



Livestock Haulage Standards



These Standards are independently assessed on behalf of QMS by an accredited certification body (CB). More information on the relevant CB, can be found at <https://qmscotland.co.uk/integrity-assurance/quality-assurance> Effective from 1 October 2020. Version 2, Revised 1 February 2025.



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These Standards do not seek to duplicate existing published documents on haulage and reference should be made to these documents as appropriate.

You can read the relevant rules and guidance on our website. Where possible, this guide also provides details of where you can find more information, guidance and the checklist:


ASSESSMENT CHECKLIST

 When you see this sign, please refer to the Assessment Checklist on **page 6** to mark your progress.

RECOMMENDATION

 Recommendations, suffixed with R alongside the relevant standard to which they relate, are advisory clauses only and do not require any corrective action.

MORE INFORMATION

 More information is available to view.

At a glance

THE Haulage Assurance Scheme is an essential element in the Quality Meat Scotland (QMS) 'whole chain' consumer assurance programme.

To carry the Scottish red meat industry's three premium brands, Scotch Beef, Scotch Lamb and Specially Selected Pork, livestock must have been born, reared and slaughtered in Scotland and spent their entire life on QMS Scotch Assured holdings.

This whole of life brand eligibility is delivered by a suite of assurance schemes: Cattle & Sheep, Pigs, Feeds, Haulage, Auction Market and Processor. Whole chain assurance underpins the integrity of these premium brands and provides reassurance to consumers of provenance, highest standards of production, animal welfare and wellbeing, to deliver a quality eating experience.



Whole chain assurance underpins the integrity of these premium brands and

provides reassurance to consumers of provenance, highest standards of production, animal welfare and wellbeing.

SCOTCH ASSURED
Cattle & Sheep

QUALITY ASSURED
Pigs

SCOTCH ASSURED
Processor

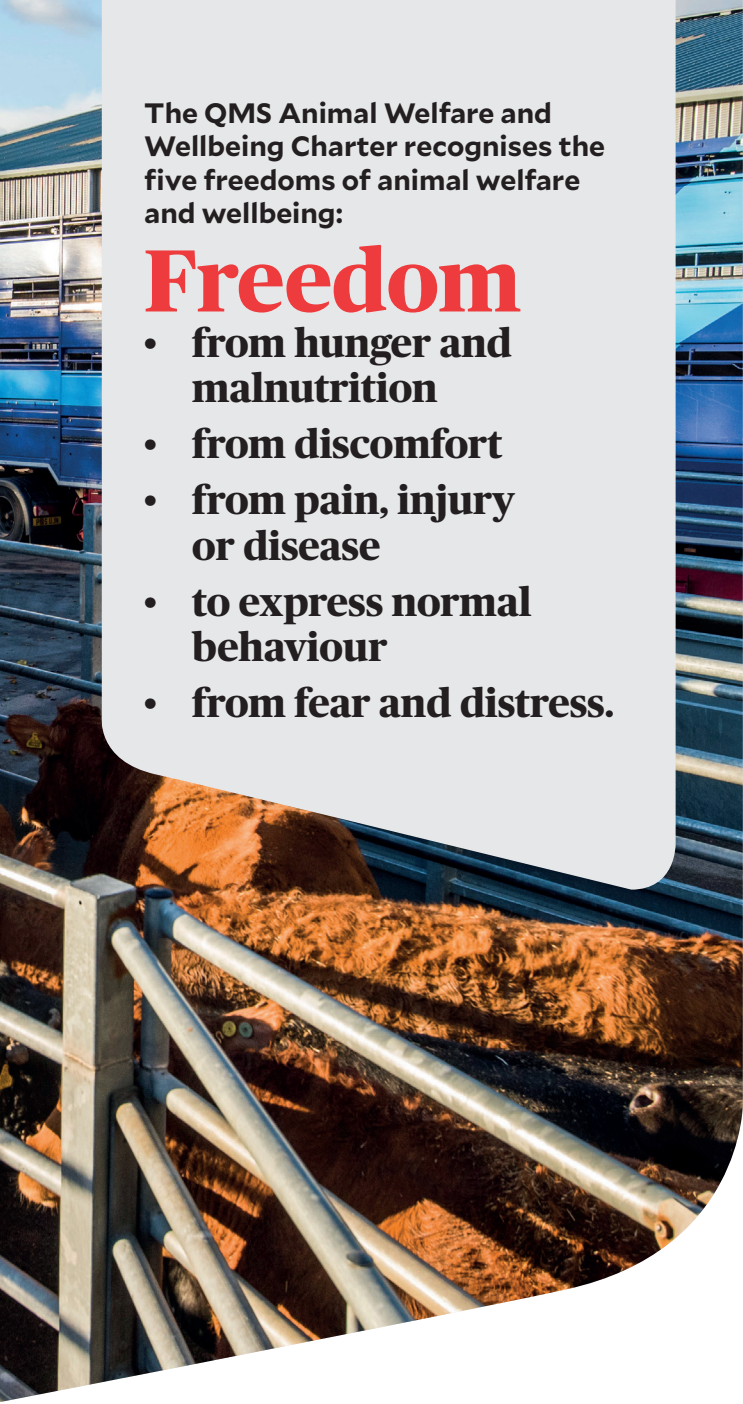
SCOTCH ASSURED
Feeds

Quality Meat Scotland
ASSURANCE SCHEMES

Whole Chain Assurance from Quality Meat Scotland

SCOTCH ASSURED
Auction Market & Collection Centre

SCOTCH ASSURED
Haulage



The QMS Animal Welfare and Wellbeing Charter recognises the five freedoms of animal welfare and wellbeing:

Freedom

- from hunger and malnutrition
- from discomfort
- from pain, injury or disease
- to express normal behaviour
- from fear and distress.

