

Common Questions and Answers on the Humane Transport Regulations for the Equine Sector

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The intent of this Q & A document is to provide short answers to some common questions and act as a stepping stone to direct readers to the relevant parts of the published [interpretive guidance](#) (IG) document on CFIA's website.

Regulated parties are encouraged to refer to their industry guidelines and to follow their veterinarians' advice to ensure the best animal welfare practices during all phases of animal transport.

When interpreting Part XII of the [Health of Animals Regulations \(HAR\) - Transport of Animals](#), consider the **intent of the regulation** which is to minimize animal suffering due to the process of transportation whether due to inexperience, negligence, lack of planning, improper use of equipment or improper handling. Also keep in mind that several provisions can apply in a given situation, their combined meaning needs to be considered as well as the animal welfare outcome.

These other sources also provide relevant and valuable information:

- [CFIA's Humane transport and animal welfare webpage](#)
- NFACC Codes of practice for Equines (<https://www.nfacc.ca/codes-of-practice/equine>)
- National Farm Animal Care Council (NFACC) [Code of Practice for the Care and Handling of Farm Animals: Transportation](#) (referred to as the "Transport Code") and is currently under revision.
- [World Organization for Animal Health \(OIE\) Terrestrial Animal Health Code Animal Welfare](#), Section 7, internationally recognized guidelines on the transport of terrestrial animals by sea, land and air in chapters 7.2-7.4

Application of the regulations (who they apply to)

Q1. [When do the humane transport regulations \(HAR Part XII\) apply to me?](#)

Humane transport is a shared responsibility. All persons involved in transport of animals share responsibility under the law. Part XII of the HAR apply to all those involved **directly** or **indirectly** in the transport of live animals, including those who:

- plan the transport,
- assess the animal's fitness for the intended transport,
- prepare animals for the journey (including food and water withdrawal),
- assemble animals,
- catch animals,
- load animals,
- confine animals in a crate or conveyance,
- move animals from a point of origin to their destination, and
- unload animals from the conveyance or container.

Q2. [The regulations contain both outcome-based requirements and prescriptive requirements. How are these different?](#)

Outcome based vs prescriptive requirements?

With **outcome-based** requirements, the regulation specifies the desired result that a regulated party must meet, rather than describing a specific process or action that must be followed to achieve compliance. This gives the regulated party flexibility in how to meet the requirement.

A **prescriptive** regulatory requirement prescribes a specific standard or process to follow or actions that a regulated party must take to achieve compliance.

For example, the ramp section of the regulation (s.145) describes that a ramp has to be used in a manner that prevents an animal's suffering, injury or death (outcome-based). This section also says that an equine must not be loaded or unloaded using external ramps, gangways or chutes that have a slope from the horizontal that exceeds 30 degrees (prescriptive).

Feed, water and rest (FWR)

Q3. [What are the maximum allowed intervals without FWR for equine animals?](#)

Horses that are being transported, especially after being sold, may travel through multiple stops for days before reaching their final destination.

The table below summarizes the various categories of equine animals and the corresponding maximum FWR times. Animals may require feed, water, and rest at more frequent intervals and for longer periods than the maximum prescribed in the regulation.

If animals are at risk of becoming dehydrated, exhausted or of having a nutritional deficit prior to reaching the maximum interval, the animal's needs take precedence, and **the transporter must promptly take action to address these situations.**

For example, the maximum time limit to transport equines without FWR is 28 hours. However, on a very hot and humid day, some equines may suffer from exhaustion or dehydration before 28 hours is reached. The transporter is responsible for frequent monitoring and stopping (monitoring en route) before 28 hours if needed due to the condition of the equine..

[Chapter 19](#) of the published Interpretive Guidance (IG) provides additional information about this topic.

