

# TRANSPORTING HORSES BY ROAD: INCORPORATING LONG AND SHORT JOURNEYS

Workbook



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# PREFACE

**This qualification guide and workbook has been produced to provide comprehensive information about the qualifications relating to the transport of horses awarded by 1st4sport Qualifications and developed in partnership with the British Horseracing Authority (BHA).**

It describes the qualifications and explains how they can be achieved. It also provides information and advice on the skills and knowledge necessary to achieve the competences required for each qualification.

The emphasis throughout the book is on good practice and the adoption of safe and correct procedures for the transportation of horses. In preparing the workbook, advice and assistance have been sought from a range of leading industry representatives who have generously shared their time and knowledge.

It should be recognised that legislation is regularly reviewed and amended. Any reference to legislative requirements in this document was correct at the time of publication but readers should satisfy themselves that all information remains current and valid.





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# INTRODUCTION

**This workbook summarises the skills and knowledge required for achieving the 1st4sport Level 3 Award in the Principles of Transporting Horses by Road on Short Journeys (QCF) and the 1st4sport Level 3 Award in the Principles of Transporting Horses by Road on Long Journeys (QCF).**

It is divided into the following sections:

- Legislation
- Registered Horses and Ponies
- Travel Documentation
- Planning the Journey
- Preparation for Travel
- Loading and Unloading
- The Journey
- After the Journey
- Health and Safety.

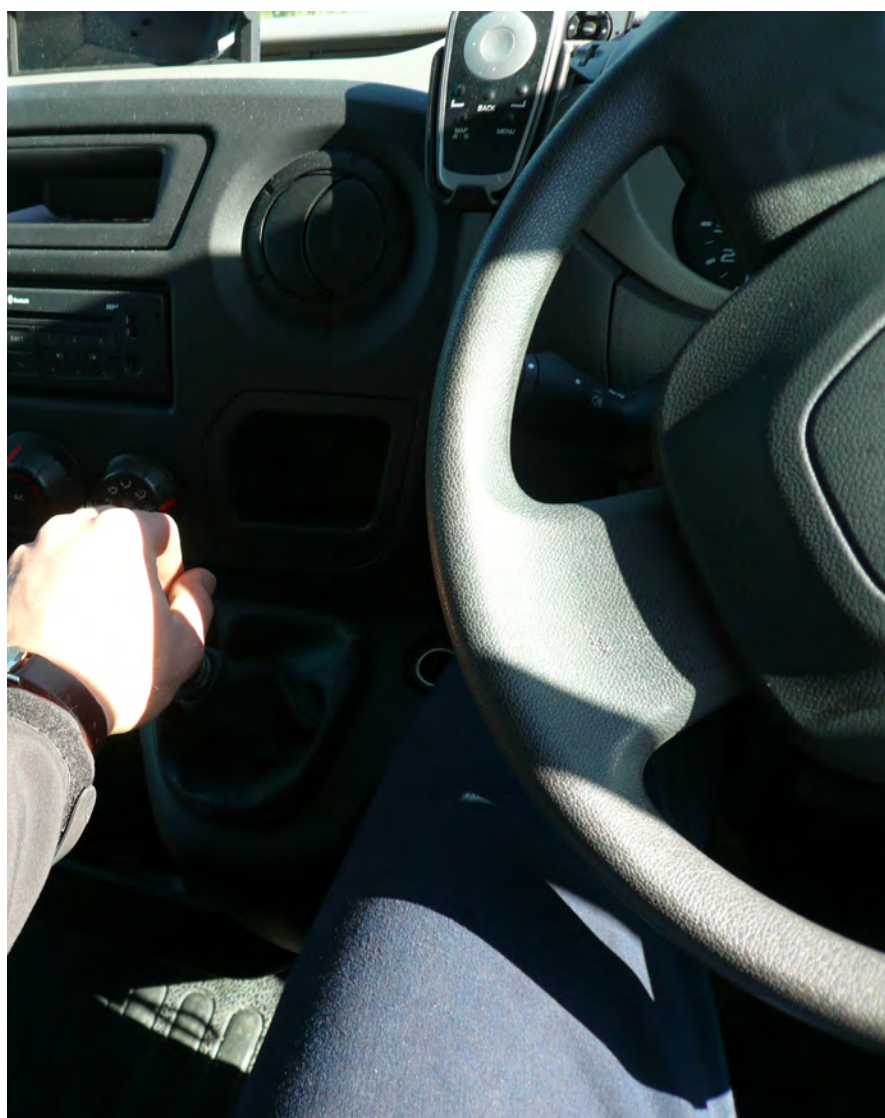


# LEGISLATION

**A new regulation on the protection of animals during transport which applies across the European Union (EU) was introduced in January 2007, with some elements coming into force later in 2008 and 2009. This replaces European Directive 91/628. The Welfare of Animals (Transport) Order 1997 (WATO) and its equivalent in Northern Ireland, which implemented the Directive, have been revoked by The Welfare of Animals (Transport) (England) Order 2006 (WATEO). Parallel legislation has been prepared in Scotland, Wales and Northern Ireland. These will put in place the arrangements for complying with the new EU Regulation.**

**The regulation requires anyone transporting animals on any journey to ensure that:**

- no one shall transport animals, or cause them to be transported, in a way likely to cause them injury or undue suffering
- journey times are kept to a minimum
- the animals are fit to travel
- those handling animals have been trained and are competent
- the vehicle and its loading and unloading facilities are designed, constructed and maintained to avoid injury and suffering and to ensure the safety of the animals
- water, feed and opportunity to rest are made available to the animals as appropriate and sufficient floor space and height is available in the transport
- for non-export journeys, documentation is provided which shows the following: origin and ownership of animals; place of departure and destination; date and time of departure and expected duration of journey (usually referred to as an Animal Transport Certificate).





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**The regulation sets out additional requirements if you transport horses and ponies on 'short' journeys over 65km (approximately 40 miles) and up to eight hours. Transporters must:**

- hold a Type 1 transporter authorisation
- ensure that drivers and attendants are in possession of a certificate of competence
- demonstrate that they have appropriate staff and equipment to transport animals in a proper way, and to have no record of serious infringements of animal welfare legislation in the preceding three years.

**There are, in addition, a number of other requirements for 'long' journeys of over eight hours. Transporters must:**

- hold a Type 2 transporter authorisation
- hold a long journey certificate of competence specific to horses
- have any vehicle used for transporting horses and ponies inspected and approved
- have contingency plans in place in case of emergencies
- provide details of how they trace and record the movement of their vehicles and how they contact their drivers
- complete a journey log where unregistered horses and ponies are being exported
- demonstrate that they use a satellite tracking system that records the details of journeys as set out in the journey log.

