GUIDELINES FOR TRANSPORTING GREYHOUNDS

1. **Introduction.** The transport of greyhounds is an intrinsic element of the greyhound racing industry; dogs rarely live and race at a single location. Furthermore the frequency of transport is likely to be greater than for most other dogs and takes place when the animal is likely to be subject to significant physiological stress resulting from racing or trialling. It is therefore important that transport conditions are optimal. In addition, greyhounds are one of the few non-farmed species where there is significant national and international trade. This results in some long distance transport when it is also important that adequate conditions are provided for the dogs.

2. These guidelines are intended to assist persons transporting greyhounds to provide those conditions. They are not prescriptive except in a small number of areas such as cage sizes.

3. **Legislation.** The main section of these guidelines is intended to provide information to people transporting healthy greyhounds. In most instances in the racing industry it is likely that the law will regard such transport as ‘commercial’ and consequently subject to the Welfare of Animals (Transport) Order 1997, otherwise known as WATO. The conditions suggested in these guidelines should help transporters comply with WATO but the full document can be found on the HMSO website at [http://www.legislation.hmso.gov.uk/si/si1997/97148001.htm](http://www.legislation.hmso.gov.uk/si/si1997/97148001.htm). A summary of the general requirements of WATO may be found at [http://www.defra.gov.uk/animalwelfare/farmed/transport/summarywato.htm](http://www.defra.gov.uk/animalwelfare/farmed/transport/summarywato.htm) and additional guidance at [http://www.defra.gov.uk/animalwelfare/farmed/transport/wato-guidance.pdf](http://www.defra.gov.uk/animalwelfare/farmed/transport/wato-guidance.pdf).

4. When it is necessary for sick or injured greyhounds to be transported separate guidelines are provided at Annex A.

5. **WATO requires that, where any journey is greater than 50Km (31 miles) or lasts longer than eight hours, an Animal Transport Certificate (ATC) must be carried by the driver of the vehicle. The contents and an example of an ATC is at Annex B. Furthermore, any transporters of vertebrate animals exceeding this distance shall be ‘competent’. These requirements and an appropriate certificate are to be found at:** [http://www.defra.gov.uk/animalwelfare/pdf/competences.pdf](http://www.defra.gov.uk/animalwelfare/pdf/competences.pdf) **The Certificate of Competence and assessment of the employee should be carried out and signed by the employer.**

6. Of course all other animal welfare legislation is also applicable. If the Animal Welfare Bill is passed by parliament this will impose a general ‘duty of care’ on all owners and trainers (the term ‘keeper’ is likely to be used in the Bill) to provide good conditions for their dogs at all times.
7. **General Conditions.** During any transport by road the driver must be conscious of the fact that he or she is transporting sentient animals and has a duty of care to ensure that the standard of driving and care is commensurate with their comfort (i.e. drive sensibly). Keepers of greyhounds should ensure that drivers have been trained and shown themselves to be competent in the care of the dogs.

8. The expected journey time from trainer’s kennels to the attached track for racing should be less than four hours.

9. Greyhounds should not be loaded for transport for at least thirty minutes after racing to allow them to cool.

10. Prescription Only Medicines such as tranquillisers and sedatives should only be used during transport on specific prescription by a veterinary surgeon.

11. **Planning.** Habituation is vital to reduce transport stress. This should be achieved before fourteen weeks of age if possible so that the greyhound is used to being transported. It will also help to introduce a sapling to the wider world at the same age and well before initial trials at about eleven months of age.

12. The conditions provided should partly be related to the length of the journey. All journeys should be properly planned and this should include planning in the event that the expected journey time is exceeded as well as locations of stops for watering, feeding or emptying. Such detail should be included in the ATC.

13. Other factors to be taken into account are the mode of travel e.g. car, sea, or air and the opportunity for rest.

14. No segment of a journey should exceed twenty-four hours and there must be a twelve hour rest period before any subsequent journey. If any part of the journey includes a sea passage this must be included in the journey time.

15. Greyhounds must be restrained during transport. This may either be by a properly secured harness if travelling in the back of a car, by using a secure dog guard in an estate car or in cages secured to the vehicle. The dogs should be completely contained inside the vehicle and the driver should consider other potential hazards such as gaps between seats in cars and door handles.

16. Greyhounds may travel in pairs in a car providing the cages are large enough and both dogs are muzzled. Cages in purpose-built vehicles should be designed for one dog.

17. If it is necessary to move a litter of puppies before weaning they should travel together. If they travel with their dam this should be in a double cage.

18. It may be useful to have a checklist to ensure that nothing has been forgotten. An example is at Annex C.

19. **Cages.** When transported in cages greyhounds should be able to stand full height and lie comfortably on their briskets. However cages should not be so large as to allow the greyhound to be injured by vehicle movement. This is likely to be a minimum internal height of 1,000mm (40 inches), width of 500mm (20 inches) and length 1,200mm (48 inches).
20. For travel by air, IATA rules on cage sizes must be followed. The current IATA Live Animals Regulations are obtainable from The Stationery Office, Tel: 020 7838 8400.