Species and Class	Maximum time interval without feed, water, rest
Equines (9 days of age and older)	28 hours
Animals 8 days of age or less	12 hours (single period, not repeated)
<p>Compromised animals</p> <p>Includes any equine animal of any age, size, sex, or breed that meets the definition of compromised. A list of compromised conditions are defined in s.136 of the regulations and described further in the IG</p> <p>Note: Compromised animals may only be transported with special provisions (s.140)</p>	12 hours

Q4. [When do FWR times start?](#)

Section 152.2(4) of the HAR breaks down the definition of what constitutes each of the 3 elements of feed, water, and rest. An interval begins:

- in the case of feed, when the animal was last fed
- in the case of safe water, when the animal was last given safe water
- in the case of rest, when the animal was last rested from transport for a minimum of **eight consecutive** hours (appropriate for the species, age, and condition to prevent suffering from exhaustion)

When transporting animals and for the purposes of Part XII of the HAR, a FWR interval begins when the animal last had access to the element. So as soon as one element (i.e. F, W, or R) is not available to the animal, the time interval starts and that element must be provided within the maximum interval. In most cases, all three elements (FWR) would be provided to avoid multiple stops.

A few examples:

- For group fed horses, the feed time is when they last had access to feed before loading. If they have continued access to water after feed withdrawal right up until time of loading, the time for water begins at loading. For practical purposes, the maximum time an animal can go without FWR will be dictated by the element that the animal “runs out of time for” first (in this case it would be feed). At that point, usually, FWR will all be provided as the transporter will not want to stop again when the maximum interval for “water” or “rest” is reached at a later time.
- For horses transported to a competition, that compete and are transported home all within 28 hours (one day), the prescriptive maximum FWR time interval has not been exceeded. In this case, only the FWR transport outcome provisions from the HAR section 152.1(1) need to be met. These outcomes are to provide FWR during transport to prevent nutritional deficit, dehydration and exhaustion. The person having the responsibility of a horse must assess its condition before loading it following the competition, monitor the horse during transport, and provide FWR earlier than prescribed if needed.

- For horses transported to an event, and staying there for enough time that the 28 hours FWR prescriptive time interval is hit or will be exceeded, FWR must be provided (including 8 hours of consecutive rest during its stay). CFIA does not dictate what happens during that rest period except that it is 8 hours minimum and appropriate for the species, age, and condition to prevent suffering from exhaustion. FWR can be done either by unloading at a stop (e.g. an event or a rest stop) or on board a stopped conveyance provided it meets HAR s152.3.

Refer to the IG [section 19](#) which provides additional information about this topic.

Q5. [How do the FWR prescriptive times and the FWR outcome-based provisions in the regulations work together?](#)

Both the outcome-based provisions and the prescriptive time provisions must be met.

Horses/foals in transport must be provided with:

- **feed** of an appropriate type for their species, age, and condition (i.e., provided in a manner they are able to consume such as bottle feeding for young foals); and in amounts sufficient to prevent a nutritional deficit;
- **water** in amounts that are sufficient to prevent them from becoming dehydrated; and
- **rest** that is appropriate for their age and condition to prevent them from suffering from exhaustion.

The above are the outcomes to be met **AND** the prescriptive intervals are also to be met. Again, these are intervals that do not exceed 12 hours for compromised animals, and 28 hours for all other equines.

If animals are at risk of becoming dehydrated, exhausted or of having a nutritional deficit prior to reaching the maximum time interval, the animal's needs take precedence, and **the transporter must promptly take action to address these situations.**

Q6. [Where can FWR be provided?](#)

Once the transporter determines that the animals must be fed, watered, and rested, this can be done by unloading the animals at a suitable FWR station/location or on board a stopped conveyance. Such a facility or conveyance needs to have sufficient supplies of, and give each animal access to, feed and water and must have sufficient space for all of the animals to lie down at the same time without affecting the welfare of other animals in doing so. Rest will be evaluated based on the species being transported and their preferred resting position (i.e. appropriate for the species, age, and condition to prevent suffering from exhaustion). While horses can rest standing, they must have sufficient space to lie down if they choose. The conveyance or the facility must be well ventilated and held at a temperature that allows suitable rest and must provide the animals an environment that will keep them clean and dry, be well bedded and have secure footing. It is important to note that rest is not considered to have occurred while a conveyance is moving.

