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DEFRA

Consultation May 2006-06-08

EU Regulation 1/2005

Comments by Felis Britannica 27 July 06

Felis Britannica is one of the two internationally recognised UK cat registries. It is the British member of the Fédération Internationale Féline (FIFe). FIFe has member organisations in 35 countries World wide.

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Executive Summary

Pet cat breeding is a hobby rather than a commercial enterprise and is done on a small domestic scale. Felis Britannica believes that hobby breeders should be granted a general exemption from the 'Welfare of Animals During Transport' Regulations, based on a definition given below.

In addition, Felis Britannica maintains that the kindest form of transport for any domestic pet cat is in a private vehicle by its owner, and this should be made the overriding principle whenever possible.

Forcing domestic pet cats to be transported commercially would mean a loss of welfare and an increase in stress for them, therefore exemptions should be provided for preferential private travel arrangements wherever possible.

Breeders or owners of cats should not be faced with having to ignore these Regulations in order to provide the best welfare for cats in transport. It should be noted that enforcement in regard to pet cats could be very difficult and costly.

Breeding other than hobby breeding and the commercial transportation and sale of domestic cats is deprecated by Felis Britannica, and in these cases, regulation is desirable in order to ensure high levels of welfare by persons not personally attached to their own cats being transported.

The number of journeys which could be associated with an economic activity made by a hobby breeder or pet owner is very small, typically from zero to single figures per year. It is suggested therefore that a general derogation or exception for this small number of journeys would be appropriate.

Part 1. General Comments

1.1 Scope of reply

Felis Britannica is primarily concerned with the breeding of pedigree cats and the welfare, and showing of pedigree and non-pedigree cats. It is constituted as a federation of British cat clubs under the Fédération Internationale Féline rules and additional national Felis Britannica rules. Felis Britannica will confine its replies to this consultation to matters arising from the transport of domestic pet cats but aspects of this reply may also apply to other domestic pet species.

Felis Britannica supports all legislation which will increase the welfare of domestic pet cats. It maintains high standards of breed health and for all cats, pedigree or non-pedigree, standards of health and welfare under its national rules and the rules of the parent federation FIFe. Every personal member of Felis Britannica is governed by these rules.

Any reference to cats in this document means cats which are bred as domestic pet cats or cats used to breed domestic pet cats unless specifically described otherwise.

1.2 The need for further regulation of transport of cats

It seems obvious that this Directive is primarily concerned with the welfare of farmed and commercially produced animals. The welfare of domestic pets being transported has not been taken into consideration properly. Pet cats are not sold and transported by the lorryload like cattle.

Very few journeys would be associated with an economic activity made by a hobby breeder or owner is very small, typically from zero to single figures per year. Felis Britannica proposes therefore that a general derogation or exception for this small number of journeys would be appropriate, especially as this would not compromise welfare.

The prime consideration in applying the Regulation in the UK is increasing, if possible, the welfare standards of domestic pet cats in transport. Felis Britannica believes that domestic pet cats form a special case. It is not clear that the animal transport regulations will improve the welfare of cats in transport.

1.3 Maximising welfare during transport

The ideal way to transport a domestic pet cat for whatever reason is in a private vehicle by its owner. If the implementation of these Regulations forces owners to use commercial transporters, carrying a cat in an unfamiliar commercial vehicle and tended by an unfamiliar person. This can only result in a decrease in welfare for that cat.

It is suggested that the most qualified person to transport a cat is its owner, and the vehicle which will provide the cat with the greatest welfare is a closed private vehicle.

1.4 The nature of pedigree cat breeding

Pedigree cat breeding is not a commercial activity. Pedigree cat breeding is hobby breeding. The sale of kittens from Felis Britannica registered cats through pet shops, intermediaries, or by auction, is forbidden. Any cat or kitten appearing on ebay is quickly removed by concerned breeders as it is against ebay rules as well. There is no commercial trade in breeding pedigree cats and no need for such a trade in non-pedigree random bred cats.

A definition of a hobby breeder is given below.

Many breeders are not required to submit tax returns or become self employed because of cat breeding because it is recognised by the Inland Revenue that they do not make and overall profit from cat breeding so therefore it is not a commercial operation.

1.5 Definition of "economic activity"

It is understood that this consultation reply mainly concerns how the Directive is applied with respect to the definition of an "economic activity". With this in mind, suggested exemptions below concerning activities specific to cats are detailed.

