



Canadian Pork Council  
Conseil canadien du porc



# HEALTH OF ANIMALS REGULATIONS FOR PIG TRANSPORT

## OVERVIEW OF CHANGES

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### TRANSPORT DURATIONS

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

### RAMPS

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

### MONITORING PIGS IN-TRANSIT

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

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

## PROVISIONS FOR TRANSPORTING COMPROMISED PIGS

A compromised pig:

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

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

- Pigs with severe rectal or vaginal prolapses are now defined as "unfit"
  - Minor rectal or vaginal prolapses are still defined as "compromised"
- A pig that is lame in one or more legs is now considered "unfit" if it also exhibits:
  - signs of pain or suffering, *and*
  - halted movements or a reluctance to walk
- In addition to a severe hernia that renders a pig as "unfit" for transport, a pig is considered "compromised" if it has a hernia that is:
  - Larger than 15 cm in diameter, *and*
  - Swings while the pig is walking

## TRAINING AND COMPETENCY

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

## DOCUMENTATION AND PLANS

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



For more information:

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