As per [HAR s152.3](#), animals may be given FWR while remaining loaded on a suitably equipped (stopped) conveyance or at a FWR stop location provided it meets all of the requirements listed in the provision for the purposes of providing animals with FWR:

- equipment that is designed, constructed, and maintained to feed and water the specific species being transported
- sufficient space is provided to allow the animal to lie down without lying on top of other animals
- floors that are well-drained and clean are provided so that the animal is not likely to trip, slip, fall, suffer, sustain an injury, or die
- sufficient straw or other bedding is provided so that the animal(s) is not likely to suffer, sustain an injury or die
- sufficient straw or other bedding is provided so that the animal is kept clean and dry

- protection from meteorological and environmental conditions is provided so that the animal is not likely to suffer, sustain an injury or die
- adequate ventilation is provided so that the animal is not likely to suffer, sustain an injury or die

Q7. [Is there any situation where a transporter would be exempt from the 28 hours maximum time interval for equine for feed, water, and rest?](#)

If a truck/conveyance meets all the requirements for a “fully equipped conveyance” as listed in section 152.4 of the HAR, then the transporter is not required to meet the maximum FWR time interval, but they must meet the outcome-based requirements. The requirements for a fully equipped conveyance include feed and water dispensing systems, environmental controls, and monitoring systems.

Isolation and segregation

Q8. [What do isolation and segregation mean for horse transport?](#)

Isolation is used in two different sections of the regulations.

In section 140, *Compromised Animals*, there is a requirement for a compromised animal to be isolated. This means the **physical separation** of the compromised animal from all the others. The animal is to be separated from the others to ensure its safety as it is in a vulnerable state. There is an exception in section 140(3) in the regulations where a compromised animal may be transported with one other familiar animal as long as it is not likely to cause either animal suffering. If being with other horses may calm the animal, the other option to consider is isolating the compromised animal in a way that it can visually see the other horse(s).

In section 149, *Isolation*, there is a requirement to isolate incompatible animals. This means protecting animals in transport by selecting and confining animals together that are compatible for transport. Predictably incompatible animals are to be separated from each other to minimize the potential for injury, suffering or death of an animal due to aggression, trauma, social dominance, or other forms of harm. This could be one animal separated from the rest (isolation) or two groups of incompatible animals separated from one another on the truck (segregation).

Examples of horse transport situations where negative outcomes could occur and where isolation or segregation of equines in transport should be considered include, but are not limited to:

- mature intact males that are likely to fight
- animals that have previously shown a pattern of aggressive behaviour
- dominant and submissive animals
- a mare-foal pair and other animals of significantly different size and weight
- prevent mixing of unfamiliar horses
- segregate mares in season from stallions

Keep in mind that horse owners and those familiar with the animal will know their animals best and the regulations are outcome based in this section to ensure the best decision is made. The above are examples only where resulting negative outcomes have been seen. Each transport situation must be considered on its own merit. It’s up to those responsible for the welfare of the animals to ensure the animals are loaded to prevent injury, suffering, or death.

Unfit animals

Q9. Which specific conditions indicate a horse is unfit for transport?

Animals defined as unfit are those exhibiting a condition that indicates that they cannot be transported without suffering. These unfit animals cannot be loaded or transported unless they are going for veterinary care under the recommendation of a veterinarian. Animals will be considered unfit if they are showing one or more of the following conditions:

- Non-ambulatory;
- Any fracture that impedes the animal's mobility;
- Is lame in one or more limbs to the extent that it exhibits signs of pain or suffering and halted movements or a reluctance to walk;
- Is lame to the extent that it cannot walk on all of its legs;
- In shock or is dying;
- Severe prolapse (uterus, rectal or vaginal);
- Signs of a generalized nervous system disorder;
- Labored breathing;
- Severe open wounds;
- Hobbled to aid in treatment of an injury;
- Signs of dehydration;
- Signs of hyperthermia or hypothermia;
- Signs of fever;
- Has a large hernia;
- Last 10% of gestation or has given birth within the preceding 48 hours;
- An unhealed infected navel;
- Gangrenous udder;
- Severe cancer eye (squamous cell carcinoma of the eye);
- Bloat with discomfort and weakness;
- Signs of exhaustion;
- Is extremely thin; or
- Has any other sign of infirmity, illness, injury, or a condition that indicates an animal cannot be transported without suffering (for example: exercise-induced pulmonary hemorrhage).

The definition of unfit is in section 136 of the HAR. Each of these conditions is further discussed in [section 7](#) of the IG.

Q10. May pregnant horses be transported?

Pregnant horses within the last 10% of their gestation period are considered unfit for transport in the amended regulations. They may only be transported on the recommendation of a veterinarian and to receive veterinary care.