Special provisions apply to the treatment of sick animals.

This legislation requires there to be a responsible person to safeguard the welfare of horses during the journey. The responsible person should be aware that contact with others may need to be made for advice and guidance in relation to the horses being transported. These may include:

- owner
- trainer
- rider
- groom
- designated authority.

## ENFORCEMENT AGENCIES

There are a number of enforcement agencies that can provide advice and guidance in relation to the law. However, primary responsibility starts with local authorities (LAs), which enforce a range of legislation relating to the transport of animals (Council Regulation EC No.1/2005). These agencies may also, in certain circumstances, have the power to inspect the vehicle or horses before, during or after the journey. These agencies include:

### ANIMAL AND PLANT HEALTH AGENCY

The Animal and Plant Health Agency (APHA) is an executive agency responsible for delivering agreed services in animal and plant health and welfare within Great Britain. It delivers services on behalf of DEFRA in England, the Scottish Government Rural Directorate (SGRD) and the National Assembly for Wales. APHA was launched on 1 October 2014. It merges the former Animal Health and Veterinary Laboratories Agency with parts of the Food and Environment Research Agency. APHA works to safeguard animal and plant health for the benefit of people, the environment and the economy. It has six main responsibilities:

- identifying and controlling endemic and exotic diseases and pests, and surveillance of new and emerging pests and diseases
- scientific research in areas such as bacterial, viral, prion and parasitic diseases and vaccines, and food safety
- facilitating trade in animals and products of animal origin
- protecting endangered wildlife
- managing a programme of apiary (bee) inspections, research and development
- regulating the safe disposal of animal by-products.



APHA makes sure that the rules on welfare in transport are met by authorising all transporters. Authorisation ensures that:

- all vehicles used for long journeys (over eight hours) are approved by DEFRA-designated vehicle approval bodies
- transporters hold certificates of competence.

The main responsibility for enforcement lies with LAs, with inspections normally undertaken by trading standards officers (animal health officers). However, APHA also does checks on markets, ports, at the roadside and at supervised loadings for export.

It also polices the journey time controls by checking the appropriate documentation relating to individual journeys (journey logs) for long journeys.

It checks returned journey logs after the journey has been completed to make sure it complies with the rules.

## ANIMAL HEALTH OFFICERS OF LOCAL AUTHORITIES

LAs have responsibility for enforcement of a broad range of animal health and welfare legislation for farmed animals while on farms, during transportation, at livestock markets and other licensed animal gatherings. This includes enforcement of legislation relating to animal identification, animal movement, bio-security, disease prevention and control, and animal by-products. These authorities have a statutory duty to enforce certain specific requirements for welfare at markets and during transport. The remit for welfare during transport extends to pets (companion animals) where they are being transported for commercial purposes. For many years these authorities have also enforced general animal welfare legislation at farms, markets and during transport. LAs are not specifically funded to carry out the majority of this work, but see that it complements their work in terms of animal health, and welcome the updated and improved powers that the Animal Welfare Bill has given them to assist in delivery of this work. Animal health officers are employed by LAs to carry out these wide-ranging duties and take appropriate enforcement activity up to and including prosecution.



## ENFORCEMENT POWERS

Both APHA and LAs undertake welfare in transport inspections of transporters. However, only LAs have the power to investigate non-compliances with a view to possible prosecution.

APHA can take regulatory action against transporters, such as suspending their authorisation or refusing to validate journey logs.

An animal health officer has several options open to them in which they decide the best way to deal with non-compliance. This may be that they warn or advise a transporter verbally for a minor infringement or issue a notice (under section 24 of WATEO 2006 and similar provisions in the equivalent national legislation for Wales, Scotland and Northern Ireland) in more serious cases. A notice may require the transporter to:

- not transport a particular group of animals
- fulfil special conditions for transport
- complete a journey or return animals to their place of departure by the most direct route
- hold animals in a particular location pending the resolution of a problem
- have an animal humanely slaughtered
- have a means of transport or container repaired before it can be used or replaced (Council Regulation EC No.1/2005).

Officers will issue notices to immediately address the need and welfare of the animals in question. If the incident is deemed serious enough prosecution proceedings will be initiated straight away.



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## POLICE

The role of the police service is to:

- uphold the law fairly and firmly
- prevent crime
- pursue and bring to justice those who break the law
- keep the Queen's peace
- protect, help and reassure the community
- be seen to do all things with integrity, common sense and sound judgement.

There are over 40 police forces in England and Wales, including the British Transport Police. Her Majesty's Inspectorate of Constabulary (HMIC) oversees the service.

The police have the power to prevent a journey commencing or continuing.

## Penalties

As described in WATEO:

*'9.2 Penalties relating to any breach of WATEO 2006 are set at Level 5 (i.e. a fine of up to £5,000 and/or six months imprisonment on summary conviction).'*

# REGISTERED HORSES AND PONIES

**A registered horse or pony means one that is registered in studbooks or with international organisations managing competitions or racing. Being registered does not simply mean that the animal has a horse passport. The regulations require a much more stringent level of protection for unregistered horses as these are more likely to be sent for slaughter.**

Exemptions in the regulations for registered horses and ponies, if accompanied throughout by a dedicated attendant on a journey to improve their health and welfare, permit:

- mares to be transported during the final 10% of their gestation period
- mares to be transported within one week of giving birth
- foals with an unhealed navel to be transported with their dam.

Exemptions for registered horses and ponies on long journeys of over eight hours (unless being transported to a market or slaughterhouse) permit:

- transport without the requirement for a journey log
- transport without being restricted by water and feed intervals, journey times and rest periods as set for unregistered animals
- transport of foals of four months or younger without being accompanied by their dam
- use of a vehicle that does not have a satellite tracking system fitted.



# TRAVEL DOCUMENTATION

**Transporters and attendants transporting horses for economic activity have a responsibility to be familiar with the Welfare of Animals during Transport Council Regulation (EC) No.1/2005 on the protection of animals during transport and the Welfare of Animals (Transport) (England) Order 2006. These regulations include some differences for the transporting of registered and unregistered horses which a transporter has a responsibility to be aware of.**

Journeys taking place within this legislation may require some or all of the following documentation:

## TRANSPORTER AUTHORISATIONS

Since 5 January 2007, anyone transporting horses on journeys of over 65km (approximately 40 miles) as part of an economic activity must hold a valid transport authorisation to do so.

