**0 FOREWORD**

Small and medium sized seed-eating birds include gallinaceous birds like pheasant, partridges, quails and guinea fowls, and passerine and psittacine birds like munias, bulbuls, budgerigars, parrots, love birds and wearer birds. These birds are used for various purposes, such as pets, exhibits, game and food. In view of the increasing demand for these birds, they are frequently required to be transported. As transport requirements of small and medium sized birds are similar, a common code is being prescribed for their transport.

In the preparation of this code, due consideration has been given to the Prevention of Cruelty to Animals Act, 1960. However, it is subject to the restrictions imposed under this Act, wherever applicable.

In this revision, following modifications have been incorporated keeping in view the improved practices followed today in the field and the standard has been brought out in the latest style and format of the Indian Standards:

a) In general conditions, some requirements have been modified and an additional requirement for temperature and ventilation has been incorporated.

b) In case of travel by air, International Air Travel Association (IATA) guidelines have been made mandatory to be complied.

c) Requirements for container and cages have been modified.

For the purpose of deciding whether a particular requirement of this standard is complied with, the final value observed or calculated, expressing the result of a test or analysis, shall be rounded off in accordance with IS 2: 2022 ‘Rules for rounding off numerical values *(second revision)*’. The number of significant places retained in the rounded off value should be the same as that of the specified value in this standard.

**1. SCOPE**

1.1 This code covers the essential requisites for the transport small and medium sized seed-eating birds by rail, road and air.

**2. TERMINOLOGY**

**2.0** For the purpose of this standard, the following definitions shall apply.

**2.1** **Birds** -Only medium and small sized seed-eating birds.

**2.1.1** *Small Size Birds* -Include passerine and psittacine birds like munias, budgerigars, parrots, love birds, weaver birds, and gallinaceous birds like quails, etc.

**2.1.2** Medium Size Birds - Include gallinaceous birds like pheasants, partridges and guinea fowls.

**2.2** Size-The length, height and width of the birds shall be as defined in 2.2.1, 2.2.2 and 2.2.3

**2.2.1** *Length -*- Tip of beak to tip of tail. feathers.

**2.2.2** *Height -*- Tip of crown to toe while standing.

**2.2.3** *Width* - Width across shoulders' feathers

**2.3 Journey -** Entire transport of the animals between places of departure and destination. Long Journey refers to the one that exceeds 8 hours from the time of departure.

**2.4 Container** — Any crate, box, receptacle or other rigid structure which is not a means of transport.

**2.5 Quarantine -** The restraint placed upon the movements of animals or goods that are suspected of being carriers or vehicles of infections or of having been exposed to infection. It is the method intended to prevent the spread of diseases. The birds will be kept under observation for a period of not less than 30 days at a government quarantine station.

**3. GENERAL CONDITIONS**

Before moving live birds across state borders, it has to be ensured that there are no quarantine restrictions imposed to the place where the birds are to be moved.

**3.1** It may also be advisable to evaluate the condition of the bird prior to transport. Birds to be transported should be healthy and in good condition. They shall be examined and certified by a qualified person for freedom from contagious and infectious diseases and their fitness to undertake the journey. Birds may continue to struggle or attempt to flee during confinement. Such obvious physiological responses to stress, may be exacerbated by transport. Therefore, the handler should have understanding of the species’ behavioural signs of stress for assessing the transport method and journey. Further transported birds might carry undesirable strains of microorganisms into new habitats or be a source of microbial contamination. In addition, the stress of transportation might even impair the immune system and make them susceptible to disease and infection. Therefore, the shipping containers shall be be sterilized before and after use and sick birds shall be isolated from the rest of the birds meant for transport as soon as possible

