

Transportation and Liberation Policy and Procedures for ECLDRC

Draft 2 - 26/3/21

The aim of this Policy is to provide our Pigeons with the best opportunity possible to return home in good condition.

Fanciers Commitment

As part of this policy, all ECLDRC Members and Fanciers are asked to make the following commitment to their own Racing Pigeons:

- “I will only send **FIT, HEALTHY, WELL EDUCATED** birds to be basketed for any race. If there is any doubt about the health or fitness of one of my birds, I will leave it home, to recover and be raced another day.”
- “**I will not communicate via any means, with the Drivers/Liberator, or any member of the liberation committee, to seek information and or offer advice or suggestions**”.
- “**I will treat the members of the Liberation Committee with respect**’.
- “Any issues or concerns that may eventuate will be made in writing and sent to the Secretary for inclusion at the next meeting in compliance with the club’s constitution”.

Liberation Committee and Driver/Liberators Commitment.

The liberation committee will be comprised of 3 members 1 from the following sections, south, north, and central. The Liberator will be appointed once we have decided what transporter will be used. (EG. NCF, SCF, CCF, Vince Pedavoli trucks)

Each Member of the Liberation Committee makes the following commitment to the members of the ECLDRC and our pigeons:

- By nominating for a position on the liberation committee, I confirm that I am computer literate and have the knowledge to read, interpret and understand the BOM website and forecasts. I have the competence to rationally examine the information available and make an informed decision in consultation with the other members of the committee to ensure that the birds are liberated in favourable conditions.
- “We will investigate as far as possible the forecast weather conditions for the full distance to be covered by the race birds and then **make an informed decision aimed at maximising returns.**”
- “**We the Liberation Committee will work independently and as a team** to monitor the BOM forecast daily and provide a report to the Secretary if there are concerns or issue identified that may delay or postpone the liberation”.

- “We the Liberation Committee will hold a daily phone hook-up and include the liberator in such discussions once the truck arrives at the liberation point”.
- “Based on the outcome of such discussions we will provide a report to the Secretary which will be posted on the Clubs Website”.
- **“We will report any communication that is received from others, not associated with the liberation committee offering suggestions or advice to the Secretary without delay”.**

The BASIC AIMS of this Policy are:

1. To **minimise stress** on our race birds during transportation.
2. To ensure that the birds are **adequately feed and water** on route and at the liberation point, to ensure that birds are maintained in good health and are race ready.
3. To ensure they get **ample rest** before liberation.
4. To ensure they are **released in assist winds and favourable conditions**.

TRANSPORTATION POLICY

1. A transport plan will be prepared for each race. The plan will identify the route to be followed. It is intended that there will be 2 drivers to ensure that we can achieve efficient and timely transport, as well as demonstrating compliance with the Transport for NSW “Safe Driving and Fatigue Management requirements”.
2. This plan will identify the drivers start time and location, ETA for each pick up at the basket centres. The plan will identify each rest point, and estimated distance and travel time from each rest location, progressively for the entire journey.
3. The Treasure will arrange for accommodation at the location as identified on the plan.
4. The Driver/Liberator is required to report daily via text, directly to the Secretary on progress. The report will identify any delays or issues encountered and included a revise ETA to the liberation point if required.
5. The daily report will include feed and water times and condition of the birds. The Driver Liberator will take photos and or a video of the birds feeding and a photo of the Truck at each rest point and at the liberation site.
6. Any issues regarding, delays, breakdowns or issues with the birds must be communicated without delay to the Secretary. Any relevant or serious issues encountered on route will be communicated by the Secretary to the Liberation Committee and members of the Executive as required.
7. The Secretary will post each daily report and photos on the club’s website.

