



SIMPLE. PRACTICAL. TRUSTED.

SECTION 07  
**TRANSPORTATION**

VBP+ PRODUCER  
REFERENCE MANUAL

SECTION 07

# TRANSPORTATION



# SHIPPING PROCESS & RECORDS

## TRANSPORT RESPONSIBILITY & ANIMAL WELFARE

### TRANSPORTATION REQUIRMENTS & RECOMMENDATIONS

---

**When transporting cattle, the objective is to minimize stress and risk of injury during transport and have them arrive in good health and condition**

Transport events can be classified into two types; shipping cattle to market which typically involves a transfer of ownership and movement of cattle around the operation (i.e. to pasture) with no change of ownership.

Moving cattle around the operation requires attention to cattle health and welfare, but poses limited food safety risk.

When shipping cattle to market, there is typically a change of ownership and intention for these animals to enter the food supply. In addition to cattle welfare, food safety issues must be considered and addressed. Shipping is a Critical Control Point (CCP), as this is the last time producers have full control of the cattle before they leave the operation. A final record review and check of all withdrawal dates and broken needle incidents should be made at this point. An assessment on cattle fitness is also required in order to make the decision to ship or not to ship.

During any transport event, animal care issues may arise regardless of the ownership of cattle. Someone, typically the transporter, is responsible for the care and welfare of the animals during transportation. This includes loading, transport and unloading of the animals. Before any cattle are transported, an evaluation process should be implemented that considers the conditions of the cattle, weather and transit length. Completion of all required paperwork is extremely important and should always include the information required for a "Shipping Record". Simply, the animal's health record has been reviewed and there is no concern of a pending withdrawal date, there is no broken needle incident associated with the animal and it has been evaluated fit for transport.

# SHIPPING PROCESS & RECORDS



RECORDS CHECK



TRANSPORT PLAN

A pre-shipping process is followed, including a record check of withdrawal time, broken needle and fit, before cattle are loaded.

**Shipping Record**

**VBPF+** VERIFIED BEEF  
SIMPLE. PRACTICAL. TRUSTED.  
www.verifiedbeef.ca

YEAR: 2021  
PREMISE ID: AB23CD4Es  
RANCH/PRODUCER NAME: ABC Ranch-Texas 200

SHIPPING DATE	TYPE OF CATTLE	CATTLE IDENTIFICATION (Animal ID or Pen/Lot ID)	* HEAD	DESTINATION AND TRUCKER	<input checked="" type="checkbox"/> WITHDRAWAL CHECK COMPLETED	<input checked="" type="checkbox"/> BROKEN NEEDLE RECORD CHECK COMPLETED	<input checked="" type="checkbox"/> FIT FOR TRANSPORT EVALUATION COMPLETED
01/20/21	cull cows	lot 201	2	ABC Auction via Starling	✓	✓	✓

# 01 RECORDS CHECK



Before loading, a final check of each animal's treatment record is necessary to reduce the risk of potential drug withdrawal incompliance or broken needle occurrence further down the production chain. Why? Because this is the last time you have control over the food safety of your product, or can notify people further up the production chain if there is a potential risk in an animal you've produced. This is called a Critical Control Point (CCP) and it is a very important moment to confirm beef safety and quality.

Review your records on each animal or group with specific attention to:

- ✓ **WITHDRAWAL TIMES** - if any health treatments, consumption of medicated feed or water, or exposure to pesticides, herbicides and toxins has occurred, the "safe to slaughter" date must be determined and made available to the next owner.
- ✓ **BROKEN NEEDLE** – if an animal is known or suspected to have a broken needle in any part of its body, it is strongly encouraged to remove that animal from the beef supply market and target it towards emergency slaughter and/or home-use.
- ✓ **FITNESS** - Cattle will be evaluated as either fit for travel, compromised (may be transported with special conditions met) or unfit (maybe be transported under veterinary direction with special conditions met or euthanized).

