



NZLTA

NZ LIVESTOCK TRANSPORT ASSURANCE

JUNE 2013

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1. Introduction

This programme is based upon existing minimum standards as currently accepted within the meat and transport industries. Livestock transportation is a critical part of any integrated supply chain and the assurances supporting such a system must be robust, innovative and engender the trust of customers and consumers.

Transportation of livestock from source to slaughter premises is a key part of the supply chain and the programme member companies must use approved carriers when transporting all classes of livestock.

The operating procedures in this programme describe the minimum requirements to achieve NZ Livestock Transport Assured status for the carriage of animals to programme member premises.

Goals

The programme aims to:

- ensure all livestock are transported in a safe and efficient manner meeting the minimum requirements of the Transport within New Zealand Code of Welfare 2011.

Scope

The NZ Livestock Transport Assurance (NZLTA) programme covers cattle, sheep, lambs, goats and calves.

The programme scope covers the following sections and elements:

- Transport operator audits will be performed by third party auditors who will maintain a central audit database. Elements to be audited include driver registers, records (departure times, driver stops, transport issues, R&M), facilities and vehicle inspections (hygiene, repairs and maintenance). Farmer/owner carriers will be audited in conjunction with third party on-farm audits. The objective of this audit is to ensure that the owner drivers have completed the driver training section (three-page document/form) ensuring that their truck/trailers meet the Animal Welfare (Transport within New Zealand) Code of Welfare 2011 minimum requirements.

- Random audit of transport operator depots will be based upon auditing a random selection of all company depots (approximately 30 per annum).
- Driver accreditations – AsureQuality will maintain a central register. It will provide a driver training and accreditation process and implement random checks at processing plants by AsureQuality staff checking driver credentials – documentation (ASDs, fitness declaration, stop records).
- Crate and animal welfare checks – random checks will be implemented at the processing facility in conjunction with driver accreditations. A central register of issues linked with truck and trailer licence numbers will be maintained. Driver animal welfare skills, truck repairs and maintenance will be checked.

Members

The list of current NZLTA members is published on www.nzlta.co.nz

Animal Welfare – Five Freedoms

NZ Livestock Transport Assurance programme encompasses the following:

1. Freedom from thirst, hunger and malnutrition
 2. The provision of appropriate comfort and shelter
 3. The prevention, or rapid diagnosis and treatment, of injury, disease or infestation with parasites
 4. Freedom from distress
 5. The opportunity to display normal patterns of behaviour
-

Definitions

Transport Programme members:

- Processors
- Transport Service Licence holders (TSL holders also known as transport operators) and farmer-owned and operated trucks
- AsureQuality
- Road Transport Forum New Zealand (RTFNZ)

The words 'shall', 'must' and 'should' have specific meanings:

- shall – requirement and obligations under NZ statutes
- must – obligation arising from customer requirements
- should – practice which is recommended as a means of complying with statutory or programme requirements.

References

- NAWAC Code of Minimum Standards for Welfare of Animals Transported within New Zealand and amendments (<http://www.biosecurity.govt.nz/animal-welfare/codes/transport-within-nz>).
- Industry Code of Practice for the Minimisation of Stock Effluent Spillage from Stock Trucks on the Road.
- New Zealand 5413 – Code of Practice for the Manufacture and use of Stock Crates on Heavy Vehicles.
- Animal Welfare (Transport within New Zealand) Code of Welfare 2011 – 15/09/2011
- RTFNZ Stock Crate Code
- RTFNZ Electric Prodder Guidelines.

2. Truck & Livestock Crate

To participate, transport companies must be audited and approved under the NZ Livestock Transport Assurance programme.

2.1 Truck

Programme Requirement

- The transport operator must ensure all units used for the transport of stock are maintained in a road worthy condition and meet all legislative requirements.
- The truck must carry functional communication equipment to enable communication between the driver, transport company office and the programme member's company offices.

Recommendation

- Farm GPS location or farm location maps are recommended

2.2 Crate Design and Certification

Programme Requirement

- Stock must be able to display a normal pattern of behaviour and posture. The height of the deck must allow sufficient room for all livestock to have freedom of head movement and be able to stand without being in contact with the roof above them so they do not injure their head or back.
- Crates must be maintained, designed and manufactured in accordance with New Zealand Standard 5413.

Recommendation

- All crates should have been certified and audited at least once to the Road Transport Forum Stock Crate Code for Livestock Transport or other certification checks as approved by the NZLTA Programme Management Committee. Evidence of certification should be available with the truck.

2.3 Flooring and Internal Loading Ramps

Programme requirement

- Livestock must be able to be loaded and unloaded safely, without risk of injury.
- The floor which livestock stand on must be even and non-slippery to ensure secure footing, safety and freedom from injury.
- Surfaces must be free draining and made of such material so as to enable livestock to maintain their footing.
- There must be no gaps in which animals may trap or injure their legs.

