

**Network Document**  
**on Checks Before Journeys when**  
**Live Animals are Destined for Export**  
**by Road**

## Introduction

The network of National Contact Points (NCP) of the Member States responsible for the implementation of Regulation (EC) No 1/2005 on the welfare of animals during transport meets regularly under the chairmanship of, and facilitated by, the Commission services to exchange experiences in implementing relevant official control activities. During the course of these exchanges; discussions, workshops, etc. good principles and practices are identified and agreed by the NCPs.

To enable the dissemination of information the NCPs, working through sub-groups and facilitated by the Commission services, consolidate agreed principles and good practices on specific topics into network documents. These documents may be used as reference documents, however, they do not constitute an audit standard and are not legally binding.

This consensus document has therefore been drafted by Member State NCPs and national experts to standardise and facilitate improvements in official controls related to the export of live animals to non-EU countries. A central consideration is, of course, compliance with Regulation (EC) No 1/2005. Although the contents of this document focus on controls in relation to exports to non-EU countries, most principles can also be applied to long journey transports of animals within the EU.

## Document Content

This document is intended to be used by Local Veterinary Units that carry out the checks before journeys when live animals are exported according to the requirements of Regulation (EC) No 1/2005 on the protection of animals during transport.

This document covers the checks of proposed **journeys by road** – prior to departure and during loading – and includes information on communication between Member States on the results of the above. The legal requirements relating to the approval of exports of live animals according to the requirements of Regulation (EC) No 1/2005 are in regular typeface. Additional non-binding guidance is given in *italic type*.

Annexes are attached to give additional information and provide examples of checklists and templates that can be used when carrying out official controls.

## Disclaimer

Only the Court of Justice of the European Union is entitled to interpret EU law with legally binding authority.

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# NETWORK DOCUMENT ON CHECKS BEFORE JOURNEYS WHEN LIVE ANIMALS ARE DESTINED FOR EXPORT BY ROAD



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## OBJECTIVE

The objective of this document is to guide and support Competent Authorities in reducing the risk of likely injury or undue suffering to animals during road transport over long distances to non-EU countries<sup>1</sup> and to support the development of good practices in the implementation of official controls.

The desired outcome would be to reduce the number of vehicles that require interventions from EU and non-EU competent authorities at the EU border thus reducing the number of potential welfare problems resulting from their standstill for several hours and/or days at exit points and Border Inspection Posts. This would lead to a win-win situation for the animals (welfare), the transporters (economic through saving on resources – human, vehicles and time) and the Member State competent authorities (reduction of administrative and staff burden to deal with non-compliances).

The key points to be considered for procedures are:

- checks on the journey planning;
- inspections at the time of loading;
- communication between Member States;
- additional animal health certification required by non-EU countries. This section is not yet included in the Network Document but may be added in future updates.

This should help to identify risks for animal welfare, improve co-operation between competent authorities and resolve problems which may give rise to such risks.

## CHECKS AND OTHER MEASURES RELATED TO THE JOURNEY LOG TO BE CARRIED OUT BY THE COMPETENT AUTHORITY BEFORE LONG JOURNEYS

ARTICLES 5(4), 14(1)(A) AND (B) OF REGULATION (EC) NO 1/2005

Provisions of the journey log apply for long journeys of domestic Equidae other than registered Equidae, and domestic animals of bovine, ovine, caprine and porcine species.

### SUBMITTING THE JOURNEY LOG

POINT 3(B) OF ANNEX II OF REGULATION 1/2005

The person submitting the journey log is the organiser. In order to carry out appropriate checks, copies of the transporter authorisation, certificate(s) of approval for the livestock vehicle(s), certificates of competence for drivers and attendants must also be submitted by the organiser together with the completed Section 1 of the journey log. *Where applicable, confirmation of the booking at the control post(s) should also be submitted, in addition to these documents.*

Regulation 1/2005 envisaged that competent authorities may need as much as two working days to adequately verify the feasibility and suitability of a journey plan. *This is particularly true for new routes that have not been previously assessed by the competent authority.*

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<sup>1</sup> Article 3 of Council Regulation (EC) No 1/2005

A TRACES health certificate cannot be issued unless these checks, for the purpose of Regulation 1/2005, are completed and are satisfactory since Section 1 of the journey log is part of the TRACES certificate.

## TRANSPORTER AUTHORISATION

ARTICLE 6(1) AND ANNEX III CHAPTER II OF REGULATION 1/2005

*Important points to verify are:*

- the Type of transporter authorisation (Type 2 is for long journeys);
- the validity of the certificate (Expiry date) for the entire duration of the journey; and
- the types of animals the transporter is authorised to transport. The section "Specify here" is also important as there are different requirements for the transport of adult and young animals of the same species.

