

Animal Transports

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Abstract:

Purpose and Originality: The research is aimed on the animal transports issue, from two points of view – first is the animal cruelty and second is the policy and economic consideration. The goal is to acquaint the readers with the transports risks and its cruelty and evaluation of the economic, political aspects for the involved countries. The study is oriented on more points of view, what is rare in works with a similar theme.

Method: This paper examines many issues and examinations from different authors and subsequently summarized the findings with authors own knowledge to one expanded unit.

Results: Results proves, that livestock transports have negative impact on animal's health, environment. Number of transported animals is rising every year.

Society: Research familiarize the society with the animal transports, cruelty against animals during them, and influence of transports on some countries, their economy, policy. People get better informed and can form their own opinion on this topic. They may start acting, undertaking some steps to improve the present situation, what could help a lot to animals and environment.

Limitations / further research: Future research could show progress and improvement of transports, quality of food supply and economics.

Keywords: livestock, transports, cruelty, countries, economics, policy, law.

1 Introduction

Many studies have been conducted on various questions about animal transports. However, almost all of them have been focused only on one point of view. The research clarifies the transport's conditions, impact on economy and facilitates orientation. This paper helps to understand the risks, impact on animal health. Included are transport statistics's and utility of breeding and transporting animals for countries. It is important to inform about this topic as many people as possible. In recent, developed world, there is still many people who are not informed enough, because of the lack of informations on the Internet. The other reason can be the information refuse – they do not want to read about cruel reality and know what stands behind the meat in supermarket's racks. On the other hand, nowadays more and more people is getting interested - and at the same time - concerned about where their food came from. The customer's education would help a lot to improve the livestock's transport conditions. We would be willing to buy more socially responsible animal products. We can say, that nowadays is the situation getting better. The goal is to successfully describe the issue and evaluate my research.

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In this research is able to find some answers to questions regarding to livestock transports problems and their analysation– What stands behind animal transports? Are the conditions really so unacceptable? And finally, are the transports so important for the country's economy?

There are a lot of contentious questions opened in this topic, we are devoting to. The first is inadequate and faulty laws, in many countries around the world, regulating the animal rights during their transports. The second is, that slaughterhouse's owners and cattle carrier's are neglecting the laws and animal rights. This leads to frequent animal death during transports. Animals transnational trades are widespread and common all around the world. It is profitable business for animal breeders, who subsequently trade them to their purchasers – mainly slaughterhouses. The business is convenient and expanded, because of the cooperation between states. There are many countries, those economy is not sufficiently concentrated on the agriculture and breeding or have insufficient opportunities for animal breeding, inadequate to satisfy the citizens meat consumption. These countries are importing cattle and poultry from their business partners, which are orientated on animal breeding and exporting them.

2 Theoretical framework

2.1 Transport conditions, law and animal rights

Most people interested in animal welfare and taking actions for animal rights would agree with an idea, that transnational transporting livestock destined for slaughter is a practice, which should be discontinued.

To clarify this idea, there is an example from Canada. Based on informations from the Stats at glance article, over 600 million farm animals are transported to slaughter in this country each year. This enormous number includes broiler chickens, egg-laying hens and breeding birds, pigs, turkeys and cattle. This number includes from 2 to 3 million farm animals, which are found dead after unloading at the Canadian abattoirs. (The British Columbia Society for the Prevention of Cruelty to Animals, n.d.)

Hypothetically, this number could between years 2020 and 2021 reduce.

Each year 50 billion animals are slaughtered for their meat, to feed a world population of 6 billion people. 44 billion of these are broilers. Most live in huge flocks in crowded sheds. In addition, more than 5 billion hens are kept to lay eggs. Most of these live in battery cages. Over a billion pigs are reared for pork, bacon or ham. Many of them are kept in crowded or confined environments. This booklet describes intensive farming methods designed to produce meat, milk and eggs economically. It addresses the paradox that cheap food policies can be very costly to society as a whole, threatening rural employment, human health, the environment and animal welfare. It shows alternative systems, such as free-range and organic, which can maintain livelihoods for small farmers, be environmentally sustainable and meet more of the needs of farm animals. (Comparission in World Farming, 2002)

Many worldwide organisations defending and fighting for animal rights, such as World Animal Protection, Eurogroup for Animals or Farm Animal Rights Movement, draws attention on the consequences associated with animal transports. Farm animals are generally destined across a continent or an ocean.