- All QMS assurance schemes are supported and approved by the

Scottish SPCA,
Scotland's
independent animal
welfare charity.



- This whole of life brand eligibility is delivered by a suite of assurance schemes:

Cattle & Sheep,
Pigs, Feeds, Haulage,
Auction Market
and Processor.

Only haulage operators who are approved members of the QMS Haulage Assurance Scheme or equivalent can transport cattle, sheep and pigs which are destined for the Scotch Beef, Scotch Lamb and Specially Selected Pork brands. Haulage drivers are specially trained to handle and transport livestock and must hold species specific certificate(s) of competence.

These schemes ensure the best quality of life for these animals throughout the supply chain, resulting in the highest quality product reaching the consumer's plate and demonstrate the professional capabilities of member companies.

The overall strategy of QMS is to shape a sustainable and prosperous Scottish red meat industry. A commitment to animal welfare and wellbeing is a key factor in this strategy and of paramount importance in ensuring the highest product quality.

The QMS Animal Welfare and Wellbeing Charter recognises the five freedoms of animal welfare and wellbeing:

- **freedom** from hunger and malnutrition;
- **freedom** from discomfort;
- **freedom** from pain, injury or disease;
- **freedom** to express normal behaviour; and
- **freedom** from fear and distress.

This is a guiding principle for all QMS assurance schemes, which are supported and approved by the Scottish SPCA, Scotland's independent animal welfare charity.



- The overall strategy of QMS is to shape a

sustainable and
prosperous Scottish
red meat industry.

Assessment Checklist

This checklist will help to prepare for the assessment visit. It is not an exclusive list, but it includes the most common non-compliances and should be used in conjunction with the Standards.

| Standard | Information | ✓ |
|------------|---|---|
| 1.1 | Ensure scheme standards available to staff and drivers. | |
| 1.2 | All containers on site for first assessment. 50% of containers for each year thereafter with all containers re-assessed in a two-year period. | |
| 1.3 | Fleet changes notified to the certification body and new/hired containers assessed. | |
| 1.4 | Premises and vehicles tidy and clean. | |
| 1.5* | Goods vehicle operator's licence held and available for inspection. | |
| 1.6* | Relevant UK Animal Transporter Authorisation held and available for inspection. | |
| 1.7* | Public liability, goods in transit and vehicle insurance held and up to date, and available for inspection. | |
| 1.8*, 4.1* | Retain copies of drivers' species-specific Certificates of Competence. Drivers to carry species-specific Certificate of Competence. | |
| 1.9 | Training records up to date for all drivers and available for inspection. | |
| 1.10 | Records kept of animal welfare incidents and available for inspection. | |
| 2.1* | Animal Transport Certificates kept and available for inspection. | |
| 3.2 | Emergency Contingency Plan available and in each vehicle, and available for inspection. | |
| 3.6, 3.7 | Load and unload with care. Electric goads used only as a last resort. | |
| 4.4 | Containers inspected daily and defect reports kept, available for inspection. | |
| 5.1 | Livestock in transit signage. | |
| 5.2 | Vehicle maintenance records up to date and available for inspection. | |
| 5.4 | Ramp angles on all containers comply with legislation specific to the species. | |
| 5.6 | Containers are free from sharp edges and any protrusions. | |
| 5.9 | Lighting in containers suitable and a torch kept on board in case of light failure. | |
| 6.1*, 6.2 | Vehicles and containers cleansed and disinfected, and records kept and available for inspection. | |
| 6.4 | Dirty water, slurry and manure handled safely. Waste transfer notes kept where applicable. | |
| 7.1 | Complaints register maintained and available for inspection. | |

* Common non-compliance



GENERAL

The following standards are effective from 1 October 2020. The standards are in two parts – standard detail and requirement (in purple text), both of these elements form the standard. Paragraphs in blue text are for members' information only and do not form part of the assurance assessment. Recommendations, suffixed with R below the relevant standard to which they relate, are advisory clauses only and do not require any corrective action.

Existing members and scheme applicants must conform to Council Regulation (EC) No 1/2005 on the protection of animals during transport and related operations and amending Directives and The Welfare of Animals (Transport) (Scotland) Regulations 2006.

In this document all references to vehicles and containers should be understood to include all modes of vehicular transport of livestock including trailers, where relevant.

1. General Scheme Requirements

Scheme members must ensure compliance with all relevant legislation and by operating to the highest standards of animal welfare, traceability and biosecurity, uphold the reputation and integrity of the Haulage Assurance Scheme, the Scottish red meat industry and the QMS brands.

| STANDARD DETAIL | | REQUIREMENT | |
|-----------------|---|--|---|
| 1.1 | The haulage operator, and its drivers, must have access to the current version of the QMS Haulage Assurance Scheme Standards. | <p>A copy of the standards, hard or electronic version must be available.</p> <p>All relevant staff have an understanding of the standards.</p> | ⚠ |
| 1.2 | The haulage operator must give the certification body access to all relevant parts of its business including premises, vehicles and records. | <p>At the first assessment of a new applicant, all livestock containers will be presented for examination. At subsequent annual assessments, certificated scheme participants will present at least 50% of their livestock containers for assessment such that all containers are seen by the assessor at least once in a two-year period.</p> <p>In addition, certification body staff may be present at auction markets and abattoirs to check that the requirements of the scheme are being adhered to on an ongoing basis.</p> | ⚠ |
| 1.3 | The haulage operator must ensure that all livestock containers used to transport QMS assured livestock have been assessed and approved under the QMS Haulage Assurance scheme or an equivalent scheme. Where more than one vehicle is operated, each container must be uniquely numbered. | <p>The haulage operator must notify any fleet changes to the certification body.</p> <p>This includes any new, additional, altered or replacement livestock containers, even those hired or borrowed on a short-term basis. Photographs may be requested by the certification team of the new/altered containers.</p> | ⚠ |
| 1.4 | All areas of the haulage operator's premises and vehicles must be maintained to a good level of tidiness and cleanliness. | Premises kept clean and tidy. | ⚠ |
| 1.5 | The haulage operator must hold the relevant operator's licence to operate a goods vehicle. | A valid operator's license must be available for inspection. | ⚠ |
| 1.6 | The haulage operator must hold the relevant UK Animal Transporter Authorisation. | <p>Valid transport authorisation available for inspection:</p> <ul style="list-style-type: none"> • Type 1 authorisation for road journeys over 65km (40 miles) and up to 8 hours; or • Type 2 authorisation for all road journeys including over 8 hours. | ⚠ |