If the checks of the above points are not satisfactory then the organiser must solve the issue and resubmit the corresponding documentation. *This generally implies selecting a different transporter.*

## CERTIFICATE OF APPROVAL FOR THE LIVESTOCK VEHICLE

ARTICLE 7(1) AND ANNEX III CHAPTER IV OF REGULATION 1/2005

The vehicle's certificate of approval must be valid for the entire duration of the journey. *The correct evaluation of a vehicle's certificate of approval is highly dependent on the quality of the information held in the certificate.*

It is not obligatory to always carry out an inspection at the moment of loading hence the vehicle may or may not be inspected by the officials before a journey starts. *The quality of the controls at the time a vehicle is approved is therefore extremely important to ensure that livestock vehicles will not cause unnecessary pain, injury and suffering to the animal species and categories for which they have been approved. Annex 1 lists a number of critical points to check when carrying out that inspection.*

*It is good practice to always carry out an inspection at the moment of loading as this gives the opportunity to evaluate the vehicles' conditions and the handling of animals in addition to checking the animals' fitness for transport. Annex 5 describes a list of points to check when a vehicle inspection is carried out at the time of loading.*

*Important points to verify when evaluating a journey plan and the approval certificate of the vehicle intended to be used for the journey are:*

- the indication on the vehicle approval certificate of the presence of a functioning satellite navigation system (SNS). As from 1 January 2009 all livestock vehicles should be equipped with a SNS<sup>2</sup>. Certificates of approval of livestock vehicles have a maximum validity of 5 years. *This means that all valid certificates of approval should indicate the presence of a SNS on board.* If this is not the case, then the organiser should select another livestock vehicle for the journey and the Competent Authority that issued that vehicle's certificate of approval should be notified through its National Contact Point (see Annex 6); and
- the surface area, indicated in m<sup>2</sup> per deck. *If the surface area is only indicated as a total of all decks in the vehicle approval certificate it is preferable to inspect the vehicle prior to loading in order to verify that the selected vehicle is suitable to transport the indicated number of animals*

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<sup>2</sup> Article 11(2)(b) of Regulation 1/2005

as there may be issues related to the stocking density per deck even when the total stocking density of the vehicle is compliant. Additionally, the Competent Authority that has issued the certificate of approval should be notified through its National Contact Point (see Annex 6); and

- the types of animals to be transported. Since there are important differences regarding the suitability of drinking devices for adults and unweaned animals of the same species, competent authorities are required to indicate in the certificate of approval that the vehicle is authorised to transport adult animals only, unweaned animals only, or both (see Annex 2). Lack of this information makes it necessary to inspect the vehicle prior to loading when the intention is to transport unweaned animals.

If the livestock vehicle selected by the organiser has not been approved to transport the species and type of animal indicated in the journey log, then the organiser must solve the issue and resubmit the corresponding documentation. *This generally implies selecting another vehicle for the journey.*

## **CERTIFICATES OF COMPETENCE FOR DRIVERS AND ATTENDANTS**

### **ARTICLE 6(5) AND ANNEX III CHAPTER III OF REGULATION 1/2005**

Drivers' certificates of competence must be valid for the entire duration of the journey. In the case of journeys lasting longer than nine hours or twenty-one hours, there may be two or three drivers respectively involved due to social drivers' hours rules (Regulation (EC) No 561/2006). Certificates of competence for all drivers involved must be made available in these cases. *If any of the certificates have expired, or will expire before the end of the journey, then the organiser must solve the issue and resubmit the corresponding valid documentation. This generally implies identifying another driver(s) with a valid certificate of competence. The original documents can be checked at the time of loading (see Annex 5).*

## **REALISTIC JOURNEY LOG – PLANNING A JOURNEY**

### **ARTICLES 3(A), 5(3) AND 5(4) OF REGULATION 1/2005**

Planning a journey is the responsibility of the organiser. The role of the competent authority is to verify that this plan is realistic and that, when executed, it will respect the minimum requirements laid out in Regulation 1/2005. If the controls carried out indicate that this is not the case, then the organiser must modify the plan to meet these minimum requirements and resubmit the corresponding documentation.

*The following is a list of items to check when evaluating a proposed journey log:*

#### Assembly Centres

*If assembly centres are indicated in the journey log, the competent authority should verify that these establishments have been approved for trade of the animal species to be transported. Official lists of these assembly centres, managed by each Member State, are available at:*

[http://ec.europa.eu/food/animals/live\\_animals/approved-establishments/index\\_en.htm](http://ec.europa.eu/food/animals/live_animals/approved-establishments/index_en.htm)

*NOTE: These official lists are currently not available through the TRACES system!*

## Control Posts

### ARTICLE 3(A) OF REGULATION 1/2005

*If control posts are indicated in the journey log to rest, feed and water the animals, a check should be carried out to verify that these establishments have been approved and authorised to accommodate the species and category of animals that the organiser intends to transport. The official list of control posts, including the contact details for each control post, can be found at:*

[http://ec.europa.eu/food/animals/docs/aw\\_list\\_of\\_approved\\_control\\_posts.pdf](http://ec.europa.eu/food/animals/docs/aw_list_of_approved_control_posts.pdf)

*Special attention should be taken when the animals to be transported are unweaned calves or lactating animals; the official list indicates which control posts are equipped with milking facilities or feeding equipment for unweaned calves.*

*NOTE: This official list is currently not available through the TRACES system!*

*Most control posts have a pre-booking system to ensure transporters will have a guarantee of sufficient space being made available to unload their animals and provide them with rest, feed and water. A booking confirmation should be requested from the organiser when evaluating the proposed journey plan.*

## Place of Destination

The place of destination must be the actual final place of destination within the non-EU country. *It therefore cannot be the EU exit point or the non-EU inspection point.* If the indicated place of destination is the EU exit point or the non-EU inspection point then the organiser must modify the proposed journey log to indicate the final place of destination where the last animal will be unloaded.