# 02 TRANSPORT PLAN



Producers are encouraged to develop a Shipping/Transport Plan to identify and describe the steps required to safely ship cattle. The plan should include protocols to prevent accidental shipments of cattle to slaughter with drug residues or broken needles. The plan should also include details on procedures and policies of cattle handling during loading and unloading.

Consider the following points:

- ✓ If sending for slaughter, hold animals until withdrawal dates are clear OR inform the receiver at the plant of the animal(s) affected to delay harvest.
- ✓ If transferred to another owner not intended for immediate slaughter: inform them of any outstanding withdrawals and/or broken needles. If injuries occur en route or shortly after arrival that lead to an emergency slaughter, this information becomes important.
- ✓ In the case of a broken needle, keep the animal for own use and do not ship.
- ✓ If the animal is suspected of any other foreign object contamination (such as buckshot) prior to shipping, the incident should be considered equivalent to a broken needle situation.



- ✓ Prior to loading cattle, make sure there is a protocol in place that requires someone validates the necessary shipping record checks.
- ✓ Evaluate and identify animals that cannot be leaded for transport.
- ✓ Implement special provisions for transporting compromised cattle.
- ✓ Provide truckers with written instructions for loading and unloading cattle.
- ✓ Working knowledge and understanding of the Transport Decision Tree tool found in the Code of Practice for the Care and Handling of Beef Cattle.
- ✓ Emergency contact numbers for employees and transporters

Although beyond the producer's control, it should be mentioned that locations receiving cattle should be equipped with personnel and provisions to meet the animal needs upon arrival, such as water or feed.

## VBP+ REQUIRED

### ASSESSMENT SCORING

- 0** Lack of awareness or understanding of the implications of not performing a withdrawal and broken needle records check and fitness for transport evaluation.
- 1** Awareness of the implications of not performing a withdrawal and broken needle records check and fitness for transport evaluation. May perform checks and evaluation but does not have shipping record validating checks and evaluation.
- 2** Performs withdrawal records check and fitness for transport evaluation prior to shipping and has shipping record validating checks and evaluations.
- 3** Written procedures for performing withdrawal records checks and fitness for transport evaluations and has shipping record validating checks and evaluations.

... handle rod in  
holes on coupler before  
moving trailer.  
SUPERIOR COMPANIES, INC.  
BARTLESVILLE, OK  
Made in U.S.A.

# TRANSPORT RESPONSIBILITY & ANIMAL WELFARE



 **VEHICLE & DRIVER  
REQUIREMENTS**

 **ANIMAL WELFARE**

Personnel should be familiar with all regulations governing the safe transport of cattle including; the Health of Animals Act and Regulations, Safe Food for Canadians Act and the Criminal Code of Canada, Part XI, Sec. 446 which is enforced by the CFIA. In addition, familiarity with all provincial and local regulations related animal transport is also required. Producers should be able to assess cattle fitness to withstand travel and remain in good condition and also ensure that accurate health records are transferred to new ownership - especially pertaining to withdrawal dates and broken needles.

## TRANSFER OF CARE DOCUMENT

To ensure continuity of care, no animal is to be left at any slaughter facility, or assembly centre without written notice that care has been transferred between the transporter and the receiver. This is done to ensure that the individual responsible for caring for the animals is clearly identified at all times.

Animals in transit must be under the care of a designated person responsible for their well-being and welfare. No animal(s) can be left at an auction mart, packing plant or other assembly centre without a written document stating that care of the animals has been transferred to the receiver (person accepting the responsibility of care).

# 01 VEHICLE & DRIVER REQUIREMENTS



**Anyone transporting livestock should be familiar with rules and regulations governing livestock transport and ensure that all requirements for safety and cleanliness**

Drivers hauling livestock must be licensed according to the requirements of the provincial jurisdiction and the type of truck/trailer; and have specific training for cattle transportation. Trailers should be in good mechanical repair with no holes in the floors or panels, no sharp edges or protrusions, and the hitch and tires in good condition. Regular vehicle/trailer inspection is recommended.

Transporters should also be aware of regulations for both domestic and international livestock transportation. Some provinces require livestock manifests when transporting cattle and producers should be aware of specific jurisdictional requirements.