Animals must be transported to the slaughterhouse before slaughtered. In the case of cows or steers, they are usually taken to a stockyard first, they are auctioned off there. Birds, pigs, sheep, or cows are crammed together on the trucks. Mammals must stand in a slurry of urine, feces and vomit, those who fall and can't get up may be trampled or suffocate. (Vegan Outreach, n.d.)

Referring to many companies focusing on animal rights protection and their researches, the facts are, that during these transports, many animals get injured, exhausted, dehydrated, starve, stressed, painful and diseased. Injuries are caused because of bumpy, hollowed roads and recklessness of carriers. In vehicles intended for transports, farm animals do not have enough space to lay down or turn – they have to balance on their legs during the whole transport. Bad road conditions leads to broken legs, wings, bruised legs and smashed heads, or grazes and serious exhaustion. The vehicles should be driven more carefully. Dehydration is common too. Shippers do not control the amount of water during the conveyance. In many cases, animals even do not have an access to the water during the way. This and poor truck sanitation leads to diseases. Recently, there are more and more tidings and photos, which are proofing, that animals in high pregnancy are transported too. These pregnant animals sometimes give birth in the course of the transport. This usually leads to their death, or to death of the new born animals. There are also known cases, when animal survived the accouchement, but had to be killed immediately after the arrival. The reason is, that transporters are neglectful and often disregards the laws governing the farm animal transports, what proved many animal rights organisation's researches. In the near future, transporters could start realizing these problems.

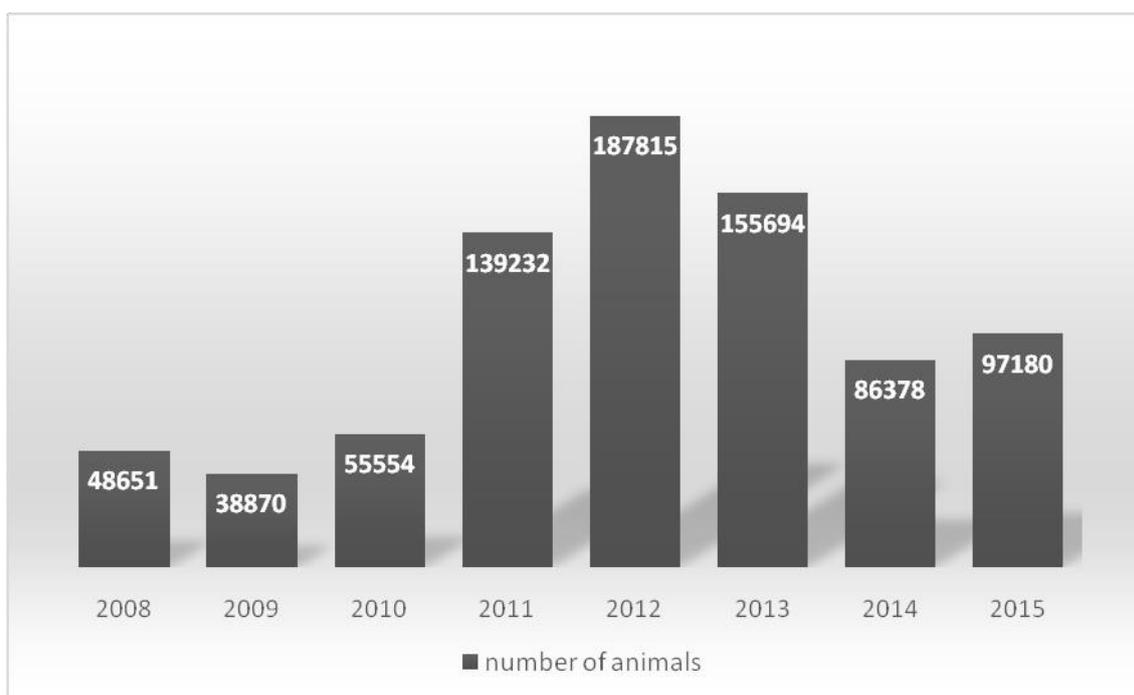


Figure 1. Animals exported from the U.S. excluding to Canada and Mexico. Adaptated from “During Transport“ by Animal Welfare Institute, n.d. Copyright 2016 by the Animal Welfare Institute, 900 Pennsylvania Ave., SE, Washington, DC 20003.