21. Cages should be constructed of impervious materials such as uPVC, rustproof (stainless) steel mesh or painted timber. They must have suitable slip-resistant flooring which may be easily cleaned and to provide comfort for the greyhound. This may be provided by carpet, a mat or purpose designed material such as veterinary fleece bedding. The cage should be leak proof to prevent any urine leakage. The door must be adequately secured but able to be opened easily without tools in the event of an emergency.

22. All cages must be thoroughly cleaned between use. Where there is a possibility of cross-infection suitable disinfectant must be used after cleaning.

23. Vehicle. The vehicle temperature should be maintained between 10°C and 26°C at all times during transport. When the driver is not in the same space as the greyhounds a remote monitoring device must display the temperature in the greyhound cabin and be visible from the driver’s seat. If the temperature rises above 26°C it is important that dogs are regularly examined for signs of distress and removed from the vehicle to cool down if necessary. Temperature must be monitored and records kept.

24. Dogs keep themselves cool by evaporating water from their tongues by panting. In conditions of high temperature and high humidity this becomes ineffective and the dog will consequently suffer from heat stroke. It is therefore important that both temperature and humidity are controlled. Consequently wetting a dog to cool it may be counter-productive.

25. As a rough guide, if there is condensation inside a vehicle it is an indication that the humidity is too high and ventilation must be increased to prevent it.

26. The vehicle should be designed to provide a minimum of twelve air changes per hour at all times during transport. Cages in vehicles must have at least 40% of the wall area open to allow adequate air flow. This is best provided by a rust-proof (stainless) steel mesh door and back to the cage as well as additional open areas on its sides to allow ventilation through the cage.

27. Maintenance of temperature control and ventilation must be possible when the vehicle is stationary. This is best provided by full air conditioning. There must be a procedure for the provision of ventilation in an emergency; this may be as simple as opening all vehicle doors.

28. All vehicles carrying dogs must be equipped with a functioning and regularly serviced fire extinguisher. It may be advisable to provide an indication on the outside of the vehicle that live animals are being carried to alert the emergency services.

29. Care during the journey. For any journey over four hours adequate rest stops for watering, feeding and emptying must be included. Water must be provided every four hours, or frequently enough to prevent dehydration. Emptying must be provided every eight hours and food every twenty-four hours.

30. Greyhounds should have free access to water until loaded for a journey. No food should be given for two hours before travelling and an opportunity to empty should be provided immediately before loading.
Annexes:

A. Additional guidelines for sick or injured greyhounds.

B. Example of an Animal Transport Certificate.

C. Journey checklist.

Annex A

ADDITIONAL GUIDELINES FOR THE TRANSPORT OF SICK OR INJURED GREYHOUNDS

A. A sick or injured dog may only be transported to enable it to be treated. A dog which is unable to fully stand on all four legs or is very close (before and after) to whelping is specifically excluded by WATO from routine transport. Similarly, puppies with unhealed navels are considered unsuitable for transport.

B. The journey time for transport should be the minimum necessary to provide veterinary care for the greyhound. It is accepted that orthopaedic injuries may require a relatively lengthy journey to a specialist surgeon.

C. When a greyhound is in severe pain appropriate pain relief must be provided by a veterinary surgeon. Where the pain is a result of a fracture consideration should be given to some form of temporary immobilisation of the fracture to reduce pain during transport. It may also be advisable to provide sedation in addition to pain relief. The veterinary surgeon in whose care the greyhound is at the commencement of the journey should ensure that the pain relief and/or sedation provided will last for at least the proposed length of the journey. If this is not possible arrangements must be made for additional medication to be administered en route.

D. An injured greyhound should preferably be transported in a vehicle where a person can at all times be with the dog to assist in restraint. A car is ideal.

E. Because an injured dog is likely to be suffering from shock the vehicle temperature should be maintained at a minimum of 20°C and additional bedding should be supplied.
SAMPLE ANIMAL TRANSPORT CERTIFICATE

An ATC may be in any format, but must carry the following information. It must be carried in the vehicle during the movement and retained by the carrier for 6 months after the movement takes place.

- The name and address of the transporter
- The name and address of the owner of the animals
- The place that the animals were loaded, and their final destination
- The date and time the first animal was loaded
- The date and time of departure.

An example of an ATC is on the following pages.
### WELFARE OF ANIMALS (TRANSPORT) ORDER 1997 - ANIMAL TRANSPORT CERTIFICATE (Suggested Format)

**TRANSPORTER DETAILS**

Name of person in charge during journey (driver)

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Certificate must accompany animals

To be retained for six months

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<th>Name and full address of owner of the animals Col. 3</th>
<th>Place of loading (full address) Col. 4</th>
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**JOURNEY CHECKLIST**

A. Do you have an Animal Transport Certificate (ATC)?

B. Do you have a completed and reasonable journey plan?

C. Are you clear what arrangements there are for any planned stops?

D. Are the vehicle and cages suitable for the journey?

E. Has the vehicle ventilation system been checked?

F. Is the vehicle driver (and co-driver if applicable) properly trained and competent?

G. Is there adequate food and water on board the vehicle?

H. Are there enough cages for all the dogs?

I. Are the dogs muzzled if necessary?

J. Have the dogs been checked by a competent person to ensure they are fit for transport?

K. Have you checked the fire extinguisher is on board?