

The victims of the dairy industry: LONG DISTANCE TRANSPORT OF UNWEANED CALVES AND LAMBS



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Animal Welfare Foundation, Germany
Tierschutzbund Zürich, Switzerland

Supporter
Eyes on Animals, The Netherlands



Eyes *on*
Animals

Watching
out for their
welfare

Watch the movie



Language: English

Zum Film



Sprache: deutsch

English: <https://youtu.be/In-vU-taR-0>

Deutsch: <https://youtu.be/QkzaJ5z4oIY>

Contact

AWF ANIMAL
WELFARE
FOUNDATION
Im Einsatz für Tiere

Germany
Animal Welfare Foundation e.V.
Burgstraße 106
D 60389 Frankfurt a.M.
info@animal-welfare-foundation.org
www.animal-welfare-foundation.org

TIER
SCHUTZ
BUND ZÜRICH **TSB**
Im Einsatz für Tiere

Switzerland
Tierschutzbund Zürich
Schulhausstrasse 27
CH 8600 Dübendorf
info@tierschutzbund-zuerich.ch
www.tierschutzbund-zuerich.ch

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1. Introduction

This report focuses on the long distance transport of unweaned animals, which are transported by road over thousands of kilometres between EU countries. Unweaned calves are even transported over days by road and sea to Third Countries, such as Israel. Unweaned calves and lambs are defined as animals that are still on a milk diet.

During investigations between 2014 and 2016, we documented 10 transports with unweaned calves and one with lambs. Our inspections resulted in more than hundred photos, many hours of video footage and in the respective reports and complaints to the competent authorities. Our investigative teams documented serious breaches of the relevant legislation and the impact these breaches have on the animals.

Milk production is a very important activity in the EU. Together with milk, calves are produced and only few of them re-enter the milk production cycle. The majority of the calves, are only by-products of the milk production and have three possible destinies: to be killed soon after birth, to be reared for veal or to be reared for beef. The financial value of these calves is very low and varies between 10 Euros and 150 Euros per calf, depending on countries, breed and sex.

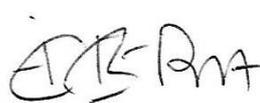
In 2015, according to Eurostat data base 1,305,433 calves under 80 kg and 1,878,236 lambs under one year were exported between the 28 EU Member States.

To be reared for veal or beef, thousands of calves are transported on long journeys to farms in countries such as the Netherlands, Italy or Spain from countries as far away as Lithuania, Poland and Ireland. During these long transports the core element of Council Regulation (EC) No. 1/2005, Article 3, is systematically violated, because the animals cannot be provided with liquid feed in the vehicle. Consequently unweaned animals regularly suffer from hunger during long distance transport.

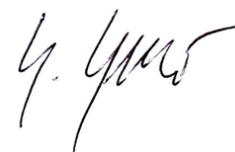
The objective of this dossier is to show that the binding requirement of Council Regulation 1/2005 for the long distance transport (journeys of more than 8 hours) - the on board supply of the animals with liquid/feed - cannot be put into practice in the case of unweaned animals. Due to this the transport of unweaned calves and lambs should be limited to 8 hours.



Iris Baumgärtner



Cecilia Pedernera



Sabrina Gurtner

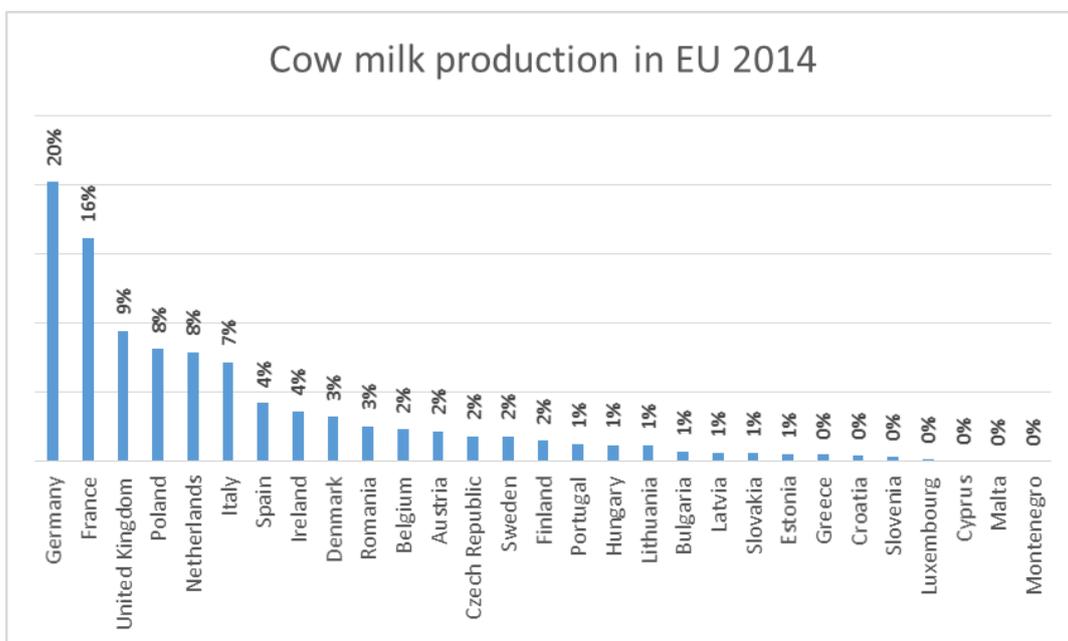
2. Calves: by - products of the dairy industry

2.1. Milk production

Milk is produced in every single EU Member State without exception. Furthermore, milk is the EU number one single product sector in terms of value at approximately 15 % of agricultural output. The EU is a major player in the world dairy market as the leading exporter of many dairy products, most notably cheeses. For some Member States, dairy production forms a very important part of the agricultural economy. Total milk production in the EU is estimated around 159 million tons per year (2014 data).

The EU's main milk producers are Germany, France, the United Kingdom, Poland, the Netherlands and Italy, which together account for almost 70% of the EU production. **Figure 1** shows the percentage of cow milk production in the EU per country.

Figure 1



Source: Eurostat production and utilization of milk in the farm

In 2015, EU milk deliveries increased by more than 2%, and this despite the decrease in milk prices paid to farmers. Weather was extremely mild in the autumn and cows fed on grass much longer than in the previous year, resulting in 5% higher deliveries during the last quarter of 2015 compared to 2014. In addition, in certain Member States, the good quantity of forage available, affordable feed prices and low energy costs encouraged farmers to continue producing milk to get cash rather than ending lactations earlier or slaughtering cows. Banks might also play a role in supporting farmers to keep producing at high levels to pay back their loans (Directorate-General for Agriculture and Rural Development, 2016).

There are no indications that medium-term prospects for world dairy product consumption and imports are about to change; world imports are still expected to increase by more than 2% annually. All these indicators imply further increases in EU milk deliveries in 2016 (Directorate-General for Agriculture and Rural Development 2016).

2.2. Calves from dairy industry

In order to produce as much milk as possible, each cow gives birth to one calf per year, but the technical coefficient often used is 0.9 taking the loss into account. That means 20 million calves are born in the EU each year. About 35% of the calves are reared to replace the slaughtered cows. Male calves and the rest of the female calves that will not complete the dairy herd are redundant and have a very low financial value.

The calves are separated from their mothers shortly after birth. They are reared with milk or milk replacer, progressively supplemented by a cereal-based concentrate starter ration and forage (hay, silage or straw) as a source of fibre. The age at which calves are weaned from milk diet differs according to the region or country. Most calves are weaned between the ages of 4 to 8 weeks. Female, dairy-type calves (Holstein/Friesian) are reared to become replacement heifers for the dairy herd. Some dairy-type and half - bred calves are reared for beef in intensive systems. Others, of a more extreme dairy type may be destined for veal production or killed as unwanted shortly after birth and before registration (EFSA, 2012).

According to Regulation (EC) 1/2005 calves are considered unfit for transport under the age of 10 days. Thus dairy farmers have to keep the calves 10 days, before they are collected by handlers and transported to assembly centres. The prices for these calves are very low, only between 10 and 150 Euros, depending on the sex of the calf and the market prices.

Keeping and feeding the calf on the farm is a loss-making business for the dairy farmer, especially when the calf is sick or underweight and it can be assumed that farmers do not invest in such animals.

In the Netherlands, the veal meat market has been developed around 1950 when the skimmed milk powder surplus was huge, and the killing of male new-born calves was ethically unacceptable. The Dutch veal meat market demands are however very low compared to the supply, and therefore over 90% of the produced veal meat is exported (PVE, 2013).

Although the Netherlands produces a high numbers of male calves, an additional 865,000 calves are imported mainly from Germany, Poland, and Belgium. One veal farm often takes calves from all over Europe, coming from different farms. This results in calves with various states of health, as they're of different origin and most have undergone long distance transport and are weak. In the first ten weeks after long distance transport about 3-4% of the animals die, mainly from chronic diseases like respiratory diseases (Moffat & Wenker, 2014).

The veal calves reared and slaughtered in Italy cover about 70% of the total national demand for veal meat. The remaining 30% of the demand is satisfied by imported veal meat from Holland and France. The Italian production is based on the rearing of male calves from dairy breeds, either domestic or imported from Poland, France and Germany (Cozzi, 2007).

Continued low milk prices and the ongoing restructuring of milk production systems from the basis of high cow and heifer slaughtering in the EU, together with the effects on the slaughtering of bulls and bullocks. The increase of the beef herd in Spain, Hungary and Portugal over the last two years as well as the dairy herd in the Netherlands and Romania explains to a great extent the growth of more than 10% of male beef slaughtering. In 2015, the most pronounced increases of beef meat production

were recorded in Poland (+60,000 tonnes or 14%), mainly cattle coming from the milk herd, and Spain (+58,000 tonnes or 10%) (Directorate-General for Agriculture and Rural Development, 2016).

Figure 2 shows the major exporters of calves in 2015. Germany exported 50% of all the calves, followed by France (11.93%) and Poland (6.95%). In 2015, according to Eurostat 1,305,433 calves under 80 kg were exported within Europe.

Figure 3 shows the major importers of calves under 80 kg in 2015. The Netherlands imported 50% of the calves, followed by Spain (31%) and Italy (8%).