Year 2010 was a start of transporting the live animals from the U.S. to Turkey, Kazachstan and Russia to establish breeding herds. It is displayed on the graph, that numbers of transported animals grew, compared to years 2008 and 2009. Since 2010, the cattle transporting outside the U.S. was still growing. The exports increment was highest in 2012. This was also a year, when many of the transported animals from the U.S. died. In August 2012 more than 1,000 cattle died, during the voyage to Russia. Their death have been attributed to a breakdown in manure removal and ventilation systems. This caused, that the animals were suffocated on ammonia fumes. The 2013's proposed changes to the regulations were published in early 2015 and finalized the next year, 2016. They include fitness to travel criteria and a requirement that any deaths be reported within five days of the completion of an international journey. (Animal Welfare Institute, 2016)

Because the law is getting stricter, the improvement is expected in similar situations.

Every country have its own law governing the transports of livestock. We are introducing regulations of European union and United States of America.

European union have it's own regulation on the welfare of animals during the transports.

EU regulation on the welfare of animals in transport

When moving animals, you must transport them in a way that won't cause them injury or unnecessary suffering. European law that governs the welfare of animals during transport

applies to anyone who transports live, vertebrate animals in connection with ‘economic activity’ - ie a business or trade - including:

- Farmers,
- livestock and equine hauliers,
- commercial pet breeders,
- markets,
- slaughterhouses,
- assembly centres.

While the EU rules apply to all live, vertebrate animals transported for economic reasons, more stringent elements apply to the transport of farmed livestock.

Farmed livestock is made up of:

- cattle,
- pigs,
- sheep,
- goats,
- domestic equidae - ie horses, ponies, donkeys and mules,
- poultry - ie domestic fowl, ducks, geese, turkeys, guinea, fowl, quails, pheasants and partridges.

2.1.1 General good practice

To help ensure your animal movements are within the law, the following measures are recommended:

- plan journeys thoroughly and keep the duration to a minimum,
- ensure the animals are fit to travel and check them regularly,
- ensure vehicle loading and unloading facilities are constructed and maintained to avoid injury and suffering,
- ensure those handling animals are competent and don't use violence or any methods likely to cause fear, injury or suffering - see the page in this guide on training and competence certification for animal transporters,
- provide sufficient floor space and height allowance,
- provide water, feed and rest as needed.

For advice relating to maximum journey times, rest periods, space allowances etc, see the page in this guide on species-specific rules for welfare during transportation.

2.1.2 Fitness for travel

It is illegal to transport an animal that's considered unfit for travel. This includes:

- very young animals, eg calves less than ten days old, pigs less than three weeks and lambs less than one week,
- calves less than 14 days old, for journeys over eight hours,
- cervine animals in velvet, ie deer with newly growing antlers,
- puppies and kittens less than eight weeks old, unless accompanied by their mother,
- new-born mammals where the navel hasn't completely healed,
- heavily pregnant females - where more than 90 per cent of the expected gestation period has passed - unless they are being transported for veterinary treatment,
- females who have given birth during the previous seven days,
- sick or injured animals where moving them would cause additional suffering, unless instructed by a vet,
- shorn sheep during cold weather - particularly November to March - see the page in this guide on transporting animals in extreme temperatures.

2.1.3 Enforcement

Local authorities have primary responsibility for enforcing the rules to protect animals during transportation. Veterinary inspectors from the Animal Health and Veterinary Laboratories Agency (AHVLA) also have powers to ensure transporters are following the rules.

The Department for Environment, Food and Rural Affairs (Defra) collects information about any transporters caught breaking the law from local authorities, the AHVLA and authorities abroad. This information is used when deciding whether to grant, suspend or cancel transporter authorisation.“ (Department for Environment, Food & Rural Affairs, 2012)

The animal transports regulates the Federal law. The Federal law states as follows:

§ 80502. Transportation of animals

a) CONFINEMENT.

1. Except as provided in this section, a rail carrier, express carrier, or common carrier (except by air or water), a receiver, trustee, or lessee of one of those carriers, or an owner or master of a vessel transporting animals from a place in a State, the District of Columbia, or a territory or possession of the United States through or to a place in another State, the District of Columbia, or a territory or possession, may not confine animals in a vehicle or vessel for more than 28 consecutive hours without unloading the animals for feeding, water, and rest.

