

RDS IWG Meeting - Transport

3/22/18

Updates:

Dutch Advertising Commission Decision:

<https://www.reclamecode.nl/webuitspraak.asp?ID=210187&acCode>

- A complaint was filed by Animal Rights NL against home goods brand Auping on the use of language associated with the Responsible Down Standard.
- The commission ruled in favor of Animal Rights NL.
- We need to review our language guidelines to ensure there is no absolute language that may be interpreted as a *guarantee* that animals do not suffer pain or distress.
- Textile Exchange will work with any brands interested in clarifying the language around claims associated with the Responsible Down Standard.

Stakeholder Group Calls:

- Certification Bodies (Professional Services)

Topics Addressed:

- Parent Farms

After we discuss the topics in the smaller groups, we will bring them back to the larger group.

Review Transport Module:

Transporting Poultry in a Humane Manner:

- <https://www.hsa.org.uk/downloads/technical-notes/TN21-transport-of-poultry.pdf>

	Number	REQUIREMENT	GUIDANCE	LEVEL
RDS 2.0	T1	Transport shall comply with local legislation on animal welfare.		MAJOR
RDS 2.0	T2	Planning of transport shall ensure that waterfowl reach their destination as soon as possible, but in any case in a maximum of 8 hours.	Transport shall never take longer than 8 hours. Dependent on the local possibilities direct route shall be used, with no unnecessary stops to further decrease transport time.	MINOR
RDS 2.0	T3	Waterfowl shall be transported in a vehicle that provides sufficient ventilation and protection from wind, rain, snow and thermal stress.	Waterfowl shall not be transported during severe weather conditions unless enough protection is provided.	MINOR
RDS 2.0	T4	Waterfowl shall not be overcrowded during transport.	Based on average weight of waterfowl, the amount of waterfowl per container shall be determined before transport. Crates shall not hold more than 6 adult birds; recommendations are for .15 to .25 m ² per bird. There shall be space for the birds to be comfortable and have adequate ventilation.	MINOR
RDS 2.0	T5	Transportation vehicle should be cleaned and dried prior to loading the waterfowl.		RECOMMENDATION
RDS 2.0	T6	Records of transport related mortality should be kept for each shipment of waterfowl unloaded for slaughter. Records should be kept for five years or for the length of their validity, whichever is longer.	Maximum limits for "dead-on-arrival" (DOA) birds should be established.	RECOMMENDATION

T1: Transport shall comply with local legislation on animal welfare – Major:

- We have decided to remove compliance with local legislation.

- We don't want to rely on local legislation for the animal welfare. We made the decision to pull that criteria out. We are assuming all sites are in compliance with local and applicable legislation. So that doesn't need to be a requirement.
- *Suggestion: Add a recommendation to add "Live Birds" to the outside of the truck in the local language. (HSA)*

Decision:

Remove this criteria and add blanket statement to the beginning of the standard.

T6: Records of transport related mortality – Recommendation:

- This is a fairly common practice; it seems to typically happen anyway.

Comment: It is important to determine what is a reasonable amount of birds to arrive dead and what is too many.

Comment: It should be a requirement for why it has exceeded a certain level and what has gone wrong and what measures to put in place to prevent it from happening again.

- We should wait on setting a limit until we know more about what those numbers look like. We should collect data and then use that information to set what the maximum number of DOA birds should be.
- We should request the following data points:
 - DOA rates for species
 - Transport Time
 - Time of Year
 - Maybe how longer they sat on the truck

Comment: There is a possible concern about mortality while birds are waiting at the slaughter house. If the truck arrives before they are ready to process the birds, they can wait outside in the heat or cold.

