GUIDANCE

ON

THE WELFARE OF ANIMALS (TRANSPORT) ORDER 1997

Department of Environment Food and Rural Affairs
Scottish Executive Environment and Rural Affairs Department
The Welsh Assembly Government
This guidance relates to the Welfare of Animals (Transport) Order 1997 and is issued to aid consistency of understanding and enforcement of the Order.

This guidance is intended to be used as a reference document and should be read in conjunction with the Order. Whilst it is intended to be as helpful as possible, it cannot give a definitive interpretation of the law. Only the Courts have the power to interpret statutory provisions.

Anyone engaged in the transport of animals should familiarise themselves with the regulatory provisions to ensure that they comply with the law.

The Welfare of Animals (Transport) Order 1997 does not affect the law as it applies to animal health and disease control or to the operation of livestock markets.

Certain articles of the Transit of Animals Order 1927, The Horses (Sea Transport) Order 1952 and the Transit of Animals (Road and Rail) Order 1975 remain in force (for details please refer to Appendix 4 of this guidance).

The legislation governing the export of horses and ponies remains in force and therefore applies alongside the Welfare of Animals (Transport) Order 1997. The main references are:-

The Animal Health Act 1981, Sections 40-48

The Export of Horses (Excepted Cases) Order 1969

The Export of Horses (Protection) Order 1969
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The Welfare of Animals (Transport) Order 1997

The Order has three purposes:

- it implements in Great Britain Community-wide rules on animal welfare during transit (EC Directive 91/628 as amended by 95/29) and, in particular, introduces new arrangements for:
  - authorisation of transporters,
  - maximum journey times for farm livestock: including feeding, watering and rest periods which are linked to vehicle standards,
  - competence and assessment requirements.

- it consolidates much of the legislation on animal welfare during transport (a list of revoked and partially revoked legislation is at Appendix 4).

- it maintains certain national controls for journeys of less than 50 km to which the Directive does not apply.

The guidance is in two parts:

Part 1: gives a general guide to the content of the Order and, where appropriate, gives additional notes on its general and specific provisions.

Part 2: sets out technical advice in support of the construction, maintenance and handling requirements in the Schedules to the Order. In most cases this guidance revises or brings up to date the standards previously applied by legislation which has been revoked by the Order.

The Appendices:

contain detailed information on specific procedures and other supporting details.

(The contents of the Order are listed in Table A on page 6: the Articles make general and specific requirements for the protection of animals in transport; the Schedules contain detailed requirements for the transport and handling of animals).
Table A

Contents of The Welfare of Animals (Transport) Order 1997

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PART 1

GUIDANCE ON THE ORDER

1: Scope, application and exemptions  
(articles 1-3)

**Scope**

1.1 The Order covers the transport of **all** vertebrate animals (other than man) and other cold blooded animals. The vertebrate family includes all creatures which are mammals, birds, reptiles, amphibians or fish. The term “other cold blooded animals” is not defined. However, where injury or unnecessary suffering is caused to non-vertebrate species, consideration should be given to applying relevant parts of the Order.

**Application**

1.2 The transport of farm livestock (cattle, sheep, pigs and goats), horses and poultry accounts for the greatest proportion of animal journeys and the Order applies **specific** requirements to these species. For the most part, only **general** requirements apply to the transport of other species e.g. deer or ostriches. The Order differentiates between the requirements for farmed or domestic animals, to which specific requirements apply, and wild animals of the same species (e.g. domestic cats and wild cats). **Throughout this guidance the term “farm livestock” means domestic cattle, sheep, pigs and goats.** See Table B.

1.3 There are several references in the Order to **distances of 50 km.** The intention of the EU Directive and our Order is to control journey times to ensure more effective protection of animals in transport. Exemptions permitted for journeys of up to 50 km are those where the 50 km is counted from the start of the transport of the animals to the place of destination - i.e. road miles travelled for the complete journey. It does not exempt the first 50 km of a longer journey. However, where a journey involves an EU approved market or collection centre, these can be treated as the place of departure for animals which have travelled less than 50 km to the market etc.

1.4 There are no exemptions from the general obligation to transport any animals in ways which do not cause, or are unlikely to cause injury or unnecessary suffering.

1.5 The Order applies to all journeys regardless of distance. For journeys of 50 km or less, some specific exemptions in respect of construction requirements and provision of documentation are provided for farmers transporting their own animals. See Table E.
1.6 In addition to the provisions of this Order, section 1 of the Protection of Animals Acts 1911 (1912 in Scotland) continue to make it an offence to cause “unnecessary suffering” to any animal to which the Act applies.

Table B

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The following general provisions and requirements of the Order are applicable to the transport of all species:

- protection during transport
- space allowances
- fitness to travel
- treatment of sick animals
- feed, water and rest periods (but see specific requirements below)
- duties on transporters
- documentation (Animal Transport Certificates)

The general vehicle construction, maintenance and transport requirements (Schedule 1) apply to all mammals and birds.

Additional requirements apply to:

- **All vertebrate species:** authorisations (article 12) and accompaniment by competent persons (article 9 and Schedule 8)
- **Cattle, sheep, pigs, goats and horses:** completion of route plans* (Schedule 11), vehicle construction, maintenance and transport requirements (Schedule 2) and specific feed, water, journey times and rest periods* (Schedule 7) (* does not apply to registered horses, although Germany requires route plans for all horses)
- **Poultry and domestic birds and rabbits:** specific feed and liquid requirements (article 8(3)), vehicle construction, maintenance and transport requirements (Schedule 3)
- **Cats and Dogs:** specific feed and liquid requirements (article 8(4)), vehicle construction, maintenance and transport requirements (Schedule 4)
- **Other mammals:** specific feed and liquid requirements (article 8(5)), vehicle construction, maintenance and transport requirements (Schedule 5)
- **Other vertebrate animals and cold blooded animals:** vehicle construction, maintenance and transport requirements (Schedule 6)
**Exemptions**

The Order does **not** apply to the transport of animals:-

- where the transport is **not** of a commercial nature,

or

- when the animal is an individual animal, is accompanied by its owner or other responsible person, and is fit for the intended journey,

or

- where the animals are pet animals accompanied by their owner on a private journey.

