

## Care of food-producing animals

## Part 1 of 4

March 2022

### ☀ Livestock transportation

Regulations governing the care of livestock during transport were first enacted in the State of Illinois in 1869, which limited the total on-board time and required animals in transit to be unloaded and provided with feed, water and rest (FWR) for a minimum of five consecutive hours during each 28-hour period of transit. The rule was federally mandated in 1873 when Congress passed the [Twenty-Eight Hour Law](#), which was repealed and re-enacted in 1906 and again in 1994 with increased provision of humane treatment.

### ☀ Railways, stockcars and stockyards



At that time, the North American railway system was the major source of long-distance livestock transport. Consequently, major stockyards, such as [Chicago's Union Stockyard](#) were located close to or at railway intersections. In Canada, the City of Toronto earned the distinctive nickname of Hogtown, owing to [The Stockyards](#) - holding pens for swine and cattle strategically located adjacent to [The Junction](#), a then village at the intersection of four major railways.



Stock-yards c.1950

### ☀ Neither efficient nor economical

Inappropriately long distances, malfunctioning stockcars despite decades of re-design, a high mortality rate, market value limited to only some parts of the now-costly transported animal, and moreover, the expense and interruption of the FWR law resulted in the near elimination of livestock railway transport.

### ☀ Stockyard renewal

The Stockyards ceased operation in the 1990s. The land is home to new housing and [Stock Yards Village](#) is a thriving outdoor destination mall. Long ignored, the historic district of a revitalized [The Junction](#) has been called "Toronto's coolest neighbourhood".

### ☀ Leg-stretching FWR is still the law



In the USA, the Twenty-Eight Hour Law as revised in 1994 remains in force. However, the fines are relatively nominal – minimum US\$100 to a maximum of US\$500, per offence.

### ☀ Canada's new FWR under HAR

The purpose of FWR during livestock transit, as per the CFIA, is to ensure the animals "do not suffer from exhaustion, a nutritional deficit, and dehydration". The [Health of Animals Regulations](#) FWR regulatory requirements have been much more lax than the American counterpart. Accordingly, in 2019 the CFIA introduced regulatory reform (coming into force 2020, with a two-year transition period to February 2022). For example, the maximum period for cattle without FWR was reduced to 36 hours from 48. The threshold for ruminants 8-days of age or less, and compromised animals, is now 12 hours and 28 hours for poultry. The law is far-reaching as it applies to those who load, transport and unload livestock. Recordkeeping is essential as well as upgraded infrastructure (more and better FWR stations).

### ☀ Canadian sector code of best practice

In 2018, the [National Farm Animal Care Council](#) launched a revision to its code for animal transportation, the consultation period for which ends September 2022 with the new code expected Spring 2023. The NFACC provides a range of training programs for animal transporters, stating:

"Any entity engaged in reservations, acceptance, handling and transportation of live animals needs to have the systems, procedures, infrastructure, equipment, processes, and qualified personnel in place, ensuring animals are transported safely and humanely". **FF**

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