area office; or
- visit CFIA's website: inspection.gc.ca/humane.