The only commercial breeding of cats is for laboratory experimentation and for research. Under the rules of FIFe and Felis Britannica, all members are expressly forbidden to supply cats for these purposes. Felis Britannica is not asking for any exemptions in connection with any type of breeding of cats other than to produce domestic pet cats.

1.6 Matters specific to cats

Cats are very independent animals and are not bred or trained for commercial working purposes as with some dogs. There are no sheepcats, guncats, guidecats, sniffercats or guardcats. They are usually kept because their owner had formed an emotional attachment to them. Some semi-feral cats are tolerated in the hope that they will keep vermin numbers down, but even that is not guaranteed.

Many non-pedigree domestic pet cats do not have a formal owner. Often a stray cat will choose its "owner". The almost universal reason for keeping a pet cat is because its owner has formed an emotional bond with the cat and will therefore take care of the cat. The cat will form a bond of familiarity with its owner and will be most relaxed in the presence of its owner. This is the reason that it is suggested that any cat transport should be with its owner in familiar surroundings like its owner's car. The technical reason why a cat is being transported will be lost on the cat.

1.7 A typical journey

In any journey in a private vehicle, a domestic pet cat will be placed in a secure purpose-made pet carrier on bedding and put in the back of a car. It will share the same airspace as the driver and other passengers who will be immediately aware if the cat is showing signs of distress. Should the cat soil its bedding with urine, faeces or vomit, this will also be apparent and the cat can be cleaned up at the first opportunity. If there is a serious welfare issue, the cat will be rested or the journey abandoned.

When being transported commercially, a cat will usually be placed in a van, possibly remote from the driver. If it shows distress or soils itself, the driver or attendant will not normally be authorised to take the cat out of the carrier and clean it up. It will remain in distress or on soiled bedding for the rest of the journey. The commercial journey cannot be abandoned as would happen if an owner was transporting a cat which became distressed.

1.8 Showing

A journey to and from a show with one or more cats will be conducted in a private vehicle by the cats owner. It is proposed to exempt all such journeys from the Regulations Felis Britannica sees no problem with this, as the welfare of the cats will be guaranteed by the owners.

All cats and kittens shown with Felis Britannica have to pass an examination by a vet before being admitted to the show hall. All cats and kittens attending shows have to have a current certificate of vaccination.

Showing provides a welfare yardstick for all transport of domestic pet cats. Felis Britannica suggests that, if possible, any transport of cats should not fall below this welfare standard.

It is therefore proposed below that, wherever possible, cats should be transported when taken on any type of journey in a private vehicle by their owners. Any such journey should be exempted as a "private journey". If at the destination, a commercial activity takes place, then at that point, the Regulations should come into full effect

1.9 Compliance

Enforcement of the Regulations with respect to domestic pet cats being transported by their owners in a private vehicle will be almost impossible to define as not being a private journey. On a private journey, there will be no documentation to refer to and the onus of proving that the journey forms part of an economic activity will fall on the official Inspector making an enquiry. This inspector will also have to prove if the driver and vehicle require certification.

As discussed above, The number of journeys which could be associated with an economic activity made by a hobby breeder or owner is very small. Provided that welfare is not compromised, it is better to make a specific exemption than to have an unenforceable law flouted, especially if ignoring a regulation would improve the welfare of a cat being transported for whatever reason. The exemptions in paragraph 2.11. should include hobby breeders.

It would be regrettable if breeders or owners were faced with a decision to compromise the welfare of their animal being transported, or to ignore the Regulations as applied.

Part 2 Requested Derogations and Exceptions

Section 5.3.(b) We will consider derogating journeys that take place solely within the UK where

- the costs to transporters, farmers etc in implementing new requirements are disproportionate to welfare benefits, or
- the cost to those affected is disproportionate to the number and type of journeys undertaken (these may be sector specific in some areas), or
- the new requirements are difficult to enforce effectively, or
- no clear welfare benefits ensue

2.1 Derogation and exemption for hobby breeders of cats

It is proposed that hobby breeders of cats should be exempted under the provisions of paragraphs 2.11 and 5.3.b.

Felis Britannica proposes additional exemptions for:

- Hobby breeders as defined in 2,2 below
- More than one cat or kitten per person as discussed in 2.4 below
- Multiple small and young animals which would be usually transported in a single pet carrier or enclosure to be counted as a single animal as discussed in 2.4 below
- Fewer than 12 journeys as part of an economic activity per year by any one individual

This has the advantage of simplicity and will eliminate the difficulties involved in enforcing the Transport Regulations with no adverse impact on the welfare of the cats under transport.