Figure 2

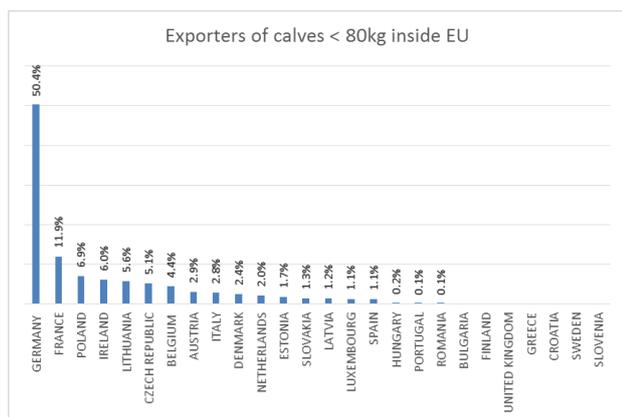
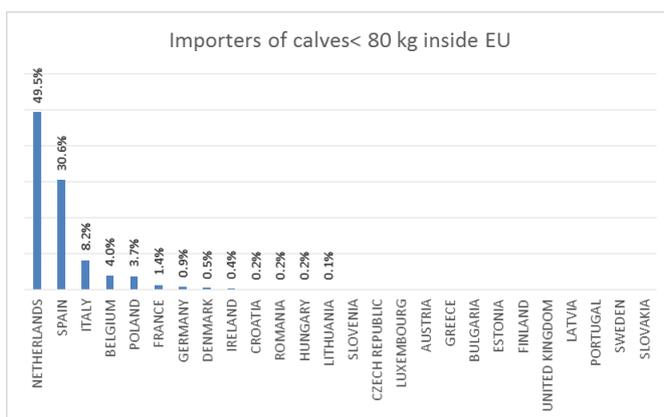


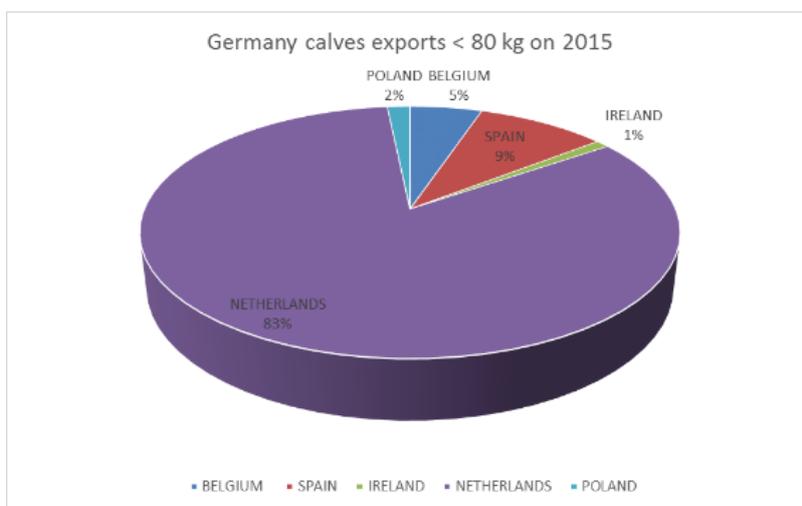
Figure 3



Source: Eurostat export and import of live cattle of a weight <= 80 KG (excl. pure-breed for breeding)

Figure 4 shows that 83% of the calves exported from Germany in 2015 went to the Netherlands. This journey is supposed to be a short distance one, but it may last for more than 12 hours, considering the collecting process at the different farms of origin, before the calves are transported to the Netherlands.

Figure 4



Source: Eurostat export of live cattle of a weight <= 80 KG (excl. pure-breed for breeding)

3. Lambs transported long distances

The 14 EU Member States reporting on sheep population can be distinguished depending on the share of dairy ewes in the ewe flock. The ‘northern’ countries have no or limited dairy production whereas dairy ewe sheep farming is significant in the ‘southern’ countries (Marquer, 2015). Ewe’s milk production distribution is shown in Figure 5.

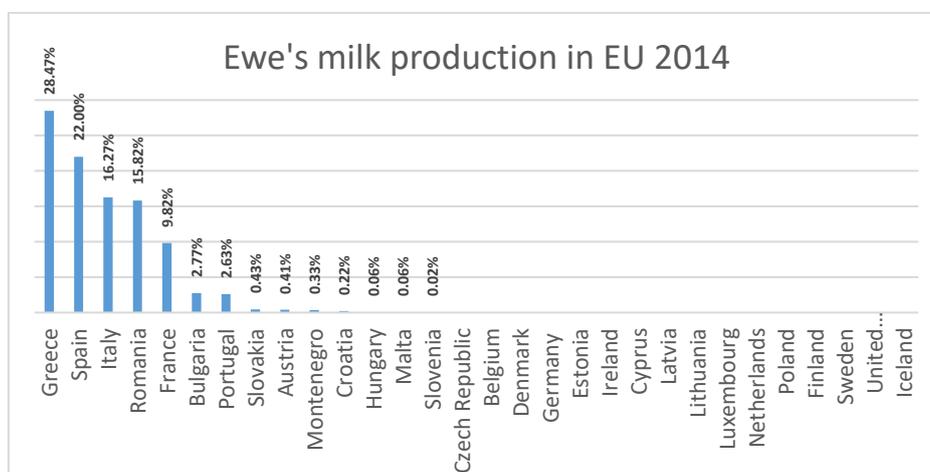
The farming systems for sheep in the southern countries have similar levels of complexity in terms of their organization as those for bovine animals in the EU generally, with both dairy and fattening flocks co-existing. Several types of meat are produced, either from young animals in the dairy herd or from heavier sheep in the meat herd, fattened on grassland or with feedstuff (Marquer, 2015).

In Spain, around 25% of the slaughtered lambs are suckling lambs, which are born on dairy sheep farms and are usually slaughtered 30 to 45 days after birth in an abattoir close to the farm, thus meaning that they undergo short journeys. However, demand for this product increases at certain periods of the year, especially in December (Christmas) and March/April (Easter), thus meaning that lambs come from farms further away and are often transported for more than 8 hours from France, Italy, Portugal, etc. (J. de la Fuente et al. 2012).

Around 1.5 million lambs and sheep a year are sent from Hungary, Romania, Poland and Spain to Italian abattoirs. Some of the lambs transported to Italy for Easter are as young as four weeks old (Stevenson, 2008). The commercial procedures of weaning and prolonged transport of these young lambs are stressful and exhaust their body reserves.

The production of lambs for slaughter is one of the main aims of the Polish sheep husbandry. The carcass quality is not the important issue yet as lambs are exported alive, mainly for the Italian or Spanish market, at a body weight around 13 to 30 kg (Martyniuk, 1996). The late weaning of the lambs of Polish Mountain Sheep has an important impact on transport times. As most of them are unweaned and still on a milk diet when being exported to Italy, they should be given liquid after 9 hours of transport and be transported no longer than 19 hours according to Regulation 1/2005. An investigation presented in this dossier (**Investigation no. 10**) shows a transport of lambs from Poland to Italy that lasted more than 25 hours. Similar situations can happen when lambs are exported from Romania or Hungary.

Figure 5



Source: Eurostat production and utilization of milk in the farm

Even though Spain and Italy are the second and third ewe's milk producers as shown in **Figure 5**, both countries are the main importers of lambs **Figure 7**.

In Europe during 2015 according to Eurostat, 1,878,236 lambs up to one year were exported. **Figure 6** shows that the main exporters are Romania and Hungary, representing 70% of the exports. The population of ewes in Romania are mainly dairy ewes. The lambs exported from Romania are linked to the milk production. On the other hand, Hungary's population of ewes is 80% non-dairy. Those lambs are transported over long distances because their main final destinations are Greece and Italy.

Figure 7 shows the main importers, Italy and Spain, representing 70% of the imports. Italy imported 957,563 lambs during 2015, 75% thereof coming from Hungary and Romania.

Figure 6

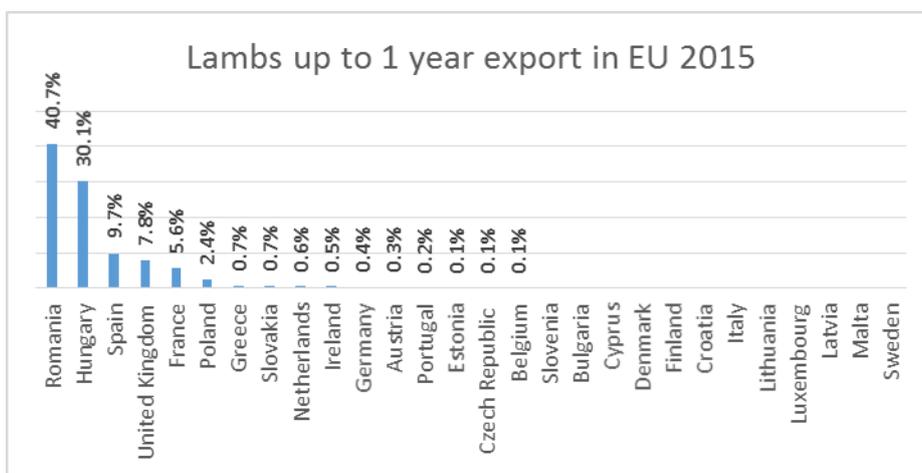
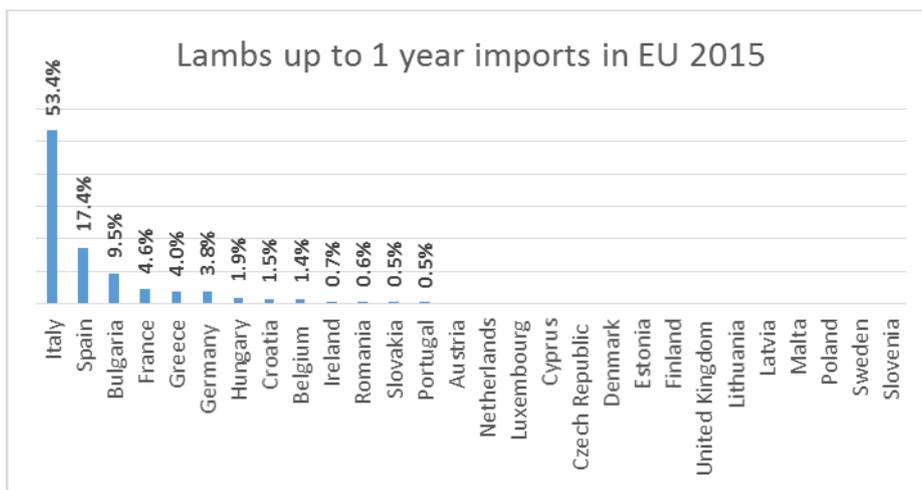


Figure 7



Source: Eurostat export of live lambs "Sheep up to a year old" (excl. pure breeding animals)

4. Long distance transport of unweaned calves and lambs

The term “unweaned” is used for calves and lambs that are still on a milk diet and not yet used to an independent intake of solid feed and water. These animals are transported over long distances within Europe, even though they have to be fed with milk replacer or electrolyte solution, which is not possible in the trucks and as a result they do not receive anything to drink.

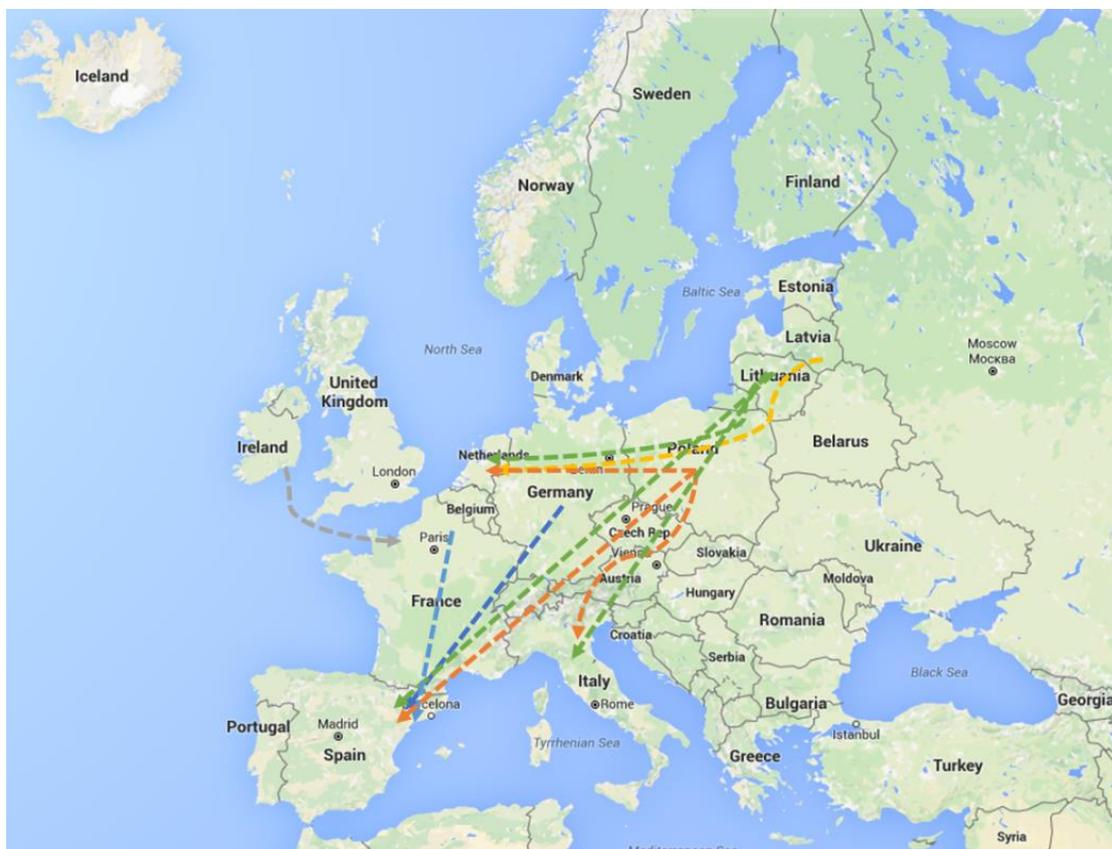
As a consequence unweaned animals suffer extremely during long distance transport due to stress, deprivation of feed/ liquids and all the risks factors associated with long distance transport. Many of them cannot cope with transport and arrive dead at their final destination.