**3.1.1** Birds transported maintained in the same cage shall be of the same species and in compatible groups.

**3.1.2** Birds shall be preferably transported in pairs, if they will tolerate each other and not fight. Many males of the same species shall not be transported in the same container. Only one pair of gallinaceous birds shall be transported in each cage or container. Otherwise, provide separate containers or separate compartments when transporting more than one bird. Generally, birds of different species should be transported in different containers or compartments. The vehicles carrying birds shall have permanent partitions to enable the transportation of birds individually in each partition and the size of partitions should not be less than 40 cm2 for poultry. [Central Motor Vehicles (Amendment) Act, 2016]

**3.1.3** Suitable perching arrangements shall be made in the cage while transporting passerine and psittacine birds like parrots, budgerigars, bulbuls, mynahs and munias. Perches and other contents in carriers should be securely fastened to avoid bouncing and tipping over during transport. Non-slip perch coverings can help prevent injury and help the bird feel more secure.

Bird feet, beaks, and eyes (or other parts of the body not protected by plumage) are susceptible to damage and subsequent infection. Padding the floor and other internal surfaces of the container may reduce that hazard. Disposable diapers or other materials that trap moisture can be provided to protect padding and reduce the fouling of plumage by faecal material.

**3.1.4** Birds shall be properly fed and watered before they are packed in containers for transportation. Extra feed and water should be provided in suitable troughs in the cages.

**3.1.5** The containers shall be properly cleaned and sterilized before the birds are placed in them. The use of injurious cleaning agents should be avoided.

**3.1.6** Birds shall be placed in containers shortly before transportation to minimize the injury due to fluttering.

**3.1.7** It is not necessary to provide either food or water to birds for trips that last less than an hour, but for longer trips both may be essential. Hence arrangements must be made for the watering, feeding and cleaning the cages during the long journey. For some species, a wet sponge may provide water or pieces of cucumber, melon or other fruit may serve as a convenient source of both food and water. The birds may need to be exposed to these items prior to the trip to accept them as sources of food and water. A suitable dispenser should be designed that the birds recognize as a source of food or water or interrupt the journey so that fresh supplies can be provided.

**3.2 Temperature and ventilation —** Temperature and ventilation are likely to be the single most important issues in the design of shipping containers. Birds collapse quickly if they cannot keep their body temperature between narrow parameters and will suffer from stress if temperatures are above normal for extended periods. When transporting chicks provide a protected heat source. It shall be of a design that cannot burn the birds, and there must be room for the birds to move away from it.

**3.2.1** Containers should protect the birds from external auditory and visual stimuli as much as possible. Cover openings in the container with fine, non-fraying wire mesh to limit visibility in and out without compromising ventilation. Avoid galvanized products because these contain zinc, which is toxic to birds if ingested. Even poultry suffer from the effects of transport although they have been raised in an industrial environment and are relatively familiar with handling by people.

**3.2.2** If birds are to be shipped to a distant site, it may be advisable to transport birds to a holding facility to provide a period of acclimation to captivity prior to shipping. Frequent and careful observation of birds during the adjustment period is necessary to ensure acclimation.

**3.3.3** The trip should be planned well in advance to minimize the number of transfers and delays and to ensure that a person competent to provide appropriate care is available to meet the shipment upon its arrival. Shipment dates should avoid holidays, and arrivals and departures should occur during normal working hours. Multiday shipping may require a qualified person to accompany the shipment to resolve unexpected problems in ways that protect the welfare of the birds.

**3.3.4** To avoid delays, all permits, health certificates, and other documents should be obtained and completed before shipping. There must be a contingency plan to assure the birds’ safety and comfort should unforeseen delays arise. A quarantine and observation period must be followed before the transported birds are exposed among the birds of new environment, in order to rule out health concerns.

**4. ROAD TRAVEL**

**4.1** This mode of transport may be adopted only when the birds are to be transported over short journeys requiring 4 to 6 hours. Long trips should be broken up by uninterrupted rest periods during which the birds may feed and drink.

**4.2** In road journey, in public vehicle, the birds shall be placed in a proper cage or container. The cage containing birds shall not be put on the roof of the vehicle but shall be put inside the vehicle easily approachable for inspection during transit.