## Minimising travelling time

### ARTICLE 3(F) OF REGULATION 1/2005

*Member State exit points and the adjacent non-EU inspection posts may not be open 24 hours per day. Transporters arriving at these places outside their opening hours would be unnecessarily lengthening the journey time of the animals. Annex 3 contains a list of the opening hours of the exit points that are most commonly used to export animals by road, and of the adjacent non-EU inspection points. The times indicated in a proposed journey log must take these opening hours into account. In addition to this, controls at the borders can take several hours. The times indicated in a proposed journey log should include a minimum of two hours for these controls (one hour at the EU exit point plus one hour at the non-EU inspection point) with the exception of the border with Turkey. Currently, if there aren't any issues noted, the controls at the border with Turkey will generally require at least six hours. See Annex 2 for a template of a journey plan for adult cattle, including these stops. These times could be shortened if the organiser/transporter provides SNS data of previous journeys as proof.*

## **GENERAL CONDITIONS FOR THE TRANSPORT OF ANIMALS**

### ARTICLES 3(G) AND (H) OF REGULATION 1/2005

## Provision of Feed

ANNEX I, CHAPTER III, POINT 2.7 AND CHAPTER VI POINT 1.3 OF REGULATION 1/2005

*The organiser should designate a specific area in the vehicle to be used for the storage of feed (see also Annex 1). At the beginning of the journey two scenarios may be possible:-*

*Scenario 1: The organiser has planned to carry the quantities necessary to feed the animals from point of departure to point of destination. In this case the feed should be loaded into the vehicle in the designated area.*

*Scenario 2: The organiser has planned to purchase the feed at identified locations. In this case, the area on the vehicle designated to hold the feed should preferably have small quantities of feed in case of an emergency. The competent authority should ask the organiser how he plans to provide feed to the animals (where will the feed be purchased?), in particular for the non-EU part of the journey. This could be demonstrated, for example, in the general or specific contingency plan, as part of the journey plan, etc. It is advised that feed for the non-EU part of the journey is purchased before exiting the EU since finding appropriate feed may be difficult and in the event that the vehicle is kept at the border for more than 9/24/29 hours, depending on the species.*

*Please also be note that electrolytes are not considered as food for unweaned animals.*

## Weather Conditions

ARTICLE 5(3)(A), ANNEX I, CHAPTER VI, POINT 3.1 AND ANNEX I, CHAPTER VII OF REGULATION 1/2005

*It is important to check the weather forecast along the planned route, until the place of destination. If the predicted temperature is below 5°C or above 30°C then extra measures have to be taken to avoid the vehicle's internal temperature from shifting outside this range, with a 5°C variation. It is not possible to reduce the vehicle's internal temperature below the outside temperature unless the vehicle is fitted with an air-conditioning system. This means that the transport of animals to countries, or parts of, where the temperature is expected to be regularly above 35°C should not occur.*

*National Contact Points should communicate to their counterparts when the temperatures within their territory, or parts of, are expected to be regularly below 0°C or above 35°C. If no such information has been made available the weather forecast along the planned route should still be checked.*

*The organiser should be made aware that if at any time during the journey, including at the exit point, temperatures exceed these temperature limits he/she could be requested to take corrective measures that include (see Article 23 of Regulation 1/2005):*

- transferring the consignment or part of it to another means of transport;
- unloading the animals and holding them in suitable accommodation with appropriate care until the problem is resolved.
- Where there is no other means of safeguarding the welfare of the animals, they shall be humanely killed or euthanised.

Additional details concerning how to deal with live animal transports during extreme weather conditions may be added in future updates.

## Contingency Plans

(ARTICLE 11(1)(B)(IV) OF REGULATION 1/2005)

The contingency plans that transporters submit when applying for a Type 2 authorisation should cover long distance journeys to any destination. *These generic contingency plans may not include sufficient information for*



*specific types of journeys, such as those to non-EU countries. It may therefore be necessary to ask the transporter to provide more specific details when these journeys are being planned. This is all the more important when the transporter will be using a new route for which he/she has not had any previous experiences. See Annex 4 for a template of a journey-specific contingency plan.*

## NOTIFICATION OF INFRINGEMENTS

ARTICLE 26(2) AND 26(3) OF REGULATION (EC) NO 1/2005
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*Communication of infringements happens automatically through the Commission's TRACES system when the outcomes of a control are recorded. When reporting a non-compliance in TRACES, the system does not provide a free-text area to adequately describe the non-compliance being reported. Additionally, the TRACES system does not notify reported non-compliances to the Member State of origin of the transporter when this is different from the Member States of departure, of the control post used for resting, or of the exit point or of destination. The best method to allow the Competent Authority concerned to adequately follow-up reports of non-compliance and, where deemed necessary, take corrective actions is for the reporting National Contact Point to also notify the infringement by e-mail to all the relevant National Contact Points (e.g. of Member State of: departure, origin of the transporter, transit countries) for follow-up.*