Recommendation

- Ideal flooring to meet the above requirements is steel or alloy mesh with a maximum aperture of 19mm x 19mm.

2.4 Protrusions

Programme Requirement

- Crates must not have protrusions, sharp or broken edges which could cause injury or bruising.
- Any broken hinges, rails, flaps or floor gratings must be repaired before loading livestock for transportation.

2.5 Repairs and Maintenance

Programme Requirement

- Any damage to a stock crate that may impact on animal welfare and/or safety must be repaired or replaced before any livestock are loaded.
- Stock crate checks will be performed at the NZLTA programme member processing facilities.

2.6 Ventilation

Programme Requirement

- Animals shall have enough room overhead to give them sufficient air when the vehicle is not moving.
- There must be adequate ventilation allowing unrestricted movement of unpolluted air for all livestock to ensure they are not heat stressed.

Recommendation

- It is preferable that there be a continuous opening on the external walls or roof of each pen, or in the case of fibreglass crates, a double row of portals of at least 100mm width.

2.7 Crate Roof or Covers

Programme Requirement

- Within six months of the implementation of this programme, all crates less than 5 years old must have covers fitted and be used in appropriate circumstances.
- The cover must be constructed and secured in such a way that it cannot dislodge, flap or create excessive noise during transportation.

2.8 Crate Hygiene and Cleaning

Programme Requirement

- All crates used for the transportation of livestock as part of this programme must be washed out on a regular basis.
- When diseased stock (including TB reactors) have been transported, all crates must be washed out before any other animals are loaded.

Recommendation

- When the species being transported has changed, where possible the crate is to be washed out before other animals can be loaded.

2.9 Effluent Disposal

Programme Requirement

- Effluent tanks shall be fitted and used.

Recommendation

- Effluent disposal facilities should be used where available at premises and on main highways.

3. Transport Operator, Truck Driving & Animal Welfare

Transport Operators joining the NZLTA Programme must complete an Application Form along with a current Driver Register that will include:

- Driver Forename and Surname
- Colour Photocopy or Image of Driver's Licence
- Training Record including when and with whom.

A central register of truck driver accreditation will be maintained by the NZLTA programme with web access provided to programme members and transport operators.

3.1 Training and Qualifications

Programme Requirement

- NZLTA accredited transport operators must ensure that all drivers have a sound knowledge of the industry and the Animal Welfare (Transport within New Zealand) Code of Welfare 2011
- Transport operators have the responsibility to ensure that all drivers have completed a NZLTA Animal Welfare training record or evidence of recognised driver training.
- A register of all trained drivers must accompany the NZLTA Application Form and is to be sent to AsureQuality (this can be emailed using your own spreadsheets/files). A colour photocopy of each driver's licence is to be included.
- Drivers who have already completed training by an approved NZLTA programme or Unit Standards offered by NZ Road Transport Association are not required to complete the training record but must be NZLTA registered.
- All drivers must hold a current driver's licence relevant to the vehicle they are driving.
- All drivers delivering stock to a NZLTA member's premises must be able to produce their NZ Drivers Licence.

Process

1. The transport company must arrange an appointment with an NZLTA Recognised Trainer (refer list on www.nzlta.co.nz or www.rtfnz.co.nz or can be requested by email – nzta@asurequality.com).
2. The driver to complete the driver animal welfare training record under the supervision of the recognised trainer.
3. A colour copy of the Drivers Licence must accompany the training record.

Transport companies are responsible for notifying AsureQuality of any new drivers to the programme delivering livestock to NZLTA meat company sites (refer site list on website below). This can be achieved by emailing a Driver Registration Form to [AsureQuality nzta@asurequality.com](mailto:nzta@asurequality.com)

3.2 Journey Checks – Distressed and Injured Animals

The driver is responsible for the safety and welfare of livestock during transport.

Programme Requirement

- Drivers must stop and assist distressed and injured animals immediately they become aware of any problem affecting the welfare of the animals being transported. If the driver is not able to assist the animals adequately then immediate aid must be sought.
- Departure times must be recorded on the transport docket (or similar) that goes with the stock to the premises.

Recommendations

- The driver should make regular stops during the journey to check the condition and welfare of livestock.
- The first check should take place within 30 minutes of departure and subsequently at least two hourly throughout the duration of the journey as recommended by the NAWAC Code of Welfare No15.
- Times and places of these checks should be recorded.

4. Livestock Transportation

4.1 Ear Tags

Programme Requirement

- All cattle and deer must have an official NAIT ear tag attached before they can be transported.
- All HGP and/or TB movement control cattle must be identified with an official tag and kept separate from non HGP treated and/or TB movement control animals during transportation and arrival at the premises.
- All HGP and/or TB movement control cattle must be noted on the accompanying ASD.

