



Animal Welfare (Transport of Livestock) Regulations

PROPOSED CHANGES – APRIL 2025

Contents

1. Background	3
2. Horse Transport Regulations	4
2.1 Time In Transport, Spell Time And Time Off Water	4
2.2 Bass Strait Crossings	6
2.3 Lameness	7
2.4 Body Condition	8
2.5 Foal With Unhealed Umbilical Cord	9
2.6 Stall Specifications And Segregation	9
2.7 Extreme Weather And Heat Stress	10
2.8 Multideck Vehicles	12
2.9 Written Records	12
3. Bobby Calf Transport Regulations	14
3.1 Time Off Feed	15
3.2 Time In Transport	15
3.3 Other Requirements Proposed For Bobby Calves	16
4. Any Other Issues	17
5. List Of Questions	18

Publisher: Department of Natural Resources and Environment Tasmania

Date: April 2025

© Crown in Right of the State of Tasmania April 2025

1. Background

Animal welfare in Tasmania is legislated primarily under the *Animal Welfare Act 1993* and the Regulations made under that Act.

At the national level, a number of animal welfare standards and guidelines have been developed which may be adopted by states and territories. In Tasmania the standards are legislated as Regulations.

Guidelines are also established under the *Animal Welfare Act 1993* and are for guidance in the appropriate care of each animal group and can be used to inform legal processes. They are not enforceable as regulations are.

Tasmania currently has Animal Welfare (Transport of Livestock) Regulations in place that cover a number of species being transported. These Regulations were based on the national standards of the same name and cover issues such as who is responsible for welfare in different parts of the journey, whether animals are fit to travel, and feed and water requirements. Tasmania's regulations were remade in 2023 with a commitment to review them within two years in line with a national review of the horse components of the transport welfare standards.

The national review of the horse transport standards has now been conducted and draft updated standards are available. These can be found at [improving-welfare-horses-transport-cris.pdf \(agriculture.gov.au\)](#). Key changes include reducing the time that horses spend in transport, better defining fitness to travel, changing requirements for feed and water and ensuring that better records are kept.

A preliminary review by the Department of Natural Resources and Environment (NRE Tas) has indicated that the Tasmanian Regulations are largely sufficient regarding most species that are transported but need review in the context of horses and bobby calves (calves under 30 days of age). The proposed changes update the horse transport provisions in line with the national welfare standards and to simplify language. These changes will improve animal welfare outcomes for horses travelling within the State and across Bass Strait.

In relation to bobby calves, the Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock 2012 include specific requirements covering transport of bobby calves. These include a maximum time off water of 18 hours and other additional requirements to ensure the welfare of young calves in transit. It is proposed to adopt these national standards into regulation as Tasmania does not currently have regulations that cover transport of bobby calves.

This Discussion Paper should be read in conjunction with the *Animal Welfare (Transport of Livestock) Regulations (No.2) 2023*, which can be found at www.legislation.tas.gov.au.

Primary stakeholders – horse organisations and transporters – have been consulted in the development of this paper. Input from the broader community is now being sought. This feedback will then be assessed to inform the new regulations.

2. Horse Transport Regulations

2.1 Time In Transport, Spell Time And Time Off Water

Proposal:

Reduce the time that horses spend in transport and adjust spell time between journeys for different horse classes.

Replace the requirement of “time off water” with “maximum journey time” and adopt additional requirements to offer horses feed and water at the latest opportunity before a journey, and at the first opportunity after a journey.

The Tasmanian Regulations state that horses may be transported for a maximum amount of time dependant on different classes - from a heavily pregnant mare (43 weeks+) not exceeding 4 hours in transport, to other classes permitted to travel up to 24 hours at a time. With the current Regulations ‘time off water’ is specified as a separate requirement, however, for all classes of horse, the ‘time off water’ is equal to ‘journey time’ being the time in transport. See Table 1 below for the current regulations noting that this applies also to the Bass Strait crossing which is generally a 10 to 12 hour sea journey.