*Proper notification should include all the necessary information regarding the consignment: the TRACES number, transporter authorisation, vehicle licence number and authorisation number, details of the driver and his certificate of competence, the Article of Regulation 1/2005 that has been infringed and a description of the non-compliance (i.e. why does the reporting competent authority believe that there is a non-compliance). Annex 6 provides a template notification form and examples of how to describe a non-compliance. Where possible, photos of the non-compliance should also be supplied.*

## APPROVAL OF LIVESTOCK VEHICLES

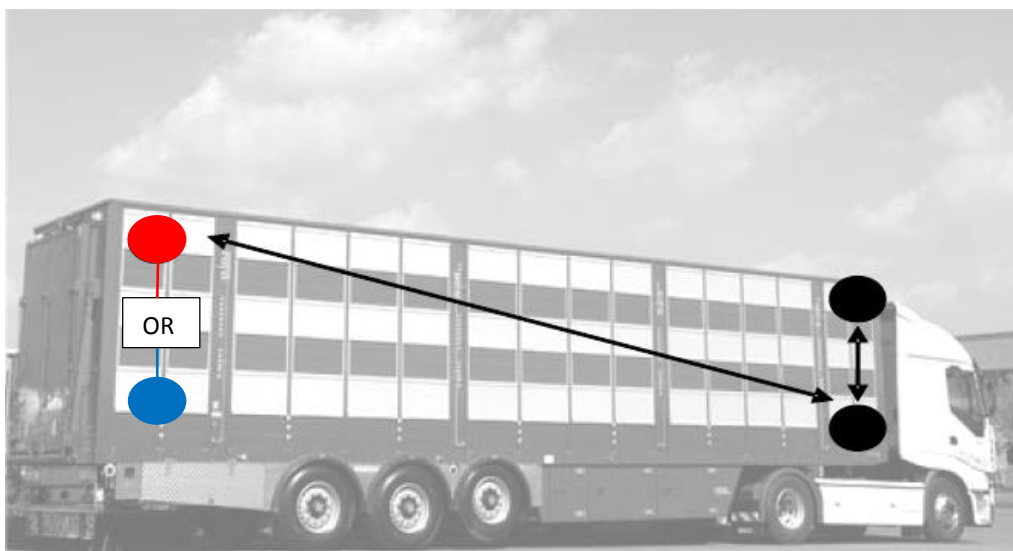
### Critical points to check when approving a livestock vehicle

#### 1) Temperature devices – position, functionality and recording

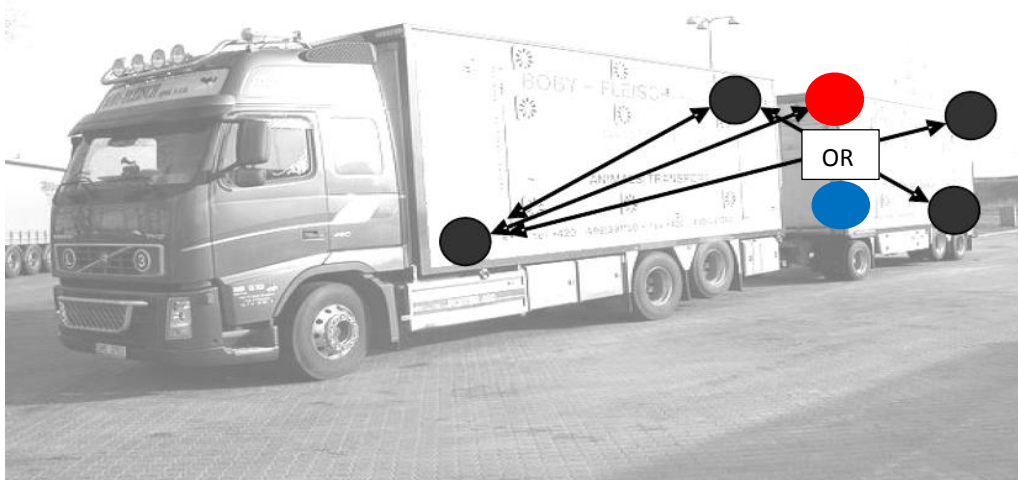
*The location of the temperature sensors should be distributed throughout the vehicle. They should not be directly below sources of artificial light (sources of heat) or in front of ventilators (cooling sources).*

*In a livestock vehicle (truck or semi-trailer) the general rule is that the risk of heat stress will be greatest at the front of the vehicle and the risk of cold stress will be greatest at the rear end of the vehicle. The area of highest temperatures in these types of vehicles will therefore be the front compartment of the uppermost deck of the vehicle. The coldest area of the vehicle will therefore be the rear compartment of the lowest deck of the vehicle. These compartments must be equipped with temperature sensors.*