4.2 Right of Refusal

Programme Requirement

A driver has the right and must refuse to load livestock where:

- the animals are injured, weak or likely to give birth
- unsafe or inadequate loading facilities create the risk of injury to livestock or the driver
- livestock are less than 14 days old with the exception of bobby calves which must be at least 4 days old
- an animal cannot bear weight on all four legs or is displaying signs of disease or illness that could cause undue suffering if transported. Exceptions can be made if a Fitness of Livestock for Transport Veterinary Declaration is obtained before loading.

A farmer must ensure that sheep or cattle are not transported where the animals have been dehorned within the past three weeks.

4.3 Livestock Class and Loading Densities

Loading densities must be determined by the need to minimise stress/injury and must take account of animal size, weight, prevailing climatic conditions and the distance being travelled.

Programme Requirement

- Loading densities in the Code of Recommendations and Minimum Standards for Livestock Transported within New Zealand 2011 must be used as a guideline. Crate specific loading details must be held in the trucks.
- Different classes and ages of livestock must not be mixed.
- Organic stock must be kept separate.
- Horned stock must be penned separately.
- Class of livestock must be appropriately matched to crate height. Livestock must be able to stand naturally and maintain normal posture. The overall condition of livestock must be considered when matching them to crate dimensions.

Recommendation

- Different genders of the same species should be penned separately.

LOADING DENSITY GUIDELINE

SHEEP : Based on animals carrying 25mm of wool

Average Live Weight (kg)	Minimum Space Allowance (m ² /head)	Maximum Loading Density (Head/m ²)
20	0.14	7.14
30	0.17	5.88
40	0.21	4.76
50	0.26	3.85
60	0.31	3.23

LOADING DENSITY GUIDELINE

CATTLE

Class	Average Liveweight (kg)	Minimum Space Allowance (m ² /head)	Maximum Loading Density (Head/m ²)
Bobby Calves	30	0.16	6.25
	50	0.21	4.76
	70	0.26	3.85
	90	0.30	3.33
Young Cattle	100	0.36	2.78
	150	0.50	2.00
	200	0.62	1.61
Adult Cattle	300	0.86	1.16
	400	1.06	0.94
	500	1.27	0.79
	>600	1.50	0.67

4.4 Loading

The farmer is responsible for ensuring that animals are held off feed for a minimum of six hours prior to loading to allow emptying. This will help minimise any potential risk of contamination, animal welfare issues and excessive build-up of effluent on trucks. Only fit animals can be presented for transport.

In relation to bobby calves they shall be fed at least half of their daily ration of colostrum or milk not more than two hours before transport (www.biosecurity.govt.nz/files/regs/animal-welfare/pubs/calves-trans-welfare-guide.pdf)

Programme Requirement

- Livestock shall be handled with care and in a manner that ensures safety and minimises stress. The driver shall ensure that there is no gap between the loading ramp and the truck, which could trap legs and injure the animal.
- The farmer, or an authorised representative, should be present at all times during loading.

- An effective goad (*refer RTFNZ Electric Prodder Guidelines*) must be available to the driver or person loading cattle. Goads must only be used sparingly, used only on the hindquarters and only if the animal can move forward. Goads must never be used around the head or genital areas under any circumstances.
- **Electric goads (battery operated) must never be used on lambs or bobby calves.**
- Excessive use of stock whips, canes, plastic or similar items, is neither permitted nor acceptable as a means of encouraging stock to move.
- The driver must record the time of loading on supplied documentation.
- Pigs are not permitted to be transported with cattle or sheep.

4.5 Time in Transit

Programme Requirement

- Pick up and delivery times of all livestock transported to a NZLTA programme member company must be recorded.
- All livestock shall meet the requirements of the current NAWAC Code of Minimum Standards for the Welfare of Animals Transported within New Zealand 2011.
- Individual Meat companies may require reduced transit times to meet specific market/customer requirements. (i.e farm assured lamb must not have a transit time of greater than 8 hours). Where this is expected to occur, there must be clear communication between the member company's processing facilities and the transport operators involved.
- The transporting of calves must not be undertaken if the first calf collected will take more than 12 hours to reach the final destination.

4.6 Transfer of Livestock

Programme Requirement

- The greatest care must be taken when transferring animals from trucks to trailers or to and from other trucks during transit.
- All gaps must be eliminated so that animals do not become jammed or injured.
- Animals loaded into yards prior to transport must have access to water.
- Animals left in stockyards must not be denied food for any period longer than 24 hours.

4.7 Unloading

On arrival at the member company's processing facilities, all drivers will report to the supervising yard staff before unloading livestock.