Table 1 S34(1) Animal Welfare (Transport of Livestock) Regulations (No.2) 2023

Class	Max travel time (hrs)	Time off water (hrs)	Spell time (hrs)
Foal (<6 mths)	12	12	12
Lactating mare + foal	12	12	12
Mare 30 wks (7.5 months) - 43 wks (10.75 months) pregnant	12	12	12
Mare 43+ wks (more than 10.75 months) pregnant	4	4	24
Any other horse above 6 months old	24	24	12

Under the current Regulations, the journey time for horses (excluding mares that are 43 weeks pregnant) may be increased to 36 hours if the horse is travelling well and is given reasonable access to water and feed at least once every 5 hours for the period of time that the horse is in the vehicle in which it is being transported. Some commercial long-distance horse transporters are able to do this with specialised vehicles.

The proposed changes to the Regulations combine the journey time and water requirements to simplify the Standards, with an additional requirement permitting journeys across Bass Strait:

“Horses are checked and offered food and water at the latest reasonable opportunity before the journey, and at the earliest reasonable opportunity after the journey”.

The proposed regulatory changes are outlined in Table 2 and section 2.2 below. They match travel time and spell time to that of the welfare requirements of each horse class. An additional class of 'orphan foals' is proposed to be included which is currently not in the Tasmanian Regulations. The proposed Regulations also have adjustments to the gestational stages of travelling pregnant mares and reduce the amount of time mares in the later stages of pregnancy (more than 7.5 months (30 weeks) pregnant) may travel per journey.

In addition, the proposed Regulations prevent any horse from travelling for extended periods of time (exceeding the times stated in Table 2) unless written advice is obtained from a veterinarian stating that the horse is fit for the journey.

Table 2: Proposed changes – New Travel times and spell times

Class	Max travel time (hrs)	Spell time (hrs)
<6 mth	8	12
>6 mth	12	8
Orphan foals 1-4 weeks old	4	4
Orphan foals less than 1 week old	Veterinary advice must be obtained before travel.	
Lactating mare	8	12
Mares known to be more than 7.5 months pregnant, excluding the last four weeks	8	12
Mares in the last 4 weeks of pregnancy	4	12

This means that mares known to be more than 7.5 months (30 weeks) pregnant, will not be permitted on the Bass Strait crossing. For mares in the last 4 weeks of pregnancy, veterinary advice must be obtained before further travel beyond a single 4-hour journey.

Question 1: What are your views about the proposed changes to the maximum travel time requirements?

2.2 Bass Strait Crossings

Proposal:

Extend the 'maximum travel times' for horses travelling across Bass Strait with the provision that they are either offered feed and water for the duration of the journey, or fed and watered before and after the journey, and are provided with a spell no more than four hours after disembarking.

The current Regulations permit enough 'journey time' for most classes of horse (except mares that are 43 weeks pregnant) to travel across Bass Strait without feed and water given that the current maximum journey time and time off water is 12 or 24 hours (for most classes of horse) and the average sailing time across Bass Strait is 11 hours.

The proposed Regulations continue to permit the travelling of horses across Bass Strait by ship (roll on-roll off) without feed and water in the stall, and to and from Tasmanian properties as long as the shore journeys are relatively short and horses are spelled within four hours of disembarking from the ship. This would require long distance mainland journeys to use a spelling property in Victoria which is current practice for commercial horse transport.

Proposed changes to the Regulations have two options to assist in reducing a number of potential animal welfare risks. The first is that horses are provided with feed and water throughout the journey across Bass Strait, or secondly that horses are offered food and water at the latest reasonable opportunity before embarking, and at the earliest reasonable opportunity after disembarking; and a spell of at least the minimum duration specified is provided no more than four hours after disembarking from the ship.