2. Sheep may be confined for an additional 8 consecutive hours without being unloaded when the 28-hour period of confinement ends at night. Animals may be confined for
 - (A) more than 28 hours when the animals cannot be unloaded because of accidental or unavoidable causes that could not have been anticipated or avoided when being careful; and
 - (B) 36 consecutive hours when the owner or person having custody of animals being transported requests, in writing and separate from a bill of lading or other rail form, that the 28-hour period be extended to 36 hours.
3. Time spent in loading and unloading animals is not included as part of a period of confinement under this subsection.

(b) UNLOADING, FEEDING, WATERING, AND REST.

Animals being transported shall be unloaded in a humane way into pens equipped for feeding, water, and rest for at least 5 consecutive hours. The owner or person having custody of the animals shall feed and water the animals. When the animals are not fed and watered by the owner or person having custody, the rail carrier, express carrier, or common carrier (except by air or water), the receiver, trustee, or lessee of one of those carriers, or the owner or master of a vessel transporting the animals:

1. shall feed and water the animals at the reasonable expense of the owner or person having custody, except that the owner or shipper may provide food;
2. has a lien on the animals for providing food, care, and custody that may be collected at the destination in the same way that a transportation charge is collected; and
3. is not liable for detaining the animals for a reasonable period to comply with subsection (a) of this section.

(c) NONAPPLICATION.

This section does not apply when animals are transported in a vehicle or vessel in which the animals have food, water, space, and an opportunity for rest.

(d) CIVIL PENALTY.

A rail carrier, express carrier, or common carrier (except by air or water), a receiver, trustee, or lessee of one of those carriers, or an owner or master of a vessel that knowingly and willfully violates this section is liable to the United States Government for a civil penalty of at least \$100 but not more than \$500 for each violation. On learning of a violation, the Attorney General shall bring a civil action to collect the penalty in the district court of the United States for the judicial district in which the violation occurred or the defendant resides or does business. (U.S. Code, 2006, p. 1199)

These laws themselves are still not sufficient. In addition, tradespeople (slaughterhouses, processors, reailers) are contravening the law, with the prospect for the highest and fastest gain. Many researches are pointing out, that the consciousness and education opportunity for the slaughterhouses owners, employees, butchers and retailers, in the transports issue, is very important and would improve the current situation. The improvement would supervene after peoples understanding and realizing, that animals are living and sentient beings too.

2.2 Importance of transports

The livestock is socially and politically very significant, although economically is not the major global player. This sector plays a significant role in the economic development of many countries and employs around 1.3 billion of people (this including breeders, transporters, slaughterhouse employees, reailers and others). Around the world, there are 60 billion animals reared for food each year. Most of them are transported for slaughter – around 1 billion animals per one week. They are transported for a long distances, within and between countries. The production of meat and other animal-based food items generates income, jobs, and foreign exchange for all stakeholders in the animal industries.

The livestock sector generates about 1.4 percent of the world's GDP. This sector is growing even faster than the GDP of agriculture. This sector's GDP accounts for a global average of 40 percent of agricultural GDP. It shows a strong tendency to increase towards the 50 to 60 percent range that is typical for most industrialized countries. It also provides primary inputs, such as milk and live animals, to the agricultural and food industry.

Livestock's long shadowbook also claims, that this sector is more important in terms of livelihood support, income and employment than its modest contribution to the overall economy would suggest. It provides livelihood support to an estimated 987 million poor people in rural areas, equivalent to 36 percent of the total number of poor, currently estimated at 2735 million people. As livestock rearing does not require formal education or large amounts of capital, and often no land ownership, it is often the only economic activity accessible to poor people in developing countries. (Livestock, Environment and Development Initiative, 2006)

The most frequently cited statistics is from research by Rich Pirog, the associate director of the Leopold Center for Sustainable Agriculture at Iowa State University. Statistics proves, that in the United States food travels 1,500 miles (more than 2413km) on average from farm to consumer. By contrast, locally sourced food traveled an average of just 44.6 miles (72 kilometers) in Iowa. (Pirog, 2001)

Temple Grandin (2013) from Department of Animal Sciences Colorado State University researched Economic Factors Which Can Bring About Improvements in Animal Welfare¹. He through, that Alliances Between Producers and Meat Companies are very important. In these systems, ranchers and farmers produce animals which must meet specific requirements for animal welfare, food safety, and other requirements. The rapidly growing markets in organic and natural meats have created alliance systems where standards can be enforced. Producers

¹ Author described 18 improving economic factors in his research. In my study, I included only few of them, which were the most utilitarian formy research.

are often eager to join these programs in order to get higher prices. Many of these programs emphasize local production of the meat, milk or eggs. He also said, that the programs that have been implemented by supermarkets and restaurants to inspect farms and slaughter facilities have resulted in great improvements in how animals are treated (Grandin, 2007).