Giving birth during transport puts both the dam and offspring at risk. Heavily pregnant animals should not be loaded or transported except under exceptional circumstances. Animals with signs of impending birth such as engorged udders and red, swollen and stretched vulvas should not be loaded.

Regulated parties should be aware of the following:

- the normal length of gestation for a mare (340 days);
- the date of breeding;
- the signs of impending birth, especially if the date of breeding is unknown

Q11. [Who is responsible if an animal gives birth during transport or if a mare foals at a assembly site?](#)

There is not a definitive answer to this question. Determining “the person(s) who are responsible”, or who contributed to an animal’s suffering requires knowledge of facts and judgment. Again, all regulated parties (producer, transporter) are required to make decisions based on **the context of the specific situation**, the condition of the animal(s) in question, the intended transport and what options are available.

Prior to loading, all those involved in the transport of animals must assess:

- the animal's capacity to withstand the intended transport process
- factors that could reasonably be viewed as likely to cause animal injury, suffering or death during the transport process

Compromised animals

Q12. [Which specific conditions indicate a horse is compromised for transport.](#)

A compromised horse or foal is one with a reduced capacity to withstand transportation. The animal may exhibit signs of infirmity, illness, injury, or fatigue. A list of defined conditions that make an animal compromised are in Part XII of the HAR:

- is bloated but has no signs of discomfort or weakness;
- has acute frostbite;
- is blind in both eyes;
- has not fully healed after a surgical procedure, including castration;
- is lame other than in a way that is described in the definition *unfit*;
- has a deformity or a fully healed amputation and does not demonstrate signs of pain as a result of the deformity or amputation;
- is in a period of peak lactation;
- has an unhealed or acutely injured penis;
- has a minor rectal or minor vaginal prolapse;
- has its mobility limited by a device applied to its body including hobbles other than hobbles that are applied to aid in treatment;
- exhibits any other signs of infirmity, illness, injury or of a condition that indicates that it has a reduced capacity to withstand transport.

Section 136 of the HT regulation contains the definition of what constitutes a compromised animal, and the section 140 lists the requirements when transporting compromised animals. See [chapter 8](#) of the IG for more information.

Q13. [What additional provisions need to be taken for compromised horses or foals?](#)

A horse or foal (or any animal) that is assessed as compromised must be:

- loaded and transported with care taken to prevent suffering including being:
 - isolated
 - loaded individually without having to negotiate ramps within the convenience
 - provided any needed additional measures to prevent suffering
- transported directly to the nearest suitable place, to receive care or treatment, or to be humanely killed, except to an assembly centre
- provided feed, water, and rest at a minimum every 12 hours

Q14. What are examples of “additional measures” that could be taken to protect compromised animals in the case of Horses?

Additional measures/special provisions appropriate for a given compromised horse depends on the situation and the condition of the animal. Examples include, but are not limited to:

- using specialized loading and unloading processes
 - last on, first off
- analgesia if appropriate
- providing the animals with additional bedding
- taking measures to prevent hypothermia or hyperthermia (providing a heat source, boarding up or opening some of the ventilation holes, adjusting stocking density)
- preventing dehydration

See species specific [NFACC Codes of practice for equine](#) and other resource material for more information.

Q15. What are the steps to take if a horse becomes compromised or unfit during transport?

If an animal becomes compromised during transport, special provisions are required to protect them from further transport related harm. The animal must be taken to the nearest suitable place to receive care, or to be humanely killed. While compromised animals cannot be transported to assembly centres, if an animal becomes compromised or unfit en route, they may go to an assembly centre if it is the nearest place to get care or be euthanized. If in the best interest of the horse, depending on the specific situation, euthanasia on the conveyance may be the best option. If the horse is non-ambulatory, it has to be rendered unconscious or humanely killed before being unloaded.

Commercial carrier

Q16. Am I a commercial carrier?

This term refers to those who own a motor vehicle and operate a transport business, or who are in the business of transporting animals, for compensation. This is important as commercial carriers are the only ones required to ensure that their employees and mandataries have receive the training required in the regulations. All other persons transporting animals do not require training, but are required to have the knowledge and skills to conduct the activity they are doing.