The current regulations require that the driver of a vehicle transporting livestock must carry out an inspection to assess the health and wellbeing of the livestock – immediately before commencing the journey; during the journey – at least once within the first hour of the journey; and at least once every 3 hours of the journey thereafter; and at the completion of the journey. It is acknowledged that this is not possible during the sea journey and the current regulations specify mid journey checks do not apply to livestock being transported on a vehicle while the vehicle is on a sea-going vessel. No change is proposed for livestock checks by vehicle drivers.

Question 2: What are your views on the 'maximum travel times' for horses travelling across Bass Strait with the provision that they are offered feed and water for the duration of the journey, or fed, and watered before and after the journey, and are provided with a spell no more than two hours after disembarking from the ship?

2.3 Lameness

Proposal:

Introduce the use of a grading scale to define the level of lameness of a horse and its fitness for transportation.

Under the current Regulations to determine a horse's fitness for a given journey, horse lameness is not specified to the degree that is required. While the current Regulations do describe key signs of lameness, the proposed regulation changes give a grading scale that provides regulators a definite means of determining the level of lameness that is admissible for a given journey. The grading scale that has been adopted by the Australian Government is the American Association of Equine Practitioners Scale of Lameness Grading (1984):

- 0: Lameness not perceptible under any circumstances.
- 1: Lameness is difficult to observe and is not consistently apparent, regardless of circumstances (e.g., under saddle, circling, inclines, hard surface, etc.).
- 2: Lameness is difficult to observe at a walk or when trotting in a straight line but consistently apparent under certain circumstances (e.g., weight-carrying, circling, inclines, hard surface, etc.).
- 3: Lameness is consistently observable at a trot under all circumstances.
- 4: Lameness is obvious at a walk.
- 5: Lameness produces minimal weight-bearing in motion and/or at rest or a complete inability to move.

The current Tasmanian Regulation is arguably a comparable or higher welfare standard. It states in the case of a horse, it has obvious lameness resulting in being unfit to travel if it has –

- (A) marked nodding, hitching or shortened stride; or
- (B) minimal weight bearing in motion or at rest; or
- (C) an inability to move; or
- (D) is unable to bear weight on all legs while walking independently.

This proposal would amend the standard to adopt the current guidelines so that a horse with a lameness score of 4 or 5, that cannot be treated or humanely destroyed in situ, must only be transported under advice from a veterinarian. Such advice would need to be in written form, except where it is impractical to obtain timely written advice without compromising the horse's welfare. The exception would not allow transport to a sale or processing facility.

Question 3: Do you think it would be useful to introduce a grading scale as a measure of determining the lameness of a horse at the walk and its fitness for transportation?

2.4 Body Condition

Proposal:

Implement a body condition scale for defining the body condition of a horse and its fitness for transportation.

The current Tasmanian Regulation simply states that: “a livestock animal is unfit to undertake a journey if – (b) the animal is severely emaciated” (S8(1)(2)), unless the animal is to be transported in accordance with the advice of a veterinary surgeon”. The current Regulations are difficult to enforce.

Proposed changes to the Regulations implement an established precise body score scale (Carroll CL and Huntington PJ [1988]) and requires that any horse scoring between 0-1 cannot be transported unless:

- a) the horse cannot be effectively treated or humanely destroyed in situ; and
- b) the transport destination is not a slaughter establishment; and
- c) the transport is in accordance with advice that has been obtained from a veterinarian, recommending the horse be transported and identifying any special provisions for the horse’s welfare during transport; and
- d) veterinarian advice obtained under c) is in writing except where it is impractical to obtain timely written advice without compromising the horse’s welfare. (e.g., when the horse needs to be transported urgently to safety or for emergency treatment).

The proposal exists as a guideline. It states that horses below condition score 2 (i.e. scores 0 & 1) should only be moved after veterinary advice and for the shortest distance necessary.