*To provide a good representation of temperatures within the vehicle there should be at least one temperature sensor in a mono-tier vehicle, at least 3 sensors in multi-tier semi-trailers and at least 5 sensors in a truck & trailer configuration.*



*Position of the three temperature sensors in a multi-tier semitrailer*



*Position of the five temperature sensors in a multi-tier truck & trailer configuration*

*To check that the temperature recording system is working properly, the transporter should be instructed to turn on the recording system. Use a hair-dryer against one of the sensors to heat it above 35°C. Use cooling spray to suddenly lower the temperature. Request a printout from the temperature recording device and check that these changes in temperature have been detected and recorded.*

## 2) SNS data – functionality

*Instruct the transporter to turn on the SNS when driving from the depot to the place where the control will be carried out. Alternatively, instruct the transporter to turn on the SNS and drive for 10-15 minutes around the area. Request a printout of the SNS data to confirm that it works and is in a format that is suitable for the Competent Authority to be able to read, manipulate and store.*

## 3) Forced Ventilation

*Instruct the transporter to turn on the fans and check that all are working properly and can function with the vehicle engine switched off.*

*The vehicle manual contains information on the number of fans equipped on the vehicle, and the air exchange rate of these fans. The minimum air exchange rate is 60m<sup>3</sup>/h/KN of payload. The maximum payload (weight of animals) that can be transported is therefore calculated as follows:*

$$\frac{\text{Number of fans} \times \text{Air exchange rate of one fan} \times 101.97}{60}$$

## 4) Provision of water and feed

Water: *Ask the transporter to bring the vehicle with water in the water tank. Check that drinkers are available in all compartments and that all drinkers are working properly. Different species need drinkers of different types; ensure that the drinkers are suitable for the species and category of animals for which the transporter is requesting a certificate of approval. Check the maximum capacity of the water tank to confirm that the available water is enough for the maximum number of animals according to the surface area and vehicle payload.*

Feed: *The transporters will generally choose to purchase feed at the control posts where the vehicles will stop to rest, feed and water the animals rather than transport it throughout the journey. This may however not be possible in the non-EU part of the journey, meaning that the transporter will have to carry feed in the vehicle when leaving the EU. For this reason the transporter has to indicate where, and what would be the maximum amount, feed will be stored in the vehicle.*

## APPROVAL OF MEANS OF TRANSPORT FOR LIVE ANIMALS

**1. VEHICLE LICENCE No.**

**VEHICLE CHASSIS No.**

1.2 Equipped with navigation system

YES

NO

### 2. TYPES OF ANIMALS ALLOWED TO BE TRANSPORTED

E.g.: Cattle, except unweaned calves (*max. 2 decks, 2 compartments/deck*)  
Sheep and goats (*max. 3 decks, 4 compartments/deck*)  
Unweaned calves (*max. 3 decks, 2 compartments/deck*)

### 3. AREA IN M<sup>2</sup> PER DECK

Deck 1: m<sup>2</sup>

Deck 2: m<sup>2</sup>

Deck 3: m<sup>2</sup>

### 4. AUTHORISATION VALID UNTIL

**DD/MM/YYYY**

### 5. AUTHORITY ISSUING THE AUTHORISATION

5.1 Name and address of the Authority

5.2 Telephone No.

5.3 Fax

5.4 E-mail address

5.5 Date

5.6 Place

5.7 Official Stamp

**DD/MM/YYYY**

5.8 Name and signature of the official



## TEMPLATE FOR A CORRECT JOURNEY PLAN FOR ADULT CATTLE

2. TOTAL EXPECTED DURATION (hours/days)		<b>(= the sum of travelling time and resting hours)</b>			
3.1 Place and country of DEPARTURE		4.1 Place and country of DESTINATION			
3.2 Date	3.3 Time (of loading of FIRST animal)	4.2 Date	4.3 Time (of unloading of LAST animal)		
5.1 Species	5.2 Number of animals	5.3 Veterinary certificate(s) number(s)			
5. Estimated total weight of the consignment (in kg)		5.5 Total space foreseen in the consignment (in m <sup>2</sup> )			
<b>6. LIST OF FORESEEN RESTING, TRANSFER OR EXIT POINTS</b>					
6.1 Name of the places where animals are to be rested, or transferred (including exit points)	6.2 Arrival		6.3 Length (in hours)	6.4 Transporter name and authorisation No. (if different from the organiser)	6.5 Identification
	Date	Time			
[Resting Location]		≤ 14 hours after Time in Box 3.3	≥ 1 hour		
[Control Post]		≤ 14+1+14 hours after Time in Box 3.3	≥ 24 hours		
[Exit Point]			≥ 1 hour		
[Non-EU Inspection Post]			≥ 1 hour (≥ 6hrs for Turkey)		
[Resting, non-EU location]		≤ 14 hours from start of reloading at the Control Post	≥ 1 hour		
[Destination] (Place indicated in Box 4.1)		Predicted Arrival time (before Time in Box 4.3)			