2.2 Definition of a hobby breeder:

A hobby breeder will be defined as follows:

- Breeding is conducted on domestic premises, to include enclosures in domestic gardens
- Breeding of domestic pet cats only
- The breeder is bound by the welfare rules of an internationally recognised organisation
- The Inland Revenue do not require tax returns with respect to cat breeding
- No employees are engaged for breeding

2.3 Owners and breeders

In the absence of other exemptions applicable to transporting domestic pet cats, the owner or breeder of a domestic pet cat should be recognised as the best qualified person to transport that cat. They should thus be exempted from the requirements for examinations and certification placed on cat transport drivers and attendants in respect of a cat or cats they own or have bred.

Owners and breeders will know the particular characteristics of individual cats and its precise requirements during transport. This is already acknowledged by the exception of journeys for showing. Forcing owners and breeders to use a commercial animal transporter can only have a deleterious affect on the cat being transported.

2.4 Small pet animals

The exemption of "one per person" in paragraph 2.11 is anomalous when applied to small pet animals. When cats or kittens are being transported in a private vehicle by their breeder or owner in pet carriers or enclosures, that person is perfectly able to monitor and properly care for more than one animal during any journey. There is no function that can be usefully performed by additional attendants, and additional personnel may indeed restrict the ability to attend to animals in transport.

It is proposed that when animals are being transported in portable enclosures, then an exemption should be granted for at least three animals per person.

With small animals, particularly with young animals, it is often preferable to transport them with more than one animal in a pet carrier for company. It is proposed that with small animals where it would be beneficial for more than one animal to be placed in an enclosure, all animals in a single enclosure should count as one animal in the exception in paragraph 2.11.

2.5 Vehicles

The ideal vehicle to be used for transporting a cat is a closed private vehicle where the cat shares the same airspace as the driver or attendant as defined below. In the absence of other exemptions applicable to transporting domestic pet cats, all such vehicles should be regarded as inherently suitable for transporting domestic pet cats and therefore deemed to have been approved under the vehicle regulations without the need for an individual inspection or certification for that purpose.

2.6 Definition of a private vehicle suitable for carrying cats

A private vehicle is deemed to be inherently suitable for carrying domestic pet cats if:

- it is registered as a private vehicle.
- it has a closed interior airspace shared by a driver or attendant
- the environment of the cats can be continuously monitored.
- the condition of the cats can be continuously monitored.

Suitable vehicle types are:

- Saloon cars with a suitable interior space for a cat enclosure. (pet carrier)
- Convertible cars with a solid roof in place with a suitable interior space for a cat enclosure.
- Estate cars.
- People carriers.
- Private minibuses.
- Motor caravans.
- A light van which is fitted for carrying people with soundproofing and not subject to excessive vibration or movement. (A minibus)

Unsuitable vehicles which could not be defined as a private vehicle inherently suitable for transporting domestic pet cats include:

- Vehicles registered other than as a private vehicle.
- Vehicles where the airspace of the cat is not shared by a driver or attendant.
- Vehicles without a secondary means of preventing escape, ie. carrier plus closed body.
- A vehicle which is not suitable for attending to the needs of a domestic pet cat in transport.
- All trailers.

Vehicles inherently unsuitable for transporting domestic pet cats include:

- Vehicles with excessive noise, movement or vibration.
- Pickup trucks.
- Lorries open or closed.
- Horseboxes
- Vehicles constructed or adapted for the transport of farm animals.

2.7 Other considerations when transporting cats

The interior temperatures suitable for transporting domestic pet cats are similar to those comfortable for human occupants. A private vehicle as defined above would provide a cat with a suitable environment.

A cat which is confined in a pet carrier or pen is not free to exercise or to select a more suitable resting place. This must be taken into consideration when a vehicle is approved for carrying domestic pet cats.

In particular, breeds with reduced coats, or cats which have been sedated will be vulnerable to hypothermia in temperatures below 15° C (cf. para 3.1 and Table page 25) Cats which become anxious may not rest and will show heat distress in temperatures in excess of 35° C.

2.8 Clarification

The guidelines drawn up to accompany the legislation should make it clear how exemptions should be applied, in particular that transport associated with an economic activity by a person not engaged in that economic activity, such as a pet buyer, does not come under the scope of these regulations.

Part 3 Detailed Responses and Questions

Consultation Document Section 2

page 9 Paragraph 2.8.