**N.B. Only one of these three conditions need be fulfilled for transport to be exempt**

1.7 Ultimately, the terms “commercial”, “individual” or “pet” can only be determined by the Courts, in the context of individual legal proceedings. However, the following general guidance is given:-

- **“transport of a commercial nature”** is defined in the Order as including “transport in the course of a trade or business”. In deciding whether a journey is a commercial one, account must be taken of the status of the animals and of the transport undertaking or vehicle and of the purpose of the journey. If any of these are of a commercial nature then there is no exemption and the Order applies.

  The transport of animals which are a part of, or used in, a business should be considered as commercial (for example; farmed livestock, and other farmed animals, working horses, circus and other performing animals, pet and domestic animals whilst being traded).

  Transport for hire or reward is clearly commercial. Generally, transport in a commercial vehicle should be considered to be commercial.

  The transport of animals by the armed forces or public services during the course of their official duties should not be considered commercial.

- **“Individual animal”** should **not** be taken to mean that a single animal in a vehicle is all that would qualify for the individual animal exemption. The Order permits more than one ‘individual’ animal to be transported in the same vehicle provided that **each** is accompanied by a “natural person” who has responsibility for it during transport. It would also seem reasonable, and fully consistent with the
spirit of the legislation, that a female animal with her dependent young should be considered as an individual animal for the purposes of the Order, e.g. a mare with her foal at foot, should be treated as a single entity. Common sense must apply to situations such as when sheep dogs are travelling with their owners.

- **Pet** should include non-working animals but not animals which are owned as part of a trade or business. The winning of a prize at a show or gymkhana should not be regarded as making the transport of such animals commercial.

Pet animals (and this term could be taken to include companion animals, such as horses and ponies for private riding or recreation purposes) which are accompanied by their owners on private journeys are exempt. However, when pets are carried separately from their owners and the owners do not have access to them, (during air flights or on ferry crossings, for example) the pet exemption would not apply during that part of the journey.

2: General provisions

*Protection of animals during transport* *(article 4)*

2.1 The Order imposes a statutory obligation that anyone engaged in the handling or transport of animals must do so in a way that does not cause and is not likely to cause injury or unnecessary suffering to the animals. Loading, transport and unloading may be stressful to some animals as a result of unaccustomed handling and unfamiliar surroundings. It is important, therefore, that everyone involved in these operations is aware of the correct action to take to minimise adverse effects in handling and transport and of the effects on the animals if those procedures are not followed properly.

2.2 Specific requirements appropriate to the transport of different species are set out in Schedules 1 to 6 to the Order. Further technical advice on standards for the road, sea and air transport of farm livestock and horses is given in the second Part of this guidance.

*Space allowances* *(article 5)*

2.3 The space allowances and the principles set out in Chapter VI of the Directive are taken from the Council of Europe (CoE) Convention on the Welfare of Animals in International Transport and Recommendations made by the CoE in the late 1970s and early 1980s. The CoE is currently reviewing these provisions, which contain a degree of flexibility which recognises the need for space allowances to take account of variables such as species, size, age and weather conditions. To allow ease of implementation of these changes when agreed, the Order does not incorporate the space allowances set out in the Directive but places an obligation on transporters to
pay appropriate regard to these figures. Chapter VI of the Directive is reproduced at Appendix 2 of this guidance for ease of reference.

2.4 The space allowances contained in the Directive of 21-25 cm² per chick for day-old poultry chicks would, under certain circumstances, be detrimental to the welfare of smaller chicks such as partridge or pheasant as such chicks require the warmth that closer stocking densities provide. It is accepted that much higher densities are appropriate in the case of these species.

2.5 Farm livestock and horses must be provided with adequate space to stand in their natural positions and room to lie down where necessary. The only exceptions to this are for air transport where IATA rules apply (article 11). If it is intended that animals are to be watered, fed and rested on a vehicle of higher standard (see Part 2 Chapter 1 Section 2), e.g. on journeys over 9 hours for unweaned animals or 14 hours for sheep, goats or cattle, they should be stocked at a density which allows for the animals to be fed and watered and gives room for the animals to lie down.

2.6 Care should also be taken to ensure that animals are not injured as a result of being understocked by ensuring that partitions are used properly.

**Fitness of animals to travel**

(articale 6)

2.7 When considering whether animals are fit to be transported, account must be taken of their health and physical fitness in relation to the length of the journey to be undertaken and of the conditions likely to be experienced during the journey.

2.8 Animals are considered *unfit* for transport -

- if they are ill, injured, infirm or fatigued.
- if they are mammals likely to give birth during transport or have given birth during the preceding 48 hours or are new-born animals in which the navel has not completely healed.
- if they are infant animals or birds (other than poultry and domestic birds), domestic rabbits, dogs and cats not accompanied by their mother and incapable of feeding themselves. This prohibition does not apply to the young of farm livestock and horses (the rules for their feeding and watering are set out in Schedule 7 of the Order).

2.9. In the transport of unfit animals the over-riding consideration should always be to do that which is best for the welfare of the animal. The transport of unfit animals is acceptable only in very limited circumstances, such as shown below.
• animals which are only slightly ill, infirm or fatigued may be transported **but only if the intended journey is not likely to cause them unnecessary, additional suffering.**

• animals transported for scientific research purposes under the Animals (Scientific Procedures) Act 1986 (laboratory animals) except where they are likely to be caused injury or unnecessary suffering by the intended journey. Every consideration should be given to planning the journey as well as arranging for the comfort of animals which have undergone scientific procedures;

• Unfit (including casualty) cattle, sheep, pigs, goats and horses may only be transported to the nearest available place for veterinary treatment or diagnosis or to the nearest available place of slaughter, and then only provided they are not likely to be subject to unnecessary suffering during the journey by reason of their unfitness. There is a prohibition on dragging or pushing such animals by any means and also on lifting them with mechanical devices (except under direct veterinary supervision - see below).

2.10 Although the Order does not generally apply when there is only one animal in the means of transport, the rules about fitness to travel **do** apply to all farm livestock (cattle, sheep, pigs and goats) and horses, whether they are travelling alone or with other animals for emergency slaughter or veterinary treatment/diagnosis. If an animal is unfit to travel, it should be treated or slaughtered on-farm.