There are two types of authorisation:

- a **Short Journey** (Type 1) Authorisation for journeys over 65km and up to and including eight hours in duration
- a **Long Journey** (Type 2) Authorisation which covers all journeys, including those over eight hours in duration. This Authorisation covers both long and short journeys.

Transporters must either carry their Authorisation Certificate or a copy of it whenever transporting horses. The Authorisation Certificates will be issued in Great Britain by APHA and are valid for five years unless revoked or suspended.

An authorisation will only be valid if accompanied by an appropriate vehicle approval certificate during transport. APHA does not issue vehicle approval certificates.

The requirements for authorisation are explained in the APHA application forms.

## WHO NEEDS TO HAVE AN AUTHORISATION?

Anyone transporting horses as part of an 'economic activity' for distances over 65km requires an authorisation. The Regulation does not define 'economic activity' but DEFRA takes the view that transport in connection with an economic activity consists of:

*'Any transport of animals undertaken as part of a business or commercial activity, which aims at achieving financial gain, whether direct or indirect, for any person or company involved with transport.'*

## ADDITIONAL CONDITIONS FOR SHORT AND LONG JOURNEY AUTHORISATION

### Certificates of competence

Transporters and attendants using road vehicles to transport domestic horses on journeys over 65km in connection with an economic activity are required to undertake an assessment and obtain a certificate of competence issued by an independent body nominated by the competent authority. See page 10 for further details.

Certificates of competence should accompany transporters on all journeys.

### ADDITIONAL CONDITIONS FOR LONG JOURNEY AUTHORISATION

Transporters wishing to apply for a Long Journey Authorisation are required to submit additional information in support of their application.

### Vehicle approval certificates

Applicants transporting horses by road on journeys over eight hours must hold a valid vehicle approval certificate.

### Tracking procedures

Holders of Long Journey Authorisations must have in place procedures that enable them to trace and record the movement of their vehicles and be able to contact their drivers. In addition, transporters are required to demonstrate that vehicles used to transport **unregistered** horses travelling longer than 12 hours or outside the UK are equipped with a navigation and tracking system that records:

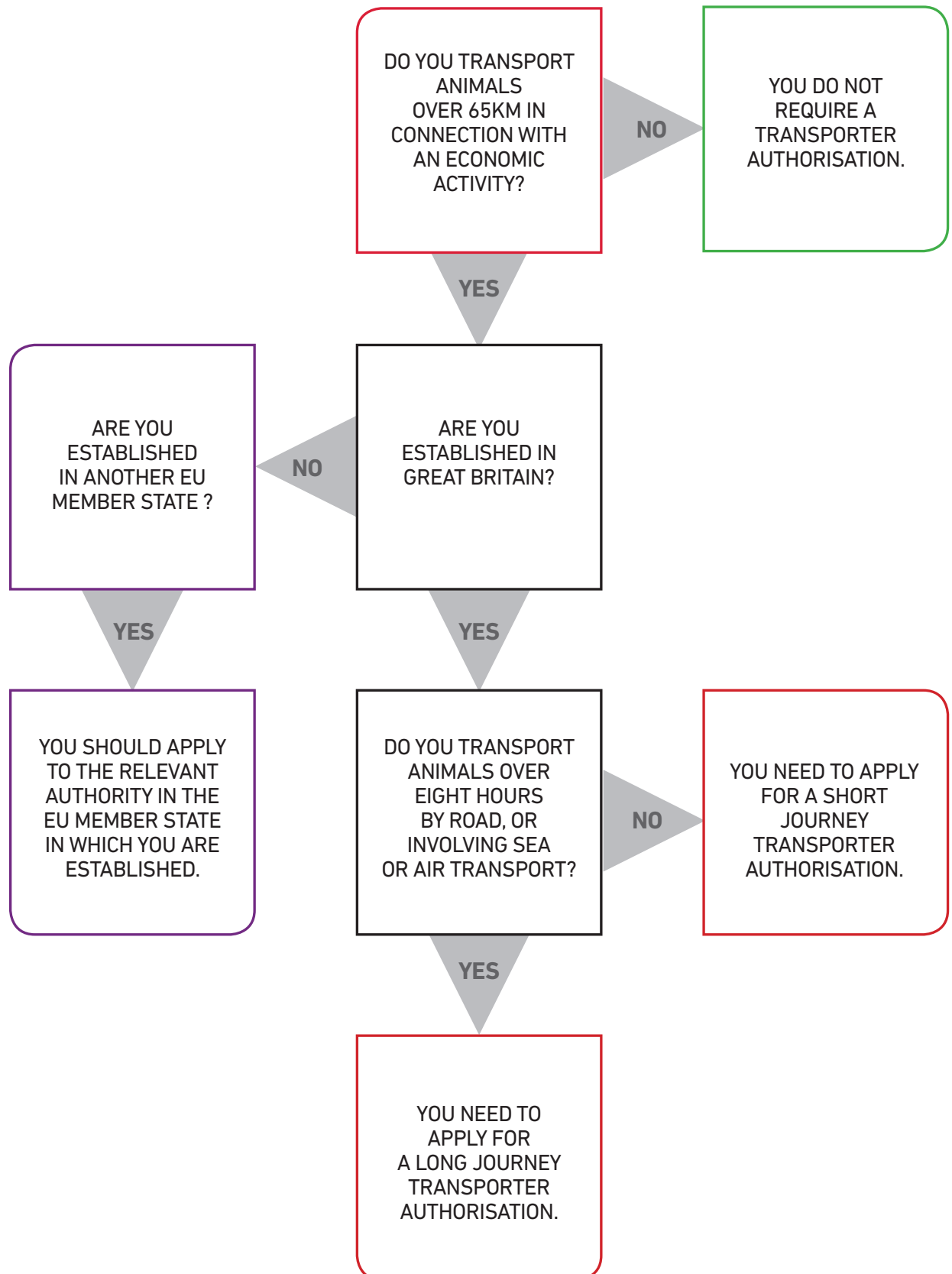
- details of journeys as set out in the journey logs
- information concerning the opening and closing of the loading flap/ramp.

### Contingency plans

Holders of Long Journey Authorisations must have in place contingency plans to deal with emergencies that can arise during a journey such as horses falling ill or becoming injured, unforeseen delays, breakdowns or accidents.