Programme Requirement

- Unless prior arrangements have been made, a stockyard staff member must be present during the off-loading of livestock.
- All documentation must be completed and provided to the stockyard staff member on arrival – refer 'Documentation' section.
- An effective goad must be available to the driver or person unloading cattle. Goads must only be used sparingly, used only on the hindquarters and only if the animal can move forward. Goads must never be used around the head or genital areas under any circumstances (*refer RTFNZ Electric Prodder Guidelines*).
- **Electric goads (battery operated) must never be used on lambs or bobby calves.**
- Where dogs are permitted on member company premises, dogs being carried on transporters must be kept muzzled and under control at all times.
- Where dogs are not permitted on a member companies' processing sites, they must remain housed in an approved dog box on the truck or left in dog motels at the entrance to the premises.
- When unloading on a member companies' premises any accompanying person with "no business" must remain in the cab.
- All drivers must observe all health and safety requirements on member companies' processing facilities as displayed.
- All drivers must observe all health and safety requirements on member companies' premises.

Recommendation

- Stock should arrive at a time agreed between the member company and the transport operator.

4.8 Organic Stock

Programme Requirement

- All livestock crates must be thoroughly washed out before any organic stock are loaded. Washing details must be recorded on the consignment note.
- Organic stock must be kept separate from other livestock during transportation, unloading and in the yards.
- Organic stock must be loaded above any other livestock at all times during transport.
- Organic stock must be appropriately identified as per accompanying documentation.

5. Documentation

All relevant documentation shall be made available on arrival at NZLTA member premises.

Programme Requirement

- The driver shall ensure all relevant farm documentation required to be carried in transit, is obtained at the time of loading and that it is in the necessary order.
- The documents listed below must be provided at the time of delivery:
 - Animal Status Declaration (ASD), with correct tallies, time of loading and time of unloading where required
 - Transport consignment note where appropriate
 - Livestock purchase advice or truck dockets with tallies for each delivery
 - Any relevant veterinary declarations
 - Any relevant 'Permit to Move' animals from restricted areas
- The driver must record the "Pick-Up" on either the ASD or the trucking docket.
- Information on all documentation must be legible and accurate.
- The driver must know or carry their NZLTA Driver Code or other recognised identification such as their driver's licence.

Recommendation

- The driver must maintain records of all check stops – times and places – and any animal welfare issues which have arisen during transport.

6. Quality System

The transport operator must have documented procedures in place to ensure that the requirements of this programme are met.

Programme Requirement

- Transport companies and owner carriers must be able to demonstrate compliance with the NZLTA programme criteria outlined in this manual and the Animal Welfare (Transport within New Zealand) Code of Welfare 2011.
- Training records must be held for each driver who drives stock transport vehicles to NZ Livestock Transport Programme members' company premises.
- Records of stock transport work for member companies must be well maintained, up to date and held for audit purposes for at least 24 months.
- A record shall be kept of all stock crate identification/ serial numbers.

7. Driver Support

Programme Requirement

- The transport company and the NZLTA member companies will support driver decisions made with respect to:
 - Livestock pick-up and loading
 - Refusal to carry livestock due to the animals not meeting the requirements of this programme
 - Transport routes and stops en route where the decisions are in support of the quality and animal welfare criteria and the intent of this programme
- Drivers must be familiar with procedures to be undertaken in the event of an incident that will impact on the safety and/or welfare of the livestock being transported.

8. Transport Scheduling & Communication

Good communication is essential between the transport dispatchers, drivers, company livestock representatives and livestock logistics at all times to ensure good forward planning and good customer relations.

Programme Requirement

- A minimum of 24 hours' notice of livestock pick-ups must be given to the producer/farmer by the transport companies. This is dependant on sufficient notice being provided to the transport company.
- Livestock representatives will provide sufficient notice to processors' livestock logistics co-ordinators to facilitate (preferably 48 hours). Exceptions can be made with special approval by the relevant member company staff members.
- The transport operator must ensure reliability in delivering livestock where pick-up and delivery times have been agreed.
- Routes must be optimised to take account of load densities and transit times to minimise stress to livestock and to maintain product quality.

Recommendations

- Transport operators and drivers must communicate with member company staff in the event of any unscheduled delays with deliveries of livestock. Unforeseen or unscheduled delays must be documented.
- At the time of departure the driver shall communicate to the member company an estimated time of arrival at the premises. Any changes in excess of one hour either side of the estimated time must immediately be communicated to the member company by the driver.

9. NZLTA – Audit Programmes

9.1 Transport Operator Audit

An initial transport company audit will be conducted within the first 12 months of the programme implementation by an AsureQuality auditor at the main company office. Companies that are already accredited to a programme recognised by the auditing body may not require an additional audit. A random check of one transport company depot every 18 months is also required. Farmer/owner carriers will be audited during their scheduled farm assurance programme audit.