2.3 Environmental impact

Three authors in their report declare, that the manufacturing of animal products for human consumption (meat and dairy products) or for other human needs (leather), leads inevitably to the production of waste.

Nature is able to cope with certain amounts of waste via a variety of natural cleaning mechanisms. However, if the concentration of waste products increases, nature's mechanisms become overburdened and pollution problems start to occur. Usually, small-scale home processing activities produce relatively small amounts of waste and waste water. Nature can cope with these. Yet as a consequence of the increasing emphasis on large scale production considerably greater amounts of waste will be produced and steps will have to be taken to keep this production at acceptable levels.

Also methods will have to be found or developed for a more efficient use of by-products and for improved treatment of waste products. Because large scale processes are not easy to survey, the checking of waste production is a problematic undertaking and special efforts are needed to find out where in the production process waste is produced.

An example that illustrates the relationship between the scale of production and the production of waste is that of the production of hard cheese. Before large scale production of cheese came into existence, whey was considered as a valuable by-product that could be used as animal feed. In the Netherlands, about 50 percent of all the milk produced is used for the production of cheese. The whey which is produced in the process could lead to enormous environmental problems partly because the costs of transport of this whey to the farm for use as animal feed is a costly affair.

Only after environmental considerations had become more important, efforts were made to solve this problem. Eventually this has resulted in the establishment of a production line of whey-powder which is now-a-days considered a valuable product.

The example also shows that the borderline between a waste product and a useful product is sometimes hard to draw.

Major attention is given to the impact on the environment of: (1) the slaughter processes at slaughterhouses; (2) the storage, preservation and processing of hides; and (3) the processing of milk, all at industrial levels. For the discussion concerning the waste production within each of these animal-product-processing industries, it is worth looking at operations that precede and follow the industrial waste producing processes.

* In slaughterhouses: the animals are reared, fattened and transported to the slaughterhouses. After processing, the meat is stored before it is transported to retail outlets. The “preceding” activities produce manure etc. while for storage and transport (follow activities) cooling facilities are needed. This puts a heavy claim on energy sources.

* In tanneries: hides produced at slaughterhouses must be stored. To prevent spoilage, they should be pickled and preservatives should be added. The methods used to process hides will to some extent determine the durability of the produced leather. The production of more durable leather leads to smaller quantities of leather waste. Chrome tanned leather and leather products contain about 2-3% of dry weight chromium. Worn out leather products, such as shoes and jackets, are frequently dumped at municipal dumping places.

* Before its collection and transportation to a processing plant, milk is produced and stored at the farm. This requires energy and leads to spoilage of milk and production of wastewater (tank cleaning). After the processing at the plants, dairy products are packed and stored and transported to retailers. At the end of its lifeline, packing material finishes in the form of solid waste. The repeated use of milk bottles produces waste water (after cleansing). At the site of the consumer, storage makes a demand on energy and incorrect storage or usage may lead to spilling. It has been estimated that 2-10% of all dairy products are wasted by the consumer as a result of spoilage.

In general terms, waste products may occur as waste water, solid material, volatile compounds or gasses that are discharged into the air.(Verheijen, Wiersema, &Hulshoff Pol (1996, Subchapter 1.2.)

3 Method

The article was based on researches of transport's impact on livestock's psyche, health, its risks and consequences of transnational shipping. There is not any previous author's research in the topic. In the research were collected many informations about transport's impact on economics, employment and profit. It was important to study a variety of researches, articles and opinions of many people dedicating this issue. Looking through a huge amount of articles and studies led to recognizing a wide range of views. One half of them were representing the animal rights, informing people about the wrong transporting conditions and defective laws. These researches introduced statistics proving an unacceptable treatment to animals and scofflaw. Informations stated in this research were acquired from many different sides. It is difficult to find accurate informations about transported animals. The most of the countries do not publish and share the data and exact numbers of imported or exported animals.