Paragraph 2.9. bullet point 3

Paragraph 2.11. bullet point 4

page 10

Q.1. Is the guidance proposed on scope clear? Do you wish to recommend any changes?

A1 No and Yes. It should be clear that this guidance should apply to movements directly related to an economic activity by the person transporting the animals as discussed in 2.8 above.

Q.2. In particular, are there other exemptions that need to be highlighted in the guidance at paragraph 2.11?

A2 As detailed above, it is no benefit to the welfare of a cat to forbid the best form of transport to or from an economic activity when it is being taken by its breeder or owner in a private vehicle. Felis Britannica proposes additional exemptions for:

- Hobby breeders as defined in 2,2 above
- More than one cat or kitten per person as discussed in 2.4 above
- Multiple small or young animals which would be usually transported in a pet carrier or enclosure to be counted as a single animal as discussed in 2.4 above
- Fewer than 12 journeys as part of an economic activity per year by any one individual

Consultation Document Section 3

Complex regulations for authorisation of personnel and vehicles

Q.3 Do you agree with the proposals relating to self-declaration and checks on compliance with welfare rules from 5 January 2007? If not, what would you propose?

Q.4 Do you agree with the proposals relating to vehicle approval, self-declarations and checks on compliance with welfare rules as regards GPS and contingency planning, from 5 January 2007? If not, what would you propose?

Q.5 Is there anything you would add to the declarations?

Q.6 Do you agree with the proposed method of handling the requirements relating to certificates of competence, between 5 January 2007 and 5 January 2008? If not, what would you propose?

Q.7 Do you agree that in the absence of an agreed EU wide navigation system, the UK should not recommend the use of any particular systems at this time?

Q.8 Do you agree with the phased and prioritised approach to authorisations? If not, what would you propose?

Q.9 Do you have views on charging for these authorisations?

A 3 - 9 Felis Britannica is not involved with commercial transportation of animals. Attention is however drawn to the comments in 2.1 to 2.4 above as to the competence of personnel and 2.5 to 2.7 above as to suitability of vehicles for transporting cats.

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Questions relating to mode or species authorisations

Q.10 Do you agree that authorisations should be mode of transport specific?

A10 Yes. See 2,5 to 2.7 above.

Q.11 Do you agree that authorisations should be issued covering all species, but that species specific or limited authorisations should be available?

A11 All vehicles used for transporting domestic pet cats should be suitable for that purpose. In particular, it is suggested that domestic pet cats in transport should share their airspace with the driver or attendant. See 2,5 to 2.7 above.

Q.12 If not, how would you propose balancing proportionality of the prospect of removing an authorisation, when the offence may only relate to one species?

A12 Felis Britannica suggests that any private vehicle as defined in 2.6 above should be deemed to be authorised for the purpose of transporting domestic pet cats.

This will have no adverse effect on the welfare of the animals involved, and will greatly reduce the complexity of the application of the regulations for this type of vehicle. The standard of any vehicle used for the commercial transportation of domestic pet cats should comply with 2.6 above.

Q.13 Do you agree with the proposal to make transporter names and authorisations available to would-be consignees ? If not, what would you propose and why?

A13 Yes

Consultation Document Section 4

Road vehicle approval

page 17

Q.14 Do you have any information on the number of vehicles and containers that will be affected by the requirement for inspection and approval relating to the different sectors, including those outside farming (e.g. horses, zoos and the pet trade)?

A 14 Assuming that any vehicle authorised to carry domestic pet cats will be suitable for its purpose, there will be a large number of vehicle types involved.

In order to provide a definition of a suitable vehicle, as in A 12 is suggested that in a suitable vehicle for transporting domestic pet cats should comply with 2.6 above.

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Q.15 Are you content with the proposal that vehicle inspection and approval be carried out by any body that can demonstrate its capability and competence to deliver through accreditation with the United Kingdom Accreditation Service (UKAS)?

A 15 In principle yes. See A 14 and 2.5 above

Q.16 Do you agree that, in addition to UKAS approved non-public bodies, that it is prudent also to give a statutory body such as the State Veterinary Service, the power to approve vehicles?

A16 Yes

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What would a scheme look like?

Principles

4.14 Our intention is that the Scheme should:

- achieve a reasonable balance between effectiveness and minimising the burden on the industry;
- be non-discriminatory, and shall be administered in a non-discriminatory manner;
- be as consistent and cohesive as possible within the UK
- take advantage if possible of synergies with existing voluntary schemes bearing on the industry in order to minimise the number of inspection visits;
- be self funding, that is, applicants applying for inspection, approval and certification of their vehicles would need to bear the cost of the scheme; and
- have provider(s) with sufficient infrastructure to cover the UK.