**Casualty animals (farm livestock and horses) - more information**

2.11 The key issue when deciding if any casualty animal can be sent to the slaughterhouse or treatment centre is whether the animal can be transported without being subjected to unnecessary pain or distress. The questions to be asked when making the decision should include:

• can the animal be loaded without using force and without additional suffering?

• can the animal comfortably bear weight on all four legs and, if it is likely to stand during the journey, can it do so without pain or distress?

• what is the duration of the journey?

• what is the nature of the road over which the animal will be transported?

• is the animal’s condition going to deteriorate significantly over the time it takes to reach the slaughterhouse or treatment centre?
• is there a slaughterhouse/treatment centre near enough which will accept the animal? (It must be sent to the nearest available place of slaughter)

• is there a suitable vehicle and driver available?

• can the animal be looked after satisfactorily during the journey?

• can suitable padding or bedding be provided?

If any of these questions or other considerations raise doubts about whether animals can be transported without unnecessary suffering, then they should be slaughtered on the farm.

2.12 Further guidance will be found in the booklet, ‘Guidance on the Transport of Casualty Farm Animals’ first published in 1993 and updated in 1998. This is available from Defra Publications, Admail 6000, London SW1A 2XX Tel.0845 955 6000. It takes account of the most recent changes in legislation.

Deer

2.13 The Order places an absolute prohibition on the transport of deer in velvet on journeys of more than 50 km and requires that special precautions be taken to safeguard deer in velvet on journeys of 50 km or less (article 6 (7)). Further details can be found in Defra’s ‘Guidelines on the Transport of Farmed Deer’ which are currently being updated.

Ostriches

2.14 Ostriches are included in “other mammals and birds” in the Order. Therefore transporters of ostriches must comply with article 4(1), article 8(5) and Schedule 5 part II of the Order. Draft guidelines on the transport of ostriches have been prepared and are available from:

Defra Animal Welfare Division
Area 507
1A Page Street
London SW1P 4PQ
(Tel: 020 7904 6577 Fax: 020 7904 6961)

The Welsh Assembly Government
Agriculture Department
Cathays Park
Cardiff
CF1 3UQ
(Tel:029 20 823595)

The Scottish Executive Environment and Rural Affairs Department
Pentland House
47, Robbs Loan, Edinburgh, EH14 1TY
(Tel: 08457 741741)
3: Feeding & watering, travelling times and rest periods
(article 8 & Schedule 7)

Farm livestock and horses:

3.1. When planning the transport of animals it is important to remember that a journey starts from a place where the animals are first loaded and where they have been accommodated for at least 24 hours, watered and fed (or for twelve hours in the case of an EU approved market) and that the maximum permitted journey time begins with the loading of the first animal. A journey ends when the last animal in the consignment is unloaded at the final destination and may be broken at a place where a 24 hour rest is taken. A journey must therefore be considered to include the period from the loading of the first animal to the unloading of the last animal and journey times should be planned accordingly.

- before a journey

3.2 The species, age, condition of the animals and the length and purpose of the intended journey will affect feeding and watering regimes before transport. In some cases it may be advisable to modify the diet, or to withdraw food for a short period before transport to reduce the possibility of discomfort, suffering or excessive soiling of the litter/bedding which can be detrimental to the welfare of the animals.

3.3 The specific feeding, watering and rest requirements for farm livestock and horses are determined by the species and type of animals and the vehicle or method of transport (see Table C).

Vehicle standards and journey times

- “basic” vehicles

3.4 All vehicles used to transport animals must comply with the “basic” standards set out in Schedules 1 and 2 of the Order (and the additional requirements in Schedules 3 to 5 as appropriate to the species). For farm livestock and horses, vehicles which meet only this minimum standard must be regarded as basic standard vehicles (see Part 2, Chapter I, Section 1). Animals must not be transported for longer than 8 hours in these vehicles, after which they must have a 24 hour rest. (See also guidance below on journeys through livestock markets and collection centres, paragraphs 3.29 - 3.41).

- “higher standard” vehicles

3.5 Vehicles used to transport farm livestock and horses (except registered horses) for journeys longer than 8 hours must comply with the additional requirements set out in paragraph 2 of Schedule 7 to the Order. See advice in Part
2 Chapter I Section 2 which contains general guidance on the standards set by the EU. When vehicles comply with these requirements, you may take advantage of the journey times for higher standard vehicles set out in Table C. (See also guidance below on journeys through livestock markets and collection centres, paragraphs 3.29 - 3.41.)

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<td><strong>Journeys on “higher standard” vehicles</strong></td>
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</tr>
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<td>Unweaned calves, lambs, kids and foals which are still on a milk diet and unweaned piglets</td>
<td>a maximum of 9 hours, a mid-journey rest of at least one hour, then a further maximum of 9 hours</td>
</tr>
<tr>
<td>Other cattle, sheep and goats</td>
<td>a maximum of 14 hours, a mid-journey rest of at least one hour, then a further maximum of 14 hours</td>
</tr>
<tr>
<td>Pigs</td>
<td>a maximum of 24 hours with continuous access to liquid</td>
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<tr>
<td>Other Horses (excluding registered horses)</td>
<td>a maximum of 24 hours with liquid and, if necessary, food every 8 hours</td>
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- **journey times: stops and delays**

3.6 The journey times, which are derived from the Directive, are maximum journey times. On journeys on higher standard vehicles this maximum applies to each leg of a journey which includes a mid-journey rest. Thus the mid-journey rest must commence no longer than (in the case of adult cattle, for example) 14 hours after starting to load the animals at the place of departure, and the last animal must be unloaded no longer than 14 hours after the end of the mid-journey rest. The mid-journey rest does not count against the total journey time. Only one such rest is allowed to be excluded from the journey time in this way. Therefore, to continue the example for cattle, there is up to 28 hours actual journey time (including the time it takes to load and unload the animals) interrupted by a mid-journey rest. This requirement for a mid-journey rest does not apply to journeys with pigs or horses,
where there is an overall 24 hour limit on the duration of the journey regardless of any stops for rest, food or water. Journeys may be extended in exceptional circumstances (see paragraph 3.11 below).