➔ **1. General (continued)**

| | | | |
|------|---|--|---|
| 1.7 | Public liability, goods in transit and vehicle insurance must be up to date, complete and available or covered by suitable alternative policies. | Relevant documents available for inspection. | ⚠ |
| 1.8 | The haulage operator must hold up to date copies of species-specific Certificates of Competence in the Transport of Animals by Road for each driver. | | ⚠ |
| 1.9 | <p>The haulage operator must ensure all drivers or agency drivers are informed of any change in legislation and/or working practices. Training records must be kept. They should also ensure that drivers continue to adhere to these scheme standards and are aware that failure to comply could result in withdrawal of the haulage operator's scheme certificate.</p> <p>Where a training need has been identified, relevant refresher training must be implemented.</p> | <p>Training records must be kept for all staff and available for inspection. A template can be found on our website www.qmscotland.co.uk/haulage-standards</p> <p>Training is given where a need has been identified as a result of:</p> <ul style="list-style-type: none"> • changes to legislation • CPC requirements • changes to standards or any other business changes. | ⚠ |
| | | | ℹ |
| 1.10 | Haulage operators must maintain records of all animal welfare incidents. | <p>Animal welfare incidents include injuries occurring during loading, transport, unloading and of any animals found dead on arrival. Recurring issues must be investigated, and documented action taken to prevent future repetition. Animal welfare incident records must be kept for a minimum of three years and reviewed annually.</p> | ⚠ |
| | | | ℹ |

ℹ **MORE INFORMATION**

www.qmscotland.co.uk/haulage-standards

2. Livestock Traceability

Haulage operators must play their part in ensuring that accurate traceability records are readily available. Livestock traceability is not only important for controlling animal health and disease but is also crucially important to maintain and enhance customer confidence in the Scottish red meat industry and the QMS brands.

| STANDARD DETAIL | | REQUIREMENT | |
|-----------------|--|---|---|
| 2.1 | An Animal Transport Certificate (ATC) must be completed before the start of a journey. | <p>The ATC must accompany the livestock for the duration of that journey. The driver must make the ATC available for inspection by an authorised person at any time during the journey.</p> <p>A ScotEID electronic record is acceptable in place of a pig ATC.</p> | ⚠ |
| | | <p>RECOMMENDATION</p> <p>2.1R It is recommended that the driver ensures that the consignor completes the ATC and where the livestock are being sold for slaughter for human consumption, the Food Chain Information (FCI) declaration section of the ATC is completed before leaving the premises.</p> | 👁 |



3. Animal Welfare

Haulage operators have a vital role to play in maintaining high levels of animal welfare. Animals must always be treated with respect and drivers are responsible for the welfare of the livestock and wellbeing from the time of loading, throughout the journey and until the animals have been unloaded.

| STANDARD DETAIL | | REQUIREMENT |
|-----------------|---|---|
| 3.1 | To ensure the loading procedures are effectively implemented, drivers must ensure livestock have sufficient space and must have an understanding of the vehicle's loading capacity. Extra care must be taken when loading livestock containers particularly over the 5th wheel coupling or step of articulated vehicles, so that any large animals have sufficient head room and can stand in a natural position. | <ul style="list-style-type: none"> • Livestock are not too tightly or too loosely stocked. • Stocking densities outlined in legislation are adhered to. • Adjustments to stocking density are made when required to allow for current weather conditions, journey duration, size and category of stock. • The driver understands the maximum stocking capacity of the compartment and can calculate the stocking density based on the weight of the livestock. • The driver can verbally explain the numbers of livestock of a given weight range/category that a compartment could hold. • The livestock keeper is asked to provide rough weights where necessary. • The driver understands any deck height limitations and which categories of stock may be affected. |
| 3.2 | Each vehicle must carry a documented Emergency Contingency Plan. | <p>The emergency contingency plan should include the following:</p> <ul style="list-style-type: none"> • Emergency contact telephone numbers • What action is to be taken in the event of: <ul style="list-style-type: none"> – a road traffic accident – breakdown – disease outbreak – animal becoming unfit during transport – road closure – any other long delay. <p>A template can be found in Appendix 4 or on the QMS website www.qmscotland.co.uk/haulage-standards</p> |
| 3.3 | Only fit animals may be loaded and transported. | <p>Sick and injured livestock must only be transported under the direction of a veterinary surgeon. Animals becoming unfit during transit should be delivered as soon as possible to a suitable place for unloading or to be euthanised.</p> <p>The movement and transport of livestock must conform to all relevant legislation and be practised with regard to animal welfare and wellbeing.</p> <p>The Welfare of Animals during Transport Council Regulation (EC) No. 1/2005 considers the following animals unfit for travel:</p> <ul style="list-style-type: none"> • Very young animals (calves less than ten days old and lambs less than one week old), unless the journey is under 100km (62 miles). • Calves less than 14 days old, if the journey is over eight hours. • New-born mammals where the navel hasn't completely healed, unless their welfare will be compromised. • Heavily pregnant females, where more than 90% of the expected gestation period has passed, unless they are being transported for veterinary treatment. • Females who have given birth during the previous seven days, unless their welfare will be compromised. • Sick or injured animals where moving them would cause additional suffering, unless instructed by a vet. |