**4.3** The vehicle in which the birds are to be transported should avoid jerks and sudden stops. The speed of vehicle shall not exceed 40 kilometres per hour.

**4.4** An attendant shall be present at all times during transit and shall ensure that proper transit conditions are observed.

**4.5** The birds should not be exposed to rain or extreme temperatures. During hot weather, watering should be ensured every six hours.

**5. RAIL TRAVEL**

**5.1** In case the journey is for more than twelve hours, an attendant shall accompany the consignments.

**5.2** The birds should not be exposed to rain or the direct blast of air.

**5.3** During summer, the watering facility should be provided every six hours.

**6. AIR TRAVEL**

Airlines adhere to the International Air Transport Regulations, even for domestic travel, but each airline has its own rules about carrying live animals. Therefore, consultation should be made with the airline on which birds are to be transported.

**6.1** The cages shall be properly cleaned and sterilized before the birds are placed in the cage or container.

**6.2** For international transport the containers carrying birds should be kept. in pressurized compartment with regulated temperature and preferably kept near the door. Correct stocking of the animals according to species, weight, and age should be as given in Table 1, which shall be the responsibility of the transporter and the attendant.

**Table 1 Stocking of the animals according to species, weight, and age**

|  |  |  |
| --- | --- | --- |
| **Sl. No.** | **Category** | **Space** |
| (1) | (2) | (3) |
| **1** | **Day-old chicks** | **21-25 cm² per chick** |
| **2** | **Poultry weighing less than 1.6 kg** | **180 to 200 cm²/kg** |
| **3** | **Poultry weighing 1.6 kg and over but less than 3 kg** | **160 cm²/kg** |
| **4** | **Poultry weighing 3 kg and over but less than 5 kg** | **115 cm²/kg** |

**NOTE —**These figures may vary depending not only on the weight and size of the birds but also on their physical condition, the meteorological conditions and the likely journey time. (The Welfare of Animals (Transport) (England) Order 2006)

**6.3** Suitable food and water shall be available in adequate quantities for poultry, and domestic birds, unless the journey lasts less than 12 hours (disregarding loading and unloading time) and for chicks of all species unless the journey lasts less than 24 hours and is completed within 72 hours of hatching.

**7. CONTAINERS AND CAGES FOR TRANSPORTATION**

**7.1** Cages, containers and crates used to transport birds shall be of such material as will not collapse or crumble. They shall be well ventilated and designed to protect the health of the birds by giving them adequate space and safety. For trips of less than 30 minutes, small birds may be moved in simple containers such as bird, but in case of large species and/or longer, appropriately designed and constructed containers shall be used. A container shall be clean and free of protrusions that might cause injury. It should offer easy access for care and removal of the animals in an emergency but must be designed to prevent escape.

**7.2** The cages shall be as shown in Fig. 1 and 2. There should be enough headroom in any cages that the bird can adopt a normal posture and carry out comfort and maintenance activities. Some small birds may be given enough room to fly up and down from perches but flight of larger birds is undesirable. If it is necessary to restrain the wings, the technique shall not impair the bird’s ability to breath or regulate its body temperature. The cages may be of the size 600 x 300 x 150mm. The maximum number of birds accommodated in these cages shall not exceed 40 medium or 65 small by air and 25 medium or 40 small by rail and road. When there is a significant change in the number of birds to be transported, the size of the cage may be reduced or increased correspondingly.

**7.3 Labelling of Containers**-All containers shall be clearly labelled showing the name, address and telephone number of the consignor and the consignee and marked `LIVE STOCK' in bold capital red letters and with such details as are necessary for the well-being of the birds.



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**8 CARE DURING TRANSIT**

**8.1** The consignor shall be informed about the train or transport or flight number and its time of arrival in advance.

**8.2** Animal consignment to be transported by rail shall be booked by mail, express or fast passenger train and should not be detained after accepting the consignment for booking.