Livestock haulers should be competent in all aspects of hauling cattle. Commercial livestock haulers may be required to have special training to haul cattle (for example Canadian Livestock Transporter training).

Manure and dirty bedding may transmit disease to cattle in transit. This material should be removed from trucks and/or trailers between loads and before entering new premises to reduce the risk of disease spread. Cleaned trucks are necessary when transporting highly susceptible animals because these animals are at greatest risk of acquiring disease. If you use your own trucks and trailers to haul cattle to other premises, clean them before leaving your operation and again before returning home; or use a specified clean-out pile on your farm.

Persons transporting livestock should be familiar and have expertise in the following topics:

- ✓ Knowledge about humane transport of animals
- ✓ Knowledge of the species
- ✓ Knowledge of animal handling
- ✓ Have a contingency plan to deal with;
  - a) unforeseen delays or circumstances that could result in the animal's unnecessary suffering, injury or death.
  - b) an animal's welfare if it becomes compromised or unfit during loading, transport or unloading.

✓ Clean equipment/biosecurity

✓ Animals assessed prior to transport

Assess if special handling is required Consider factors that affect transport. Assessment factors include:

- condition of the animal
- segregation of cattle that need to be transported with special conditions.
- space requirements
- air flow
- secure footing

- compatibility with others
- expected time in transport
- foreseeable delays
- weather conditions and changes
- driving conditions
- type and condition of transport equipment
- optimal animal handling

✓ Plan for animal monitoring plan during transport.

✓ Records which may be required for commercial transporters:

- animal transport record
- feed, water and rest information
- transfer of care

# 02 ANIMAL WELFARE



**Cattle are safely transported to their destination with minimal stress and without injury. Producers are aware of hazards in the process of loading, unloading, and transport; and have management practices in place to minimize risks for cattle and humans.**

Canadian Research shows the majority of healthy cattle transported to feedlots and packing plants arrive in good condition with no problems. <https://www.beefresearch.ca/topics/transport/>

All those involved in cattle transportation are responsible to prevent undue suffering or death of animals during transport. For cattle that are in a weakened or vulnerable state, special provisions or considerations may be required for transport.





## LOADING & UNLOADING

General principles of good handling apply to the loading and unloading of cattle and their use will reduce stress and injury for both handlers and cattle. The loading area design should promote the smooth flow of cattle on or off the vehicle. Avoid significant changes in floor height and distractions. If a difference in height between the loading surface and vehicle floor is significant enough to cause balking, a ramp should be used. Footing in trailers should also be provided to prevent cattle from slipping and falling either with footholds, bedding, or both.

Trailer compartments must have adequate space to allow animals to stand in a normal posture, without contacting the roof or upper deck of the vehicle. Space and weight considerations must be considered when determining stock densities for each compartment. Cattle may also need to be segregated because of temperament, sex, weight or age.

Trailer ventilation is necessary and should be adjustable to protect animals in transport from extreme weather conditions. Consider weather conditions when scheduling transport:

**EXTREME COLD** – arrange for transport on alternate day

**EXTREME HEAT** – arrange for transport on an alternate day or open perforations to maximize ventilation. Consider relocating early in the morning and late at night. Avoid stops as the temperature accumulates.

Those responsible for arranging transportation services need to know how long the cattle are expected to be in transit, including intermediate stops, such as auction markets, and whether the transporter needs to provide additional services (i.e.: feed, water, rest, etc.) during transit. When in doubt, assume the longest possible trip. Schedule loading and transport to avoid long delays in transit (i.e.: at borders) or at the destination (i.e.: packing plant).



## CATTLE FITNESS EVALUATION

Cattle that are not expected to be able to stand and come off a trailer at the destination should not be loaded, unless being transported for veterinary diagnosis or treatment or with special provisions.