3.7 Journey times do not take account of statutory restrictions on drivers’ hours. Therefore delays or other stoppages (e.g. as a result of drivers’ rest periods) other than the mid-journey rest must be regarded as counting against the total permitted journey time. For an example of a domestic (within the UK) journey see Appendix 5.

staging points

3.8 When the journey time exceeds the maximum permitted for the species concerned, farm animals must rest for 24 hours at a staging point where food and liquid will be provided before their journey may continue. Council Regulation 1255/97 lays down the criteria for staging points and came into force in EU Member States on 1 January 1999 when all staging points must be approved.

3.9 The rules differ slightly for journeys via a market - see paragraphs 3.29 - 3.41.

3.10 Where a journey is frustrated (for example when the animals have been loaded and transported to a cross channel ferry but the sailing has been cancelled and the animals have had to be returned to the loading point or a lairage near the port) it must be treated as any other journey when considering journey times. Therefore, if returning the animals to the loading point or lairage makes use of the second leg of the journey, the animals will then need to be unloaded and rested for 24 hours.

3.11 The Order allows for up to two hours to be added to the final stage of a journey in higher standard vehicles, but only under exceptional circumstances (Schedule 7(7)). The two additional hours are allowed in the interest of the animals. Therefore their use in the planning of a journey is not acceptable. This exceptional provision may only be used if there has been an unexpected delay during the journey and if it would then allow the animals to reach their final destination. Transporters must consider contingency plans to provide for rest, feed and water in the event of delay.

- mid-journey rest (cattle, sheep, goats and all unweaned animals (Schedule 7(3)))

3.12 As stated in Table C above, on longer journeys on higher standard vehicles a mid-journey rest must be taken if the time limit for the first leg of the journey is reached before the animals arrive at their destination. Animals may be given their mid-journey rest on or off the vehicle. The mid-journey rest must be at least one hour long, and always long enough for animals to be given liquid and, if necessary, fed. Food and liquid should be in a form to which the animals are accustomed, and
presented in a way with which they are familiar. A supply of appropriate feed should be carried.

- feed and water for ruminants

3.13 Ruminants will normally take feed initially in preference to water - which may only be taken 2-5 hours later, once the animals have settled. If feed is given without access to water, or without allowing sufficient time for the animals to drink, they may subsequently become severely dehydrated.

3.14 Therefore, when ruminant animals are given their mid-journey rest on board the vehicle they should normally be offered only water. Transporters will also need to:

- ensure they have sufficient space for them to be watered and, if necessary, fed.

- consider unloading the animals if the rest period is longer than two hours.

3.15 When ruminant animals are given their mid-journey rest off the vehicle, water must, and food should, be offered. It is recommended that in order for the animals to take water, and food if necessary, and to rest, the mid-journey rest period in these circumstances should be of no less than 8 hours duration.

3.16 Pigs may be transported for a maximum period of 24 hours without a mid-journey rest. During the journey they must have continuous access to liquid.

- unweaned animals

3.17 Unweaned animals are animals which still have access to their mother’s milk or are still on a milk-based diet (whether liquid or solid). Animals which are taken from their mothers but are still on a milk-based diet at that time must be treated as unweaned. This means that calves will be at least 4-6 weeks old before they are weaned. Sheep tend to wean themselves by three months. It may not be appropriate to feed unweaned animals, for example calves, a milk-based liquid during transport: it may be better to provide them with an electrolyte solution.

- registered horses (article 8 and Schedule 7 article 13)

3.18 Registered horses are not subject to specified journey times and feeding, watering and rest periods, nor route plan requirements. This is because registered horses, for breeding, sport or competition, should be carried in conditions of a higher standard than the minimum conditions laid down by the EU designed to protect horses being moved as food animals. All other provisions of the Order apply (including the requirement to offer liquid and food before a journey begins). To be able to take advantage of this exemption the transporter should be able to produce
written evidence of the registered status of the horses on demand by an inspector. However, as the German authorities require route plans for all horses going to or travelling via Germany, we recommend that route plans are carried whenever horses are to travel to or through Germany.

3.19 Registered horses are those registered, for the purposes of EU zootechnics legislation, with a recognised breed society or companies like the British Horse Database at Wetherbys. A full list of recognised societies can be obtained from Defra, Animal Health, Disease Control, Division ‘A’, Area 209, 1A Page Street, London. SW1P 4PQ (Tel: 020 7904 6331).

3.20 In addition (because the exemption is not restrictive), a horse which travels under a passport issued by the FEI (Fédération Equestre Internationale), the International Equestrian Federation, should be considered to be registered for the purposes of the Order, as should horses transported for the purposes of competition, such as show-jumpers, eventers, polo ponies etc. The latter categories will require proof of their ‘registered’ status (with the appropriate organising Society or Club, such as a Polo or Pony Club, the British Show Jumping Association or the British Endurance Riding Society) to accompany the animals during transport, and to be made available to an inspector on demand.

**Transport by Sea**

3.21 When farm livestock and horses are transported by sea they

- remain within the road vehicle (on a lorry on a roll on/roll off (RO/RO) ferry), or
- are unloaded into containers (for example goods and livestock trailers), or
- are unloaded into pens on a fitted livestock vessel.

See Table D for a summary.

* Transport on RO/RO Ferries

3.22 When animals remain on their vehicles during a ferry crossing the time on board the ferry is counted as part of the journey time. This has two direct consequences:

(a) Journeys should ideally be planned so that the mid-journey rest does not become due during the crossing.
(b) If the permitted journey time expires during the voyage, the animals must be rested for 12 hours, watered and, if necessary, fed before the journey may continue.  

(Schedule 7 (6)(2))

3.23 If animals need to be rested in accordance with 3.22 (b), the rest must take place at or within the immediate vicinity of the port of destination. The animals should be unloaded into suitable accommodation for the 12 hour period of rest unless adequate facilities (including room for all the animals to lie down simultaneously and be fed and watered) are available on the vehicle (Schedule 7(6)). For an example of a journey involving a crossing using a RO/RO ferry see Appendix 5.