## WORKING HOURS AT MAIN EU EXIT POINTS AND NON-EU INSPECTION POINTS

## EU EXIT POINTS

Member State	Exit Point	Border With	Working Hours
Bulgaria	Kapitan Andreevo	Kapikule – Turkey	Continuous (24/7)
Croatia	Županja	Orašje – Bosnia &Herzegovina	Monday 07:30 to Friday 15:30 (GMT+1)
Finland	Vaalimaan	Tamozhenny – Russian Federation	Monday – Friday 8:00-15:45 (GMT+2)
Hungary	Zahony	Chop – Ukraine	Continuous (24/7)
Latvia	Terehova	Burachki – Russian Federation	Continuous (24/7)
Lithuania	Medininkai	Kamenny Log – Belarus	Continuous (24/7)
Poland	Bezledy	Bagrationowsk – Russian Federation	Monday 08:00 to Saturday 20:00 (GMT+2) Closed on Sundays and public holidays
	Korczoza	Krakowiec – Ukraine	07:00-19:00 (GMT+2) – Daily
	Kukuryki	Kozlowiczy – Belarus	Continuous (24/7)
Romania	Halmeu	Diakove – Ukraine	Continuous (24/7)
	Moravita	Vatin – Serbia	Continuous (24/7)
	Albita	Leuseni – Moldova	Continuous (24/7)
Slovak Republic	Vysne Nemecke	Uzhorod – Ukraine	08:00-20:00 (GMT+2) – Daily

## NON-EU INSPECTION POINTS

Country	Inspection Post	Border With	Working Hours
Belarus	Kamenny Log	Medininkai – Lithuania	UNKNOWN
	Kozlowiczy	Kukuryki – Poland	Continuous (24/7)
Bosnia &Herzegovina	Orašje	Županja – Croatia	UNKNOWN
Moldova	Leuseni	Albita – Romania	UNKNOWN
Russian Federation	Tamozhenny	Vaalimaan – Finland	UNKNOWN
	Burachki	Terehova – Latvia	Continuous (24/7)
	Bagrationowsk	Bezledy – Poland	UNKNOWN
Serbia	Vatin	Moravita – Romania	UNKNOWN
Turkey	Kapikule	Kapitan Andreevo – Bulgaria	08:30-12:30; 13:30-17:30 (GMT+3) – Daily
Ukraine	Diakove	Halmeu – Romania	UNKNOWN
	Chop	Zahony – Hungary	Continuous (24/7)
	Krakowiec	Korczoza – Poland	Continuous (24/7)
	Uzhorod	Vysne Nemecke – Slovak Republic	Continuous (24/7)

## JOURNEY-SPECIFIC CONTINGENCY PLAN – TEMPLATE

**This Contingency Plan is to be completed by the transporter of cattle, sheep, goats, pigs and unregistered horses, on journeys over eight hours to other EU Members States (MS) or non-EU Countries.**

**Please complete this Contingency Plan and submit to the following Competent Authority (CA) with Section 1 of your Journey Log: CA address**

### Section 1 – Details of the Journey Log for this Specific Journey

<b>Log No.:</b>	
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1 Transporter's Name and Contact details (if different from Organiser)

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2 EU Member State(s) of transit

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### Section 2 – Please provide contact details and telephone numbers to be used in case of an emergency:

1 CA office that signs the TRACES certificate

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2

	Local CA office	Operator/Agent
Control Post		
Place of Transfer (port, airport, etc.)		
Exit Point		

3 Police (for each country, or international contact)

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4 Rescue services (for each country, or international contact)

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5 Contact details of CAs of MSs of transit (if available)

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6 For transporters reliant on additional modes of transport (e.g. ferry, air, and/or rail), the name/s and address/es of contingency premises to be used in the event of a delay.

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## CHECKS THAT CAN BE CARRIED OUT DURING LOADING

### Confirmation of Vehicle and Driver

*When submitting the journey plan, the organiser will have indicated the livestock vehicle that will be used for the intended journey and also one or more drivers, depending on the duration. The organiser would have also submitted the vehicle's certificate of approval and the drivers' certificate of competence. When an official is present at the time of loading he/she should confirm that the vehicle and driver(s) that are present on the spot correspond to those indicated by the organiser in the journey plan. If there are any differences, then the official must examine the relevant certificates to check whether the journey can still go ahead.*

### Water supply for transport by road

ANNEX I, CHAPTER VI, POINTS 2.1 AND 2.2 OF REGULATION 1/2005

*The obligation to provide water to the animals is more frequent than the obligation to provide feed. Animals can be watered at any location along the route. The water tank(s) must therefore be filled before departure. Water tanks should also be refilled at control posts, and particularly before exiting the EU. When carrying out official controls at control posts and exit points, the competent authority should ensure that water tanks are full before allowing the vehicles to continue the journey.*

*The official should confirm that the drinkers are suitable for the species and category of animals to be transported.*

### Provision of Feed

ANNEX I, CHAPTER III, POINT 2.7 OF REGULATION 1/2005

*If the organiser has planned to transport the feed that is necessary for the whole duration of the journey from the point of departure then the official should verify that the feed is present.*

*If the organiser is planning to purchase feed during the journey and transport it for use at a later stage (e.g. non-EU part of the journey) then the official should verify that there is space on the vehicle to carry the feed.*