Body Condition Score	Description short	Description detailed
0	Very poor	Very sunken rump, deep cavity under tail, skin tight over bones, very prominent backbone and pelvis, marked ewe neck
1	Poor	Sunken rump, cavity under tail, ribs clearly visible, prominent backbone and croup, ewe neck (narrow and slack)
2	Moderate	Flat rump either side of backbone, ribs just visible, narrow but firm neck, backbone well covered
3	Good	Rounded rump, ribs just covered but easily felt, no crest, firm neck
4	Fat	Rump well rounded, gutter along back, ribs and pelvis hard to feel, slight crest
5	Very fat	Very bulging rump, deep gutter along back, ribs buried, marked crest, fold and lumps of fat

Source: Carroll CL and Huntington PJ (1988). Body condition scoring and weight estimation of horses. *Equine Veterinary Journal* 20(1):41–45

Arguably there is no change to the level of body condition. The significant change is preventing transport of emaciated horses to a slaughter enterprise (knackery or other). In elevating the current guideline to a standard, the aim is to encourage humane euthanasia in situ as an alternative to transport to a slaughter facility, without restricting the necessary movement of horses for veterinary treatment or rehabilitation, (e.g., to agistment or sanctuary).

Question 4: What are your views on introducing a body condition scale as a measure of determining the body condition of a horse and its fitness for transportation?

2.5 Foal With Unhealed Umbilical Cord

Proposal:

Introduce a regulation prohibiting the transportation of foals with unhealed umbilical cords without the written approval from a veterinarian.

Transporting foals with unhealed umbilical cords can leave foals open to unreasonable risk of infection. The current Regulations do not have specific requirements for this; prosecution would rely on the *Animal Welfare Act 1993*.

The proposal is that a person must not transport a foal with an unhealed umbilical stump unless advice from a veterinarian has been obtained recommending that the horse be transported and identifying any special provisions for the foal's welfare during transport.

The exemption for foals by written approval of a veterinarian provides protection through identifying any special provisions that the foal may need during transportation.

Question 5: Do you support prohibiting the transportation of foals with unhealed umbilical cords without the written approval and advice from a veterinarian?

2.6 Stall Specifications and Segregation

Proposal:

Requirements regarding stall specifications and segregation in transport remain largely unchanged with the addition of minor detail regarding flooring and wall structure.

An additional requirement to have the hind shoes removed from horses that are transported unsegregated is to be added.

The current Regulations have general requirements including: has a surface of flooring that minimises the likelihood of injury to the livestock from slipping or falling; and is suitable for the type of livestock being transported, etcetera.

There is no specific mention of the flooring requirements for horses in transport, nor the structure of the walls.

The proposed Regulations add detail to flooring, stating that stalls must contain “non-slip flooring or low-dust bedding”. This requirement could be extended to all methods of horse transport.

These proposed Regulations also require that “the walls of the stall must be able to withstand horse activity”. This does not specify the construction of the wall. It does, however, mandate that the walls be built to a standard which will keep the animal safe while in transport.

The proposal for horseshoe removal is to elevate and amend a current guideline that acknowledges the risk of kicking injuries in unsegregated groups of horses. The proposed regulation is for the removal of hind shoes only, and where transport is to a saleyard or slaughter establishment in a vehicle where horses are not segregated.

Question 6: What are your views on introducing additional detail regarding flooring and wall structure in relation to horse stalls used in transport?

Question 7: Do you support the proposed requirement to have the hind shoes removed from horses that are transported unsegregated to a saleyard or slaughter establishment?

2.7 Extreme Weather And Heat Stress

Proposal:

Strengthen the wording of regulations that dictate the management of protecting horses from the extremes of weather while in transport.

Introduction of a new regulation addressing the mitigation of heat stress on horses in transport and the responsibility of taking corrective actions if heat stress occurs.

Thermal comfort (avoiding extreme cold or heat) is an important welfare consideration associated with the transport of horses. Australia’s variable but predominantly hot and dry climate means that horses are often transported in conditions that increase their risk of heat stress. The thermoneutral zone of a horse is on average considered to be between 24 and 25 °C.

The current Regulations state that a person who has care or charge of livestock being transported must “take reasonable steps to minimise the risk of harm to the livestock from any predicted extreme weather conditions while the livestock are being transport”. This wording includes some ambiguity surrounding “reasonable action” and “predicted extreme weather” which may lead to misinterpretation or variability in compliance.