## TRANSPORTER AUTHORISATION



(Council regulation (EC) No. 1/2005)

## CERTIFICATES OF COMPETENCE

Since 5 January 2008 transporters or attendants using road vehicles for transporting horses in connection with an economic activity must have received appropriate training and hold a certificate of competence issued by an independent awarding organisation nominated by DEFRA. Certificates of competence must be specific to the role the transporter or attendant is charged with and the length of journey to be undertaken, and **must** be submitted with applications for Long Journey Authorisations. There are different assessment requirements for short and long journeys, which are summarised as follows:

- Assessment of those involved in **journeys under eight hours (short journeys)** may be carried out by means of a theory test.
- Assessment of those involved in **journeys over eight hours (long journeys)** includes a theory test and practical assessment of their competence including driving and horse handling skills.

## JOURNEY LOG

The purpose of journey logs is to ensure journeys over eight hours to other EU member states or third countries are properly planned in advance to ensure maximum journey times are not exceeded and that any necessary rest stops are taken to care for the horses during their journey.

When horses are being transported they must be accompanied by the appropriate travel documentation. This is:

for unregistered horses:

- on journeys over eight hours between EU member states or between EU member states and third countries a **journey log**
- on all other journeys an **Animal Transport Certificate**

for registered horses (a registered horse means one that is registered in studbooks or with international organisations managing competitions as defined in Directives 90/426/EEC and 90/427/EEC):

- on any journey of any length an **Animal Transport Certificate**.



Details of completing a journey log can be obtained from DEFRA. The journey log comprises the following five sections:

- **Section 1: Planning**  
To be completed by the organiser before the journey starts.
- **Section 2: Place of Departure**  
Parts 1–7 to be completed by the keeper of any animals and parts 8–11 by an inspector where supervised loadings are carried out. All parts are to be completed before the vehicle leaves the departure premises.
- **Section 3: Place of Destination**  
To be completed by the keeper at the final destination or by an official veterinarian if he/she carries out the checks instead.
- **Section 4: Declaration by Transporter**  
This part is a record of the actual journey and must have each section completed at the relevant stages of the journey. This is so any inspector can see that the journey is being conducted within the rules and the stages of the journey can be verified.
- **Section 5: Anomaly Report**  
The section is to record any non-compliances that have been found at any stage during the journey. This is then sent to the competent authority with a copy of the planning section. This includes inspectors, transporters and keepers at places of departure and destination.

A journey log must be completed for long journeys where unregistered horses and ponies are being exported.





## ANIMAL TRANSPORT CERTIFICATES (ATCS)

These are required for journeys of any species of animals over any distance or duration except journeys involving farm livestock and unregistered horses on export journeys over eight hours, which require a journey log instead.

The main purpose of ATCs is to help transporters and inspectors ensure journeys are within the maximum journey times for the animals and to inform the appropriate vehicle standards of the vehicle being used. The information on an ATC is as follows:

- origin and ownership of the animals
- place of departure and destination
- date and time of departure
- expected duration of the journey.

The information on the ATC must be completed at each stage and be available to an inspector as and when required.

ATCs must be kept by the transporter for six months after each journey.

## PASSPORTS

The Horse Passports (England) Regulations 2004 state that horses cannot be used for the purpose of competition or breeding, moved out of the UK or moved to the premises of a new keeper unless they are accompanied by their own passport. In all other circumstances it is strongly recommended that the passport is with the horse wherever possible. You do not need to have the passport on hand when the horse is:

- in its stable or grazing in a field
- being moved by foot.

If you are asked for the horse's passport, you need to show it to the inspector within three hours. It should be noted that it is ultimately down to Trading Standards, as the enforcement body, to interpret and apply these regulations as they see fit.

## TRANSPORT BY AIR AND SEA

All ship and aircraft operators should seek advice from DEFRA or other appropriate authorities regarding inspection and approval documentation.

Transporters that travel by air or sea for transporting horses should apply for Long Journey Authorisation. This is because the total journey duration (including the sea or air leg) may exceed eight hours.

# PLANNING THE JOURNEY

**Most horses will have been introduced to travelling at an early age. With careful and thorough training horses should travel calmly and not suffer any stress or anxiety. Travelling, particularly with competition or performance horses, can be a regular feature in their working life. Careful planning and good preparation are an important part of any journey and will ensure that the journey can commence without undue delay. The following aspects should be considered:**

- **Legal requirements:**  
The driver or owner of the vehicle must be familiar with and comply with the legislative requirements for transporting horses.
- **Vehicle:**  
Horse transport, whether horsebox or trailer, must be of a suitable size and construction and fulfil legal requirements. Attention must be paid to ensure the following features are safe and serviceable:
  - bodywork
  - floors
  - ramps
  - gates
  - partitions
  - groom's door
  - ventilation
  - lighting.

When transporting a mare and foal together, partitions should be full height and width to ensure foals are not trapped in any gaps.
- **Authority:**  
The driver and horse attendant must be clear about their individual responsibilities. Staff should confirm with their employer:
  - the limits of their responsibility
  - who has overall responsibility throughout the journey
  - what action should be taken and who should be contacted if problems or difficulties should occur during the journey
  - collection and/or delivery points.

The individual responsibilities under the animal welfare and health and safety legislation should be agreed prior to the commencement of the journey for all parties including, where appropriate:

  - contracted transporter
  - driver
  - attendant
  - owner
  - designated authority.

A mobile telephone should be available with appropriate contact numbers.
- **Planning:**  
Whether a short or long journey is planned it is useful to work to a timetable. When preparing a timetable consideration should be given to the following:
  - required time of arrival
  - likely time of journey
  - route to be taken
  - allowances to be made for heavy traffic, diversions etc.
  - time required to prepare and load horse
  - rest periods if long journey
  - contact details of all parties to be informed of estimated departure and arrival times.

It is important that appropriate information is given to others involved in the travelling procedure, particularly if arrangements have to be made at the place of destination (e.g. studs or veterinary practices).

Should veterinary attention be required during the journey contact details of local practices can be obtained from the local police constabulary.



- **Equipment:**

All equipment necessary (according to the purpose) should be collected and loaded. It is often helpful to work to a list (e.g. for competitions or race meetings) and items required should include:

- human and equine first aid kit
- spare bridle, headcollar and rope
- passport and other appropriate horse documentation
- transport documentation (which may include driving licence, insurance, road maps, journey logs/ATCs and certificates of competence)
- water and water buckets (including sufficient additional water if lactating mares are being transported)
- feed as appropriate
- hay.