4.1 Summary of inspection reports

From 2014 until 2016 our teams conducted trailings of unweaned calves and lambs and gathered evidence of generally poor enforcement of Council Regulation (EC) 1/2005.

The summaries of eleven trailings contain our observations and information gathered during the investigations, as well as the violations against Council Regulation (EC) 1/2005. The detailed reports of the investigations will be available on request.

The map shows the routes that have been investigated by our teams and it shows the different distances unweaned animals have to travel. Other routes include calves carried from Ireland to Spain or the Netherlands, or lambs from Romania to Italy.



We proved that unweaned calves and lambs cannot be transported for more than eight hours under conditions guaranteeing their welfare. As a matter of fact, we documented that suffering of the animals is inevitable during long distance transport and that the requirements of the Regulation are not enforced:

None of the transport vehicles was equipped with drinking devices others than metal nipples for pigs that are inadequate for calves and lambs- even though they had transported weaned animals. Mostly the metal nipples were in a position they could not be used by the animals.

None of the transporters supplied the animals with liquid or feed after 9 hours of transport, they only stopped for one hour as foreseen in their Journey logs. Many of them **exceeded the maximum allowed journey times of 19 hours** and the **planning of the journey was unrealistic**.

In one transport the calves were loaded in **overcrowded conditions**.

Headspace was a general problem in all the transports observed, because calves are loaded usually on three levels and lambs on four levels.

None of the transport vehicles observed should have been approved for the long distance transport of unweaned calves and lambs.

The following table summarizes ten investigations of long distance transport of calves and one of lambs, carried out between 2014 and 2016

Investigation	1	2	3	12	5	6	7	8	9	10	11
Animals transported	unweaned calves	unweaned calves	unweaned calves	227 unweaned calves	120 unweaned calves	250 unweaned calves	150 unweaned calves	187 unweaned calves	200 unweaned calves	700 unweaned lambs	302 unweaned calves
Origin of animals	Lithuania	Poland	Latvia	Lithuania and Poland	Germany	Poland	France	Lithuania	Poland, Lithuania	Poland	Ireland
Date	09.05.2014	16.08.2014	26.03.2015	17.04.2015	21.07.2015	26.06.2015	05.11.2015	15.01.2016	26.02.2016	18.03.2016	09.04.2016
Place of departure	Zemale, Lithuania	Poland	Keguma Novads, Latvia	Szumowo, Poland	Bad Waldsee, Germany	No information	Château-Gontier, France	Raseniai, Lithuania	Szumowo, Poland	Bańska Nizna, Poland	Killarney, Ireland
Resting place/ Control post	Ibbenbüren, Germany	Soppe-le-Bas, France	Blaszki, Poland	Soppe-le-Bas, France	-	-	-	Ibbenbüren, Germany	-	-	-
Place of destination	Lettele, Netherlands	Spain	Oosterzee, Netherlands	Vic, Spain	Vic, Spain	Barneveld, Netherlands	Parlavà, Vic, Linyola, Vilanova de Meià, Spain	Vic, Spain	Nuvolera, Brescia, Italy	Acquapendente, Italy	Abbeville, France
Total transport distance	1.716 km	> 2.000 km	1.892 km	2.480 km	1.230 km + 190 km	1.246 km	1.269 km	2.974 km	1.647 km	1.547 km	1.200 km
Transport time	21 hours	-	20 hours	28 hours	26.5 hours	19 hours	27 hours	43 hours	28 hours	25 hours	27 hours
Resting time at control post	24 hours	13 hours	Approx. 24	18 hours	-	-	-	20 hours	-	-	-
TOTAL	45 hours	46 hours (estimated)	44 hours	46 hours	26.5 hours	19 hours	more than 27 hours	63 hours	more than 28 hours	more than 25 hours	more than 27 hours

Transport of unweaned calves from Lithuania to the Netherlands 09. - 10.05.2014

Transport company	Mondfrans, Netherlands
Origin of animals	Lithuania
Place of first observation	Zemale, Lithuania
Date / time of first observation	09.05.2014 / 05:30 EET
Place of departure	Zemale, Lithuania
Date / time of loading	09.05.2014 / 12:30 EET (11:30 CET)
Resting place	24 hours in Ibbenbüren (planned in journey log section 1)
Place of destination	Lettele, Netherlands
Date/ time of arrival at destination	no information
Total transport distance	1.716 km
Transport time	more than 21 hours

Observations:

After loading, the truck drives to a nearby restaurant where it stops for 1.5 hours. It then drives to an assembly centre in Marijampole in the south of Lithuania. The animals are left on board and after 30 minutes the truck continues.

After 21 hours of transport, during which the calves have not received any liquid, our team arranges a police inspection near Braunschweig in Germany. The police orders to unload and feed the calves at the control post in Ibbenbüren for 24 hours.

We later receive a copy of the journey log where the indicated time of loading in section 2 is 17:30, when in reality the calves were loaded at 12:30 EET.



Loading of calves in Zemale, LT

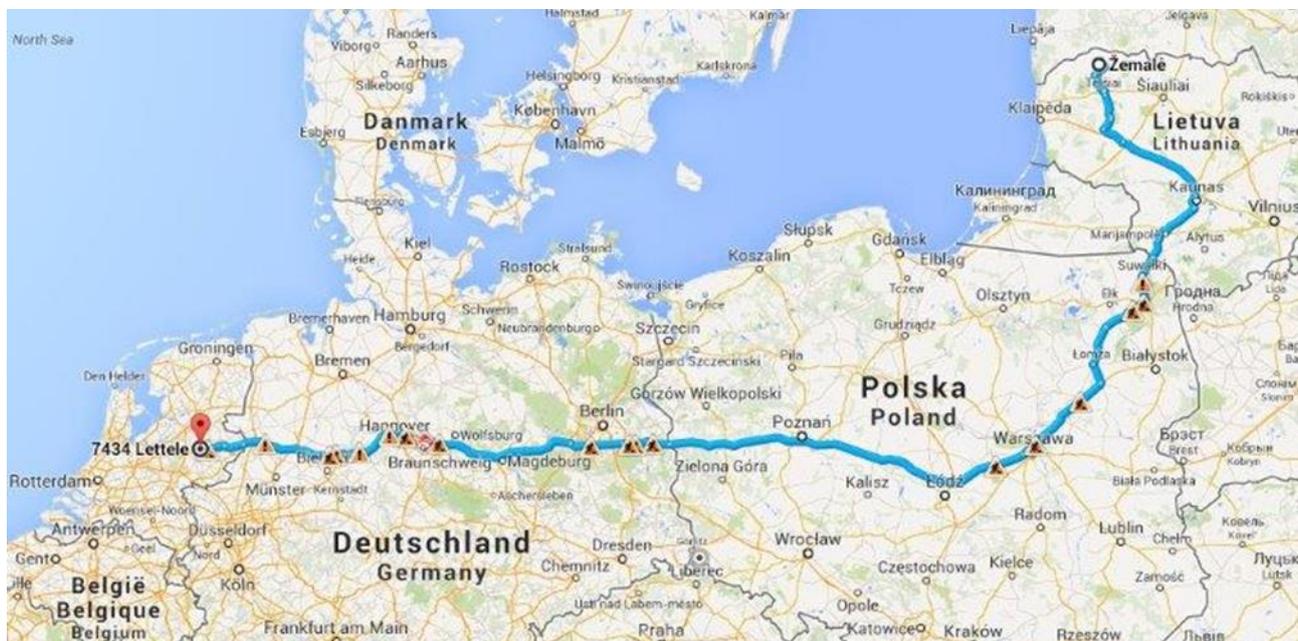


Police inspection near Braunschweig, DE

Violations:

- Undue suffering caused to the animals
- No supply with liquid after 9 hours of transport
- Maximum permitted transport time of 19 hours exceeded
- Unrealistic planning approved by Lithuanian veterinarian
- False information in the journey log (inaccurate time of loading)
- Undue delay between the completion of the loading and departure (lunch)
- Certificate of approval for means of transport should not have been granted for the transport of unweaned calves

Transport route:



Transport of unweaned calves from Poland to Spain 16.-17.08.2014

Transport company	Markon International Transport, Poland
Origin of animals	Poland
Place of first observation	Offenburg
Date / time of first observation	16.08.2014 / 08:30 CET
Place of departure	Poland
Date / time of loading	No information
Resting place	13 hours at control post Sarl Alsabest in Soppe-le-Bas, France
Place of destination	Spain
Date/ time of arrival at destination	No information
Total transport distance	More than 2.000 km
Transport time	No information

Observations:

A truck of the company Markon passes our observation point on the highway some kilometres south of Offenburg, transporting unweaned calves on three decks and is followed by our team. It drives to the small village of Soppe-le-Bas to make a stop at Sarl Alsabest control post. The animals are left on board during 1 hour before they are finally unloaded. After 13 hours of rest, they are reloaded and the truck heads to the A36.

As the drivers have not respected the resting time at the control post, our team repeatedly calls the police, which is however not available, and continues following the truck. After calling the police 12 times without success, our team stops the investigation, which is heading south to Spain.



Unloading of calves in Soppe-le-Bas/France



Calves in the Markon truck heading towards Spain

Violations:

- Undue suffering caused to the animals
- Undue delay between arrival at the control post and unloading
- Resting time at the control post not respected (13 hours instead of 24 hours)
- Certificate of approval for means of transport should not have been granted for the transport of unweaned calves

Transport route documented by our team:



Transport of unweaned calves from Latvia to the Netherlands 26. - 28.03.2015

Transport company	Kroes & Jansma, Germany
Origin of animals	Latvia
Place of first observation	Dam-Pol control post and collecting centre, Blaszkki, Poland
Date / time of first observation	26.03.2015 / after 18:30 CET
Place of departure	Keguma Novads, Latvia
Date / time of loading	27.03.2015 / 12:00 CET
Resting Place	Dam-Pol control post, Blaszkki, Poland
Place of destination	Oosterzee, the Netherlands
Total transport distance	1.892 km
Date/ time of arrival at destination	28.03.2015 / 05:40 CET
Transport time	20 hours from control post

Observations:

Eyes on Animals (EonA) visit the control post “DamPol” in Blaszkki/Poland where calves from Latvia are being rested on their way to the Netherlands.

During the trailing of the calf transport EonA observe very poor welfare conditions. At least two calves are trampled by others and not able to defend themselves to get back up. Via side access doors the driver is able to enter the vehicle and stand them back up. The drinking system is not suitable for young calves. None of the calves is observed drinking and many of them give behavioural and physiological signs of dehydration. The team also observes poor treatment during unloading; weak calves being dragged by their legs and lifted by their tails. Two calves in the back trailer are not able to get up or walk on their own at all. One calf collapses shortly after unloading in the corridor of the farm. During the whole journey there was only one driver, who went over his own maximum driving hours.