- **Transport in Containers or on Fitted Livestock Vessels**

3.24 When animals are transported in containers (other than road vehicles) on board vessels, or in fitted livestock vessels, the level of facilities available to the animals (in combination with the type and species of animal) will determine the permitted length of voyage. If the facilities are at least as high as those required for higher standard vehicles, then the time spent during the crossing is “neutral time”. In other words, it counts neither as journey time nor as rest time. If the higher standards are not met then the time spent during the crossing counts towards the journey time.

3.25 Route plans (see Section 8) will need to state the ship being used so that Agriculture Departments can check whether higher standard facilities are available for the animals. For an example of a journey involving a fitted livestock vessel see Appendix 5.

- **Vehicle Standards for Journeys Including a Crossing on a Fitted Livestock Vessel**

3.26 If the time from loading at the point of departure to unloading at the place of destination will be longer than 8 hours (including, in this instance, the time on board the vessel) then all parts of the journey taking place on the road must make use of a vehicle meeting the higher standard requirements laid down (see Part 2 Chapter 1 Section 2).

**Transport by air**

3.27 Transport by air may also be considered “neutral time” when the animals have appropriate access to water and food if necessary whilst in transit. In this case the time from loading them onto the aircraft until unloading them from it can be discounted from the journey time. However, time spent at the airport prior to loading counts towards journey time (unless it is taken as mid-journey rest).
3.28 Usually, farm livestock and horses are not transported by rail in GB. However, if they were, a basic limit of eight hours would apply unless the same higher standards which are required if road vehicles are to be permitted the longer journey times could be complied with.

<table>
<thead>
<tr>
<th>Table D: Journeys involving travel by sea or air</th>
<th>Farmed Livestock and Horses (other than Registered Horses)</th>
</tr>
</thead>
</table>

"Calculation" of maximum journey times

For all journeys by **road** the journey time is the time between the loading of the first animal and the unloading of the last animal at the final destination.

Where journeys include the transport of a **road vehicle on a ferry**, during which time the animals are not unloaded, the time spent on board the vessel counts towards the total journey time. If the maximum permitted journey time is reached during the sea journey the animals must be unloaded, rested, fed and watered for 12 hours at or near the port of unloading, before the journey may continue. This rest may only be taken on the lorry if facilities are available to feed and water the animals and the animals have sufficient space to lie down to rest simultaneously.

Time spent by animals in pens on board a **vessel** fitted for the transport of unloaded livestock does **not** count towards the total journey time.

In principle, time spent on an **aircraft** does not count towards the total journey time when animals are carried in accordance with the standards set by the International Air Transport Association and adequate provision can be made to feed and water the animals in flight.
Journeys through livestock markets

• Markets as places of departure (article 3 (2)(3))

3.29 Because of the nature of livestock markets, they will not normally be considered as “places of departure” for the purposes of the Order. However, EU-approved markets may be considered as places of departure in two specific circumstances:

(a) when animals to be transported away from a market were first loaded 50 km or less from the market, or

(b) when animals to be transported away from a market have been rested for 12 hours, fed and watered in the market prior to departure.

If either (a) or (b) applies to all the animals of a consignment to be taken away from a market, then the market may be a place of departure (see flow chart on pages 24-25). If this is the case, the maximum journey times appropriate to the species being transported and to the class of vehicle being used (see Table C) apply. The market operator will be able to tell you if a market is EU-approved.

• Journeys through markets where all documents are available

3.30 Animals which are accompanied through the market by documentation relating to the journey to market may be transported away from the market for the balance of the time for that journey.

3.31 The time spent in a market after unloading and before reloading does not count towards the total permitted journey time: as with time spent on board fitted livestock vessels it is “neutral” time. If animals have been transported into market for the maximum permitted time they must be rested, fed and watered for a period of 24 hours (or 12 hours in an EU-approved market) before a new journey may begin.

• Journeys through markets where not all documents are available

3.32 The journey times set out in the Order are based on the assumption that one transporter is responsible for the whole journey and can therefore plan accordingly. However, many livestock journeys in Great Britain include the passage of animals through a market, and very probably involve a change of vehicle and of transporter. In recognition of this, the Order contains special provisions for journey times permitted and documentation required for journeys which include a passage through a market when some or all animals being transported from a market are not accompanied by documentation relating to the journey to the market.
3.33 These special provisions are provided to assist transporters. They do not restrict the movement of animals through markets where the transporter meets the requirements of the Order in respect of documentation, travel times and rest periods. 

(Schedule 7 Part II)

- **Special provisions relating to documentation**

3.34 These provisions have been made as it is accepted that it will not always be possible for transporters taking animals out of a market to obtain, for each and every animal, documentation establishing the exact duration of its journey into the market.

3.35 As an alternative to full documentation, the Order provides for journeys through markets to be treated as two separate legs of a journey: the transport into the market and the transport away from the market. Animal Transport Certificates (see paragraph 8.8) must still accompany the animals from the premises of origin to the market and from the market (naming the market as the place of departure) on the onward journey.

3.36 To take advantage of these provisions, the transporter must take all reasonable steps to establish that the animals travelled into the market for no longer than one-half of the maximum permitted journey time for the species, type of animal and the type of vehicle (for pigs and horses see paragraph 3.38 below). The market operator should be able to help in this respect, by identifying animals which meet these criteria - i.e. those which have travelled in for less than 4 hours on a basic vehicle or less than half the permitted journey time on a vehicle of higher standard.

3.37 When these conditions are met, animals may be transported away from the market for up to one half of the appropriate maximum permitted journey time, with accompanying documentation which states the market as the place of departure.

3.38 Pigs and horses are a special case. When they are transported to or from markets on higher standard vehicles, each higher standard leg of the journey may not be longer than 8 hours.

3.39 When higher standard vehicles are used in either leg of a journey through market, these special provisions are based on the assumption that the animals’ time at the market meets the definition of mid-journey rest (see paragraph 3.12). At some point during their time in the market, suitable facilities must be provided to give the animals the opportunity to rest for at least an hour, drink and, if necessary, feed. If such facilities are not available then, except in the case of animals which were transported into the market for 4 hrs or less and are to be transported out of the market for 4 hrs or less, the time at market must be included within the permitted maximum journey time.
3.40 Animals should be given water and, if necessary, food, during their time at market where this is consistent with their welfare needs. The Government will wish to monitor closely practices in markets with relation to the provision of food, water and rest: it is clear that the provisions of the 1997 Order about mid-journey rest do not represent the complete answer to the need for legislation on these aspects at market. The Government will be considering whether amendments are needed to the provisions of the Welfare of Animals at Markets Order 1990.