Tentative decision:

- *Begin collecting the mortality rate, but do not make this point connected to the certification (i.e. minor v major)*
- *Other data collection points: DOA rate, species, transport time, time of year, how long they are on the truck before being unloaded.*
- *In future versions of the standard, set a maximum rate of DOA birds.*

T3: Waterfowl shall be transported in a vehicle that provides sufficient ventilation and protection from wind, rain, snow and thermal stress – Minor

T4: Waterfowl shall not be overcrowded during transport – Minor

T5: Transportation vehicle should be cleaned and dried prior to loading the waterfowl - Recommendation

Comment: We don't use crates, we use pens, so having a minimum square foot/meter per bird would be helpful.

Comment: Can we give further guidance on space per bird based on species? I'd assume geese need more space than ducks.

- Should we include guidance on cage height?

Comment: We should give time for companies to convert their systems.

Comment: Is the height to force them to sit so they are stable during transport? If we do set a minimum maybe it should be so their necks are comfortable but they don't necessarily stand?

Comment: Cleaning trucks should be a requirement and not a recommendation – speaking from a biosecurity requirement.

Comment: If the requirement is only 50% of the module needs to be met then I think they should all be moved up a level.

- S4 & S5 are good candidates to be changed to minors.

Minimum Density for Transport:

Category	Area in cm2
Day old chicks	21 - 25 per chick
Poultry other than day-old chicks (weight in kg)	Area in cm2 per kg
< 1.6	180-200
1.6 < 3	160
3 to 5	115
>5	105

Densities applicable to the transport of poultry in containers. Minimum floor area to be provided.

These figures may vary depending not only on the weight and size of the birds but also on their physical condition, the meteorological conditions and the likely journey time.

Defra states that these figures only refer to day old chicks and chickens. Different space allowances will be more appropriate to other types of poultry, or where they are not transported in crates or boxes.

Source: Council Regulation (EC) No. 1/2005, Annex 1, Chapter VII (E) Poultry Defra, 'Welfare of Animals During Transport Guidance Notes - Part 2D'

<https://www.hsa.org.uk/downloads/technical-notes/TN21-transport-of-poultry.pdf>

Tentative Decision:

- *Move S3 to Major*
- *Move S4 to Major*
 - *Check that the density amounts are accurate, specific by species and weight*
 - *Look into maximum height requirements.*
- *Move S5 to Minor*

T2: Planning for transport shall ensure that waterfowl reach their destination as soon as possible, but in any case in a maximum of 8 hours – Minor:

- Should we introduce criteria for when transport is longer than 8 hours while still meeting the needs of the birds?

Comment: If it were a climate control truck that would be better. Part of the problem is with the fact the birds can't stand up. There are studies that say the longer the journey the more the birds deteriorate.

Comment: You can transport longer than 8 hours but it must be temperature controlled, we would have to put more guidance in about hunger, thirst, thermal distress than just the type of vehicle they are being transported in.

- This can also be done on a case by case basis. Derogation and not actually change the criteria.
- We should get with slaughter houses and farms and get them to comment on how the process affects them.

Tentative Decision:

- *Change s2 to a Major*
- *Allow for derogation process when the transport is longer than 8 hours, make decision based on what their plan for ensuring animal welfare is in that case. Make decisions on a case-by-case basis.*

Are there things we could/should add in?

Comment: Their condition throughout – I didn't feel like it was covered. Are the birds fit for the journey? Criteria for how the birds are loaded? A trained worker that is responsible for the birds during the journey.

*Look at RSPCA standard on transportation

Comment: You have mentioned handling but not specifically loading.

Comment: Animals not fit for journey should be culled rather than loaded. It would be important to make it a requirement that sick or injured birds should not be transported.

Tentative Decisions:

- *Training for workers responsible for the birds during transport*
- *Birds that are sick or injured should not be loaded*
- *Handling of birds during loading*
- *Add a recommendation to add “Live Birds” to the outside of the truck in the local language. (HSA)*

Reminders:

- Have you signed the RDS IWG Charter?
- Do we have your permission to be publically listed?
- Any other questions or feedback: ResponsibleDown@TextileExchange.org