Very young Latvian calf (2 weeks acc. to driver)

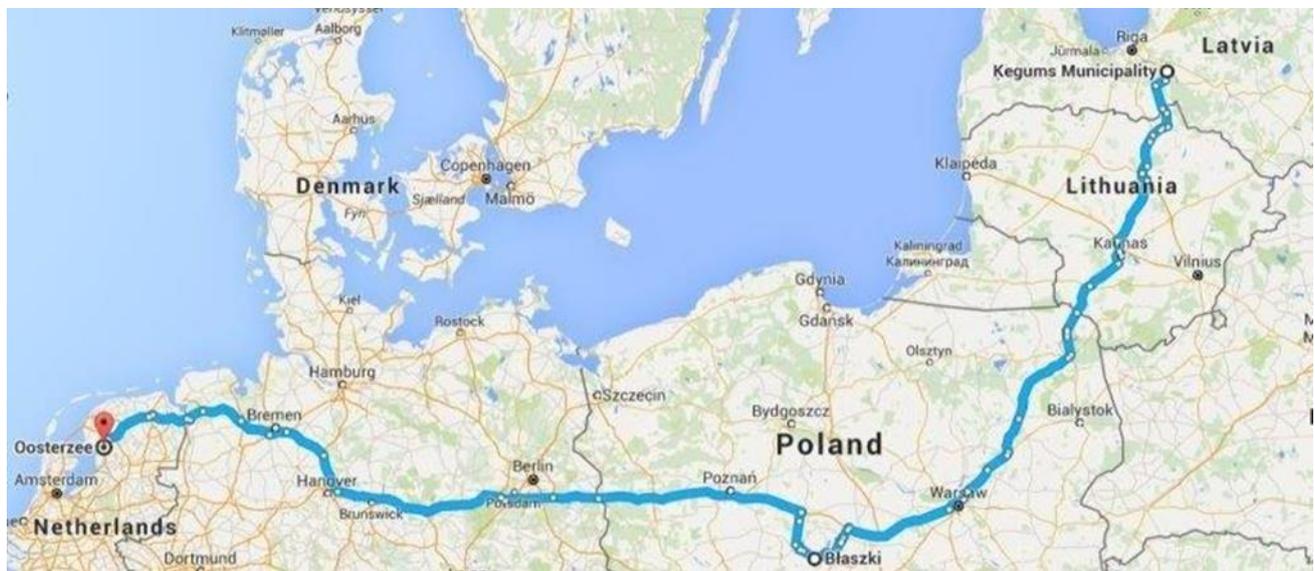


Downer calf not able to stand up

Violations:

- Undue suffering caused to the animals
- Unfit animals were transported
- No supply with liquid during 20 hours of transport
- Drinking devices not adequate for unweaned calves
- Daily driving time exceeded nine hours
- Rough handling during unloading at place of destination
- Certificate of approval for means of transport should not have been granted for the transport of unweaned calves

Transport route:



Transport of unweaned calves from Poland to Spain 17.-20.04.2015

Transport company	KONRAD and FB, Poland
Origin of animals	Lithuania and Poland
Place of first observation	Assembly centre in Szumowo, Poland
Date / time of first observation	17.04.2015 / 13:44 CET
Place of departure	Assembly centre in Szumowo, Poland
Date / time of loading	17.04.2015 / 21:30 CET
Resting place	Control post Sarl Alsabest in Soppe-le-Bas, France
Place of destination	Vic, Spain
Date/ time of unloading at destination	20.04.2015 / 02:35 CET
Total transport distance	2.480 km
Transport time	more than 36 hours + 18 hours resting at control post

Observations:

Two trucks are loaded on three decks with unweaned calves at the assembly centre in Poland and drive to the control post in Soppe-le-Bas/France. During unloading, the handling by the drivers of the Konrad truck is very rough, including forbidden practices like kicking and hitting. The calves are only rested for 18 hours and transported to their final destination in Spain. Two downer animals are reloaded at the control post onto the FB truck; they are not fit for transport and need veterinary assistance. This truck has metal nipple drinkers that are no appropriate drinking devices for calves. One calf dies during transport.

Upon arrival at the assembly centre in Vic/Spain, the calves have been on board of the FB truck for 14 hours without being fed. They slowly walk out of the trailer and look exhausted. The Konrad truck has already unloaded their animals and we observe a downer animal being left unattended next to the unloading ramp.



Inadequate drinking nipples

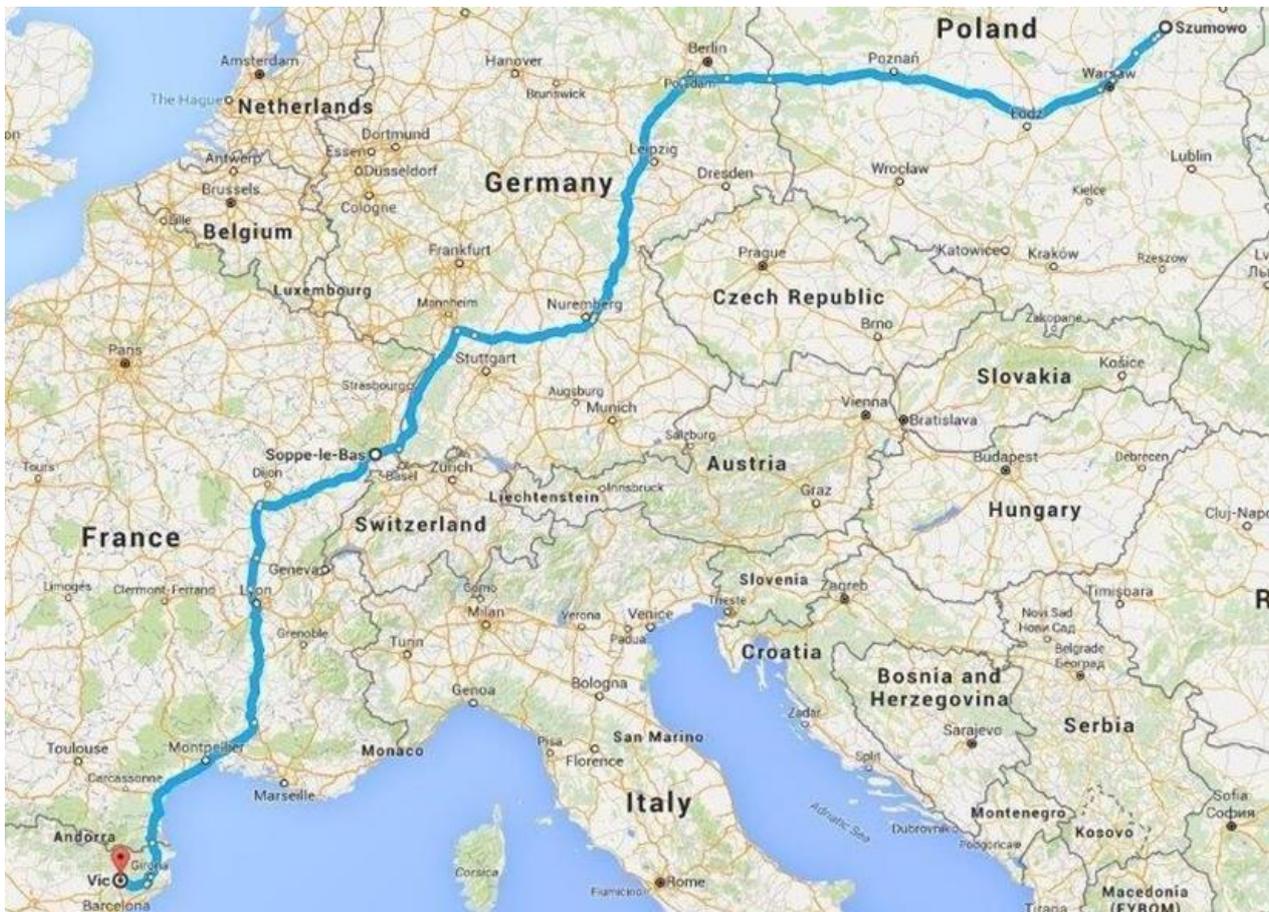


Downer-calf being dragged onto the tail and ear

Violations:

- Undue suffering caused to the animals
- Violent handling during unloading at control post
- Transport of unfit animals (downers and calves with umbilical cord)
- No supply with liquid after 9 hours of transport
- Drinking devices not adequate for unweaned calves
- Insufficient headspace and inadequate partitions
- Maximum permitted transport time of 19 hours exceeded
- Resting time at control post not respected (18 hours instead of 24 hours)
- Certificate of approval for means of transport should not have been granted for the transport of unweaned calves

Transport route:



Transport of unweaned calves from Poland to the Netherlands 26. - 27.06.2015

Transport company	Keus & Mollink, Netherlands
Origin of animals	Poland
Place of first observation	Export station 'e-Mate' in Szumowo, Poland
Date / time of first observation	26.06.2015 / 11:25 CET
Place of departure	Unknown
Date / time of loading	26.06.2015 / around 18:30 CET
Resting place	-
Place of destination	Barneveld, Netherlands
Date/ time of arrival at destination	27.06.2015 / 13:45 CET
Total transport distance	1.246 km
Transport time	19 hours

Observations:

Eyes on Animals (EoA) visit the assembly centre e-Mate in Szumowo. In most pens, the calves have enough space and bedding, but some are overcrowded. Air quality is good. EoA observe very skinny and weak calves. Some have diarrhoea. They also observe that tails are twisted during feeding time and one weak calf that cannot stand up by itself is lifted up by its tail.

EoA trail the truck from Keus & Mollink which is heading to the Netherlands. The e-Mate export station checked that the calves were fit for transport, and the loading was quite gentle. The calves are 2-5 weeks old. The drivers regularly stop and check the bottom level of the trailer, but they need to be reminded to also check the middle and top floor. The calves are offered water by inadequate metal drinking nipples. EoA do not see any of the calves using the nipples by themselves. Upon arrival at the farm, the calves are given water with nutrients (electrolytes) from buckets.



Some calves have diarrhoea

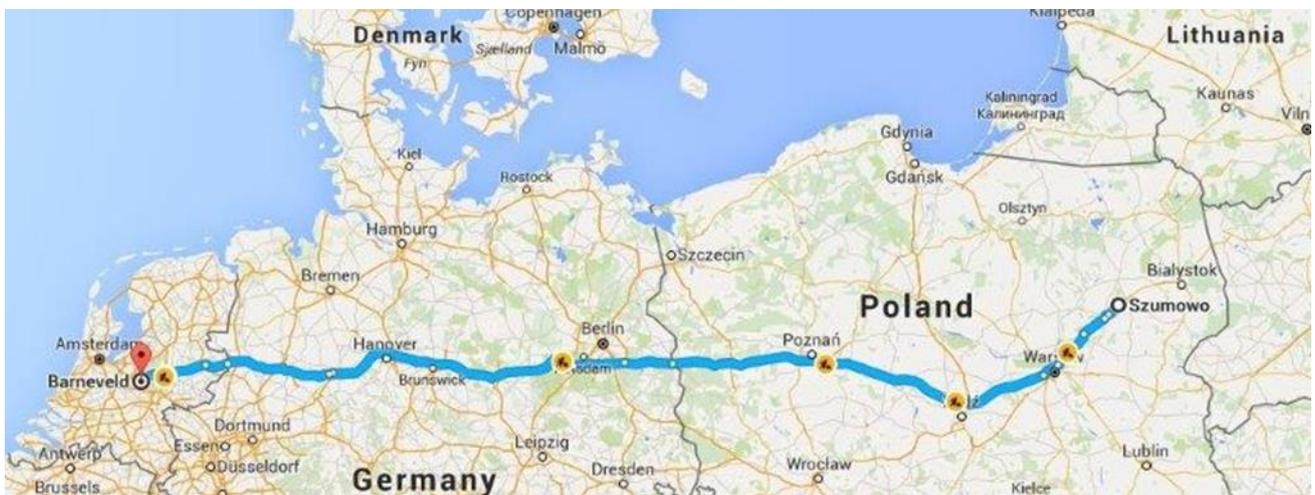


Drinking electrolytes at arrival

Violations:

- Undue suffering caused to the animals
- Rough handling during feeding at assembly centre
- Drinking devices not adequate for unweaned calves
- No supply with adequate liquid after 9 hours of transport (only water)
- Calves in the middle and top floor of the trailer only checked after asking
- Certificate of approval for means of transport should not have been granted for the transport of unweaned calves

Transport route:



Transport of unweaned calves from Germany to Spain 21.-22.07.2015

Transport company	Siegfried Röck Internationale Tiertransporte, Germany
Origin of animals	Germany
Place of first observation	Bad Waldsee, Germany
Date / time of first observation	21.07.2015 / 07:05 CET
Place of departure	Bad Waldsee, Germany
Date / time of loading	21.07.2015 / 11:00 CET
Resting place	-
Place of destination	Vic, Spain
Date/ time of unloading at destination	22.07.2015 / 10:00 CET
Total transport distance	1.230 km + 190 km
Transport time	23 hours + 3 ½ hours

Observations:

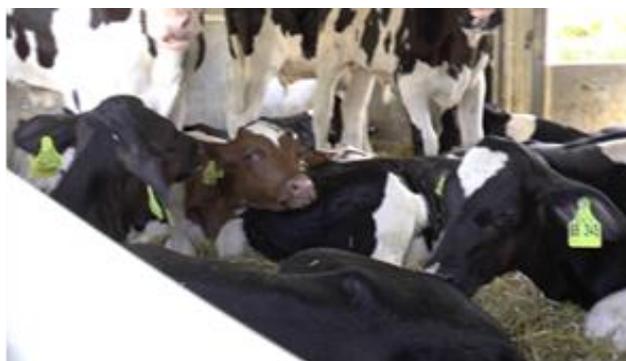
The truck of the company Siegfried Röck is loaded with calves on two decks at the Bad Waldsee auction hall and leaves in the direction of Spain. During transport the outside temperature reaches 34.7°C. In the evening, the truck stops and loads the last floor at a control post in Kappelen/France. After 9 hours of transport, the truck does not stop to rest and feed the animals. After 12 hours the truck arrives at Bovi Coop in Meillonas/France, where it stops for an hour. The truck is only equipped with metal drinking nipples and the calves make no attempts to use them.

After this break, the drivers continue nonstop until arriving at the assembly centre "Vilarta" in Vic/Spain where the animals are unloaded. The calves have been on the vehicle for 23 hours without any supply of liquid or feed.

Two hours after being unloaded, some calves are loaded again onto small trucks from "Vilarta" to be transported another 190 kilometres, for 3 ½ hours, to their final destination, a fattening farm in Altorricón, Province of Huesca.



Loading: Gap between the ramp and the door

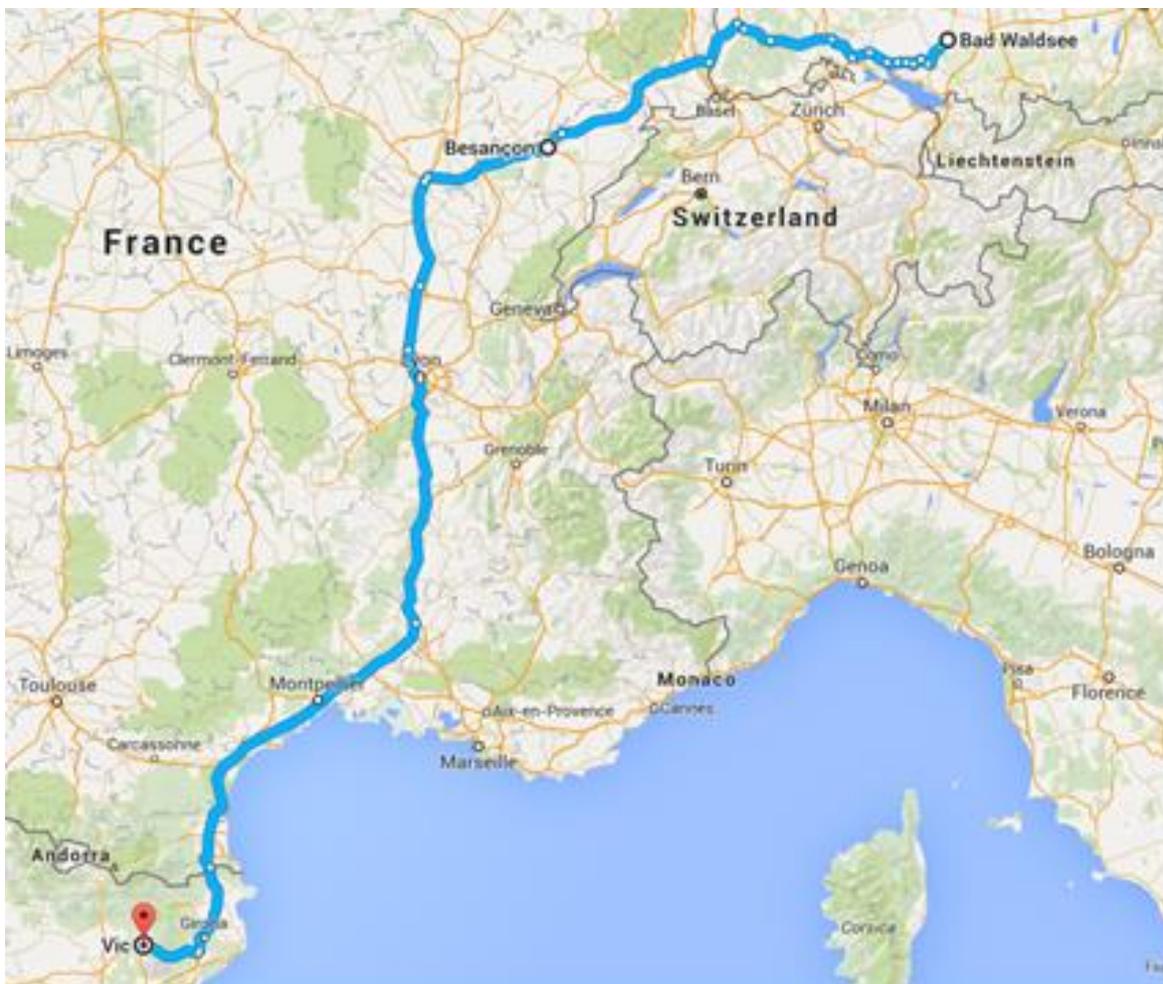


Exhausted calves after long transport

Violations:

- Undue suffering caused to the animals
- No supply with liquid after 9 hours of transport
- No supply with liquid for a minimum of 23 hours
- Drinking devices not adequate for unweaned calves
- Maximum permitted transport time of 19 hours exceeded
- Unrealistic planning approved by German veterinarian
- Certificate of approval for means of transport should not have been granted for the transport of unweaned calves

Transport route:



Transport of unweaned calves from France to Spain 05. - 06.11.2015

Transport company	Transports Marta Salo, Spain
Origin of animals	France
Place of first observation	Château-Gontier, France
Date / time of first observation	05.11.2015 / 08:30 CET (some animals are already on board)
Place of departure	Château-Gontier, France
Date / time of loading	05.11.2015 / 12:20 CET
Resting place	-
Place of destination	Parlavà, Vic, Linyola, Vilanova de Meià, Spain
Date/ time of unloading at final destination	06.11.2015 / 11:47 CET
Total transport distance	1.269 km
Transport time	more than 27 hours

Observations:

Most calves are loaded at the market in Château-Gontier/France; some are on the truck since the early morning. After loading is completed, the animals are left on board during 2.5 hours before departure to Spain. The calves do not receive any liquid during transport.

15 hours after departure, the first calves are unloaded at a fattening farm in Parlavà. For those that had already been loaded in the early morning, the maximum transport time of 19 hours has already been exceeded. Two hours later, the truck arrives at the assembly centre “Vilarta” in Vic where it waits for more than one hour before unloading some calves.

After that, the truck drives to Linyola, where calves, which have been confined inside the vehicle for more than 26 hours, are unloaded. The remaining calves are then transported to another farm in Vilanova de Meià. They show strong signs of hunger and thirst, are suckling at each other and licking the bars of the trailer. Upon arrival, they have been on board the truck for more than 27 hours since we first saw them and have not received anything to drink ever since. A calf arrived dead at the last farm.



Thirsty calves licking the metal bars



Calf that has died during transport

Violations:

- Undue suffering caused to the animals
- No supply with liquid after 9 hours of transport
- No supply with liquid for a minimum of 27 hours
- Drinking devices not adequate for unweaned calves
- Maximum permitted transport time of 19 hours exceeded
- Unrealistic planning approved by French veterinarian
- Undue delay between the completion of the loading and departure
- Undue delay between arrival at the place of destination and unloading
- Certificate of approval for means of transport should not have been granted for the transport of unweaned calves

Transport route:



Transport of unweaned calves from Lithuania to Spain 15. - 18.01.2016

Transport company	Haug, Germany
Origin of animals	Lithuania
Place of first observation	highway A1/E85 near Paneveziukas, Lithuania
Date / time of first observation	15.01.2016 / 16:45 EET
Place of departure	Raseniai, Lithuania
Date / time of loading	15.01.2016 / before 16:00 EET (15:00 CET)
Resting place	Ibbenbüren control post
Place of destination	Vic, Spain
Date/ time of unloading at destination	18.01.2016 / 09:22 CET
Total transport distance	2.974 km
Transport time	43 hours + 20 hours resting at control post

Observations:

On the Lithuanian highway, we spot a truck of the company Haug transporting calves, driving south in direction of Kaunas. All the flaps are closed on both sides. The outside temperature is minus 10°C. The truck stops at a calf assembly centre in Marijampole in the south of Lithuania and loads more calves. At the Lithuanian/Polish border we see another truck of the same company and follow this one. After 21 hours of transport, during which the calves have not received any liquid, the truck stops at the control post of Ibbenbüren. The calves are rested during 20 hours and then further transported to Spain.

During transport the ventilation and the animals are checked and the drivers open and close the flaps to control air flow and inside temperature. After 21 hours the calves arrive at the assembly centre "Vilarta" in Vic where they have to wait for another hour before being unloaded. The journey time is thus unnecessarily delayed. The calves have been in the vehicle for 22 hours without any supply of liquid or feed.