8. Once the Truck has been loaded with Race Birds and leaves the last basket centre, it is anticipated that they will drive 3 to 4 hours to the first rest point.
9. Subject to local conditions and dependant on the transporter capabilities, the fans or the doors are to be opened to allow fresh air to circulate within the truck during this rest period. Water is to be provided and the birds rested for one hour.
10. The next morning the truck is to depart 1 hour after first light and travel for approximately 4 hours to the next rest point, water is to be provide for minimum of 1 hour.
11. The truck will then travel to the next rest point and arrive at 4 pm, where food will be provided for 2 hours and water provided continuous till the next morning. This is to allow the birds to be fed and watered in daylight and then have a full night's rest before departing to the next race point 1 hour after first light. This will continue each day until we reach the liberation point.
12. It is planned that the truck will arrive at Race point at or before 12 pm on Thursday in sufficient time to allow the birds to be fed for 2 hours and watered continuously in daylight and then have a full night's rest before they are liberated subject to suitable conditions.
13. At the Race Point, the Truck is to be parked with the back of the vehicle facing due East. The rear door is to be opened so that the sun shines into the truck and warms up both sides of the truck. It has been found that if parked sideways to the sun, the pigeons on the dark side do not leave the race point as quickly as those on the sunny side.
14. If the weather is not suitable to liberate the committee will instruct the liberator to hold the birds over until suitable conditions present. The maximum time the birds can be held over is in the transporter is 7 day from basketing. If the forecast is suitable for liberation within the 7day period, the Treasure will make arrangement for additional accommodation.
15. For the Hobart and Rockhampton races, provision has been made for the birds to be transfer into a loft if the forecast is not suitable for liberation. The liberator and driver will assist the owner of the loft to transfer the birds into the loft. Cocks and Hens will be in separate lofts. The birds will be held in these lofts until it is agreed that conditions are suitable for liberation.
16. The ECLDRC will provide the owner of the loft with feed and out of pocket expenses as determined. The owner of the loft will be nominated as the liberator and will be included in all phone hook-up with the liberation committee. The committee will provide daily updates to the Secretary. All information on the management and care of the birds during this holdover period will be posted on the website.

LIBERATION POLICY

1. The Liberation Committee will use Bureau of Meteorology weather reports for all the regions to be covered during the race birds journey home. These reports can be accessed via the internet. The Committee will also access whatever other sources of weather information that they deem appropriate.
2. The Committee Members are required to pay attention to any forecasts of bad weather, storm systems etc, that are likely to move into the path of our Race Birds on the journey home. These Internet reports will be discussed by the members of the Liberation Committee the day before the race so they can anticipate the probable weather conditions for race day. Weather checks will be conducted on the morning of the race with:
 - The Liberator at the race point.
 - The Weather Bureau.
 - With contacts at intermediate locations on the line of flight along the Race Point.

A telephone link up between the members of the Liberation Committee and the Liberator will be coordinated by the Secretary, to ensure that all members can jointly discuss all the information that has been gathered before any decision to Liberate the birds is made.

The weather reports for the day before, the day of, and for the following 2 days after liberation are to be retained and used as a reference source for the future. When poor results occur, the weather forecasts can be reviewed to see if we can learn anything to prevent future similar situations.

3. If at a race point, there are several transporters liberating the same day, and other transporters are releasing their pigeons before we are scheduled to release our birds - the doors on our transporter are to be closed while other liberations are occurring. This is to keep our birds calm, otherwise, if they can see the other birds released, they may become agitated and try to get out with the other pigeons and thereby suffer undue stress.
4. The Bureau of Meteorology Website (BOM) "Meteye" forecast site be used by the liberation committee to forecast and substantiate all decisions to postpone, bring forward, delay and or cancel a race. Club Secretaries/ delegates are to be advised without delay by the liberation committee of all decisions relating to delays and or changes to basketing and of amended liberation dates and times, by way of phone call,

text message and or email, to ensure all flyers can make appropriate arrangements as required.”

Pigeons will not be released in the following conditions.

1. While it is raining.
2. Totally overcast conditions with low cloud cover and the sun not visible behind the clouds at the release point. No visible shadow on the ground.
3. Significant dust/smoke along race route.
4. Strong headwinds coupled with forecasts of rain and/or thunderstorms on the anticipated line of flight.
5. If head winds are predicted to be 10 km or higher for more than 25% of the race distance along the direct line of flight, the race shall be postponed.
6. Where the UV index is above 7.5
7. In fog or if snow is predicted along the line of flight and or the temperature is forecast to be below 4 degrees or below.
8. When thunderstorms are expected to be encountered on the journey home.
9. When unexpected delays have caused the transport to arrive at the race point late and not allow enough rest time to meet the scheduled liberation time.
10. Where the forecast temperatures during the day along the line of flight are expected to exceed 35°C.
11. If the humidity is predicted to be 15% or lower, combined with temperature predicted to be 30 deg. or above the race shall be postponed”.
12. Wind or gusts in any direction: Wind or gusts, except for tail winds, more than 29kph (17 knots) from any direction, especially as a cross wind when racing on coastal routes. (Weather Bureau forecast for wind is given as moderate fresh wind strength).