Optional items may include:

- tack and saddlery
- rugs
- grooming kit.

# PREPARATION FOR TRAVEL

## HORSE HEALTH

Prior to the journey the horse should be assessed to ensure it is fit to travel. Most stable staff will learn the characteristics of horses in their care and will know if all is normal. The following are indications of good health:

- eyes bright and alert
- standing and behaving normally: confidently, with an alert expression
- coat sleek and lying flat
- droppings normal and urine colourless or pale yellow and passed several times a day
- good appetite
- eating well and drinking normal amount of water: 8–12 gallons (32–48 litres) per day
- mucus membrane of eyes, gums and lining of nostrils salmon pink in colour
- no visible signs of sweating at rest
- temperature 100.5°F (38°C)
- pulse (heartbeat) 36–42 beats per minute at rest
- respiration (breathing) 8–12 breaths per minute at rest
- no visible signs of lameness, injury or disease.

Horses should not be transported if they are suffering from significant lameness, injury or disease, unless the journey is required for welfare reasons. Signs of ill health that could prevent travelling (unless the journey is in connection with the condition) include:

- tetanus
- azoturia (tying-up)
- colic
- choke
- difficulty in breathing
- severe nasal discharge
- high temperature
- eye injury
- severe wounds
- severe lameness, swollen limbs.

However, sick or injured horses may be considered fit for transport if they are:

- slightly injured or ill and transport would not cause additional suffering; in cases of doubt, veterinary advice should be sought
- transported for the purposes of Council Directive 86/609/EEC(1) if the illness or injury is part of a research programme
- transported under veterinary supervision for or following veterinary treatment or diagnosis; however, such transport shall be permitted only where no unnecessary suffering or ill treatment is caused to the animals concerned
- animals that have been submitted to veterinary procedures such as castration, provided wounds have healed sufficiently.



Young foals should be checked to ensure that they are fit to travel with particular attention paid to:

- umbilical cords
- scouring
- dehydration: must be suckling normally
- nasal discharges
- any respiratory distress.

Mares:

- In post-foaling mares there should be no sign of uterine haemorrhage.

## PROTECTIVE HORSE CLOTHING

The following protective clothing may be applied to the horse according to supervisor's instructions, weather conditions and purpose of the journey. On some occasions the attendant may decide that protective clothing is not appropriate, for example on mares and foals or unbroken horses.

- Tail bandage: To prevent a horse rubbing its tail against the ramp or partition.
- Tail guard: Fitted instead of, or over, a tail bandage for extra protection.
- Travelling bandages and boots: To protect the legs from the knee or hock to the coronet. Bandages should be applied over a protective pad or gamgee.
- Knee caps: Leather and felt pads that protect the knees.
- Hock boots: Leather and felt pads that protect the hocks.
- Poll guard: A sponge or leather strap fitted over the headcollar to protect the top of the horse's head.
- Rugs: A sweat rug or thermal travelling rug is useful for horses that sweat up whilst travelling. A light summer sheet can be used in summer and warmer rugs in colder weather.





## SPECIFIC REQUIREMENTS FOR TRANSPORTING HORSES

### JOURNEY TIMES

*'A Journey is defined as the time from when the **first** animal is put onto a means of transport at the premises of departure until the **last** animal is unloaded at the final destination.'*

The departure address should be where the horses have been accommodated for at least 48 hours. Here they would have been fed and watered during this time.

#### Maximum journey times (hours)

	Basic Standard Vehicle	Higher Standard Vehicle
Horses and ponies	Eight hours	24 hours Given water, and fed every eight hours

	Basic Standard Vehicle	Higher Standard Vehicle		
		Travel	Rest	Travel
Unweaned foals	Eight hours	Nine hours	One hour	Nine hours

If after these journey times the animals have not reached their destination, they must be unloaded, fed and watered and be rested for a minimum of 24 hours at an EU-approved control post.

General points to remember:

- Horses and ponies older than eight months must wear halters or headcollars during transport unless they are unbroken animals.
- Horses and ponies must be transported in individual stalls when the vehicle is loaded on to a roll-on/roll-off (RO-RO) vessel, except that a mare may travel with her foal.
- Unbroken animals must not be transported in groups of more than four.

Long journeys (over eight hours):

- Unregistered horses and ponies must be over four months old, except if accompanied by their dam.
- Unbroken horses and ponies must not be transported on long journeys.
- Horses and ponies must be transported in individual stalls, except that a mare may travel with her foal.

## VEHICLE APPROVAL EQUIPMENT REQUIREMENTS

(Council Regulation EC No.1/2005)

Vehicle Equipment	Travel Time		
	8–12 Hours UK	Over 12 Hours UK	Over Eight Hours Europe
Insulated roof	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Feeding equipment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Partitions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Water supply	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ventilation and temperature control equipment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Temperature monitoring equipment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Securing points	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Loading and unloading equipment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Satellite tracking, data recording and transmission equipment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

### The vehicle

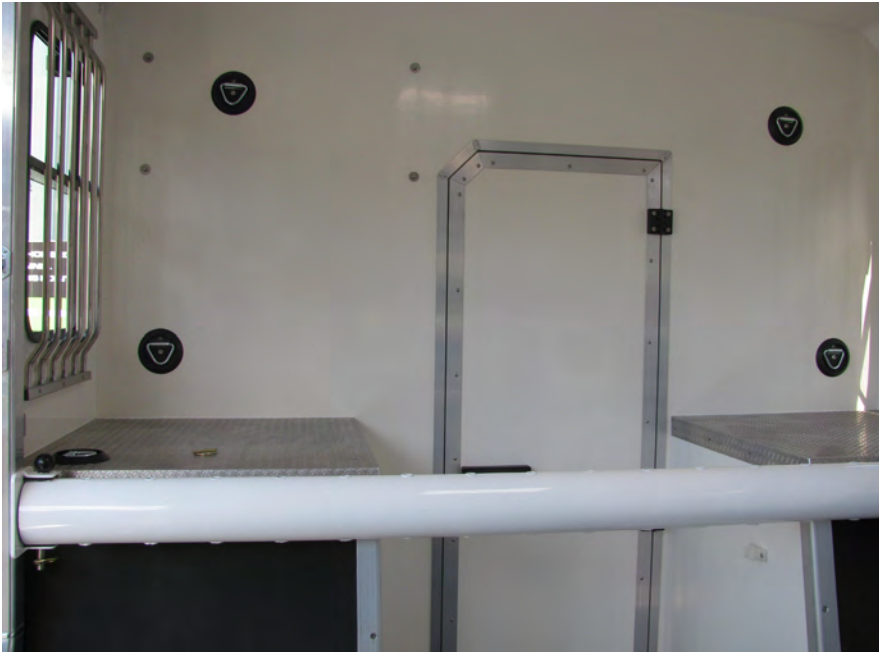
The horsebox or trailer should be roadworthy, clean and in good repair. The condition of the vehicle is normally the responsibility of the vehicle owner or driver and must include safety checks of ramps, floors and partitions. Vehicles should be designed to high standards using suitable materials and be maintained in good structural and mechanical condition. The following aspects should be considered when assessing the suitability of a vehicle for transport:

- Headroom:**  
 There should be adequate headroom in the vehicle for the size of the horses so that they can stand in the natural position with their head erect.
- Strength:**  
 Floors, sides, partitions, roof and fittings must be of sufficient strength to contain the horses being carried, and to withstand loading/unloading, transportation and handling stresses.



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- Safety:**  
 The vehicle should be maintained to ensure the safety of horses, prevent them from falling or escaping, with barriers to prevent falling when loading/unloading. The travelling areas should be free of sharp edges, projections and gaps which could cause injury.
- Access:**  
 Attendants should be able to enter the travelling compartment when the vehicle is stationary in order to see to each horse and provide appropriate care to them.
- Roof:**  
 The roof should protect horses from inclement weather, extreme temperature and adverse changes in climatic conditions. For long journeys, the vehicle roof should be of a light colour, to reduce heating by the sun's rays, and insulated against significant changes in external temperature.
- Floor:**  
 The floor should be strong enough for the weight of the horses, non-slip and should minimise the leakage of urine and faeces. Often rubber anti-slip matting is fitted and in this case bedding will not be required. Bedding should be provided when transporting mares and foals and a double partition space provided.
- Ventilation:**  
 The travelling compartments for the horses should have suitable ventilation; most horseboxes have sliding windows which can be closed in severe weather and opened in hot weather. Trailers normally have rear doors which can be opened or closed according to the weather and travel requirements of the horse. The ventilation system should be capable of maintaining a range of temperatures from 5°C to 30°C. For long journeys specialist advice should be sought to ensure an adequate provision of ventilation. Vehicles must be fitted with a monitoring system that not only records data but can also act as an early warning alert for when temperatures change outside of recommended range.

- **Space allowances:**

In principle partitions should be spaced so that each horse has sufficient room. Foals and young horses should have sufficient space to lie down.

Category	Area (m <sup>2</sup> /animal)
Adult horses	1.75m <sup>2</sup>
Young horses (6–24 months old) for journeys of up to 48 hours	1.2m <sup>2</sup>
Young horses (6–24 months old) for journeys over 48 hours	2.4m <sup>2</sup>
Ponies (under 144cm)	1.0m <sup>2</sup>
Foals (0–6 months )	1.4m <sup>2</sup>

*‘These figures may vary by a maximum of 10% for adult horses and ponies and by a maximum of 20% for young horses and foals depending not only on the horse’s weight and size but also on their physical condition, the meteorological conditions and the likely journey time.’*  
(Official Journal of the European Union)

- **Partitions:**

Although there are no defined dimensions for partitions, they must be of sufficient height, depth and strength to separate individual horses. Partitions must have fittings designed for quick and easy operation. They should be used to provide support and prevent excess movement.

On journeys of over eight hours, partitions must be fitted so that separate compartments can be formed and be able to be adjusted to suit the specific needs of those horses being transported.

- **Ramps:**

Ramps should have a non-slip surface with an appropriate ramp angle. The transport regulation stipulates a new maximum ramp angle of 20° for horses (36.4% slope, equivalent to a rise of four over the distance of 11).

Ramp side gates may not be needed if horses are halter-led during loading/unloading.



© Julia Feilchen



- **Lighting:**  
Adequate lighting should be available for inspection and care of horses during transport and for loading and unloading.
- **Notice:**  
The vehicle should be marked clearly and visibly to indicate 'Live animals'. This could read 'Horses' or 'Ponies' or similar.
- **Temperature (for journeys over eight hours):**  
Vehicles should be equipped with temperature monitors with 'worst position' sensors and 'dated' data recorders. A warning system should be available to alert drivers when the temperature reaches upper/lower limits. The temperature must not fall below 0°C during a journey of more than eight hours. Further details can be obtained from DEFRA.
- **Navigation system (for journeys of non-registered horses over eight hours):**  
The vehicle should have basic navigation systems which will identify the vehicle being monitored, establish the vehicle's position at any time from the point of loading and enable limited manual input of certain other data such as opening and closing of the ramp. Further details can be obtained from DEFRA.

# LOADING AND UNLOADING

## LOADING

Horses should be loaded in a calm, efficient and safe way which minimises stress. An assistant should always be on hand when loading horses. A bridle or chifney should be fitted over the headcollar to give better control and the handler may need to wear gloves, strong shoes and a skullcap according to yard practice. When loading the following points should be considered:

- The ramp should be lowered on to a flat, non-slip surface and the partitions opened.
- The horse should be led straight up the centre of the ramp and positioned so that the partition can be closed and secured.
- The partition should be secured and the horse tied up quite short with a quick release knot.
- The horse should not be tied so tightly that it is unable to move its head or neck, nor so loosely that it can make contact with the horse in the next partition.
- Experienced staff should deal with horses that are difficult to load. Assistance should be available.
- Care should be taken when securing and fastening the ramp. The ramp should be raised by standing to the side. Never stand directly behind the ramp.
- Safe access to horses should be available if required.

## LOADING A DIFFICULT HORSE

When dealing with horses that are reluctant to load, the cause of the problem should be considered. These may include:

- reluctance to leave other horses
- fear of an enclosed space
- fear of a steep ramp
- memories of a bad journey or forceful loading
- harsh and inconsiderate handling.

Some of these problems can be resolved by dealing with the cause. However, in other cases, experienced handlers may be required. The following aspects of the procedure should be considered:

- Ensure the handler and assistants are strong, fit and experienced.
- Handlers and assistants should wear suitable clothing including gloves, strong shoes and hard hats.
- Allow plenty of time.
- Select a quiet area, with suitable surface and ideally with one side of the ramp close to a wall.
- Ensure the ramp is firm and not too steep.
- Ensure the horse is well protected with suitable travelling equipment.
- Have food available to encourage and reward.
- Have a chifney available for additional control.
- Have two lunge lines and a lunge whip available.