Audit Requirements

- Quality system – transport records/companies.
- Driver Register – including new drivers and owner drivers.
- Driver awareness training – records shall be available matching the NZLTA Driver Register. Transport companies will be able to check NZLTA central Driver Register and note existing driver accreditation.
- Driver journey records – departure times, driver stop records, issues in transit, corrective actions.
- Programme issues/checks – raise non compliances identified during plant truck and trailer maintenance checks.
- Crate register.
- Vehicle/crate inspections.

9.2 Truck Driver Accreditation Checks

These checks are to be carried out by AsureQuality staff on a random stratified basis based upon livestock classes and transport companies used by the member companies.

Check Requirements

- Documentation – drivers card/licence, ASD, stock advice, transport declaration, vet certificates, journey records (stock checks/issues/delays)
- Driver awareness – animal welfare, stock handling, communication, stockyard representatives.

9.3 Crate and Animal Welfare Check

These checks are to be carried out by AsureQuality staff in conjunction with the truck driver accreditation checks.

Check Requirements

- Livestock class and density – separation (horns/organic/class), densities.
- Stock crate check – serial numbers, hygiene, repairs and maintenance.
- Truck and trailer – roadworthiness, effluent capture and disposal.

Appendix 1: Audit Process

Transport Depots	Driver Accreditation	Crate and Animal Welfare Check
<p>Audit Process</p> <ul style="list-style-type: none"> Participant companies supply their transport company list to AsureQuality Companies supply New Transport Company application forms to AsureQuality AsureQuality collates the lists and develops an audit schedule based on a 18-month audit cycle AsureQuality contacts transport company and arranges audit Farmer/owner carriers audited during scheduled farm assurance audit. AsureQuality conducts audit Audit record entered into the NZLTA database with web access available 	<p>Random Check On Plant</p> <ul style="list-style-type: none"> Participant transport operator supplies accredited driver lists to AsureQuality Lists stored and maintained centrally Schedule structure based on stratified statistical process control across all participant sites Checks completed by AsureQuality on site staff Records stored in the NZLTA database and will be available to transport companies Driver status can be queried – phone or internet 	<p>Random Check On Plant</p> <ul style="list-style-type: none"> Schedule structure based on statistical process control across all participant sites Checks completed by AsureQuality on site staff Records stored in the NZLTA database Register of crate issues kept centrally. Use crate certification number, licence plate numbers Records accessible by participant companies through the NZLTA website <p>Stock crate certification is not part of the programme.</p>

Corrective Action Required (CAR) Process

AsureQuality to manage CAR process

Audit Result Structure

- Blue – requirements met/accredited
- Green – Minor CAR, requirements met/accredited. Check at next audit
- Amber – Major CAR, requirements met/accredited. Check in 10 days
- Red – Critical CAR, requirements not met/not accredited. Immediate corrective action required

