

Organizing the export of cattle via road to a non-EU country?

Good preparation safeguards animal welfare and avoids foreseeable problems and costs

Planning the journey:

- Include all stages of the journey until final destination in the non-EU country (=place where the animals stay for more than 48 hours or place where the animal is slaughtered) in section 1 of the Journey Log
- When calculating the journey time, review and include:
 - Loading and unloading operations; loading starts when the first animal is loaded and unloading ends when the last animal is unloaded
 - Watering/Feeding/Resting intervals
 - Drivers' breaks
 - Waiting times and opening hours at borders (note that they may be different during public holidays)
 - Additional customs checks in transit countries and in the importing country
 - Road conditions

Long journeys = over 8 hours, including (un)loading and stops

Animals	Duration of transport		
Cattle	Max. 14 hours transport	Min. 1 hour rest (watering and feeding)	Max. 14 hours transport

After these maximum journey times, animals must be unloaded, fed and watered and be rested for at least 24 hours at a resting point.

- Check long-term weather forecast and average temperature countries of transit and destination. The temperature range inside the truck must be between 5°C and 30°C¹ (with a +/- 5°C tolerance).
- Plan drivers' schedules to comply with mandatory requirements and prevent unnecessary delays in the journeys for the animals².

¹ See Regulation EC 1/2005 Annex I Chapter VI point 3.1.

² see Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonization of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85

- Remind the transporter to plan where to refill water tanks, reload feed and exchange bedding material during the journey.
- Plan the stops at control posts and at resting places in non-EU countries that provide adequate facilities (taking into account driver's breaks) and opening hours of Border Inspection Posts).
- Attach the confirmation of the control post and/ or resting post reservation to the journey log you submit to your competent authority.
- Submit all paperwork (or copies of it) at least two working days before the scheduled departure to the competent authority responsible for approving the journey log.
- As best practice, request the presence of a veterinarian at the time of loading.
- Ensure that all import and customs requirements of the importing country and relevant transit countries are complied with.
 - Check with the importer
 - Check with the relevant services/Ministry of the importing country
 - Seek advice from your competent authority
 - Check with your customs' agency
- Make sure that the transporter contracted has drivers that fulfil all requirements for driving in the importing and transit countries (e.g. certificate of competence, valid passports, international driving licence, business visa).
- Make sure that the means of transport fulfils all requirements of the importing and/or transit countries (e.g. insurances, additional equipment etc.).
- Prepare a contingency plan for the specific journey including the possibility of being rejected or subject to long delays at borders.
- Organise a contact person in the non-EU country of transit and destination who can be contacted to assist the driver or your company to help with translation, including by phone.
- Ensure contracts indicate clearly who is legally responsible for the animals at any stage of the journey.
- For heifers, check stage of pregnancy with the keeper and/or in the passports.



Delays and rejection at borders may result in serious animal suffering and even death of the animals. Additionally, these may cause significant financial losses due to: deterioration in the animals' condition and value; increased logistical costs: drivers and vehicle delays and additional costs for feed, bedding etc.

Before loading:

- Take the weather forecast for the entire route into account. Please see *factsheets on extreme temperatures* for more information.

- Check if there are traffic alerts and, if necessary, adapt the route.
- Ensure that the vehicle to be used is well maintained and equipped with spare tires etc. and the ventilation system, navigation system and temperature monitoring system are in good working order.
- Ensure that all watering devices on all decks (water bowls for cattle) are in good working order.
- Ensure all necessary payments have been made in advance (e.g. import taxes) and that drivers have access or recourse to money in the event of emergencies.
- Consider requesting a veterinarian to be present during loading to advise when animals' fitness or health is in doubt.

During loading make sure that:

- All animals are fit for the intended journey (if unfit they shall not be transported)



In case of doubt, the animal out! Or in turn, consult your veterinarian.

Please see: [HERE](#) guide to assess fitness for transport of adult bovines (more languages available upon request to info@uecbv.eu)

A sick, weak or injured animal will suffer during the journey and it is likely that its condition will worsen. An unfit animal on board will cause trouble, delays and financial losses. Furthermore, it may be a source of infection for other animals. If a heifer gives birth on board it is likely that the calf will not survive, as the mother cannot attend it and it is likely that it will be trampled to death on board. The transport may be delayed and even rejected at the EU exit point.

- All animals are well rested, fed and provided with water.
- All animals are properly identified: identification details in their passports and in the health certificates correspond and match details on the import licence of the importing country.
- The loading density is adapted to the duration of the journey, the temperature, the animals' weight and size and physical conditions, e.g. pregnant heifers are granted more space. (please see point 2.3.2 of [Cattle guide](#) from Animal Transport Guides)
- There is sufficient height above the withers and tail root of the tallest animal. This means that none of the animals is able to touch the ceiling with its head being held up and having its for legs on the ground and is to ensure adequate ventilation to the animals, ensure that the animals are able to stand in a natural position and prevent injuries during transport.
- Double-check if transports provisions are met and all necessary equipment is on board (see checklist "Ready to Start").
- Double-check if all necessary documents are on board (see checklist).

During the journey make sure that:

- You keep contact with the transport company or the drivers themselves.
- You give guidance and assistance to the drivers whenever needed.

- The animals, watering devices, ventilation system are checked regularly.
- Control posts, resting posts, and destination are informed about the approximate time of arrival, and of any important delay, of the animals to ensure rapid and smooth unloading and the provision of water and food for the animals.

Before presenting the transport to the Border inspection post at the EU exit point:

- Contact the importer or your customs agency of the non-EU country to verify once more, if all important and customs requirements are in order (there might be last minute changes).
- Double check whether drivers have correctly completed section 4 of the journey log.

Require the drivers to:

- Double-check the health condition of the animals
- Refill water tanks
- Refill the hay/roughage storage
- Provide fresh bedding unless there is still sufficient clean dry bedding
- To inform you for any kind of unscheduled event (delay, sick animal, setback)

After the journey

- Investigate incidents and mortalities, setbacks and journey time to evaluate if the transport company and the driver were competent and if the planning was realistic or if the route presented surprises.
- Ensure that the transporter has an available copy of the completed journey log to give to the veterinary service that authorised the transport, if requested.

Annex:

Checklist “Ready to Start”?

- Sufficient bedding material is used (min. 10 kg of straw per m², covering the entire surface)
- The water tanks are full (10-50 L/animal/day depending on age and climate conditions)
- Sufficient feeding stuff is on board (2 kg of hay per 100 kg animal weight)
- Additional manual watering devices are on board.
- A hose and adapters to refill water tanks are on board the vehicle.
- A ladder is on board to inspect the animals in the upper deck(s).

Checklist documentation:

- Journey log, numbered, signed and the five pages fastened together
- Transporters authorisation Type II
- Certificate of approval of the vehicle
- Certificates of competence drivers/attendants
- International vehicle driving licences
- Passports drivers
- Business visa drivers/attendants
- Intra-communitarian health certificate animals
- Cattle passports
- CMR
- Import documents of the importing country
- Customs documents
- Purchase agreements
- Forwarding contract
- Contact number and email addresses of importer and exporter

For more information and guidance please see [HERE](#) guidelines for the Animal Transport and [HERE](#) OIE guidelines.