[https://inspection.canada.ca/sites/default/files/legacy/DAM/DAM-aboutcfia-sujetacia/STAGING/text-texte/transporting\\_unfit\\_compromised\\_animals\\_fs\\_1647608419894\\_eng.pdf](https://inspection.canada.ca/sites/default/files/legacy/DAM/DAM-aboutcfia-sujetacia/STAGING/text-texte/transporting_unfit_compromised_animals_fs_1647608419894_eng.pdf)

This includes cattle that are:

- ✓ Non-ambulatory (unable to rise or stand without assistance)
- ✓ Very thin (BCS = 1) or very weak
- ✓ Sick or injured and travel will make the condition worse
- ✓ Females likely to give birth during transport

Unfit cattle must not be transported unless for veterinary diagnosis or treatment under the advice of a veterinarian. Compromised animals may only be transported with special provisions and go directly to their final destination.





# CHECK ANIMALS BEFORE TRANSPORT



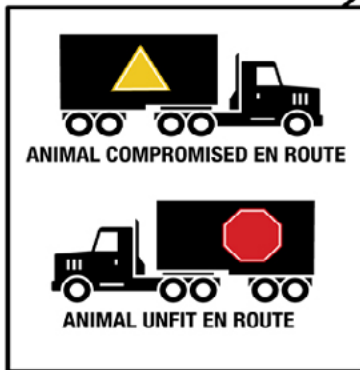
Must be isolated in transport, loaded alone without negotiating ramps. Measures must be taken to prevent unnecessary suffering and must not go to an assembly centre.

Under the advice of a veterinarian and to receive veterinary care only



NO

YES



Humanely kill on truck or nearest place the animals can receive care, or be humanely killed.

Nearest place the animal can receive care or be humanely killed.

The nearest place could include an assembly centre for these animals.

# TRANSPORTATION REQUIREMENTS & RECOMMENDATIONS



## NFACC CODE OF PRACTICE REQUIREMENTS

- ✓ Do not load or unload cattle in a manner that is likely to cause injury or undue suffering
- ✓ Cattle must be able to stand in a normal posture without coming into contact with the roof or upper deck of the vehicle
- ✓ Segregate cattle that are incompatible by reason of their nature, temperament, sex, weight, or age
- ✓ Ensure that all cattle have proper ventilation and are protected from extreme weather
- ✓ Ensure that any loading or unloading equipment, chutes or conveyances are free of hazards in order to minimize the risk of injury
- ✓ Provide safe, secure footing or adequate bedding to prevent cattle from slips and falls
- ✓ Cattle must receive feed and water within five hours prior to loading if transport will exceed 24 hours
- ✓ Cattle must be transported by competent personnel (possessing knowledge acquired through training, experience, or mentorship) using safe, well-maintained equipment
- ✓ Unfit cattle must not be transported unless for veterinary diagnosis or treatment
- ✓ Compromised animals may only be transported with special provisions and go directly to their final destination
- ✓ Cows or heifers that are likely to calve during the journey must not be transported, unless for veterinary treatment
- ✓ The right of the transporter to refuse to load cattle that he/she deems unfit for transport must be respected, and the reason for refusal must be addressed
- ✓ Cattle producers and transporters must immediately report instances of inhumane handling to proper authorities
- ✓ Transporters must follow the most current federal and provincial animal transport regulatory requirements
- ✓ Cattle that arrive unable to rise and walk unassisted (non-ambulatory/downers) must be examined on arrival and their likelihood of recovery assessed. Cattle must not be dragged from the vehicle while conscious; they must be humanely stunned or euthanized on the vehicle prior to unloading. Once unloaded, a stunned animal must be immediately confirmed dead or euthanized. If an animal is likely to recover, it may only be unloaded for veterinary treatment under the advice of a veterinarian.