“Commercial carrier” is defined in Part XII of the HAR, s. 136 (1)

a) Examples of commercial carriers:

- carriers who own vehicles that are hired to transport animals
- owner-operators who contract an agent (employee) to transport animals
- large, vertically integrated companies with a transport division

This commercial carrier category of transporter is required to have the appropriate training, knowledge and skills to ensure the safety of equines in transport, a contingency plan, and records.

b) Examples of persons not considered commercial carriers but are transporting animals in the course of business or for financial benefit:

- a horse trainer paid to transport the horses to compete in a competition or at the owner’s instruction
- a producer transporting his horses to be sold at an auction mart

This category of transporter is not required to have training but are required to have the appropriate knowledge and skills necessary to load, unload and transport horses, a contingency plan and records.

c) **Examples of persons not considered commercial carriers, or transporting in course of business or for financial benefit:**

- a producer, parent or horse owner transporting their animal to a 4H exhibition, agricultural event or competition
- a friend who transports your horse to new stables free of charge
- a horse owner moving horses from pasture to stables

This category of transporter is not required to have records, training or a contingency plan but is required to have the appropriate knowledge and skills to load, unload and transport horses.

Contingency plans

Q17. [What is needed for a contingency plan to transport horses?](#)

The contingency plan you need will vary depending on the situation. The reason for contingency planning is to reduce possible suffering of animals in the event of unforeseen circumstance, by planning ahead.

The regulation does not specify what has to be in a contingency plan, nor is there a specific format that a regulated party needs to use.

Most often, horse transporters who are transporting animals a short distance will have informal contingency plan information in their heads (and have the required numbers in their personal contact list). In most cases you know the practical information needed in the event of problems, for example:

- which person or mechanic to call to help with the horses in case of a vehicle or equipment break down,
- a few spots along the way that you could safely stop and check your animals
- what to do to address your horses' comfort if the journey is longer than expected
- who your vet is and how to get hold of them if something unexpected happened to an animal in transit
- which routes are most direct/easiest for the horses to manage (e.g. avoiding rough roads, lots of twists and turns, etc.), and which ones you might take if there was a road closure or delay
- who to call in the case of an accident incident involving your vehicle and animals in transport

If transporting horses for longer distances (commercially or for financial benefit), you will want a more detailed plan ([Appendix 2](#) in the HAR Part XII Interpretive Guidance provides an example template). You will meet the requirements of sections 138.2 if you have thought ahead and are prepared to take appropriate action to reduce animal suffering in the event that something goes wrong.

Transporting animals is a complex process and things can, unfortunately, go sideways. Contingency planning is important any time that live animals are involved. The required plan can be as simple or as complex as the situation requires. Again, the intent of this section is to reduce or mitigate possible suffering of animals in transport.

Transfer of care

Q18. [When is transfer of care documentation needed?](#)

When horses or foals are **left at any slaughter facility or assembly centre**, the transporter must provide a written notice that the animals have arrived, along with a transfer of care document specifying certain information about the load of animals, to the receiver. This is done to ensure the continuity of care for the animals and so the person responsible for caring for the animals is always clearly identified. The format of this documentation is not specified in the regulations and may be in paper or electronic format. Note that the transporter is to provide the transfer of care documentation and that the responsibility for the care of the horses is transferred to the consignee as soon as he acknowledges receipt of the documentation.

Refer to the IG document [section 20 - Transfer of care](#) for additional information.

Records

Q19. Do I need keeps records?

If you are a commercial carrier or if you are transporting animals in the course of business or for financial benefit, you need an animal transport record (HAR s154). The regulation prescribes the information to be contained in the records:

- the name and address of the producer/owner or shipper, the receiver, the transport company (if applicable), and the driver's name;
- conveyance information;
 - license/registration number
 - **usable** floor space in the conveyance or crate (m² or ft²)
- the date, time and place that the crates or conveyance were last cleaned and disinfected;
- the date, time and place where the animals were loaded;
- the number, description, and weight (can be estimated) of the animals;
- the date and time when the animals last had FWR prior to loading;
- the date and time when the animals last had FWR on the journey; and
- the date, time and place of arrival of the animals at the destination.

The format of the record is not prescribed. The regulated party can choose how they provide the required information.

Refer to the IG [section 21.0](#) - Record keeping for transport (commercial carriers and those who transport in the course of business) for further information and [appendix 4](#) for an example of a record template.