Thousands of animal rights activists and organizations around the world take actions in an effort to reach improvement, though relatively few are major players. Some research

informations were deriving from several widespread organisations dedicated to animal welfare and rights. These organisations acting also provided an inspiration for this research. Their brief characteristic and website references can be seen below:

Royal Society for the Prevention of Cruelty to Animals (RSPCA) - founded in 1824, the RSPCA works in England and Wales to prevent cruelty, promote kindness to and alleviate suffering of all animals. As the oldest animal charity in the world, it has over 80 animal shelters, centres and veterinary clinics, 330 inspectors that enforce the animal legislation. The RSPCA writes the standards for the only animal welfare assurance scheme in the UK, Freedom Food. Standards are now agreed for 11 species and are used in countries such as the USA, Argentina and Thailand as the basis for domestic standards for national assurance schemes. Freedom Food farms now have over 24% of all pigs in the UK, 35% of all laying hens and of 19% of ducks. (Food and Agriculture Organisation, 2013)

Cruelty Free International - Before known as the British Union for the Abolition of Vivisection (BUAV). CrueltyFree International (CFI) is a British organisation with international aspirations. Originally was founded over 100 years ago, when they campaign to ban all animal research. They have been behind a number of high profile laboratory infiltrations in the UK. They are currently focused on campaigns to ban the use of cats, dogs and primates in research, visible at <https://www.crueltyfreeinternational.org/>. (Speaking of Research, n.d.)

Compassion in World Farming - was founded over 40 years ago in 1967 by a British farmer, Peter Roberts. Roberts became horrified by the development of modern, intensive factory farming. Today Comparison in World farming campaigns peacefully to end all factory farming practices. Campaigns can be seen on their website, <https://www.ciwf.org.uk/>. (Food and Agriculture Organisation, 2013)

The Animal Transportation Association - The organization further encourages uniform and effective international regulations and humane handling of live animals. The Animal Air Transportation Association (ATA) was organized in 1976 in response to the concerns of industry leaders, government officials, and humane association representatives. In 1989, the name of ATA was changed to "The Animal Transportation Association" to emphasize that sea, air, and land transport are of equal importance in the safe and humane transport of animals.

The ATA's members comprise the entire spectrum of those concerned with the transportation of animals: Airlines, Truckers & Shipping Firms; Government Agencies throughout the

world; Universities & Research Organizations; Breeders; Importers/Exporters; Veterinarians; et. al. (The animal transportation association, n.d.)

The statistical data were originated from the Food and Agriculture Organisation of the United Nations (FAO) *Regional Statistical Yearbooks*, published in 2014 by Food and Agriculture Organization of the United Nations Regional Office. The FAO Statistical Yearbooks uses data from global statistical providers. The publications presents a visual synthesis of major trends and factors shaping the global food and agricultural landscape, and their interplay with broader environmental, social and economic dimensions. In doing so, it serves as a unique reference point of world food and agriculture for policy-makers, donor agencies, researchers, analysts and the general public. The statistics can be used for policy formulation, monitoring and evaluation in the region.

Livestock's Long Shadow - Environmental Issues and options book provided valuable informations and ideas for the research. Behind this document stands The Livestock, Environment and Development Initiative (LEAD) supported by FAO and other organisations, like World Bank, the European Union or development agencies. (The Livestock, Environment and Development Initiative, 2006)

Table 1. Total meat production in 2011

Region	North and central America	Africa	Europe and central Asia	Latin America and the Caribbean	Near East
Meat production*	54 312	12271	63842	47166	9809

Note*. Data stated in thousand tonnes. Adapted from *Tables*(p. 117), In FAO Statistical Yearbook 2014. Latin America and the Caribbean Food and Agriculture, 2014, Santiago.

In 2011, Europe and central Asia region was the biggest meat producer (Table 1).

4 Results

When different studies were researched and compared, analysisation showed that all of the surveys were quite simmilar. The studies focused on one view – animal rights and negative impact of livestock's welfare. Difference was in the researched area. All of them were concentrated on the impact in different areas - environment, welfare's live conditions, economics.

4.1 Result 1

The common result is that number of farmed animals and meat production is enormous (table 2) and the transports have many deficiencies.