➔ 3. Animal Welfare (continued)

| | | | |
|-----|---|---|---|
| 3.4 | Livestock handling must be undertaken in a calm manner and be appropriate for each species in order to avoid the risk of injury and stress to livestock and to drivers. | Livestock are handled in a calm manner. Distressed animals must not be loaded if the driver considers them unsuitable to transport. | |
| 3.5 | Horned cattle, significantly different sized animals and animals of different species must be separated. | Animals may be mixed where they have been raised in compatible groups and separation could cause distress or where females are accompanied by dependent young. Other than adult pigs that have been raised together in mixed sex groups, sexually mature males should be kept separate from females. | |
| 3.6 | Loading and unloading aids must be used with care and consideration for the livestock and safety of the driver. | Sticks may be used as an extension of the arm but must not be used to hit animals. Suitable aids may be used, but these must be used in the appropriate manner. | ⚠ |
| 3.7 | The use of electric goads is only permitted where absolutely necessary and with the livestock owner's permission. | Electric goads are a tool of last resort and must only be used to encourage loading of cattle over six months of age and then sparingly on hindquarters only or on adult pigs which are refusing to move forward when there is space for them to do so. Haulage operators must have knowledge of which drivers carry goads and ensure that drivers use them appropriately, to ensure that animal welfare is not compromised. | ⚠ |
| 3.8 | Haulage provisions must be able to maintain livestock cleanliness. | The cleanliness of the vehicle, provision of bedding, management of the journey, etc. ensures, where possible, livestock cleanliness conditions are maintained. Bedding must be clean, safe and suitable. It must be appropriate to the species, age of animals and length of journey. Bedding is required for: <ul style="list-style-type: none"> • Piglets less than 10kg • Lambs less than 20kg • Calves under 6 months • Pigs under 30kg travelling 8-12 hours. | |

📘 MORE INFORMATION

www.qmscotland.co.uk/haulage-standards

4. Driver Competency

Driving a livestock vehicle requires specialist knowledge, skills and care over and above that required for general haulage. Anticipating hazards, accelerating slowly and smoothly, avoiding sudden braking and cornering with care are key attributes of a skilled livestock driver and this contributes greatly to animal welfare, wellbeing and meat quality.

| STANDARD DETAIL | | REQUIREMENT | |
|-----------------|--|--|---|
| 4.1 | Drivers must have copies of their Certificate of Competence in the Transport of Animals by Road relevant to both the species being transported and journey duration. | Copies of the relevant documents must be available for inspection. | ⚠ |



| | | | |
|-----|--|--|---------------------------|
| 4.2 | Drivers must plan their journeys to ensure livestock are delivered to their destination as soon as possible. | Consideration given at all times to temperature and ventilation particularly when the vehicle is stationary and during statutory driver breaks. | |
| 4.3 | Drivers must not leave livestock unattended. | Except in an emergency, when loading or unloading draw bar trailers, in a multiple pick up/drop off situation, or during breaks. | |
| 4.4 | Drivers must inspect their livestock container daily and report and record any known defect to the haulage operator to allow repairs to be carried out soon as possible. | A template can be found in Appendix 5 or on our website www.qmscotland.co.uk/haulage-standards | <div>⚠</div> <div>ℹ</div> |

ℹ MORE INFORMATION

www.qmscotland.co.uk/haulage-standards

5. Livestock Haulage Vehicles

Every livestock vehicle and container must be constructed and maintained to ensure high standards of animal safety and welfare during loading, transport and unloading.

| STANDARD DETAIL | | REQUIREMENT | |
|-----------------|---|--|---------------------------|
| 5.1 | All vehicles/containers must have external signage indicating that livestock are in transit. | Signage stating business name or activity may adequately indicate that the vehicle is used for livestock haulage. | ⚠ |
| 5.2 | All livestock vehicles and containers must be regularly maintained, and maintenance records must be available for inspection. | Maintenance records should include the following: <ul style="list-style-type: none"> • Date the maintenance need was identified • Summary of the issues/maintenance required • Actions taken • Date completed. | <div>⚠</div> <div>ℹ</div> |
| 5.3 | All floors must be non-slip or made safe by the addition of suitable bedding material. | | |
| 5.4 | All ramp angles must comply with current legislation specific to the species. | For further information on how to measure ramp angles, see Appendix 6 Ramp Angles Summary. | ⚠ |
| 5.5 | Ramps must be fitted with foot battens and side gates. | Ramp side gates, barriers and other fittings must be secure and able to withstand the weight of any livestock being transported. Cattle partitions must be of single construction. Any steps must not prevent livestock from moving freely forward. | |
| 5.6 | The loading area and livestock container must be free from any protrusions, sharp edges or other hazards which could cause injury to livestock. | <ul style="list-style-type: none"> • No sharp edges or hazards. • Particular care must be exercised when moving decks are operated. | ⚠ |