Horses that are difficult to load may be encouraged by one of the following methods:

- loading a stable companion first
- encouraging with a small feed
- placing the horse's forelegs on the ramp to help it gain confidence
- using lunge lines passed behind the horse's hind quarters to apply pressure to them
- encouraging it to step up the ramp.



© Boss Horseboxes

## UNLOADING

Care must be taken when unloading to ensure the horse does not rush out and either frighten itself or suffer injury. The following points should be considered:

- The horse should be untied before the partition is opened or the ramp lowered.
- A bridle or chifney should be put on over the headcollar.
- The horse should be encouraged to step calmly down the centre of the ramp.
- Once the horse has been unloaded, checks should be made to ensure the horse has suffered no injury during the journey.
- When unloading mares and foals, the mare should be unloaded first with the foal close behind.

## LOADING MARES AND FOALS

- When loading, mares should wear a bridle, and foals should wear a foal slip/headcollar.
- Foals should be adequately restrained so they cannot fall off a ramp.
- The mare should be loaded first with the foal close behind to avoid causing stress.
- Mares and foals will normally be transported loose so that the mare can see and check her foal.



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# THE JOURNEY

**Before driving off, the doors, ramp and couplings should be given a final check. Horses must be checked at regular intervals to ensure they are settled and neither too hot nor too cold. If there are severe changes in the weather, rugs may need to be changed, added or removed.**

Signs of stress or unfitness to travel may be due to:

- poor driving
- lack of company
- anticipation (i.e. hunting, racing, competition)
- inexperience
- a distressing experience on a previous journey.

Stress can be shown by sweating, stamping, whinnying and reluctance to load. Horses which sweat profusely may become dehydrated and water should be offered at regular intervals. Signs of ill health associated with stress or travelling include increased pulse and respiration. If a horse becomes excessively stressed it may lead to shock in which case veterinary attention will be necessary.

If a horse does become stressed or unwell during a journey an assessment must be made as to whether it is better for the horse to complete the journey or whether a temporary location can be found where the horse can be treated or veterinary attention sought.

Domestic horses may be transported for a maximum of 24 hours. During the journey they must be given water and food every eight hours.

After the journey time laid down, animals must be unloaded, fed and watered and be rested for at least 24 hours.

In the interest of the horses, the journey times may be extended by two hours, taking into account the proximity to the place of destination.



It is important to avoid dehydration in travelling horses, so water should be offered at frequent intervals. If the weather is hot and the horse sweats profusely electrolytes may be added. Depending on the length and nature of the journey, hay and small feeds should be offered at appropriate intervals. This will help to keep the gut working, thus reducing the risk of colic.



## MARES AND FOALS

Drivers/attendants must be aware that foals will show signs of stress if unable to rest or suckle during the journey. Drivers may prefer not to drive when a foal is lying down because of the danger of the mare treading on it especially when braking and turning.

Unweaned foals which are still on a milk diet must, after nine hours of travel, be given a rest period of at least one hour, sufficient for them to be given liquid and if necessary fed. After this rest period they may be transported for another nine hours.

## CONTINGENCY

Despite careful planning and preparation, journeys may occasionally be disrupted due to unforeseen circumstances. Plans may have to be revised and alternative arrangements made in a range of situations including:

- **Change in weather conditions:**  
Driving conditions may deteriorate to the point where it is unsafe to continue. In this event temporary accommodation may have to be sought for horses and attendants. If this is not available horses should be given adequate food and water until conditions improve. Adequate clothing (if appropriate to the horse), additional food and water and suitable ventilation should be provided to horses in the event of very high or very low temperatures.
- **Change in road conditions:**  
Hold-ups due to roadworks or incidents may require routes to be amended. In this case horses should be given additional food, water and rest periods if appropriate. Information about changes to travel plans should be communicated to the owner, trainer or designated authority, who can make necessary arrangements for delayed arrival times.
- **Human health emergency:**  
Should the driver or passengers suffer a health emergency it is vital to get immediate professional help. This may require police assistance.
- **Horse health emergency:**  
Should a horse suffer a health emergency, it is vital to get immediate veterinary assistance. Police can advise of contact details for veterinary practices in all areas.

**It is important to note that you must produce a contingency plan for emergency situations, should you wish to apply for a Long Journey Authorisation.**

# AFTER THE JOURNEY

**To ensure that the horsebox or trailer is well maintained and in good condition the following procedures should be followed:**

- Remove droppings.
- Sweep and/or hose the floor.
- Disinfect the inside of the vehicle.
- Remove tack and equipment.
- Replace any permanent items that may have been used (e.g. medical kit).
- Replace partitions and secure the ramp.
- Check the safety of the floor, partitions and fittings.
- Report any damage that may have occurred during the journey to the designated authority (driver, transport manager or employer).
- Complete the appropriate documentation.



# HEALTH AND SAFETY

## HEALTH AND SAFETY AT WORK ACT 1974

The Health and Safety at Work Act 1974 (HASWA) applies to all people at work: employers, self-employed and employees. The organisations that enforce the HASWA are the Health and Safety Executive (HSE) and LA.

The legislation is there to protect not only people at work but also the health and safety of the general public who may be affected by work activities. The general duties of employers and employees are outlined below.

## EMPLOYERS

Employers have a legal duty to ensure, as far as is reasonably practical, the health, safety and welfare of all their employees including:

- providing and maintaining plant, machinery and systems of work that are safe and without risk to health
- ensuring that articles and substances are used, handled, stored and transported safely and without risks to health
- providing the necessary information, instruction, training and supervision to ensure the health and safety at work of all employees
- maintaining a workplace that is safe and without risks to health, including safe entrance and exit, with adequate welfare facilities and arrangements for employees' welfare at work.

## EMPLOYEES

The legal duties of the employee include:

- taking responsible care of their own health and safety and that of others who may be affected by what they do or omit to do at work
- co-operating with their employer on health and safety matters
- not interfering with or misusing anything provided in the interests of the health, safety and welfare of themselves or others
- informing their employer of any shortcoming in the health and safety arrangements, even when no immediate dangers exist.



## MANAGEMENT OF HEALTH AND SAFETY

Good health and safety in the workplace does not happen of its own accord. An employer must ensure that:

- working practices are safe
- staff are properly trained
- risks are identified and assessed
- machinery and equipment are well maintained and in good condition.