3.41 If animals are taken to market but not sold, the owner must arrange for the journey away from market, bearing in mind the time remaining for transport.
START

Are you travelling from an EU-Approved Market?

- YES
  - Was the journey to the Market 50 km or shorter in length?
    - YES
      - Journey out = Full Journey Time for the species (8 hours basic, 9+1(min)+9, 14+1(min)+14, 24 hours higher).
    - NO
      - NO

- NO
  - Do you have documents for both stages of the journey?
    - YES
      - YES
    - NO
      - NO
      - NO

- NO
  - NO

Have the animals had a rest of at least 12 hours at the Market and been provided with feed and liquid?

- YES
  - YES
  - TIME INTO MARKET AND TIME OUT OF MARKET MUST BE WITHIN TOTAL JOURNEY TIME FOR SPECIES (8 HOURS BASIC, 9+1(MIN)+9, 14+1(MIN)+14, 24 HOURS HIGHER). TIME SPENT AT MARKET IS CONSIDERED 'NEUTRAL TIME'.
- NO
  - NO

Journeys from Markets
Was the journey to the Market 4 hours or less in duration?

Was the journey to the Market in a basic vehicle?

Was the journey to the Market within the “first leg limit” (8,9,14 hours)?

Have the animals been rested for at least one hour, watered and, if necessary, fed?

Time at Market is “neutral time”. Journey from Market = 4 hours maximum.

Journey away from Market must be within “second leg limits” (8,9,14 hours).

END OF JOURNEY. Animals require 24 hour rest before being transported further.
Other species:

• **poultry and domestic birds and rabbits** *(article 8(3))*

3.42 For poultry and domestic birds and rabbits on journeys of 12 hours or more the Order requires that food and water should be available in suitable quantities at suitable intervals. The journey time of 12 hours does not include loading and unloading time. For poultry transported in commercial numbers, where it is not possible to feed and water on the vehicle, this represents a maximum journey limit. Poultry and domestic birds are defined as -

- domestic fowl
- domestic breeds of turkeys, guinea-fowl, ducks, geese and quails
- pheasants and partridges

Other types/species of birds, (including ostriches, wildfowl, pigeons or doves) should be fed and watered in accordance with the requirements for other mammals and birds (see paragraph 3.46 below).

• **day old chicks** *(article 8(3)b)*

3.43 The Order maintains existing GB requirements in respect of “day” old chicks and provides for them to be fed and watered at “suitable” intervals on journeys lasting 24 hours or more. Veterinary advice suggests that, because the nutrition of young chicks is provided by the contents of the yolk sac, chicks may be transported for up to 36 hours before water and feed is offered, provided that transport is completed within 60 hours of hatching and the transport conditions are suitable.

3.44 A suitable environment for the long distance travel of chicks should:

- be within a temperature range of 15 - 25° C
- have a relative humidity of 40-60%, and
- provide a minimum of 30 air changes per hour

• **domestic dogs and cats** *(article 8(4))*

3.45 Dogs and cats which are transported commercially must be fed at least every 24 hours and given liquid at least every 12 hours. Written instructions about feeding and watering and any special care instructions should accompany the animals.

• **other mammals and birds** *(article 8(5))*
3.46 These have to be fed and watered at appropriate intervals during transport. Intervals will vary according to species and age of the animals so it is an important requirement of the Order that clear written instructions about feeding and watering (and any special care required) should accompany the animals. Transporters also have a duty to ensure that the instructions are complied with.

4: **Accompaniment of vertebrate animals by competent persons**  
*(article 9 and Schedule 8)*

4.1 Whenever vertebrate animals are transported for journeys of over 50 km the transporter must ensure that they are accompanied by an attendant who has the appropriate knowledge and ability to look after them during the journey (for example, a driver, groom or a member of staff appointed by an airline or shipping company to have responsibility for the welfare of animals during transport) *(article 9 (1))*.

4.2 Animals transported in secured receptacles which contain food and liquid, in dispensers which cannot be tipped over and sufficient for twice the anticipated length of the journey, need not be accompanied by an attendant. However, a person must be appointed in advance who is to be responsible for looking after the animals at appropriate stopping or transfer points.

4.3 Attendants must have received specific training or have equivalent practical experience and Schedule 8 of the Order (also at Appendix 1 of this guidance) sets out the competences which should be attained by attendants accompanying vertebrate animals.

**Transporters operating under a specific authorisation (see Section 7)**

4.4 In the case of transporters operating under a specific authorisation all attendants transporting cattle, sheep, pigs, goats or horses on journeys of 8 hours or more by road or any journey of whatever duration by sea, air or rail, must have demonstrated competence either by obtaining a qualification approved by the Minister or through an assessment of equivalent practical experience. In all cases the attendant’s competence must be such as to qualify them to look after the animals being transported.

4.5 From 1 July 1998, all attendants must have been assessed either by their employer or his nominee (for example a member of staff with responsibility for training) or by an independent assessor from a recognised training or assessing organisation (see below). Assessment must be carried out using a method approved by the Minister and evidence of a satisfactory assessment should be provided in the form of a certificate signed by the employer or assessor. Copies of the certificate (ERA 26) and notes on carrying out an assessment are available from Defra, Animal
4.6 The Minister may, from time to time, add to the list of approved qualifications and assessment. At the time of publication of this guidance the following were approved:

Approved Qualifications:

(a) S/NVQ Level 2 in ‘Transporting of Goods by Road’ (within the context of livestock haulage), Units 5, 6 and 7

(b) S/NVQ Level 3 in Racehorse Care and Management - maintain the health and well being of horses during transportation, Unit 3.04.

(c) S/NVQ Level 3 in Horse Care and Management - maintain the health and well being of horses during transportation, Unit 3.04.