### Bedding

ANNEX I CHAPTER VI, POINT 1.2 OF REGULATION 1/2005

*The official should confirm that there is appropriate and sufficient bedding for the species of animals being transported, taking into consideration the expected journey time, and the weather. The amount of bedding present has to ensure comfort to the animals, and adequate absorption of urine and faeces.*

### Ventilation and Temperature Monitoring System

ANNEX I CHAPTER VI POINTS 3.2 AND 3.3 OF REGULATION 1/2005

*The official should check that all are fans working properly and can function with the vehicle engine switched off.*

*The official should also check that the temperature monitoring system is working properly by requesting a printout from the temperature recording device.*



## NCP NOTIFICATION FORM

NCP Contact Form General information		Notification Number
<b>NCPs to which this Communication is addressed:</b>		
MS of Departure:	MS of Transporter authorization:	
Other relevant MS: (of: organiser/driver/vehicle approval/control post/transit/destination/exit point)		
Request to the NCP of:	Information <input type="checkbox"/>	Expected Follow-Up: <input type="checkbox"/>
	Follow-Up <input type="checkbox"/>	Suggested Deadline: <input type="checkbox"/>
Date of Communication:		
	<b>Transporter details:</b>	<b>Driver details:</b>
Name		
Passport/ID N°		
Authorisation or Certificate N°		
Address		
<b>Means of transport:</b>		
Type:	Approval number(s):	
Plate number(s):	Chassis number(s):	
<b>Consignment details:</b>		
TRACES certificate number:		
Animal species and category:		Number of animals:
Departure (place, date and time):		Destination (place, date and time):
<b>Results of the official control</b>		
Date:	Time:	Location:
Description of infringements:		
<div style="display: flex; justify-content: space-between;"> <div style="width: 45%; border: 2px solid orange; border-radius: 20px; padding: 10px; background-color: #f9a825; color: white;"> <p><b>Poor examples:</b></p> <p>Animals had no access to water.</p> <p>Stocking density exceeded.</p> </div> <div style="width: 45%; border: 2px solid green; border-radius: 20px; padding: 10px; background-color: #90c17e; color: black;"> <p><b>Good examples:</b></p> <p>Animals in the middle compartments had no access to water because the drinking equipment was not suitable for the species.</p> <p>The maximum stocking density in the front compartment of the top deck was exceeded.</p> </div> </div>		
Measures applied (add legal basis on which the measure was taken, if appropriate):		

### CP Contact Form: Attachments

Following documents are attached:

- Photos (indicate how many)
- TRACES certificate
- Copy of Journey log
- Vehicle certificate of approval
- Certificate of competence of driver(s)/attendant(s)
- Copy of Tachograph
- Copy of SNS printout
- Copy of Temperature printout
- Copy of inspection report
- Other (specify)

**NOTE:** It is not necessary to fill in all fields, as some information may not be relevant or available.

## **Examples on how to properly describe a non-compliance**

### **1) Bovines do not have access to water**

CASE: A Livestock vehicle is transporting bovines over a long journey on two decks. There are three compartments on each deck. The front and rear compartments have adequate drinkers that are connected to the water tank and the water tank contains water. The two middle compartments do not have adequate drinkers for bovines. The vehicle is not equipped with portable drinkers.

NON-COMPLIANCE: Animals do not have access to water.

PROPER DESCRIPTION OF THE NON-COMPLIANCE: "Animals are divided in three compartments on each floor. The middle compartments are not equipped with adequate drinkers for bovines and the vehicle is not equipped with portable drinkers. These animals therefore do not have access to water. This is an infringement of Article ..."

### **2) Vehicle is over-stocked**

CASE: A livestock vehicle is transporting goats over a long journey on three decks divided in three compartments on each deck. The total number of goats being transported is in compliance with the stocking density requirements of Regulation (EC) No 1/2005. The goats have not been equally distributed throughout the compartments, resulting in too many goats in the front compartment of the top deck

NON-COMPLIANCE: Stocking density exceeded.

PROPER DESCRIPTION OF THE NON-COMPLIANCE: "The vehicle was transporting goats in three decks with three compartments of equal size on each deck. The goats were unequally distributed in the different compartments. The stocking density in the front compartment of the top deck is not in compliance with the requirements of Regulation (EC) No 1/2005 because there were 2 goats too many. This is an infringement of Article ..."

## MAIN LEGAL TEXT

### CHECKS AND OTHER MEASURES RELATED TO THE JOURNEY LOG TO BE CARRIED OUT BY THE COMPETENT AUTHORITY BEFORE LONG JOURNEYS

**Article 5(4):** For long journeys between Member States and with third countries for domestic Equidae other than registered Equidae, and domestic animals of bovine, ovine, caprine and porcine species, transporters and organisers shall comply with the provisions on the journey log set out in Annex II.