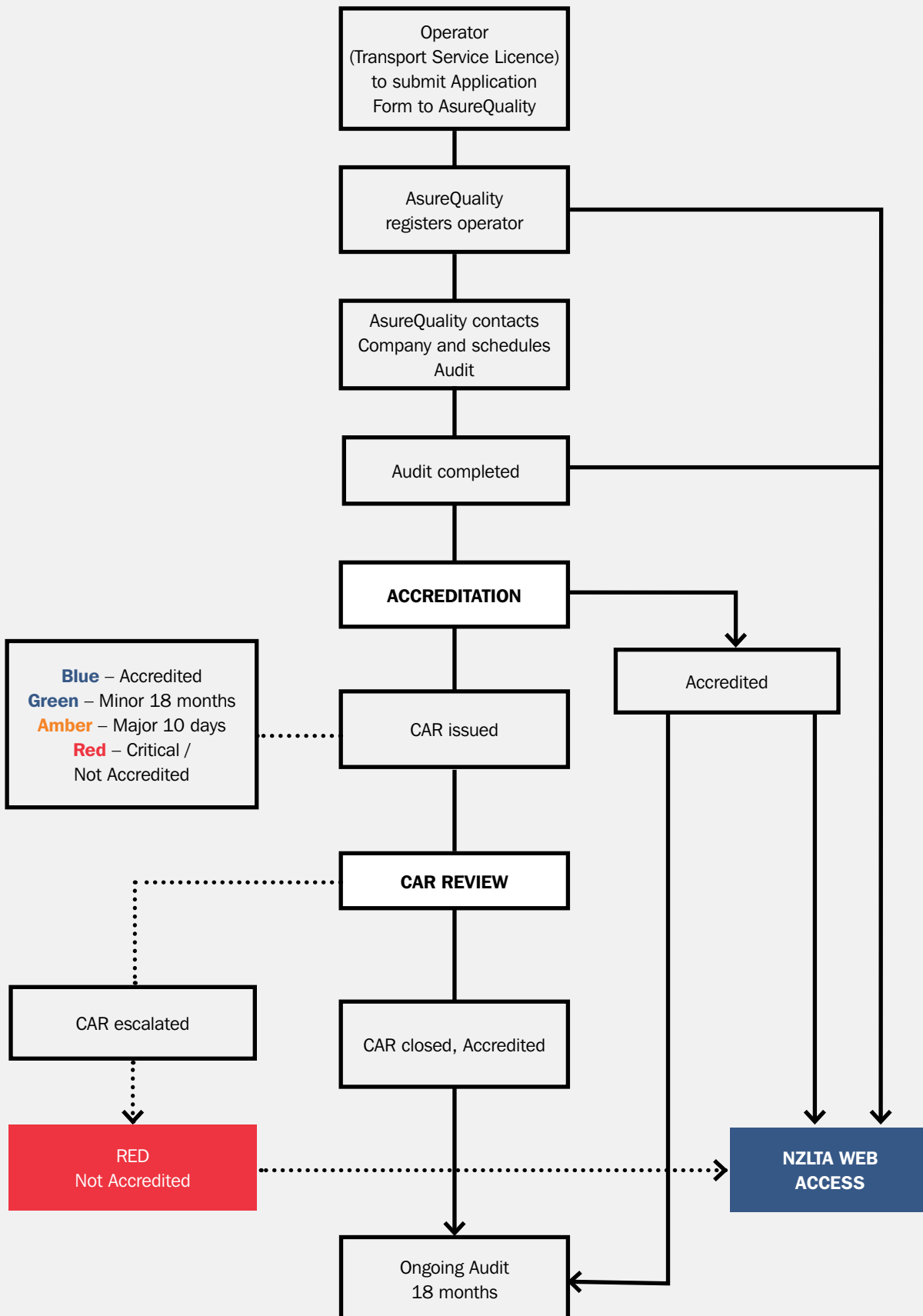
CAR Structure

- 1 point for Minor (if not closed out by the due date, becomes a Major CAR)
- 4 points for Major (if not closed out by due date becomes a Critical CAR)
- 10 points Critical