Keeping records is a legal requirement and can be a convenient and sensible way of managing health and safety.

<http://www.hse.gov.uk>

### RISK ASSESSMENT AND HAZARDS

The words 'hazard' and 'risk' are often used in relation to health and safety law.

A hazard is something which has the potential to cause harm, for example a badly fitting ramp.

A risk can describe the harm that might occur, such as death or serious injury, and also the chances of that harm taking place; for example there is a high risk that a badly fitting ramp will cause injury by falling onto someone and crushing them.

#### Risk assessments

An employer is required by law to carry out risk assessments for all tasks that carry a significant risk. A suitable and sufficient risk assessment identifies all significant hazards and risks in a yard and the control measures necessary to reduce these hazards and risks to an acceptable level.

The procedure for carrying out risk assessments includes the following five stages:

#### **Stage 1: Identify any hazards that exist within the working environment.**

Identify significant risks that could result in harm to yourself or others by:

- looking around the working environment
- watching how people work
- learning from previous experience
- discussion with others
- reading manufacturers' instructions.

#### **Stage 2: Decide who might be harmed and how.**

Identify all the people who could be harmed. When transporting horses this could include the driver, groom, employees and the public.

#### **Stage 3: Evaluate the risks and decide what needs doing.**

Assess how well the risks from each significant hazard are controlled and decide whether more could be done. Consider whether it is possible to remove the hazard altogether. If not, what else could control the risk, for example guards for machinery? Is the use of protective clothing or equipment appropriate?

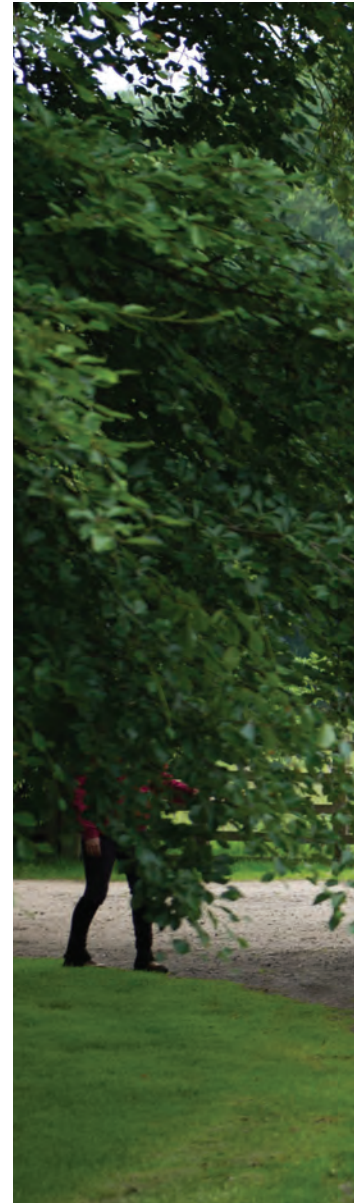
#### **Step 4: Record your findings.**

For an organisation with five or more employees it is a legal requirement to record the significant findings of a risk assessment. The record should show that:

- a proper check was made
- the significant hazards were identified, taking into account who might be affected and how many people were at risk
- appropriate controls were in place
- the findings and recommendations were communicated to employees.

#### **Step 5: Review your assessment.**

Review the risk assessment regularly to check that the precautions are working and that any new hazards have been controlled.





## CONTROL OF SUBSTANCES HAZARDOUS TO HEALTH (COSHH) REGULATIONS 2002

The COSHH Regulations require the employer to make sure that exposure to hazardous substances is prevented or adequately controlled. Such substances include those that are toxic, harmful, irritant or corrosive. They include disinfectants, detergents, insecticides, mouse and rat poison, creosote and veterinary products. The regulations also cover exposure to harmful micro-organisms such as those which cause tetanus and to quantities of dust from feed, bedding or arenas, or exposure to any material at work which may harm health.

## SAFE STORAGE

All pesticides must be stored in a safe lock-up away from staff and feeds. Agricultural pesticides may only be used by staff who have been trained and certified as competent. Veterinary products should be kept in a locked cabinet; only those with adequate training should use these products. If a syringe and needle are used then the needle must be disposed of into a 'sharps' bin.

# SAMPLE QUESTIONS

Each question will carry one mark. The pass mark is 70%.

1. Guidance on transporting horses in relation to the law can be obtained from DEFRA.
  - (a) True
  - (b) False
  
2. When transporting horses in January, which of the following is the best method of keeping them warm?
  - (a) Give them a hot bran mash prior to the start of the journey.
  - (b) Close all windows and ventilation to the horse travelling area.
  - (c) Apply suitable rugs and protective horse clothing.
  
3. From 5 January 2008 transporters and attendants transporting horses by road in connection with economic activity must be trained and hold a certificate of competence.
  - (a) True
  - (b) False

4. Where can a Transporter Authorisation be obtained from?

- (a) Animal Health and Veterinary Laboratories Agency
- (b) Police
- (c) Department for Transport

5. When travelling, a horse should always be accompanied by its passport.

- (a) True
- (b) False

6. If a horse suffers a severe injury during a journey and is bleeding profusely, what is the best course of action to take?

- (a) Continue to the destination as quickly as possible to get help.
- (b) Give the horse a hay net to calm it down and return to the place of departure.
- (c) Find the contact details of the nearest vet and take the horse for treatment.

7. Which of the following authorities has the power to prevent a journey commencing or continuing?

- (a) Police
- (b) DEFRA
- (c) Royal College of Veterinary Surgeons

8. APHA is a government department.

- (a) True
- (b) False

9. How long should a transporter retain an Animal Transport Certificate?

- (a) Six months
- (b) 12 months
- (c) Three years

10. Legislation requires that attendants should be able to enter the horse travelling compartment of a vehicle when stationary to check and inspect the horses.

(a) True

(b) False

11. Providing water to horses during transport is an effective method of preventing dehydration.

(a) True

(b) False

12. Which of the following checks should be made as a priority prior to a journey?

(a) Fitness for travel

(b) Tetanus vaccination up to date

(c) Shoeing record

**NOTES:**

# Make Your Passion

A woman wearing a dark riding helmet with goggles and a dark jacket is smiling and looking towards the head of a dark horse. The horse is wearing a leather halter with a metal ring. The background is a wooden wall.

# Your Work

**For information on careers, jobs and training in horseracing**

**Job profiles • Career case studies • Live job board  
Education/curriculum resources • Taster days**

**[careersinracing.com](http://careersinracing.com)**

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