Q20. Summary of Documentation required by live animal transporters

	Commercial carrier	Transporting animals in course of business or for financial benefit	Not a commercial carrier or transporting animals in the course of business or for financial benefit
Training	<input checked="" type="checkbox"/>		
Knowledge and skills	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Contingency plan	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
Records*	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

* Animal transport record is required and, in the case where animals are going to be left at a slaughter establishment or assembly centre, then the transfer of care documentation would also be required.

Training

Q21. [Is there a special course I have to take to be considered “trained”?](#)

No, there is no required course. The regulations require that all regulated parties must know what to do and have the necessary knowledge and skills to meet the outcomes required by the regulation. Only commercial carriers are required to ensure their employees are trained, but the type of training is not specified, only the subjects to cover.

You need the necessary knowledge to ensure the well-being of animals in your care as well as to ensure your own personal safety. The information can come from mentorship, formal training, or both.

The needs of horses and foals vary with age, health and production status, physiology, and the degree to which they have been socialized. The knowledge and actions you take must be appropriate for animals you work with.

Refer to the IG [section 4](#) - Knowledge and skills for further information.

Assessment of risk factors and monitoring

Q22. [What risk factors for transport should horse producers and transporters be aware of?](#)

Section 138.3 specifically lists risk factors that **could reasonably be viewed as impacting the animal’s capacity** to withstand the process of transport:

- the current condition of the animal;
- a pre-existing infirmity, illness, injury or condition of the animal;
- the space requirements for the animal;
- the compatibility of the animal with any other animal;
- animal handling and restraint methods;
- the expected time that the animal will be without feed, safe water and rest;
- the expected duration of the transport and confinement of the animal in the conveyance or container;
- the foreseeable delays during transport and at the destination;
- the foreseeable weather conditions during transport;
- the foreseeable conditions that may be encountered during transport that could result in sharp inclines and declines, vibration and shifting of the container or swaying of the conveyance; and
- the type and condition of the conveyance, container and equipment.

Refer to the IG [section 6](#) - Assessment of risk factors related to transportation and monitoring requirement for further information.

Space requirements

Q23. [What stocking density should I use for horses](#)

The appropriate number of animals for a load depends on the type and size of the animal in question, the condition of the animal, the kind of transport vehicle, the temperature, the humidity, what other animals are on the load, and many other factors. Sections 147 (space requirements) and 148 (overcrowding) of the regulations list the outcomes (e.g., overcrowding occurs when an animal cannot maintain its preferred position or adjust its body position in order to protect itself from injury or avoid being crushed or trampled) that need to be met.

- Recommended loading densities and charts are provided in the [NFACC Codes of Practice](#) for some species. Remember that standard loading density charts apply to “ideal” situations: where fit, healthy animals are being transported under good conditions and should be used as a guideline. Each scenario must be evaluated case by case because there are many factors that impact these situations.

Loading density must be reduced in hot and humid conditions to provide more ventilation and prevent severe heat buildup. The definition of “hot and humid” is very subjective. It is based on collective assessment of multiple factors including temperature, humidity, time of day, the type of conveyance, natural or artificial ventilation, duration of confinement in a conveyance, animal health status, body condition, exercise tolerance, and extent of prior acclimation to given weather parameters. Use your best judgment when deciding if weather conditions are hot and humid and what changes need to be made to ensure the animals will not suffer.

Sufficient floor space is needed in very cold conditions to allow animals to reposition themselves in the conveyance to avoid chilling drafts, cold spots, or prolonged direct contact with the cold trailer walls.

As per HAR s.148, overcrowding occurs when, due to the number of animals in a container or conveyance:

- a) the animal cannot maintain its preferred position or adjust its body position in order to protect itself from injuries or avoid being crushed or trampled;
- b) the animal is likely to develop a pathological condition such as hyperthermia, hypothermia, or frostbite;
or
- c) the animal is likely to suffer, sustain an injury or die.

Compliance with HAR s.148 will be assessed by **observing animals** in a conveyance and evaluating if there is any indication of problems that occurred or were likely to be encountered due to overcrowding. The following observations may indicate that there is a problem:

- agitation
- excessive vocalization
- scrambling for footing
- aggression (kicking, biting), with the victimized horse unable to get away
- excessive perspiration
- inability of a fallen or down horse to rise to a standing position

Refer to the IG [section 15](#) - Overcrowding for further information.