The proposed Regulation states that: “A person who transports horses must take appropriate action to manage welfare risks associated with extremes of weather during all stages of transport”.

The proposed Regulations places more importance and urgency on mitigating the risks of extreme weather - predicted or otherwise through the taking of corrective action at the first reasonable opportunity.

Heat stress is also not specifically mentioned in the current Regulations, however the current Regulation 22 states that “If, during the course of a journey, the driver of a vehicle transporting livestock identifies a livestock animal that is weak, ill, injured or otherwise distressed, the driver must –

- (a) as soon as reasonably practicable, provide or seek such assistance for the animal as is reasonable in the circumstances; and
- (b) on transferring care or charge of the animal to another person, whether during or on completion of the journey or otherwise, notify that person of the identity and condition of the animal.”

Heat stress has proven to be a significant welfare concern in horse transport and it is considered appropriate to introduce specific requirements in relation to this area. A new proposed Regulation specifically mentions heat stress as a significant animal welfare risk, along with more detailed guidelines on mitigating, identifying the signs and corrective actions that can be taken to overcome heat stress. The proposed voluntary guidelines include:

Horses should be monitored for signs of heat stress, which include:

Early signs

- i. sweating (although sweating may be absent in horses that are unable to sweat, i.e. have the anhidrosis condition)
- ii. rapid shallow breathing
- iii. flared nostrils
- iv. a rectal temperature above 38.5°C

Serious signs

- i. dark and/ or discoloured gums
- ii. depressed or agitated and distressed appearance

Emergency signs

- i. stumbling, staggering or uncontrollable gait
- ii. anxious, irrational, or erratic behaviour (lashing out with hind limbs)
- iii. collapse followed by convulsions

If a horse is showing signs of heat stress during a journey, the following actions should be taken:

- i. the vehicle should be stopped;
- ii. remove the horse from the vehicle (if possible);
- iii. spray the horse’s head, neck, back and rump with a steady stream of cool water (ice can be added);
- iv. give the horse access to clean cool water;
- v. move the horse to a shady, breezy area (if possible); and
- vi. seek veterinary attention if the horse is showing serious/emergency signs of heat stress.

Treatment should continue until the horse’s body temperature returns to the normal range (38 +/- 0.5 °C).

Question 8: Do you agree with changing the wording regarding the management of protecting horses from the extremes of weather while in transport to ‘appropriate action’ and ‘corrective action at the first reasonable opportunity’?

Question 9: What are your views on introducing a new regulation specifically addressing the mitigation of heat stress on horses in transport and the responsibility of taking corrective actions if heat stress occurs?

2.8 Multideck Vehicles

Proposal:

Permit the use of only the lower deck of multi-deck vehicles on the provision that all space allowance and clearance standards are met.

There is currently no mention of multi-deck vehicles in the Tasmanian Regulations regarding the transport of horses. This form of horse transport is not particularly relevant to Tasmania. The proposed additional provisions will harmonise the Tasmanian legislation with other Australian jurisdictions.

Question 10: Do you support permitting the use of only the lower deck of multi-deck vehicles if all space allowance and clearance standards are met for horses?

2.9 Written Records

Proposal:

Extend the need for written records of transport details from only journeys that exceed 24 hours travel time, to journeys of four or more hours. Reduce details required to simply “start and end time of journey” and “last access to water, rest and feed”.

Require that these records are to be kept for a minimum of six months and must be provided on request by an authorised officer.

The proposal to include the requirement of all journeys to be documented provides accountability for all who transport horses for four or more hours. This will provide regulators with a means of measuring compliance in prescribed travel times for each of the classes of horse described in Table 2. Currently, those transporting a horse for more than 24 hours are required to document 5 pieces of information: date and time of loading, date and time of last access to water, date and time of any issues experienced, details of any welfare concerns and actions taken, and contact details in the event of an emergency. The proposal is to capture only start and end time of the journey and last access to water, rest and feed.