Q.17 Are you content with these principles outlined in paragraph 4.14 for a vehicle approval scheme? If not, what would you propose?

A 17 As detailed extensively in Part 1 above, the breeding of domestic pet cats cannot be described as an industry. Felis Britannica believes that domestic pet cat breeding within the rules and procedures of the cat fancy does not need additional legislation to ensure good welfare.

In particular when domestic pet cats are transported for whatever reason, the highest welfare standards will be obtained by being transported by their owners or hobby breeders as at present and not by commercial transporters.

Legislation introduced for the commercial transportation of farm animals is not necessarily applicable to all vertebrates.

As already suggested, there will be a high degree of complexity in the types of vehicles suitable for transporting domestic pet cats. In the interests of effectiveness and proportionality, a vehicle of a private type where the airspace is shared by the transported domestic pet cats and the driver or attendant should be automatically deemed to be approved.

Q.18 Are you content with requirements described in paragraph 4.15 for a vehicle approval scheme?

A 18 See A 17

Q.19 Do you have any information on the costs and benefits associated with vehicle inspection and approval?

A 18 No

Q.20 Would you like to be kept informed about the vehicle approval scheme and guidance in preparation?

A 20 Yes

Consultation Document Section 5

Derogations available for vehicles on journeys between 8-12 hours

page 21 Paragraph 5.3.

5.3. In considering whether the UK should grant derogations, we have had informal consultations with key stakeholders on the options available. Certain of the new rules are identical or very similar to the current rules. Other potential derogations cover rules where it is considered compliance would not be difficult for UK industry. We need to balance welfare benefits against costs and ease of compliance/enforcement. We therefore concluded that derogation requests would require justifying evidence. Based on these preliminary discussions with stakeholders and subject to the outcome of this consultation, our proposed UK approach is:

- (a) We do not propose to derogate where
- journeys start or end outside of the UK
 - clear welfare benefits ensue from new rules, or
 - the new rules are identical or very similar to the current rules, or
 - where compliance costs are insignificant, or
 - it is felt by stakeholders that compliance will not be difficult

- (b) We will consider derogating journeys that take place solely within the UK where
- the costs to transporters, farmers etc in implementing new requirements are disproportionate to welfare benefits, or
 - the cost to those affected is disproportionate to the number and type of journeys undertaken (these may be sector specific in some areas), or
 - the new requirements are difficult to enforce effectively, or
 - no clear welfare benefits ensue

Q.21 Do you agree with the rationale for granting derogations (paragraphs 5.3 and 5.5)?

Comment: Paragraph 5,3, (b) will apply to almost all journeys involving domestic pet cats in all four bullet points.

A 21 Yes. See A 17. The number of journeys which could be associated with an economic activity made by a hobby breeder or owner is very small, typically from zero to single figures per year. It is suggested therefore that a general derogation or exception for this small number of journeys would be appropriate as in 2,1 above

Q.22 Do you agree with the derogations proposed (paragraph 5.4)? If not, what evidence can you supply to refute the rationale?

A 22 A suitable environment for domestic pet cats would be ensured by the sharing of the airspace as in A17.

Q.23 Do you agree with the costs assessment and consequent reduction if these derogations are granted (paragraph 5.6)? Further detail is given in the Regulatory Impact Assessment at Appendix 6.

A 23 It is impractical and disproportionate to apply vehicle approval regulations to private vehicles used by owners to transport domestic pet cats. As explained above, forcing these journeys to be made by a commercial carrier would be detrimental to the welfare of the cats. Again the question arises of enforcement which in this case would be virtually impossible.

page 23 Questions relating to the need for an approval scheme for vehicles used solely in the UK for journeys between 8-12 hours

Q.24 Do you support the principle that all vehicles used to transport animals over 8 hours should be inspected and approved? Note that the burden of inspection costs will fall to the transporter – this will not be a free service from Defra or its agencies.

A 24 Certain vehicles can be deemed to be inherently suitable for transporting domestic pet cats by their owners:

A private vehicle is deemed to be inherently suitable for carrying domestic pet cats if:

- it is registered as a private vehicle.
- it has a closed interior airspace shared by a driver or attendant
- the environment of the cats can be continuously monitored.
- the condition of the cats can be continuously monitored.