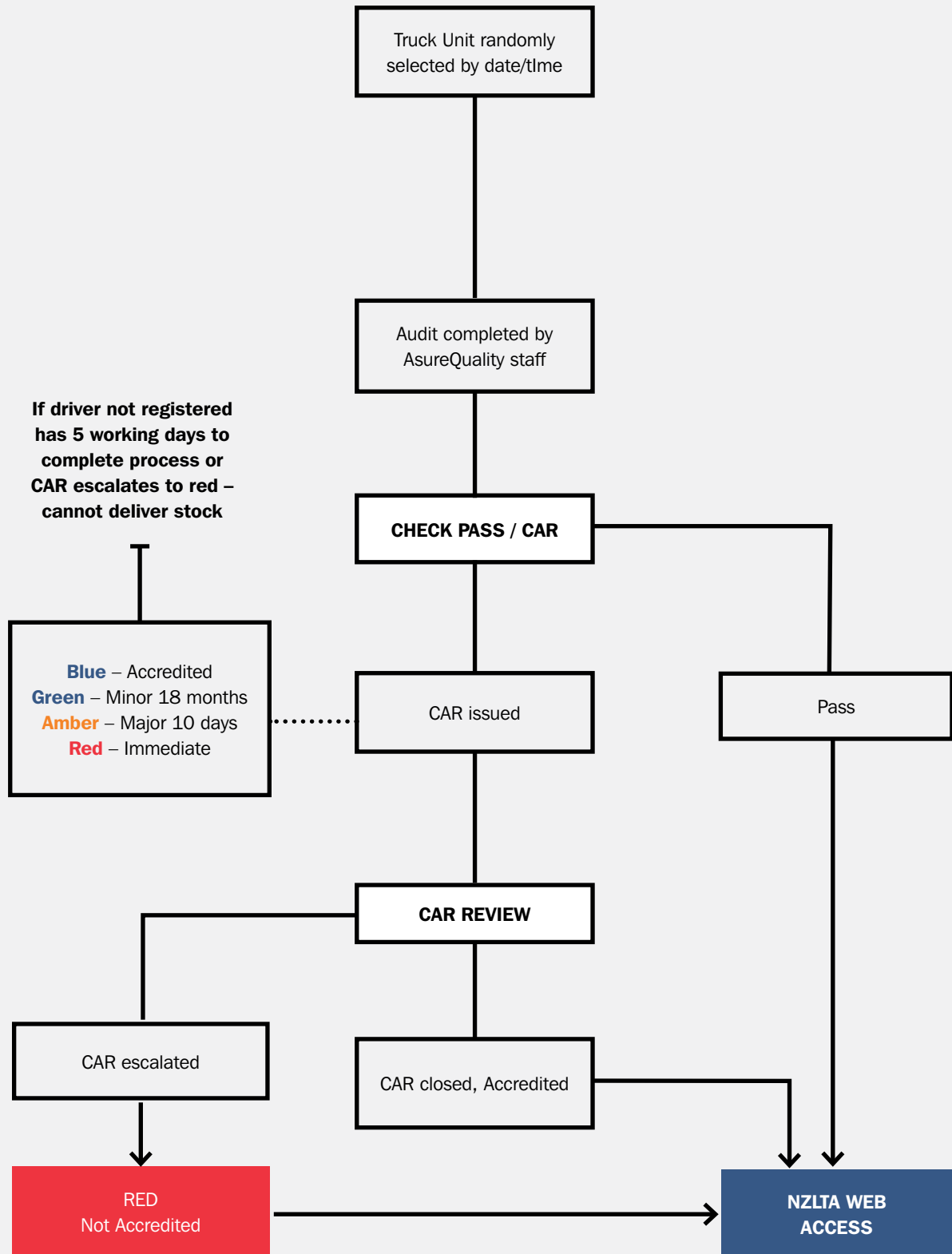
CAR Process

- No driver credentials = Major CAR – 10 working day target date, if not met move to Critical CAR for transport company
- If more than 3 Major CARs, company becomes Critical Not Accredited until the CAR is closed
- 10 or more points is 'fail' for that truck/trailer and crate and stock cannot be delivered to NZLTA member sites until all faults have been rectified

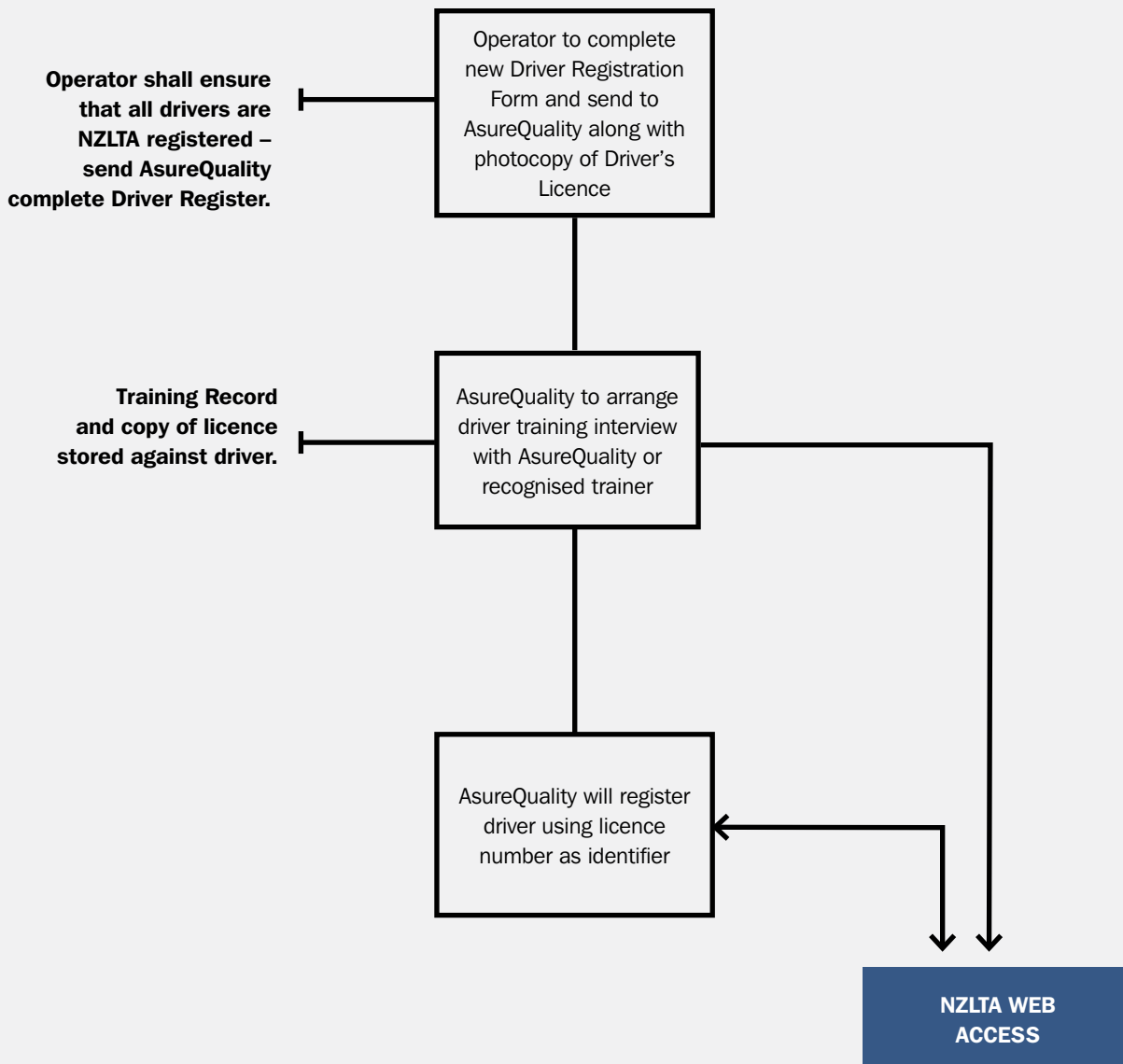
Appendix 2: Transport Operator – Audit Flow Chart