5. Livestock Haulage Vehicles (continued)

| | | | |
|--|---|--|---|
| 5.7 | Livestock containers must protect animals from inclement weather and provide for air movement. | | |
| 5.8 | During transport, faeces and urine must be contained and not be permitted to leak. | Vehicle design prevents leakage. The use of absorbent bedding materials to absorb liquids. | |
| 5.9 | Lighting must be provided on the livestock container which is sufficient to load and unload safely and allows for inspection and care of the animals during transportation. | If no fixed lights are available on the container, a torch will be sufficient. A torch should be carried for use in the event of a light failure inside the container. | ⚠ |
| FEEDING AND WATER PROVISION DURING LONGER JOURNEYS | | | |
| 5.10 | All feed must be sourced from approved suppliers and free from contamination. | Stored separately from chemicals and other products prohibited in animal feed. | |
| 5.11 | All livestock drinking water must be stored in a way to avoid contamination. | Stored separately from chemicals and other products. | |

! MORE INFORMATION

www.qmscotland.co.uk/haulage-standards

6. Biosecurity and Cleanliness

The cleanliness of vehicles and a driver's boots and clothing is a very important part of maintaining high standards of biosecurity and low incidence of transmissible disease in Scotland. The risk of transferring disease between locations is reduced each time the inside of a livestock container, vehicle wheels, mudguards, and drivers' footwear are properly cleansed and disinfected.

| STANDARD DETAIL | | REQUIREMENT | |
|-----------------|--|---|--------|
| 6.1 | All livestock vehicles and containers must be cleansed and disinfected in accordance with current legislation. | After every load, or within 24 hours of a delivery, unless the vehicle is used to make repeated journeys between the same two points in a single day. | ⚠ |
| 6.2 | Haulage operators must have written Standard Operating Procedures that describe how cleansing and disinfection is carried out. | This must specify the frequency, method of cleansing, method of applying disinfectant and the disinfectant to be used. Records of cleansing and disinfection must be kept. Disinfectants used must be Defra approved for, as a minimum, General Orders. See approved products at https://disinfectants.defra.gov.uk | ⚠ ! |
| 6.3 | Haulage operators must have access to wash out facilities to cleanse and disinfect their livestock containers. | <ul style="list-style-type: none"> Facilities are available at either the haulier's yard, or an external wash facility. Facility available for use at all times or times known by drivers. A current written agreement is required if using a third party's wash out facilities. | |



| | | | |
|-----|---|--|--|
| 6.4 | Dirty water, slurry and solid manure from livestock container cleansing and disinfection must be stored in a way that prevents access by livestock and pollution of ground water. | <ul style="list-style-type: none">• Dirty water is stored in a non-permeable store.• Bedding materials and manure are stored on concrete (or similar surface that can be cleansed and disinfected) pending disposal.• Run-off is controlled/collected.• If appropriate, where dirty water, slurry and solid manure are exported to farmland, records must be kept, and the farmer must be made aware of the biosecurity risk.• Where disposed of through a licensed waste contractor, Waste Transfer Notes must be retained. | |
|-----|---|--|--|

MORE INFORMATION

<https://disinfectants.defra.gov.uk>

7. Complaint Handling

All businesses must have a system in place for managing complaints received against them that are relevant to the requirements of the Haulage Assurance Scheme Standards. This system must include a method of recording, investigating and resolving any complaints against the business.

| STANDARD DETAIL | | REQUIREMENT | |
|-----------------|--|--|--|
| 7.1 | The haulage operator must maintain a record of any relevant complaints received. | The record must include the date, name of the complainant, the nature of the complaint and the action taken to prevent recurrence. Relevant complaints are those which relate to the scope of the QMS Haulage Scheme i.e. animal welfare, cleanliness, traceability or meat quality. | |

Standards Setting Committee

The following Standards Setting Body Committee was responsible for agreeing these standards:

| Committee Member | |
|-----------------------------|------------------------------|
| Adrian Ivory (Chair) | QMS Board |
| Derek Armstrong | WM Armstrong (Longtown) Ltd |
| Martin Bell | Road Haulage Association Ltd |
| Ronald Davidson | Barclay's Transport Portsoy |
| Tom Gatherer | Scottish SPCA |
| Iain MacEachen | Iain MacEachen Transport |
| Andy McGowan | QMS Board |
| Gordon McKen | Scottish Pig Producers |
| John McMaster | ABP Perth |
| Oliver Shearman | Caledonian Mart |
| Sandy Taylor | K. Taylor & Sons |
| Richard White | Woodhead Bros Meat Co |

| Advisors to the committee | |
|---------------------------|---------------------------------|
| Kathryn Kerr | QMS Head of Brands Integrity |
| David McHarg | Livestock Technical Manager FIA |



Appendix 1:

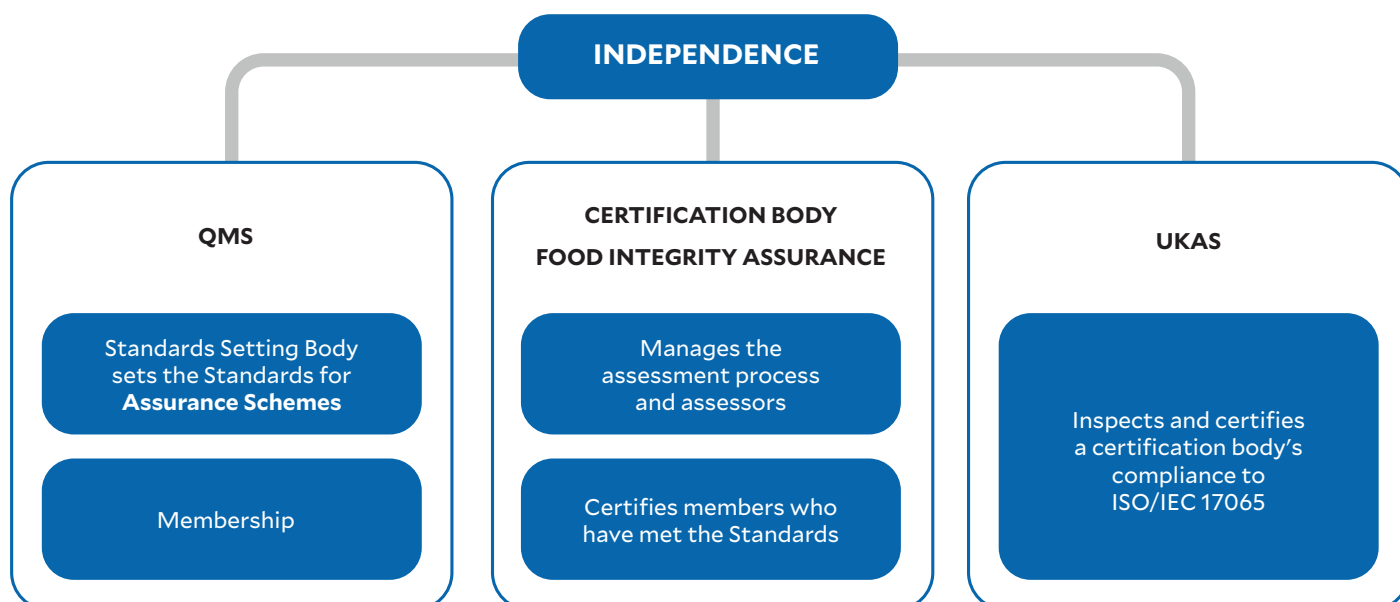
Brief Summary of How the Scheme Works

Introduction

QMS works with Members of industry to regularly review each of the Scheme Standards, with each Scheme undergoing a full review every two years. This review is undertaken by the Standards Setting Body, a committee chaired by a QMS Board Member, and including representatives from across industry. The final Standards then go to the QMS Board for sign off.

To ensure independence of the audits, Quality Assurance assessments have been contracted by QMS to an independent inspection and certification company, which is accredited by the United Kingdom Accreditation Service (UKAS) to ISO/IEC 17065, the international standard for product conformity certification. QMS has agreed procedures for these assessments with the Certification Body (CB), which is regularly (at least once each year) audited by UKAS to ensure these procedures are maintained.

The Role of QMS and the Certification Body



How to Join the Scheme

An application form to join the Scheme can be downloaded at <https://qmscotland.co.uk/integrity-assurance/quality-assurance/standards-schemes/haulage-standards> by clicking on QMS Haulage Standard Application.

Please complete the form, the Direct Debit mandate and send to the CB (details in application form), who will acknowledge receipt of the application form and payment and issue a VAT invoice.

Assessments

New applicants will be assessed within four weeks of receipt of their completed application form and cleared payment.

The interval between assessments for existing Scheme members may vary slightly from year-to-year to allow the business to be seen at different times.

New applicants will only become assured after any non-compliances have been rectified and corrective actions reviewed, after which the CB will send a letter confirming approval status and issue a Certificate of Conformity.

Haulage Scheme members may be subject to spot

check visits to ensure ongoing compliance with Scheme Standards. The assessor must be given access in order to conduct these visits.

For detailed information on the assessment visit and, what happens after the assessment has been conducted, and for more information on how the schemes work, please refer to the separate document QMS Assurance Schemes, *How the Schemes Work*. The document can be accessed at <https://qmscotland.co.uk/integrity-assurance/quality-assurance>

Membership Renewal

Scheme membership renewal notices are issued annually in July and will indicate the due date for receipt of payment of the annual membership subscription.

If payment has not been received by the due date advised on the final reminder letter, the approved status of the membership will be withdrawn.

It will then be necessary to reapply to join the scheme, pay a full subscription fee by Direct Debit, undertake a reassessment and a new membership number will be issued.

Appendix 2:

Statutory Stocking Densities - Transport by Road

Cattle

| Category | Approximate Weight (kg) | Area in m ² per animal | Approximate no. per 8ft 4ins x 10ft pen |
|---------------------|-------------------------|-----------------------------------|---|
| Small Calves | 50 | 0.30 to 0.40 | 19 to 25 |
| Medium Sized Calves | 110 | 0.40 to 0.70 | 11 to 19 |
| Heavy Calves | 200 | 0.70 to 0.95 | 8 to 11 |
| Medium Sized Cattle | 325 | 0.95 to 1.30 | 6 to 8 |
| Heavy Cattle | 550 | 1.30 to 1.60 | 5 to 6 |
| Very Heavy Cattle | more than 700 | more than 1.60 | 5 or less |

It is recommended that cattle should be partitioned in areas under 3.7m and calves should be partitioned in areas under 2.5m.

Sheep

| Category | Approximate Weight (kg) | Area in m ² per animal | Approximate no. per 8ft 4ins x 10ft pen |
|--|-------------------------|-----------------------------------|---|
| Shorn sheep and lambs of 26kg and over | Less than 55 | 0.20 to 0.30 | 25 to 37 |
| | More than 55 | more than 0.30 | |
| Unshorn sheep | Less than 55 | 0.30 to 0.40 | 19 to 25 |
| | More than 55 | more than 0.40 | 19 or less |
| Heavily pregnant ewes | Less than 55 | 0.40 to 0.50 | 15 to 19 |
| | More than 55 | more than 0.50 | less than 15 |

It is recommended that sheep should be partitioned in areas under 3.1m.

Pigs

All pigs must at least be able to lie down and stand up in their natural position.

In order to comply with these minimum requirements, the loading density for pigs of around 100kg should not exceed 235kg/m². This is equivalent to approximately 0.42m²/animal, or 18 finished pigs in an 8ft 4in x 10ft standard pen.