Assessments:

Independent assessment by the following organisations:

NPTC (contact: Mr S Hewitt, Tel: 024 7685 7300)
The Road Haulage Association (contact: Mr E. Harper, Tel: 01749 850497)

or

Assessment by the employer using the checklist, guidance notes and certificate supplied by the Agriculture Departments
5: **Duties/responsibilities of transporters** *(article 10)*

5.1. It is important that those transporting animals are clear who has responsibility for animals at any stage of their journey.

5.2. If a journey involves more than one carrier (e.g. road, ferry, road) the consignor is responsible for arranging:

- documentation for the whole journey
- for transport, rest, feed and water to be provided throughout the journey and
- that the animals are accompanied by a competent attendant.

5.3. During a road journey or other journey during which the animals are not unloaded from the vehicle, the driver or attendant accompanying the animals is responsible for the animals, although any contravention may, depending on the circumstances, additionally be held to be the responsibility of the employer or consignor.

5.4. The ferry operator is also a transporter when vehicles are carried on a roll on/roll off ferry and is responsible for the welfare of the animals in relation to their time on the vessel (for example, by ensuring that livestock vehicles are carried only in parts of the vessel where there is sufficient headroom and adequate ventilation). When vehicles are carried on vessels without their driver or other attendant, or animals are transported by air, the transporter must ensure that the animals are entrusted to a competent person who is able to administer appropriate care, if necessary (*see section 4*).

5.5. When animals are carried on specialist livestock vessels the master/ship operator is responsible for the care of the animals.

5.6. If an agent is appointed to receive and look after animals which are consigned unaccompanied, the consignor should obtain written confirmation of the arrangements made to receive the animals.

**General care during transport**

5.7. Transporters must ensure that animals are transported without delay to their destination. If there is an unforeseen delay at any part of the journey, and certainly in the case of delays of two hours or longer, consideration must be given to providing feed and water and, if appropriate, unloading and resting the animals.

5.8. Transporters must take account of the conditions likely to be incurred during the journey and make arrangements for appropriate facilities to be provided (e.g. increased levels of ventilation for poultry held during hot or humid conditions).
5.9 When loading is complete animals should be transported without avoidable or unnecessary delay to their place of destination.

5.10 Transporters should ensure that animals are attended while awaiting transfer between vehicles or between one form of transport and another.

6: **IATA and CITES** *(article 11)*

6.1 The Order requires compliance with the guidelines issued under the Convention on International Trade in Endangered Species (“CITES”) and the standards set by the International Air Transport Association (“IATA”). Copies of the relevant documents can be obtained from -

**IATA**

Tabmag Publishing Ltd
Grove House
31-37 Church Road
Ashford
Middlesex TW15 2UE
Tel: 01784 255 000
Fax: 01784 246 189

Freight Merchandising Services
c/o Vidap Freight Services Ltd
Shield Road
Ashford
Middlesex TW15 1AU
Tel: 01784 240 840
Fax: 01784 240 824

**CITES**

Defra
Global Wildlife Division
Zone 1/16 Temple Quay House
2 The Square
Bristol BS1 6EB
Tel: 0117 372 8749
Fax: 0117 372 8206
7: **Authorisations** *(article 12 and Schedule 9)*

**Background**

7.1 The Directive brings into force the requirement for all commercial transporters of vertebrate animals operating within the European Union and travelling more than 50 km to be authorised in one of the Member States. Transporters of animals includes people transporting animals on their own account, for the account of a third party, or by providing a third party with a means of transport. Ferry operators, Airlines, and agents who arrange transport of animals will come within this requirement as well as commercial hauliers and farmers transporting animals. In Great Britain, authorisations are issued by the Secretary of State for Defra on behalf of the Secretaries of State for Scotland and Wales. The Authorisation Scheme operates within England, Scotland and Wales through the State Veterinary Service, Veterinary Field Service network of regional and divisional offices, and is supported by the TRADE database. All GB transporters of vertebrate animals must operate under the general authorisation or a specific authorisation either of which may be made subject to additional conditions. Northern Ireland is covered by a similar, but separate scheme administered by the Department of Agriculture for Northern Ireland.

**General authorisation**

7.2 The general authorisation permits:

- the transport of farm livestock (cattle, sheep, pigs and goats) and horses for journeys of less than eight hours in road vehicles;

- the transport of all other vertebrate animals.

7.3 This Authorisation was gazetted on 1 July 1997 when the Order came into force. Transporters carrying out journeys which fall solely within the remit of the general authorisation may do so without making an application. The general authorisation covers the transport of vertebrate animals on road vehicles, including on ferries, when the total journey time is less than 8 hours.

**Specific authorisation**

7.4 As from 1 October 1997 a specific authorisation is required, for any transporter involved in the transport of *cattle, sheep, pigs, goats and horses*:

- for journeys of eight hours or more in road vehicles;
• for all journeys by sea, rail or air. (Unless the animals are in a road vehicle operated under a general authorisation for a journey of less than 8 hours including ferry crossing time. In which case only the ferry operator is required to operate under a specific authorisation).

7.5 All those involved in such transport should apply for a specific authorisation from the Minister. Each holder of a specific authorisation is assigned a unique reference number which must be provided on route plans. The reference number may also be used to aid rapid identification by any enforcing officer in any Member State.

Non-GB transporters

7.6 Transporters established in Northern Ireland, the Isle of Man or the Channel Islands should contact the appropriate competent authority for guidance on how to apply for authorisation. Transporters established in another Member State or a third country must also be authorised to transport vertebrate animals in GB: either via an authorisation from the Member State in which they are established or, in the case of a transporter from a third country, via a specific authorisation granted by the Minister or an authorisation from another Member State.

Enforcement

7.7 Inspectors who enforce the Order on the Minister’s behalf (generally the local authorities) have several options available to them in the role as enforcers. They may advise or warn transporters verbally if this is the best way to treat a minor infringement. An inspector may also issue notices under article 18 of the Order on “the person appearing to him to be in charge of the animals”. This means that the notice will probably be served on the driver of a vehicle rather than on the holder of the authorisation unless these people are one and the same. Notices may require a transporter:

• not to transport a particular group of animals
• to fulfil special conditions for transport
• to complete a journey or return animals to their place of departure
• to hold animals pending the resolution of a problem
• to have an animal humanely slaughtered.