## NFACC CODE OF PRACTICE RECOMMENDATIONS

- ✓ Be familiar with the appropriate regulations and the Code of Practice – Transportation, even if you are not the one actually transporting cattle
- ✓ Respect the recommendation of an experienced transporter to adjust loading densities to current weather conditions and weight restrictions
- ✓ Ensure that all required documentation is completed to avoid unnecessary delays at inspection stations, borders or other check points
- ✓ Provide cattle transporters with the telephone number of the home or office of the shipper and receiver to immediately report an emergency situation (appropriate numbers should be furnished by shippers)
- ✓ Avoid long distance transport in extremely hot, humid temperatures to prevent animal suffering
- ✓ Consider evening loading to avoid transport during the hottest hours of the day
- ✓ Eliminate gaps between the end of the loading ramp and the vehicle
- ✓ Ensure that the loading area promotes smooth flow of cattle on or off the vehicle; avoid significant changes in floor height or distractions and use a ramp when necessary
- ✓ During extreme weather, cattle waiting for loading or waiting for further actions after unloading should have to access to well drained, sheltered areas with water
- ✓ Schedule loading and transport to try to avoid long delays in transit (i.e.: borders) or at the destination (i.e.: packing plants)
- ✓ Locations receiving cattle should be equipped with personnel or facilities to meet the animals' needs upon arrival, such as water or feed
- ✓ Avoid loading cattle at densities greater than recommended in the current Code of Practice – Transportation. Appropriate loading densities will depend on a number of factors including but not limited to, animal size and body condition, presence of horns and weather conditions. Cattle should be provided with enough floor space in a vehicle to maintain their balance and change position within the compartment.

## VBP+ STANDARD

### ASSESSMENT SCORING

- 0** Lack of understanding or awareness of regulations and procedures for transportation of cattle
- 1** Awareness of regulations and procedures for transportation of cattle
- 2** Able to articulate transportation plan. Producer is knowledgeable in their area of production. Understands all aspects of transportation responsibilities.
- 3** Written transportation plan with good understanding of regulations. Understands all aspects of transportation responsibilities. VBP+ Standard - Score of 1 required.





**VERIFIED BEEF**  
SIMPLE. PRACTICAL. TRUSTED.  
[www.verifiedbeef.ca](http://www.verifiedbeef.ca)

# SHIPPING RECORD

YEAR : 2021

PREMISE ID : AB123CD4E5

RANCH/PRODUCER NAME : ABC Ranch-John Doe

SHIPPING DATE	TYPE OF CATTLE	CATTLE IDENTIFICATION (Animal ID or Pen/Lot ID)	# HEAD	DESTINATION AND TRUCKER	<input type="checkbox"/> WITHDRAWAL CHECK COMPLETED	<input type="checkbox"/> BROKEN NEEDLE RECORD CHECK COMPLETED	<input type="checkbox"/> FIT FOR TRANSPORT EVALUATION COMPLETED
01/01/21	cull cows	1A, 2A	2	ABC Auction 123 Trucking	✓	✓	✓



**VERIFIED BEEF**  
SIMPLE. PRACTICAL. TRUSTED.  
[www.verifiedbeef.ca](http://www.verifiedbeef.ca)

# TRANSFER OF CARE



## TRANSFER OF CARE DOCUMENT

ARRIVAL DATE : *October 29, 2021*

ARRIVAL TIME : *11:30am*

ARRIVAL LOCATION : *Auction Market*

CONDITION ON ARRIVAL : *Good*

LAST FED DATE : *Oct 29*      TIME: *6:00am*      LOCATION: *Transfer Station*

LAST WATERED DATE: *Oct 29*      TIME: *6:00am*      LOCATION: *Transfer Station*

LAST RESTED DATE : *NA*      TIME:      LOCATION:

<b>COMMENTS</b>	<i>20 heifers for the replacement heifer sale</i>
-----------------	---

OWNER / TRANSPORTER : *Joe Smith*

RECEIVER : *John Doe*

### Transfer of Care:

Animals in transit must be under the care of a designated person responsible for their well-being and welfare. No animal(s) can be left at an auction mart, packing plant or other assembly centre without written documentation of transfer of care. It is critical that animals are not left without confirming onsite that someone will be providing and responsible for care.

If livestock manifests are used in your province, these documents often have existing information that can be used to prove transfer of care. If livestock manifests are not used in your province, a simple form with the following information can be used.

To ensure continuity of care, no animal is to be left at any slaughter facility, or assembly centre without written notice that care has been transferred between the transporter and the receiver. This is done to ensure that the individual responsible for caring for the animals can be clearly identified at all times.