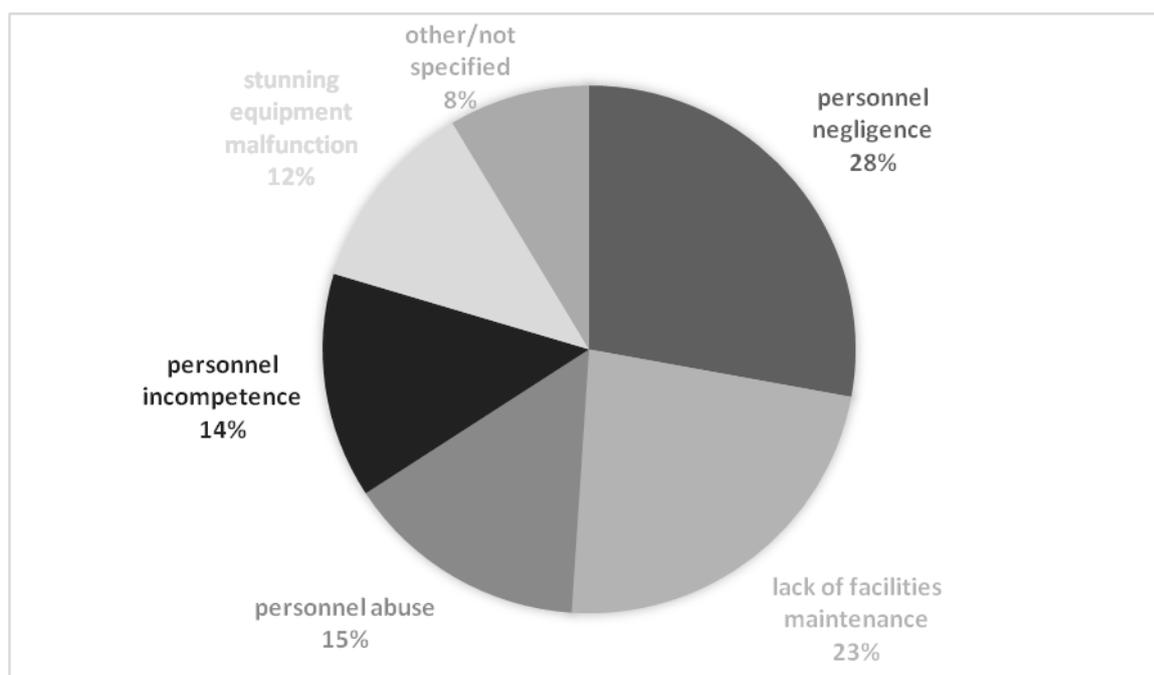
Table number of animals in the		Species	Million animals	Approximate farmed world
2.	Red meat species	Cattle	1,371	
		Sheep	1,024	
		Pigs	956	
		Goats	768	
		Buffaloes	171	
		Camels	19	
		Deer	5	
	Equines	Horses	55	
		Asses	40	
		Mules	13	
	White meat species	Chickens	16,650	
		Ducks	1,086	
		Turkeys	274	

Adaptated from: “Animal welfare and the meat market“by N. G. Gregory, 2007, *Animal welfare and meat production*, p. 2. Copyright 2007, by the N. G. Gregory

4.2 Result 2

The most common and serious deficiency is the personnel negligence. People failure to render animals insensible to pain prior to slaughter (Figure 2). The fact is, that livestock is transported and bred in unsuitable conditions.

Figure 2. Federal violations by cause (October 1, 2001 to March 31, 2001). Adapted from: “Noncompliance records“ by Dena Jones, 2008, *Crimes Without Consequences: The Enforcement of Human Slaughter Laws in the United States*, p. 48. Copyright 2008 by the Animal Welfare Institute



5 Conclusion

The research proved that livestock transportation have many weaknesses. The transports threatens animal's live and health. Researches and tables prove, that number of transported livestock is raising. It also have negative impact on environment.

This reseach have an influence on society and organisations. They can use it as an course to inform people about actual situation and problems. For organisations engaged in the animal protection and welfare, it is an another source for proving insufficiencies.

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Appendices: Chicken transportation



[Untitled illustration of transportation]. Retrieved Dec. 20, 2016 from <http://www.peta.org/issues/animals-used-for-food/photos-7/>.

In the image can be seen the cruel chicken transport. Birds are thronged in small cages, without water, food and movement opportunity.

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