**Article 14(1):** In the case of long journeys between Member States and with third countries for domestic Equidae and domestic animals of bovine, ovine, caprine and porcine species, the competent authority of the place of departure shall:

(a) carry out appropriate checks to verify that:

- (i) transporters indicated in the journey log have the corresponding valid transporter authorisations, the valid certificates of approval for means of transport for long journeys and valid certificates of competence for drivers and attendants;
- (ii) the journey log submitted by the organiser is realistic and indicates compliance with this Regulation;

(b) where the outcome of the checks provided for in point (a) is not satisfactory, require the organiser to change the arrangements for the intended long journey so that it complies with this Regulation;

### SUBMITTING THE JOURNEY LOG

**Annex II, Point 3:** The organiser shall:

(b) ensure that a signed copy of Section 1 of the journey log, properly completed except as regards the veterinary-certificate numbers, is received within two working days before the time of departure by the competent authority of the place of departure in a manner defined by such authority;

### REALISTIC JOURNEY LOG – PLANNING A JOURNEY

**Article 3:** No person shall transport animals or cause animals to be transported in a way likely to cause injury or undue suffering to them.

In addition, the following conditions shall be complied with:

- (a) all necessary arrangements have been made in advance to minimise the length of the journey and meet animals' needs during the journey;
- (f) the transport is carried out without delay to the place of destination and the welfare conditions of the animals are regularly checked and appropriately maintained;

**Article 5(3):** Organisers shall ensure that for each journey:

(a) the welfare of the animals is not compromised by insufficient coordination of the different parts of the journey; and the weather conditions are taken into account; and

(b) a natural person is responsible for providing information on the planning, execution and completion of the journey to the competent authority at any time.

**Article 5(4):** For long journeys between Member States and with third countries for domestic Equidae other than registered Equidae, and domestic animals of bovine, ovine, caprine and porcine species, transporters and organisers shall comply with the provisions on the journey log set out in Annex II.

#### **TRANSPORTER AUTHORISATION**

**Article 6(1):** No person shall act as a transporter unless he holds an authorisation issued by a competent authority pursuant to Article 10(1) or, for long journeys, Article 11(1). A copy of the authorisation shall be made available to the competent authority when the animals are transported.

#### **CERTIFICATE OF APPROVAL FOR THE LIVESTOCK VEHICLE**

**Article 7(1):** No person shall transport animals by road for a long journey unless the means of transport has been inspected and approved under Article 18(1).

#### **CERTIFICATES OF COMPETENCE FOR DRIVERS AND ATTENDANTS**

**Article 6(5):** No person shall drive, or act as an attendant on a road vehicle transporting domestic Equidae or domestic animals of bovine, ovine, caprine or porcine species or poultry unless he holds a certificate of competence pursuant to Article 17(2). The certificate of competence shall be made available to the competent authority when the animals are transported.

#### **GENERAL CONDITIONS FOR THE TRANSPORT OF ANIMALS**

**Article 3:** No person shall transport animals or cause animals to be transported in a way likely to cause injury or undue suffering to them.

In addition, the following conditions shall be complied with:

**(g)** sufficient floor area and height is provided for the animals, appropriate to their size and the intended journey;

**(h)** water, feed and rest are offered to the animals at suitable intervals and are appropriate in quality and quantity to their species and size.

**Annex I, Chapter III, Point 2.7:** During transport, animals shall be offered water, feed and the opportunity to rest as appropriate to their species and age, at suitable intervals and in particular as referred to in Chapter V. If not otherwise specified, Mammals and Birds shall be fed at least every 24 hours and watered at least every 12 hours. The water and feed shall be of good quality and presented to the animals in a way which minimises contamination. Due regard shall be paid to the need of animals to become accustomed to the mode of feeding and watering.

**Annex I, Chapter VI, Point 1.3:** The means of transport shall carry a sufficient quantity of appropriate feedingstuff for the feeding requirements of the animals in question during the journey concerned. The feedingstuffs shall be protected from the weather and from contaminants such as dust, fuel, exhaust gases and animal urine and dung.

**Article 5(3):** Organisers shall ensure that for each journey:

(a) the welfare of the animals is not compromised by insufficient coordination of the different parts of the journey; and the weather conditions are taken into account; and

**Annex I, Chapter VI, Point 3.1:** Ventilation systems on means of transport by road shall be designed, constructed and maintained in such way that, at any time during the journey, whether the means of transport is stationary or moving, they are capable of maintaining a range of temperatures from 5°C to 30°C within the means of transport, for all animals, with a +/- 5°C tolerance, depending on the outside temperature.

**Article 11(1):** The competent authority shall grant authorisations to transporters carrying out long journeys upon application, provided that:

(b) the applicants have submitted the following documents:

(iv) contingency plans in the event of emergencies.

#### **NOTIFICATION OF INFRINGEMENTS**

**Article 26(2):** Where a competent authority establishes that a transporter has not observed, or a means of transport does not comply with this Regulation, it shall notify without delay the competent authority which granted the authorisation to the transporter or the certificate of approval of the means of transport and, where the driver is involved in the failure to observe the requirements of this Regulation, the one that issued the driver's certificate of competence. Any relevant data and documents shall accompany such notification.

**Article 26(3):** Where a competent authority of a place of destination finds that the journey took place in breach of this Regulation, it shall notify without delay the competent authority of the place of departure. Any relevant data and documents shall accompany such notification.