Calf with hairless lesion

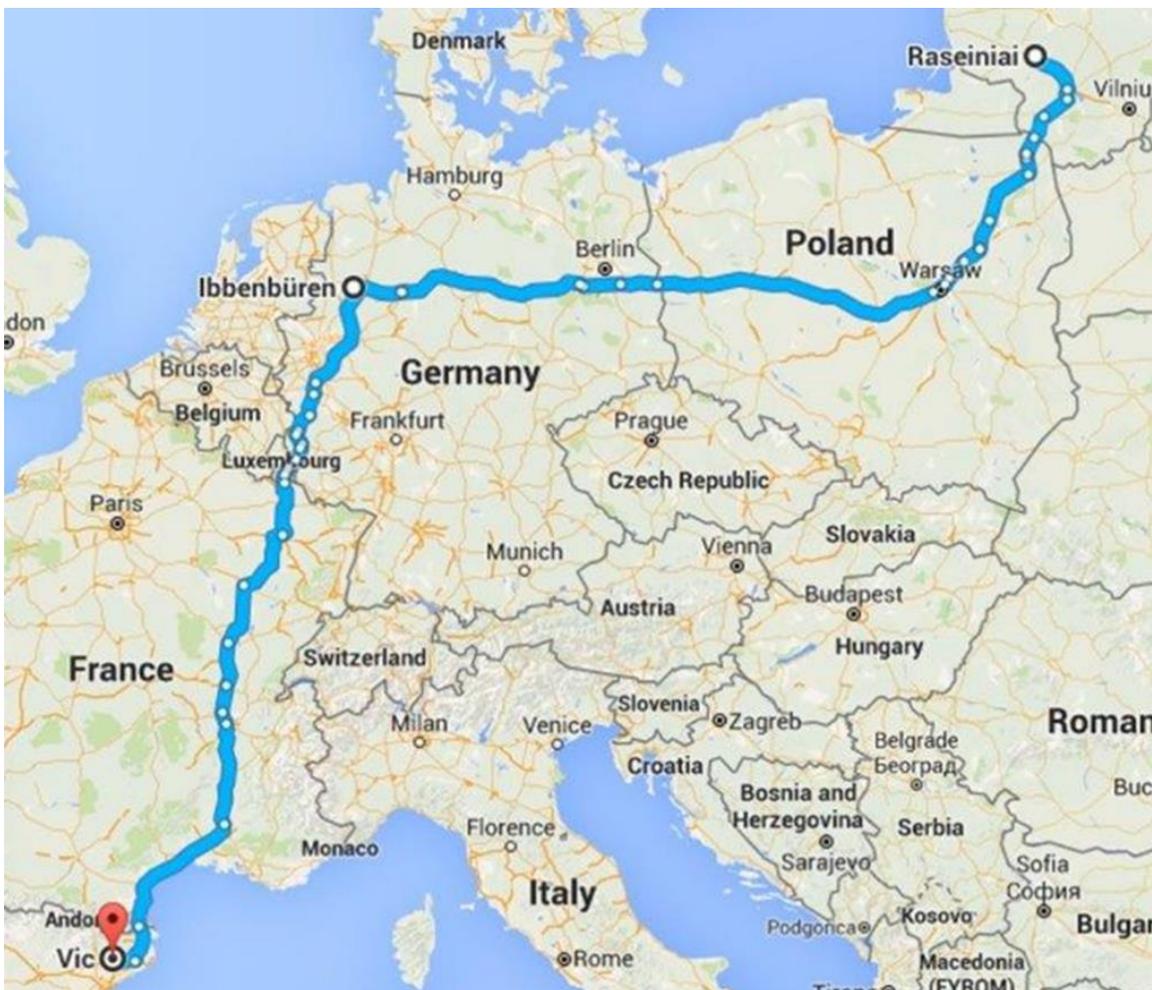


No feeding during transport

Violations:

- Undue suffering caused to the animals
- No supply with liquid after 9 hours of transport
- No supply with liquid for a minimum of 22 hours
- Maximum permitted transport time of 19 hours exceeded
- Unweaned animals loaded at temperature far below zero
- Resting time at control post not fully respected
- Undue delay between arrival at the place of destination and unloading
- Certificate of approval for means of transport should not have been granted for the transport of unweaned calves

Transport route:



Transport of unweaned calves from Poland to Italy 26.-27.02.2016

Transport company	KAZMAR Transport, Poland
Origin of animals	Poland, Lithuania
Place of first observation	Assembly centre e-Mate, Szumowo, Poland
Date / time of first observation	26.02.2016 / 12:50 CET
Place of departure	Szumowo, Poland
Date / time of loading	26.02.2016 / approximately 15:00 CET
Resting place	-
Place of destination	Nuvolera, Brescia, Italy
Date/ time of unloading at destination	27.02.2016 / 19:08 CET arrival at last destination
Total transport distance	1.647 km
Transport time	more than 28 hours

Observations:

At the assembly centre in Szumowo, calves with ear tags from Poland and Lithuania are loaded onto the truck. After 9 hours the drivers take a short stop. We can observe the calves and detect one with severe eye infection. The ceiling height is insufficient and several animals touch the ceiling with their heads. No liquid is offered to the calves.

After 16 hours of transport, the truck makes a one-hour stop at the control post in Redics/Hungary.

After 24 hours of transport, when the first calves are unloaded near Fanzolo/Italy, the maximum transport time of 19 hours has already been exceeded. The handling by the driver and the owner of the farm is very rough, including forbidden practices like pulling and twisting the calves' tails and ears. The second place of destination is located in the industrial area outside Tombolo and the calves have been on board the truck for more than 25 hours. The last place of destination is a fattening farm outside of Nuvolera near Brescia. The calves have been transported for more than 28 hours. They have most likely not received anything to drink ever since, as the control post in Redics is not approved for unweaned calves.



Insufficient headspace

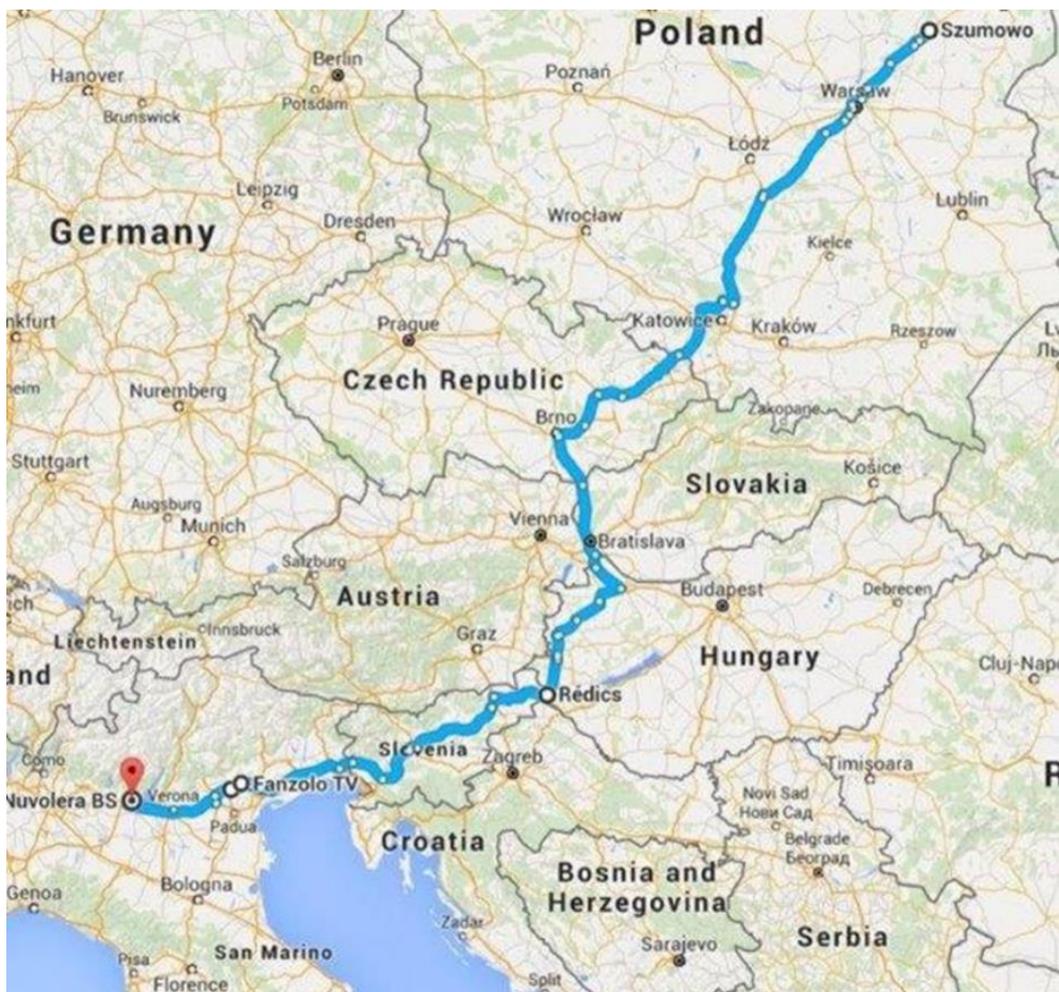


Farmer lifting up one calf by the tail

Violations:

- Undue suffering caused to the animals
- No supply with liquid after 9 hours of transport
- Insufficient headspace
- No checking on the welfare conditions of the animals during transport
- Maximum permitted transport time of 19 hours exceeded by more than 9 hours
- No unloading, resting and feeding at a control post for 24 hours
- Violent handling by the driver and farmer during unloading of the calves
- Unrealistic planning approved by the Polish veterinarian
- Drivers went over their own maximum driving hours (20 hours)
- Certificate of approval for means of transport should not have been granted for the transport of unweaned calves

Transport route:



Transport of unweaned lambs from Poland to Italy 18. - 19.03.2016

Transport company	Erdőhát Transzport Kft, Hungary
Origin of animals	Poland
Place of first observation	Bańska Nizna, Poland
Date / time of first observation	18.03.2016 / 12:40 CET
Place of departure	Bańska Nizna, Poland
Date / time of loading	18.03.2016 / before 12:40 CET
Resting place	-
Place of destination	Acquapendente, Italy
Date / time of unloading at destination	19.03.2016 / 12:55 CET arrival at slaughterhouse
Total transport distance	1.547 km
Transport time	More than 25 hours

Observations:

700 lambs of the Polish Mountain breed are transported from an assembly centre in Poland to a slaughterhouse in Italy. The lambs are of different size and age. They are transported on four decks and the headspace is insufficient for many of them. Numerous animals are observed licking and biting the bars of the trailer and the metal drinking nipples, which they do not know how to make use of. The top deck has very difficult access to the drinking devices.

After 14 hours of transport, the truck stops for an hour and the water is turned on. The lambs are treated as if they were weaned, but it is probable that most of them were still on milk diet just before being transported. Some lambs get their legs trapped between the floor and the sidewall and the animals are not regularly checked during transport. Upon arrival at the slaughterhouse, the lambs have been confined inside the vehicle for more than 25 hours, many without drinking.



Leg hanging from upper deck – high risk of injury

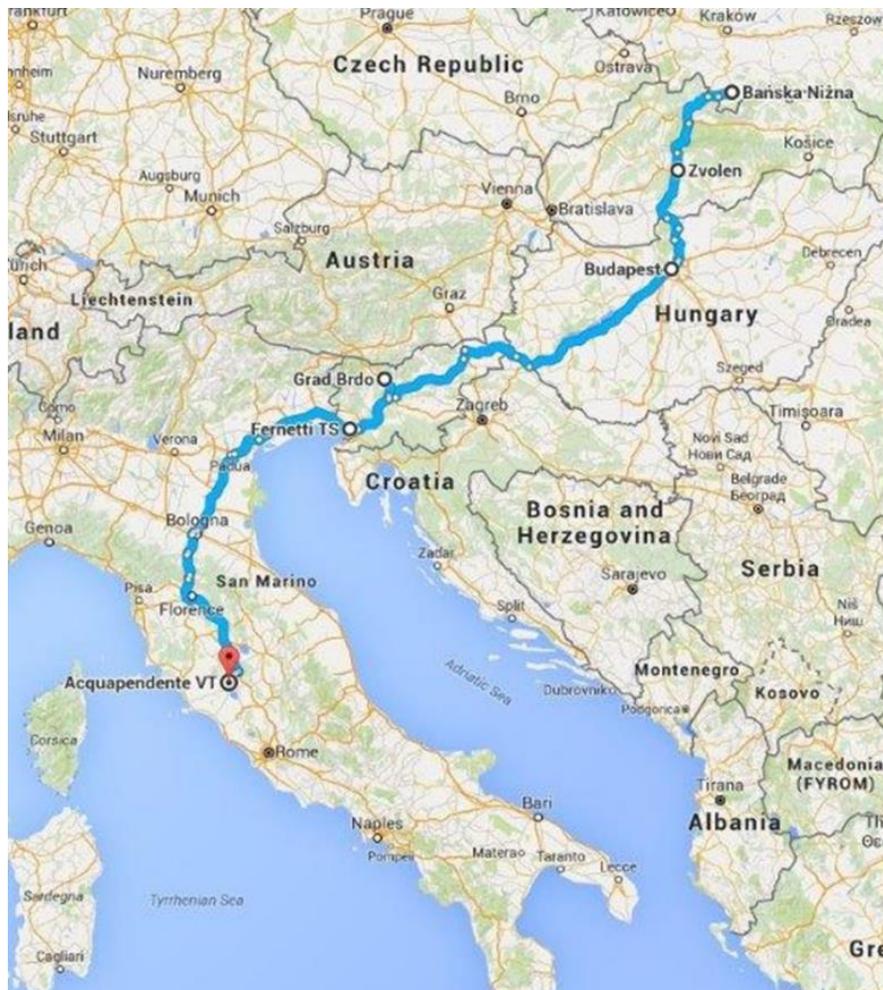


Thirsty lamb biting metal drinking nipple

Violations:

- Undue suffering caused to the animals
- Drinking devices not adequate for lambs
- Access to drinking devices not available for all the animals
- Requirements regarding headspace and loading density not respected
- Welfare of the animals not regularly checked
- Maximum permitted transport time of 19 hours for unweaned lambs exceeded
- Certificate of approval for means of transport should not have been granted for the transport of unweaned lambs

Transport route:



Transport of unweaned calves from Ireland to France 08. - 10.04.2016

Transport company	Hallissey Livestock Exports, Ireland
Origin of animals	Ireland
Place of first observation	Near Cherbourg, France
Date / time of first observation	10.04.2016 / 12:26 CET
Place of departure	Fossa, Killarney, Ireland, according to journey log
Date / time of loading	09.04.2016 / 11:00 WET, according to journey log
Resting place	-
Place of destination	Abbeville, France
Date/ time of unloading at destination	10.04.2016 / 17:10 CET
Total transport distance	1.200 km
Transport time	19 hours ferry + 8 hours road transport

Observations:

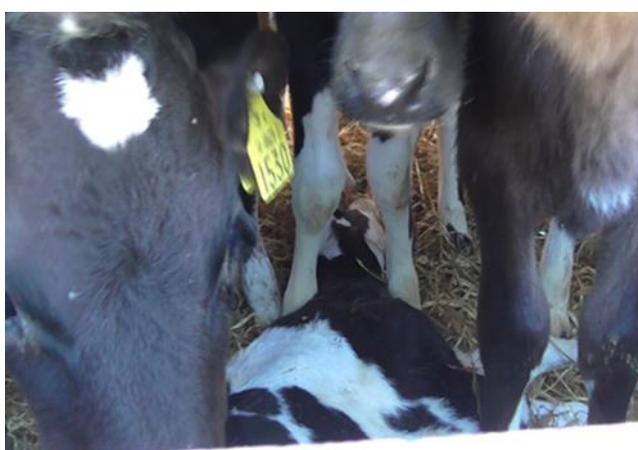
Different collecting points and cattle markets are visited in Northern Ireland. Big cattle dealers buy calves for export at local markets and pre-arranged meeting points along the road and in parking lots. The animals are brought there by the farmers in small vans and trailers. The calves are then loaded onto long-distance trucks and brought to the port of Rosslare, from where they are shipped to Cherbourg in France. During the ferry journey, none among the drivers we observe is looking after the animals.

On arrival in France, we observe an overloaded Irish transporter. The calves are tightly packed together and it is absolutely impossible for them to lie down and rest. The animals on the lower level do not have enough headroom and touch the ceiling with their backs. On the first and second level we discover two downer calves.

Because of the many breaches of the EU Regulation 1/2005, we organize an inspection by the French police. After stopping the truck, they follow the transport to its destination, which is an assembly centre in Abbeville. Both downer calves are dead by the time they reach the destination.



Calf trying to drink from inadequate nipple



Downer calf during police inspection

Violations:

- Undue suffering caused to the animals
- The animals have not received appropriate liquid/feed after 9 hours of transport and were not fed according to their needs
- Drinking devices not adequate for unweaned calves
- Requirements regarding headspace and loading density not respected
- No possibility of checking the tank's water level
- Maximum permitted transport time of 19 hours exceeded
- Certificate of approval for means of transport should not have been granted for the transport of unweaned calves

Transport route:



4.2 Welfare implications during long distance transport of unweaned calves and lambs

During our investigations we observed unweaned calves and lambs showing signs of distress due to cold weather conditions, lack of space, trapped legs, and separation from familiar animals and from fear. We have seen weak calves and downers during transport and at destination and even dead animals were observed upon arrival.

“Very young animals are generally less well adapted to cope with transport and are more vulnerable than the adult animals. Long distance transport of very young calves is common and usually takes place within days or weeks after birth, while the animal is still unweaned and is fully dependent on milk. Calf mortality during transport tends to be low. However, mortality rates following transport can be high, usually as a result of disease” (Knowles, 1995).

In calves under one month old, various authors have reported a strong negative correlation between mortality/morbidity and age when first transported (Knowles, 1995).

In addition to the age at which calves are transported, the length of time that the whole transport takes is also important. Mormede et al. (1982) found less post-transport disease among calves whose transport (including handling, mixing, driving times, food and water deprivation) was only 13 hours rather than 37 hours. So the transport time for calves should be kept to a minimum to avoid suffering.

There are multiple factors causing distress to these very young animals, but **the major source for their suffering is hunger.**

The calves we observed were mooing loudly and licking the side walls of the trucks or even suckling other calves' belly or tail. Lambs were bleating and trying to use the metal nipple drinkers without success and licking water from the walls of the truck. This is due to the fact that they are deprived from feed for 19 hours and more during long distance transport. There are no suitable drinking devices that calves and lambs could use during transport, additionally the drinking systems can not be operated with appropriate liquids for unweaned calves and lambs:

- **Unweaned calves and lambs are not able to use the drinking equipment during transport**

The transport vehicles we observed are equipped with metal nipples that require the animals to press a metal pin with their mouth. The problem is that unweaned calves and lambs are not able to utilize the drinking devices. They are called “suckling” calves or lambs, because suckling is the way they usually drink liquid.

- **Unweaned calves and lambs should not drink water during transport**

The inspected trucks carried water in their tanks in order to be prepared for official inspections. Still, experienced transporters of unweaned calves and lambs never turn on the water system during transport, because of the various health complications that could arise.

None of the transports had any special system to at least warm liquids up and none offered electrolyte or milk replacer, because it is not practicable. As a matter of fact the special liquids for animals on a milk diet cannot be used in the drinking systems of road transports.

Even if the above mentioned conditions were met and suitable drinking devices and warm liquids could be provided during transport,

- **Unweaned animals are not able to feed themselves independently during transport**

Unweaned calves and lambs need hands-on assistance to drink efficient quantities of milk replacer or electrolyte solution. We observed during the feeding of unweaned calves outside transport vehicles (at destination or at Control posts) that some animals do not drink at all and needed to be forced-fed, while others drink too much.

These findings are supported by scientists, the EFSA and experts from several Member States.

The EFSA report from 2009 clearly states: **“Feeding calves during long transport is only possible if they are weaned and accustomed to roughage. During transport it is technically impossible to feed calves on board of the vehicle with milk or milk replacer.”**

On request of the EU Commission, the Bundesministerium für Ernährung, Landwirtschaft und Verbraucherschutz replied the following concerning their experiences with the transport of unweaned calves: “So far there is no “automatic” supply system as required by the Regulation which meets the physiological and behavioural requirements for calves, either for electrolyte drinks or milk replacers. It is not enough for calves simply to be watered during long journeys. In principle this applies to lambs too. Metal nipples or drinking troughs are inadequate means of watering and feeding calves.” (SANCO 2008)

In the same letter of the Bundesministerium für Ernährung, Landwirtschaft und Verbraucherschutz a statement from the BSI (Beratungs- und Schulungsinstitut für schonenden Umgang mit Zucht- und Schlachttieren) says: “The usual metal nipples can not be used by the animals. Automatic watering systems cannot be filled with milk replacer or electrolyte drinks. It is not possible to meter the liquid for individual animals.” (SANCO 2008)

It is scientifically proven that feeding calves/lambs with milk replacer or electrolyte solution requires high standards that cannot be guaranteed during transport. Thus, the feeding of calves or lambs inside a vehicle is impossible and it requires knowledge and skills to supply them according to their physical needs at control posts.

According to Knowles et al “liquid feeding of unweaned calves requires the observation, and often the handling, of each individual animal. It also requires attention to hygienic presentation of the feed, which has to be made up to the correct temperature and solution strength in order to avoid digestive problems“(Knowles et al, 2014).

The BSI diagnosed various complications that may arise, if the requirements for appropriate feeding of unweaned animals are not met (SANCO 2008):

- **Diarrhoea:** This very quickly becomes life-threatening, as young animals have a fast metabolism and are dependent on a regular supply of nutrients and are affected by the toxic substances which are emitted by bacteria.

- **Body functions are affected:** when insufficient nutrients are absorbed. The animals become weak and their resistance and ability to maintain body temperature falls. When body reserves are exhausted, metabolic disorders affect in particular the nervous system.
- **Dehydration:** Intake of too little fluid ultimately leads to thickening of the blood and collapse of circulation.
- **Water intoxication:** Thirst and lack or loss of salt combined increase the risk. Water intoxication can occur when unweaned animals drink large quantities of water or drink it too cold. Symptoms are blood in urine and cerebral edema, with nervous symptoms such as over-excitability, drooling, lip-smacking, licking, muscular weakness, trembling, and loss of normal locomotor activity, crowding, cramps, coma and death.

Calves suffering from cold stress and lack of space to rest: We observed shivering calves being transported from Lithuania to Spain in winter. Restless behaviour has also been observed during our investigations, when there was not enough surface area for the animals to lay down and rest.

Using measurements of rectal temperature, Knowles et al. (1997, 1999) found that when transported during cold weather, **calves have difficulties maintaining their body temperature**, regulating it afterwards, and resulting in a considerable loss of weight. Knowles also proved that calves spend much of the time lying down during road transport, if there is sufficient room for them to do so. Calves spent approximately 50% of the time lying during 24 hours of transport. During cold weather, the amount of the journey spent lying increased to 80–90% (Knowles et al., 1997, 1999).

The BSI explains the reasons for weak and dead calves during long distance transport: “Experience with the transport of calves which are not fed and watered shows that particular problems, seriously weakened animals and deaths, always rise when calves less than four weeks old are transported at temperatures below zero” (BSI, SANCO 2008).

The welfare of lambs is compromised in a similar way. We trailed a transport of very young lambs from Poland to Italy that lasted more than 25 hours. The animals were not fed and only some of them had access to water. The drinking devices were not adequate for them and most lambs had no clue of how to use them.

Scientific evidence shows that the transport of lambs with food deprivation is reflected by a decrease in bodyweight and plasma concentrations of glucose, and an increase in plasma concentrations of blood urea nitrogen, creatinine, and total bilirubin compared to “control lambs” (Krawczel et al., 2007).

The loss in bodyweight of lambs transported continuously for 22 hours is still significant 8 days after transport. Cockram (2007) also reported mobilization of body energy reserves in response to an energy deficiency after 24 hours fasting.

Access to food and water during the intermittent rest periods was sufficient to prevent rested lambs from experiencing the same decrease in bodyweight as the lambs during continuous transport, and eliminated the physiological indicators of food deprivation (Krawczel et al., 2007). After a period without access to feed/liquid during transport, unweaned lambs must be allowed sufficient time to drink before a subsequent journey is undertaken.

The evidence collected through our investigations are supported by scientific evidence and illustrate clearly that unweaned calves and lambs are suffering extremely during long distance transport.



Thirsty calf licking trailer wall



Thirsty lamb trying to drink from inadequate drinkers



Very difficult access to drinking devices



Trapped leg – vehicle with high risk for injuries



Insufficient headspace, lack of ventilation and movement

4.3 Legislation, recommendations and comments

NGOs have been complaining about the impracticability of EU law and long distance transport of unweaned animals for years. Already the Directive 91/628/EC was not enforceable for long distance transport of unweaned animals and the problems remained the same with Council Regulation (EC) No 1/2005 (in the following called Regulation).