The breed, size and physical condition of the pigs may mean that the minimum required surface area given above has to be increased; a maximum increase of 20% may also be required depending on the meteorological conditions and the journey time.

It is recommended that pigs should be partitioned in areas under 3.1m.



Appendix 3:

Livestock Capacity Document Template

| | |
|-----------------|-----------------------|
| Vehicle Number: | Container/Trailer ID: |
|-----------------|-----------------------|

| | Deck 1 | Deck 2 | Deck 3 | Deck 4 |
|-------------------------|----------------|----------------|----------------|----------------|
| Floor area of each deck | m ² | m ² | m ² | m ² |

| Livestock Carrying Capacity (number of animals to be carried) | | | | |
|---|--------|--------|--------|--------|
| Category of Animal | Deck 1 | Deck 2 | Deck 3 | Deck 4 |
| Small Calves 50kg | | | | |
| Medium Sized Calves 110kg | | | | |
| Heavy Calves 200kg | | | | |
| Medium Sized Cattle 325kg | | | | |
| Heavy Cattle 550kg | | | | |
| Very Heavy Cattle >700kg | | | | |
| Shorn sheep/lambs <55kg | | | | |
| Shorn sheep/lambs >55kg | | | | |
| Unshorn sheep <55kg | | | | |
| Unshorn sheep >55kg | | | | |
| Heavily Pregnant Ewes <55kg | | | | |
| Heavily Pregnant Ewes >55kg | | | | |
| Pigs 7kg | | | | |
| Pigs 30kg | | | | |
| Pigs 100kg | | | | |

| Emergency Contact | Contact Details |
|---------------------------------|-----------------|
| Haulage Business Owner/Manager | |
| Roadside Breakdown Assistance 1 | |
| Roadside Breakdown Assistance 2 | |
| Mobile Tyre Fitter 1 | |
| Mobile Tyre Fitter 2 | |
| Veterinary Adviser | |

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Appendix 5: Vehicle Defect Record Template

Date:

Vehicle No/ID:

Driver's Name:

Trailer/Fleet No:

Odo Reading:

| | Deck 1 | Deck 2 | Deck 3 | Deck 4 |
|-------------------------------------|--------|--------|--------|--------|
| Floor | | | | |
| Partitions | | | | |
| Gates | | | | |
| Ramp | | | | |
| Lifting Mechanism – including wires | | | | |
| Tail Gates | | | | |
| Back Door | | | | |
| Internal Lighting/Torch | | | | |

Appendix 6: Ramp Angles Summary

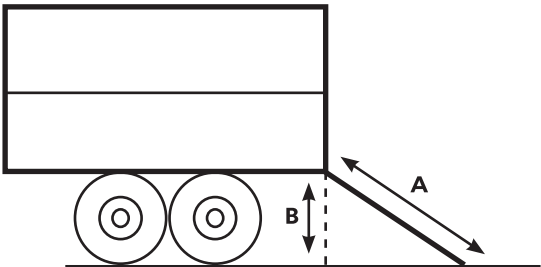
Ramp angles (both external and internal) must not exceed the following:

| Livestock type | Maximum ramp angle | How to measure this simply |
|----------------------------------|---|--|
| Pigs and Calves | 20 degrees (36.4% to the horizontal) | The ramp length (A) must be 3 times as long as the height from the ground (B). |
| Cattle and Sheep (except calves) | 26 degrees 34 mins (50% to the horizontal) | The ramp length (A) must be 2.2 times as long as the height from the ground (B). |

Where a vehicle has air suspension, this may be used to achieve the angle.

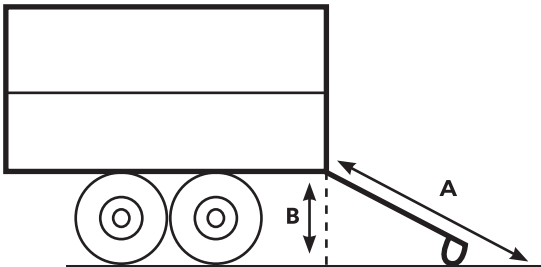
How to measure ramp angles:

1 Measuring an external ramp with no extension/riser



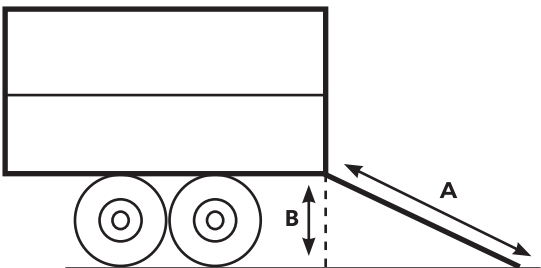
2 Measuring an external ramp with a riser

A ramp may have a block or riser fitted/attached to it to make the ramp angle shallower. To measure the length of A, continue with the measuring tape past the end of the tailboard at the same angle until the tape reaches the ground.



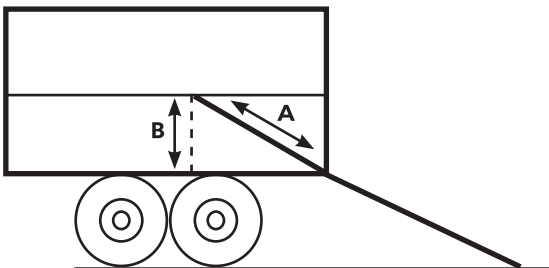
3 Measuring an external ramp with an extension

The ramp length (A) must include the length of the extension.