Q24. [What space is needed for horses loaded in a conveyance for transport?](#)

The regulations require transporters to have the knowledge to make appropriate decisions about the space requirements for the animals in their care. Animal compatibility, species behavior, physiology and temperament must all be taken into account (in addition to variables such as temperature, humidity and ventilation) when deciding how many horses are appropriate on a particular load. Industry guidance documents provide recommended density charts (see NFAACC link in Q23).

Sections 147(1) and 148 have outcome-based requirements: every animal must be transported with sufficient floor space to maintain its preferred position, and to adjust its body position to protect itself from injury and other forms of harm such that they are not likely to suffer, be injured or die during transport.

Horse head clearance is inadequate if for that animal, in a natural, quiet but alert position with all four feet on the floor, there is evidence of:

- contact with any overhead structures, which includes a deck, roof, ceiling, netting or the wooden/metal framework (including ears);
- injury to the poll; and/or
- imminent threat of head injury

It is usually acceptable if there is incidental contact with an overhead structure where a horse might raise its head and neck higher than its natural, quiet but alert position (i.e. constant ear contact must not occur). This can happen for different reasons, including:

- when startled;
- when trying to better visualize its surroundings.

Ensure each horse:

- is able to stand at all times with all feet on the floor, with head elevated, with sufficient floor space to maintain its preferred position
- has sufficient space to permit a full range of head movement (without obstruction or constant contact with overhead structures when in quiet and alert position as noted above)
- has no part of its body coming into contact with a roof or top of the conveyance or cover of the container when in a natural but alert position.

“Head room” is an outcome-based requirement that depends on the behaviour of the animal in question.

Conveyances and containers

Q25. [Does the transport vehicle I am using for my horse/foal meet the requirements of the regulation?](#)

Acceptable conveyances and containers are designed, constructed, equipped, maintained, and used in a manner that prevents animals suffering, injury, or death.

In addition, the conveyance and the container, if the animal is within either, must:

- be suitable for the age, type and condition of the equine;
- prevent the animal’s escape;
- provide adequate ventilation for each animal;
- provide a floor that prevents the animal from tripping, slipping and falling;
- be free of exposed bolt heads, angles or other projections;
- have secure fittings;
- contain absorbent bedding material in order to prevent pooling or escape of water, urine and liquid manure (such bedding may include sand, straw, wood shavings or other material);
- be cleanable (unless the conveyance or container is designed for one-time use) as a measure to ensure adequate biosecurity and disease prevention; and
- not be likely to collapse or topple over.

If using a container on a conveyance, the container must be secured to the conveyance in a manner that prevents it from moving during transport.

Additional equine specific requirements exist in the HAR s.147(2) stating no person shall load, confine, or transport an equine, or cause an equine to be loaded, confined or transported **by land**, in a conveyance that has **more than one deck**. The law applies to all types of vehicles used for transport of horses.

Refer to IG [section 17.0](#) - Conveyances and containers for further information.

Q26. [Why is there a prescriptive requirement for single deck horse transport vehicles?](#)

- I. There are variables to consider related to horse welfare in transport besides available head space. Equipment and handling used in transporting animals is required to be designed and maintained in a manner that is appropriate for the species and two deck transport vehicles are typically not designed for horses. Other important concerns are that :
 - size, behavior and conformation vary in horses
 - some can have difficulty negotiating the ramps and openings designed originally for other species
 - even if the space and head-room requirements can be met, the loading and unloading process can lead to avoidable suffering

II. Application of the regulation :

- the USA also has a regulation that bans double deck interstate transport of horses for slaughter
- the Canada Border Services Agency (CBSA), and other agencies, are involved in assessing horse transport compliance
- a prescriptive regulation makes it clear for multiple agencies to interpret consistently and ensure horse welfare

Q27. [What is the requirement for the use of ramps during equine transport?](#)

The angle of the exterior ramp of the conveyances to load and unload horses must not exceed 30°. A ramp is not mandatory if the horse is not likely to suffer, sustain an injury or die by stepping directly from the ground into the conveyance and vice-versa.