We are not listing all the shortcomings in regards to the Regulation that our teams documented, because they have been addressed to in complaints that were sent to the competent authorities.

In this Report we focus on the contradiction between the needs of unweaned animals and long distance transport. The relevant articles of the Regulation in regards to the transport of unweaned calves and lambs are as following:

The core element of the Regulation is Article 3 that states: “No person shall transport animals or cause animals to be transported in a way likely to cause injury or undue suffering to them”. According to Article 3 also the following requirements should be followed:

(a) all necessary arrangements have been made in advance to minimise the length of the journey and meet animals' needs during the 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.

In accordance with Chapter V, Annex 1, the maximum transport time laid down in the Regulation is eight hours, but exceptions from the maximum transport time are also foreseen for unweaned animals:

1.1. The requirements laid down in this Section apply to the movement of domestic Equidae, except registered Equidae, domestic animals of bovine, ovine, caprine and porcine species, except in the case of air transport.

1.2. Journey times for animals belonging to the species referred to in point 1.1. shall not exceed eight hours.

1.3. The maximum journey time in point 1.2. may be extended if the additional requirements of Chapter VI are met.

1.4. The watering and feeding intervals, journey times and rest periods when using road vehicles which meet the requirements in point 1.3. are defined as follows:

- (a) Unweaned calves, lambs, kids and foals which are still on a milk diet and unweaned piglets must, after nine hours of travel, be given a rest period of at least one hour sufficient in particular for them to be given liquid and if necessary fed. After this rest period, they may be transported for a further nine hours;

As laid down in article 3, letter a) and h) in conjunction with Chapter V, no. 1.2., 1.3. and 1.4., unweaned animals which are still on a milk diet can be transported in intervals of 9 hours (travel period)- 1 hour (rest period) - 9 hours (travel period), provided that the animals' needs are met during the journey and they can be supplied during the rest period with feed/ liquid that is appropriate for them.

Editor's note:

The requirements of the Regulation cannot be fulfilled in regards to unweaned calves and lambs, because their supply with appropriate feed/ liquid inside the truck is not practicable for reasons described in the previous chapter. Hence, the long distance transport of unweaned calves and lambs - under the requirements of the Regulation - is a contradiction in terms. The maximum journey time of eight hours cannot be extended within the context of the Regulation.

The Regulation requires an approval for long distance vehicles under provisions laid down in Article 18, paragraph 1, letter b) in connection with Chapter II and VI, Annex 1 of the Regulation. According to that the competent authority shall grant an approval for long distance vehicles (type-2 Certificate), when the vehicle complies with the following provisions:

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.

1.4. Where specific feeding equipment is used for the feeding of animals, that equipment shall be transported in the means of transport.

1.5. Where feeding equipment as referred to in paragraph 1.4. is used, it shall be so designed that, if necessary, it is attached to the means of transport.

2.2. The watering devices shall be in good working order and be appropriately designed and positioned for the categories of animals to be watered on board the vehicle.

Editor's note:

No Certificate of approval should be granted for the transport of unweaned calves and lambs, because it does not comply at all with the requirements for of the above mentioned conditions. Unweaned calves and lambs need appropriate feedingstuff (electrolyte or milk replacer) that can actually be taken along, but not really be offered to the animals for reasons described in the previous chapter. Thus, the approvals for vehicles transporting unweaned animals are not in compliance with the Regulation. Some countries, like Slovenia are consequently excluding unweaned calves from type-2 Certificates.

Recommendations of the Commission (SANCO D5 DS/dj D (2009) 450351)

After numerous complaints of NGOs regarding unweaned animals' transport, the EU Commission sent the following recommendations (SANCO D5 DS/dj D (2009) 450351), to all Member States in 2009. Which state: "As a conclusion, and in order to ensure a uniform application of this particular provision of Regulation (EC) No 1/2005, we would recommend taking the following measures for the transport of unweaned animals on long journeys:"

- For practical purposes, **calves could be considered as unweaned under the age of two months and lambs under the age of six weeks;**
- Before or during the transport, the competent authority should systematically investigate which arrangements have been made **to ensure that animals are offered electrolytes or milk substitutes during the resting period.**

- Metal nipples or troughs alone should not be considered as being adapted for the drinking of unweaned animals. **Only vehicles equipped with pails and flexible teats** should be considered acceptable for that purpose.
- Transport of unweaned animals over long journeys **should not be authorised if the outside temperature during the journey is likely to be below 0 °C.**

Editor's note:

A minimum age to assess when an animal may be considered as “weaned” is appreciated and should be included in the Regulation. The Commission also takes into account animal welfare and health's concerns during transports of calves in winter, which is a welcome advice and should be implemented in the Regulation.

The other recommendations are in our opinion not feasible for the reasons explained in the previous chapter. The competent authority cannot ensure that all the animals are offered electrolytes or milk substitutes during the rest period. It is not possible for a driver or an attendant to enter a truck and feed 220 calves loaded on three levels, or 700 lambs loaded on four levels.

4.4 FVO reports on failure to enforce Council Regulation 1/2005

FVO reports from Poland 2010 and Lithuania 2012 inform about non-realistic journey times and insufficient checks at departure, in particular on the watering and feeding intervals and resting periods. Our investigations confirm that this situation still remains.

Lithuania (DG (SANCO) 2012-6526 - MR FINAL)

“The CCA requested the transporter (from another Member State) to provide a summary Satellite Navigation Systems (SNS) data report of two 19 hours journeys, according to the journey log, of a transport of calves to the Netherlands. The reports showed that in both cases the journeys had taken **23 hours in total**. The CCA informed that the competent authority of the country that had authorized this transporter, and the territorial State Food and Veterinary Service (SFVS) that had approved section 1 of the journey log would be contacted about this case.” (DG (SANCO) 2012-6526 - MR FINAL).

The CCA should rely on SNS data for detecting non-compliances with the travel times and rest period limits set out in Chapter V of Annex I to Regulation (EC) No 1/2005.

Our investigations show unrealistic journey times from Lithuania to the Netherlands (**Investigation 1**) and from Lithuania to Spain (**Investigation 8**).

Poland (DG (SANCO) 2010-8387 - MR FINAL)

Regarding transport of unweaned calves, the audit report states a major deficiency in the checks at departure, in particular on the **watering and feeding intervals**, journey times and resting periods.

Concerning the provision of water and feed to unweaned calves during transport:

“The CA of the assembly centre visited in Łódzkie was satisfied with the **transporter's declaration** that animals were watered on board during the mid-journey rest. However, the **watering devices on the means of transport** seen during the visit **were unsuitable for unweaned calves**, and there was no equipment on board to feed the animals during the mid-journey rest. A representative of the CCA acknowledged that **in practice it is not possible to provide adequate feeding (i.e. warm milk replacement or electrolytes) to unweaned animals on board vehicles**”.

Editor's note:

This is why no certificate of approval for means of transport should be granted for long-distance transport of unweaned animals.

Concerning the requirements and the minimum resting times of animals in assembly centres prior to departure, at the assembly centre visited in Łódzkie the audit team noted that:

“Unweaned calves were sourced from various farms in Poland and from one assembly centre in Lithuania. The facilities for the calves in the assembly centre were adequate. The official veterinarian indicated that to ensure that the minimum resting time of six hours was respected he checked the information recorded on the logbooks of the assembly centre. However, for two out of three consignments originating in Lithuania and randomly selected by the audit team, the time of their

arrival recorded on the logbook was unrealistic when compared with the time of departure from Lithuania on the health Certificates. Additionally, according to the assembly centre records, one of the lots of Polish calves loaded on the day of the visit was rested at the assembly centre for less than six hours.”

An investigation carried out by Eyes on Animals shows that this situation persists. Calves are collected at different places in Poland and Lithuania and then transported to the Netherlands (**Investigation 6**).

In relation to checks on journey logs, the report states:

“In the region of Mazowieckie, unweaned calves were collected from three different assembly centres from which they were further transported, with 24-hour rest in a control post in France, to a fourth assembly centre in Catalonia (Spain). The Official veterinarian responsible for one of these Polish assembly centres admitted that **he had never verified the time to reach the control post**. As a result approved journey logs indicated 19 hours had been accepted, **where as if 60 km/hr had been used as instructed by the CCA, 23 hours travelling time would have been realistic.**”

In Mazowieckie, again **19 hours to destinations in Northern Italy were accepted rather than 25 hours following the CCA instruction**. In addition, the multiple stops for unloading at various destinations were not indicated in section 1 nor recorded on section 4 of the journey logs.

Our investigation from Poland to Italy on the 26th of February 2016 (**Investigation 9**) shows a **28 hours transport of unweaned calves** to several farms in Northern Italy. The problem obviously persists.

5. Conclusions

The economic indicators regarding milk production mean that transport of millions of calves continue, as will the demand for lambs during certain periods of the year too. Thus, it is very important to consider the impact of long distance transport on their welfare.

The dossier illustrates that long distance transport of unweaned calves and lambs is not practicable without exposing these animals to conditions that are causing undue suffering to them, due to the deprivation from food over a long period of time and subsequent welfare problems. This often results in weakness or even in the death of animals. There is more than enough scientific evidence supporting our findings.

When it comes to long distance transport of unweaned calves and lambs, the core element of the Regulation, which is Article 3, is routinely disregarded. In accordance with 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.”** Moreover, our observations indicate that Council Regulation (EC) 1/2005 is systematically undermined in regards of long distance transport of unweaned calves and lambs.

The major reason for the poor enforcement is the **contradiction in the Regulation that tolerates long distance transport of unweaned calves and lambs, even though the binding requirements cannot be put into practise.** These animals are still on a milk diet, with special demands on the quality of their food and the way it is offered to them, all of this cannot be fulfilled in transport vehicles.

Currently there is no appropriate drinking system for the supply of warm electrolyte solution or milk replacement and so there is no possibility to guide the animals during feeding intervals onboard the transport vehicle. **Therefore, type-2 Certificates should not be granted for long distance transport of unweaned calves and lambs at all.**

As a result, the provisions (Chapter V, point 1.3. and Chapter VI, point 2.2. of Annex I) for transports of unweaned calves and lambs, that may exceed the eight hours maximum, cannot be met during transport and **with a strict enforcement of Council Regulation (EC) 1/2005 unweaned calves and lambs cannot be transported for more than eight hours.**

As the transport of unweaned animals is problematic with regard to meeting their feeding and watering needs, we ask the Commission of the European Union and the Member States for the following:

1. The term “unweaned” needs to be defined in the Regulation (EC) 1/2005. According to the SANCO recommendations (2008) calves could be considered as unweaned under the age of two months and lambs under the age of six weeks.
2. The exception from the maximum transport time of eight hours should be revised in the Regulation (EC) No 1/2005. Unweaned calves and lambs should not travel more than eight hours.
3. Calves should not be transported under the age of 14 days at all and should be considered as unfit for transport.

4. Unweaned calves and lambs cannot be supplied adequately inside a vehicle and should therefore, after nine hours of transport, be fed and rested for 24 hours at a control post.
5. Electrolyte solution, given at assembly stations, control posts or at destination, should only be offered once in order to avoid diarrhoea. Electrolyte solution does not satisfy the hunger, instead milk replacer should be used.
6. Unweaned calves and lambs should not be offered water during transport, if they are not accustomed to it. It could result in diarrhoea or water intoxication.
7. Transport of unweaned calves should only be approved if the outside temperatures are above 0°C.
8. Type-2 Certificates should only been granted for the transport of weaned calves and lambs, when the design and the position of drinking devices allows the animals to make use of them.
9. Type-2 Certificates should not be granted for the transport of unweaned animals.
10. Type-2 Certificates should only been granted for the transport of young animals, when the design of the vehicle does not cause a risk for injuries (for e.g. trapped legs).
11. In order to assess the correctness of the information provided by the transporters about planned journey times, an average speed of 60 km/hr should be used. This will lead to more realistic transport times.

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