Reducing the number of details that are required to be documented lessens the burden on those responsible for keeping those records, while retaining the key information necessary for establishing compliance with the main Regulations that are in place to ensure good animal welfare in transport – time in transport and last access to feed and water.

The additional provision of retaining those records for six months ensures that the information is accessible if needed to advise the courts.

Question 11: What are your views on changing the need for written records of transportation from only journeys that exceed 24 hours travel time to any journey of 4 or more hours, and reducing the details required to “start and end time of journey” and “last access to water, rest and feed”?

3. Bobby Calf Transport Regulations

Bobby calves up to 30 days of age are a product of the dairy industry and are often transported to slaughter or calf rearing facilities without their mothers. The size and age of calves present specific challenges in transporting them humanely. In particular, time off feed and time in transport are major animal welfare considerations in relation to bobby calves.

It is generally accepted that calves should be over five days of age, with a dry umbilical stump, and that they should be transported for the least amount of time possible and/or directly to a slaughter facility. Calves less than five days of age may be transported to a rearing facility under strict conditions.

The Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock 2012 include specific requirements in relation to transporting bobby calves. These include a maximum time off water of 18 hours and other additional requirements to ensure the welfare of young calves in transit. It is proposed to adopt these National Standards into regulation.

There are few jurisdictions that have legislated both “time off feed” and “time in transport” for bobby calves. Transport times and conditions in different states and territories vary greatly reflecting their respective circumstances.

Queensland and Victoria have legislated provisions in the transport of bobby calves:

	Calves less than 5 days old		Calves more than 5 days old	
Jurisdiction/Organisation	Time Off Feed (Hours)	Time in Transport (Hours)	Time Off Feed (Hours)	Time in Transport (Hours)
Dairy Australia (recommend)	-	-	18	12
Queensland	6	6	6	12
Victoria	6	6	18	12
<i>Tasmania (proposed)</i>	6	6	18	12

Tasmanian Regulations are currently silent on requirements for calves under 30 days old. The proposed times are included in the table above and explained below.

3.1 Time Off Feed

Proposal:

Introduce a requirement to feed within 6 hours of transport, a maximum of 18 hours for time off feed for bobby calves 5-30 days of age.

The Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock include a maximum time off water of 18 hours. Given that these calves are not yet weaned onto solid food, this requirement also means time off liquid food. To ensure consistency with the rest of the Tasmanian Regulations, it is proposed to state a maximum of 18 hours off food.

This outer limit will facilitate the transport of calves from all dairy regions to Tasmania's single abattoir that processes large numbers of calves. It means calves will be fed on-farm on the morning of transport and if not processed on that day at the abattoir, they are slaughtered first at the commencement of the next processing shift. This outer time limit is necessary when calves are transported from farms in the North West and North East of Tasmania to the single processing facility at Cressy.

Question 12: What are your views on introducing a requirement to feed within six hours of transport, a maximum of 18 hours for time off feed for bobby calves 5-30 days of age?

3.2 Time In Transport

Proposal:

Introduce a maximum of 6 hours in transport for calves under 5 days old.

Introduce a maximum of 12 hours in transport for calves 5 to 30 days old.

The Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock include a maximum time of transport of six hours for calves under five days old and 12 hours for calves 5 to 30 days old. It is proposed that Tasmania adopt these requirements in the regulations. Calves under five days of age are going to nearby rearing properties and calves under 30 days of age are generally going to the abattoirs.

Tasmania already has a regulation preventing the transport of a bobby calf across Bass Strait. This regulation will remain in force.

Question 13: Do you support introducing a maximum of 6 hours in transport for calves under 5 days old to a rearing facility only?

Question 14: What are your views on introducing a maximum of 12 hours in transport for calves 5 to 30 days old?