Appendix 3: Truck Unit & Driver Check Flow Chart

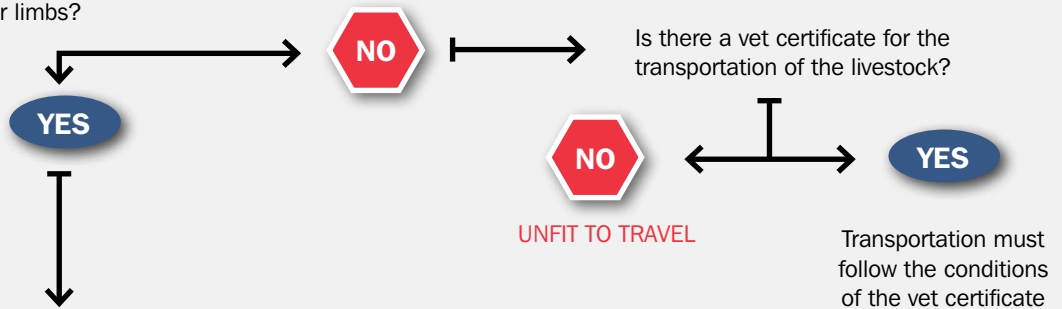


Appendix 4: Driver Accreditation Flow Chart

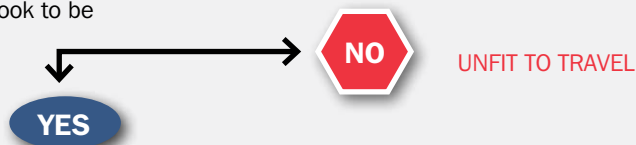


Appendix 5: Animals Fit for Transport

Can all animals bear weight on all four limbs?



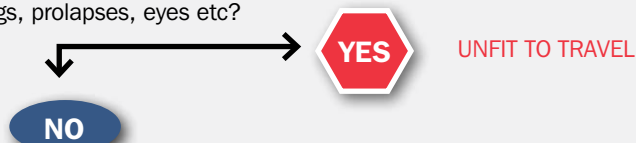
Do the animals look to be in good health?



Are their eyes and body condition normal in appearance?



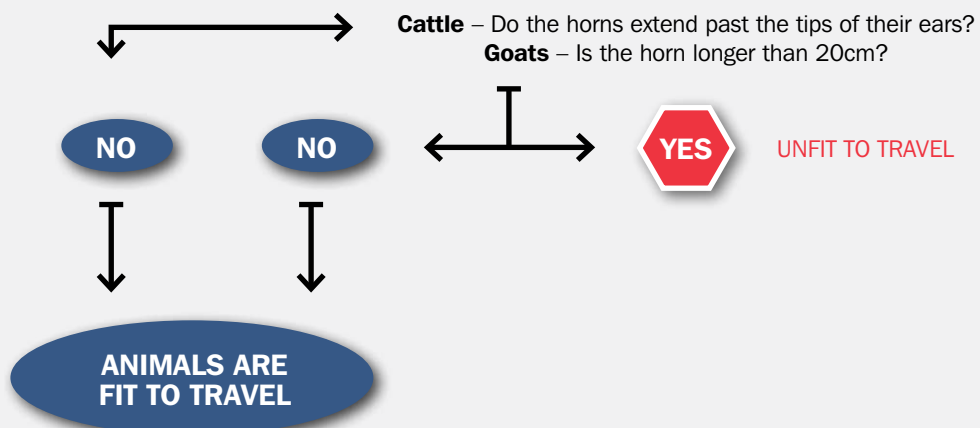
Are there any internal organs outside the body e.g. bearings, prolapses, eyes etc?



Can all animals stand in a natural posture within the crate without touching the roof or crate structures?



Does any animal have horns?



Appendix 6: Bobby Calf Transport

Has the animal been fed within the last two hours?
(Belly is not concaved)



Is the calf healthy?
(No scours, deformity, injury, blindness or disability)



Are the eyes bright?



Can the calf bear weight on all four limbs?



Is it slow or unsteady with movement?



Can the calf rise from a lying position and move freely?

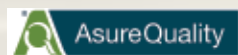


Are the hooves firm and worn flat?



Is the navel dry and withered?





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