Suitable vehicle types are:

- Saloon cars with a suitable interior space for a cat enclosure. (pet carrier)
- Convertible cars with a solid roof in place with a suitable interior space for a cat enclosure.
- Estate cars.
- People carriers.
- Private minibuses.
- Motor caravans.
- A light van which is fitted for carrying people with soundproofing and not subject to excessive vibration or movement. (A minibus)

Unsuitable vehicles which could not be defined as a private vehicle inherently suitable for transporting domestic pet cats include:

- Vehicles registered other than as a private vehicle.
- Vehicles where the airspace of the cat is not shared by a driver or attendant.
- Vehicles without a secondary means of preventing escape, ie. carrier plus closed body.
- A vehicle which is not suitable for attending to the needs of a domestic pet cat in transport.
- All trailers.

Vehicles inherently unsuitable for transporting domestic pet cats include:

- Vehicles with excessive noise, movement or vibration.
- Pickup trucks.
- Lorries open or closed.
- Horseboxes
- Vehicles constructed or adapted for the transport of farm animals.

Q.25 Do you think there is a case for derogating from this requirement for UK journeys between 8-12 hours? And if so, why?

A 25 See A 24. Disproportionality, practicality, enforceability and above all, welfare.

Q.26 Are there particular industry sectors affected that should be granted a derogation as opposed to others? By way of example, should poultry vehicles be exempted from approval given that the containers in which birds are transported affect their welfare more than the vehicle? What about other birds, horses/ponies, cats and dogs, zoo/performing animals. If so, which ones and why?

A 26 As above, Felis Britannica recommends that domestic pet cats should be treated as a special case as they have particular requirements and because of the relationships between pets and owners.

Q.27 Do you think derogations (or the current requirements) will pose any difficulties in terms of enforcement?

A 27 The derogations and exemptions suggested above will improve enforcement of the Regulations when they are of benefit to the welfare of cats under commercial transportation..

Q.28 What welfare benefits will ensue from approval?

A 28 Simplification. Also increased welfare benefits from permitting owners to transport their own cats to a place of economic activity in comfortable and familiar surroundings and attended throughout by their owners.

Questions relating to additional vehicle standard derogations available

Q.29 Do you support or oppose any further derogations available (outlined in the table in Section 5.8)? If so, what evidence can you supply to support your argument?

A 29 Support

Consultation Document Section 6

Travel documentation & sea transport

Felis Britannica is not involved in commercial transportation.

Consultation Document Section 7

Training and competence certification of drivers of livestock vehicles and attendants

General comment:

Very little in this Section appears to be relevant to the occasional transportation of domestic pet cats. It is unlikely that formal training will match the competence or experience of a domestic pet cat owner when it comes to handling and ensuring the welfare of a cat. Pedigree cat breeders in particular are very practised in handling cats and kittens safely and carefully.

Members of Felis Britannica are governed by the rules of FIFE and Felis Britannica, including welfare rules.

Felis Britannica suggests that the owner and/or breeder of a domestic pet cat should be deemed to be competent to handle and transport that cat. The exemption for transporting for showing and for private journeys already makes that assumption.

If it is not technically possible to give a broad approval of competence, then Felis Britannica suggests that a limited number of transportations per year by the owner of a domestic pet cat by its owner indirectly in connection with a commercial activity should be exempted from the regulations as in Part 2 above, in particular Part 2.3 above.

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References

Enclosures:

Felis Britannica Rules

Constitution (part)
Breeding, health and Welfare Rules
Veterinary Rules

FIFe Rules

Breeding, welfare and registration rules (part), sections 1, 2 & 3
Show rules (part), see 1,8b & 1.8c and section 3

Links

Felis Britannica

<http://www.felisbritannica.co.uk/>

Felis Britannica statutes (subpage URL subject to change)
[http://www.felisbritannica.co.uk/files/Constitution\(v1.0\).pdf](http://www.felisbritannica.co.uk/files/Constitution(v1.0).pdf)

FIFe

<http://www.fifeweb.org/>

The following subpage URL's are subject to change

Downloads sub page
http://www.fifeweb.org/wp/lib/lib_current.html

Breeding, welfare and registration rules, in particular see sections 1, 2 & 3
http://www.fifeweb.org/dnld/br_reg_2006_en.zip

Show rules, see 1,8b & 1.8c and section 3
http://www.fifeweb.org/dnld/show_rules_2006_en.zip