3.3 Other Requirements Proposed For Bobby Calves

Proposal:

Introduce the following regulations for bobby calves:

A person in charge of transporting a bobby calf less than five days old must ensure the calf:

- i) is provided with thick bedding and room to lie down; and
- ii) is protected from cold and heat; and
- iii) is not be consigned through saleyards.

A person in charge of a bobby calf between five and 30 days old which is being transported must ensure the calf:

- i) is in good health, alert and able to rise from a lying position; and
- ii) is protected from cold and heat; and
- iii) has an auditable and accessible record system that identifies the calf was last fed within six hours of loading, unless the journey is between rearing properties and is less than six hours duration.

A person consigning a premature calf must ensure the calf is as fit for the journey as a normal, full-term calf.

A person transporting bobby calves under 30 days old must ensure all calves have sufficient space in the livestock crate to lie down on their sternums.

A person must not use a dog to move a bobby calf during the transport process.

A person must not use an electric prod on a calf under three months of age.

The above requirements are all in the national standards. It is proposed to make Tasmanian regulations providing additional protections for bobby calf transport consistent with the national approach.

Question 15: What are your views on the additional requirements for bobby calves?

Any Other Issues

This paper has outlined the proposed changes to the *Animal Welfare (Transport of Livestock) Regulations* in relation to horses and bobby calves. These proposed amendments have arisen from a review of the welfare standards and Tasmanian legislation, as well as input from those who enforce the Animal Welfare Act and Regulations.

The Tasmanian Government is interested in hearing about any other suggestions you might have in relation to livestock transport legislation. Please note that this project is limited in scope to issues relating to transport of livestock in Tasmania. Future projects will focus on other species and/or management methods for animals.

Question 16: Do you have any other suggestions in relation to livestock transport legislation in Tasmania?

5. List Of Questions

- 1 What are your views about the proposed changes to the maximum travel time and accompanying additional requirements?
- 2 What are your views on extending the 'maximum travel times' for horses travelling across Bass Strait with the provision that they are offered feed and water for the duration of the journey, checked, fed, and watered before and after the journey, and are provided with a spell no more than two hours after disembarking from the ship?
- 3 Do you think it would be useful to introduce a grading scale as a measure of determining the lameness of a horse at the walk and its fitness for transportation?
- 4 What are your views on introducing a body condition scale as a measure of determining the body condition of a horse and its fitness for transportation?
- 5 Do you support prohibiting the transportation of foals with unhealed umbilical cords without the written approval from a veterinarian?
- 6 What are your views on introducing additional detail regarding flooring and wall structure in relation to horse stalls used in transport?
- 7 Do you support the proposed requirement to have the hind shoes removed from horses that are transported unsegregated to a saleyard or slaughter establishment?
- 8 Do you agree with changing the wording regarding the management of protecting horses from the extremes of weather while in transport to 'appropriate action' and 'corrective action at the first reasonable opportunity'?
- 9 What are your views on introducing a new regulation addressing the mitigation of heat stress on horses in transport and the responsibility of taking corrective actions if heat stress occurs?
- 10 Do you support permitting the use of only the lower deck of multi-deck vehicles on the provision that all space allowance and clearance standards are met?
- 11 What are your views on changing the need for written records of transportation from only journeys that exceed 24 hours travel time to any journey of 4 or more hours, and reducing the details required to "start and end time of journey" and "last access to water, rest and feed"?
- 12 What are your views on introducing a requirement to feed within six hours of transport, a maximum of 18 hours for time off feed for bobby calves 5-30 days of age?
- 13 Do you support introducing a maximum of 6 hours in transport for calves under 5 days old to a rearing facility only?
- 14 What are your views on introducing a maximum of 12 hours in transport for calves 5 to 30 days old?
- 15 What are your views on the additional requirements for bobby calves?
- 16 Do you have any other suggestions in relation to livestock transport legislation in Tasmania?



Tasmanian
Government

Department of Natural Resources and Environment Tasmania
Biosecurity Tasmania

Email:

Fiona.DeJersey@nre.tas.gov.au

www.nre.tas.gov.au