4 Measuring the internal ramp

If the vehicle has an internal ramp to an upper deck, that is aligned with the external ramp, the internal ramp can be measured as a continuation from the tailboard. If any internal ramp is not aligned with the tailboard (as per diagram) it must be measured separately from the tailboard (as shown).





Appendix 7:

List of Relevant Legislation

The following is a guide for members to sources of information on current legislation. Legislation should be consulted, and legal advice sought when points in the law need to be considered.

Legislation that applies in Scotland:

Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations and amending Directives 64/432/EEC and 93/119/EC and Regulation (EC) No 1255/97 /
www.legislation.gov.uk/eur/2005/1

The Welfare of Animals at the Time of Killing (Scotland) Regulations 2012 /
www.legislation.gov.uk/ssi/2012/321/contents/made

The Welfare of Animals at the Time of Killing (Scotland) Amendment Regulations 2012 /
www.legislation.gov.uk/ssi/2012/355/contents/made

The Cattle Identification (Scotland) Regulations 2007 (as amended) /
www.legislation.gov.uk/ssi/2007/174/contents

The Sheep and Goats (Records, Identification and Movement) (Scotland) Order 2009 /
www.legislation.gov.uk/ssi/2009/414/contents/made

The Pigs (Records, Identification and Movement) Order 1995 /
www.opsi.gov.uk/si/si1995/uksi_19950011_en_1.htm

The Pigs (Records, Identification and Movement) (Scotland) Amendment Order 2011 /
www.legislation.gov.uk/ssi/2011/327/contents

The Welfare of Animals at the Time of Killing (Scotland) Regulations 2012 /
www.legislation.gov.uk/ssi/2012/321/contents

Appendix 8:

Summary Table of Relevant Legislative Requirements

| Species | The journey is up to 65km (40 miles) <i>See Note 1 below</i> | Short journeys (over 65km (40 miles) and up to 8 hours) | | Long journeys (over 8 hours) | |
|---|--|--|--|---|--|
| | | Within the UK | To another EU Member State or third country | Within the UK | To another EU Member State or third country |
| Cattle, sheep, pigs, goats, unregistered equidae | <ul style="list-style-type: none"> Comply with general conditions ATC Adequate training | <ul style="list-style-type: none"> Type 1 authorisation ATC Short journey certificate of competence | <ul style="list-style-type: none"> Type 1 authorisation ATC Short journey certificate of competence | <ul style="list-style-type: none"> Type 2 authorisation ATC Long journey certificate of competence Vehicle approval Contingency plans <p><i>See Note 2 below</i></p> | <ul style="list-style-type: none"> Type 2 authorisation Journey log Long journey certificate of competence Vehicle approval Contingency plans |
| Registered equidae | <ul style="list-style-type: none"> Comply with general conditions ATC Adequate training | <ul style="list-style-type: none"> Type 1 authorisation ATC Short journey certificate of competence | <ul style="list-style-type: none"> Type 1 authorisation ATC Short journey certificate of competence | <ul style="list-style-type: none"> Type 2 authorisation ATC Long journey certificate of competence Vehicle approval Contingency plans <p><i>See Note 2 below</i></p> | <ul style="list-style-type: none"> Type 2 authorisation Journey log Long journey certificate of competence Vehicle approval Contingency plans |
| Poultry (includes: domestic fowl, ducks, geese, turkeys, guinea fowl, quails, pheasants and partridges) | <ul style="list-style-type: none"> Comply with general conditions ATC Adequate training | <ul style="list-style-type: none"> Type 1 authorisation ATC Short journey certificate of competence | <ul style="list-style-type: none"> Type 1 authorisation ATC Short journey certificate of competence | <ul style="list-style-type: none"> Type 2 authorisation ATC Long journey certificate of competence Contingency plans <p><i>See Note 3 below</i></p> | <ul style="list-style-type: none"> Type 2 authorisation ATC Long journey certificate of competence Contingency plans <p><i>See Note 4 below</i></p> |
| Other species (includes: dogs, cats, domestic birds, domestic rabbits, fish and racing pigeons, etc.) | <ul style="list-style-type: none"> Comply with general conditions ATC Adequate training | <ul style="list-style-type: none"> Type 1 authorisation ATC Adequate training | <ul style="list-style-type: none"> Type 1 authorisation ATC Adequate training | <ul style="list-style-type: none"> Type 2 authorisation ATC Adequate training Contingency plans <p><i>See Note 3 below</i></p> | <ul style="list-style-type: none"> Type 2 authorisation ATC Adequate training Contingency plans <p><i>See Note 4 below</i></p> |

Type 1 Authorisation: Required for journeys over 65km (40 miles) and up to 8 hours. Type 2 Authorisation: Required for journeys of any length over 65km (40 miles) including those over 8 hours.

Journey Log (form WIT 7): Required for transporting cattle, sheep, pigs, goats, unregistered horses on journeys over 8 hours to another EU Member State or Third Country.

ATC (Animal Transport Certificate) (form WIT 6): Required for journeys of any species of animals over any distance or duration EXCEPT journeys involving farm livestock and unregistered equidae on export journeys over 8 hours to another EU member or third country.

1. Farmers transporting their own animals in their own means of transport on journeys up to 50km (30 miles) from their holdings are exempt from some requirements.
2. Applicants transporting cattle, sheep, pigs, goats and unregistered equidae, where journeys start and finish in the UK and are less than 12 hours, require vehicle approval. However, these vehicles do not need to meet some of the higher grade equipment requirements such as mechanical ventilation, temperature monitoring equipment or satellite tracking.
3. Vehicles carrying animals in containers within the UK do not require inspection and approval.
4. If you transport other species or animals in containers overseas you must hold a vehicle approval certificate if any of the EU Member States involved in the journey (transiting or destination) require it.



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