This list is not exhaustive. Notices are designed to address the immediate welfare needs of the animals, whatever those needs may be. Inspectors may also decide that a single incident is so serious that proceedings to prosecute need to be initiated straight away.
7.8 In the event of repeated infringements against the Order, any other infringement in Great Britain which involves serious suffering to animals or any breach of the rules relating to route plans, the Minister may (i) revoke or suspend a specific authorisation, (ii) remove a transporter from operating under a general authorisation or (iii) attach additional conditions to any authorisation. These sanctions apply whether or not the infringement leads to a criminal conviction. In the case of transporters established outside the UK, serious or repeated infringements of the Order or any other legislation implementing Directive 91/628/EEC would be notified to the appropriate competent authority in the respective Member State. The transporter may be temporarily barred from transporting animals in GB.

7.9 An appeals mechanism has been established for transporters who wish to make representations to an Appointed Person in the event of: i) additional conditions being imposed on their authorisation; ii) the suspension, revocation or refusal of a specific authorisation; or iii) their removal from operating under the general authorisation.

**Information held on the TRADE database**

7.10 To maximise the effectiveness of the Authorisation Scheme, the TRADE database has been developed to hold and offer rapid access to documented information on transporters by the GB Agricultural Departments, Animal Health Divisional Offices and Regional Offices. This will include information from the application form for specific authorisations, records of enforcement activity from Defra inspectors, Local Authorities and the Police and will include information on non-GB transporters. TRADE is registered under the Data Protection Act and the integrity and security of the data stored on TRADE is assured.

7.11 Administrative procedures have been put in place under which DVMs will refer cases of transporters who have infringements against the Order for consideration of sanctions to be taken against their authorisations. For example, any single infringement involving serious suffering to animals; any three notices served when animals have been transported in contravention of the Order; the non-return of three route plans; the deviation from three route plans without acceptable explanation; or any one conviction in the courts in respect of an animal welfare offence will result in a case being referred to the TRADE Section of Animal Welfare Division. In addition, TRADE section will be notified immediately of all serious welfare in transit incidents which have caused injury or unnecessary suffering to animals, whether a notice has been served or not. Each case will then be considered on its merits and appropriate action will be recommended to the Minister.
**How to apply**

7.12 No application is required for transporters to operate under the general authorisation. Application forms for specific authorisations are available from Animal Health Divisional Offices (AHDOs).

7.13 Transporters will be required to complete an application form providing details of their businesses and those involved in running it, and then return it to their local AHDO as soon as possible. AHDOs will make a recommendation on whether or not to issue a specific authorisation, and whether conditions ought to be attached, to Animal Welfare Division who will advise the applicant of the result of his application within three weeks.

7.14 If there are any detailed queries on the authorisation scheme please contact:
Defra Animal Welfare Division
Area 508
1A Page Street
London SW1P 4PQ
(Tel: 020 7904 6973 Fax: 020 7904 6975)
AUTHORISATION AND COMPETENCE REQUIREMENTS FOR THE TRANSPORT OF VERTEBRATE ANIMALS

Is the journey over 50 km?

YES

Are you established in another Member State of the European Union?

NO

Are you established in Great Britain?

YES

You require a specific authorisation and need to ensure competent staff are employed

NO

You do not require any authorisation

YES

You are required to be authorised according to the provisions of the Member State in which you are established

NO

Are you transporting Cattle, Sheep, Pigs, Goats or Horses?

YES

You require a specific authorisation and need to ensure competent staff are employed

NO

You will operate under the general authorisation and need to ensure competent staff are employed

Is the journey of over 8 hours duration by road or involving sea or air transport?

YES

You require a specific authorisation and need to ensure competent staff are employed

NO
8: Route plans and Animal Transport Certificates (articles 13 and 14)

### Table E
Welfare Transport Documentation (please also refer to flow chart page 37)

<table>
<thead>
<tr>
<th>You require a route plan if you are transporting:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• cattle, sheep, goats, pigs or horses (other than registered horses, although Germany requires route plans for all horses) for over eight hours to another Member State or to a Third Country</td>
</tr>
<tr>
<td>• The route plan must be submitted on form ERA 20 available from DVMs (a specimen is at Annex 1 of Appendix 3 on Page 82)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>You require an Animal Transport Certificate (ATC) or other documentation needed to provide the information required by Article 14 of the 1997 Order (see paragraph 8.8 below) for the transport of:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• cattle, sheep, pigs, goats or horses on a journey not requiring a Route Plan</td>
</tr>
<tr>
<td>• poultry and domestic birds</td>
</tr>
<tr>
<td>• other vertebrate and cold blooded animals, and birds, where the journey is greater than 50 km</td>
</tr>
<tr>
<td>• The ATC is not a prescribed form therefore the requirements of Article 14 can be satisfied by documentation carrying a record of the details required by Article 14. A Ministry form has been produced which may be used and is available from DVMs on request (see Annex 1 of Appendix 3 on Page 84).</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>ATCs (or other documentation required by the Order) is not required for the transport of:</th>
</tr>
</thead>
<tbody>
<tr>
<td>• cattle, sheep, goats, pigs or horses if the journey is 50 km or less and to or from or within agricultural land in a vehicle owned by the owner or occupier of that land and which has an internal length of not more than 3.7 metres available for the carriage of animals</td>
</tr>
<tr>
<td>• poultry and domestic birds, if the journey is 50 km or less and there are either fewer than 50 birds or the journey is entirely on land occupied by the owner of the poultry</td>
</tr>
<tr>
<td>• other vertebrate animals or birds if the journey is 50 km or less</td>
</tr>
</tbody>
</table>
DOCUMENTATION REQUIREMENTS FOR THE TRANSPORT OF VERTEBRATE ANIMALS

Is the journey over 50 km?

YES

Are you transporting Cattle, Sheep, Pigs, Goats or unregistered Horses?

YES

Is the journey of over 8 hours duration and to another member State or third country?

YES

You require a Route Plan

NO

Are you transporting either:

a) 50 or fewer poultry or domestic birds; or

b) any number of poultry or domestic birds on land occupied by their owner; or

c) animals other than cattle, sheep, pigs, goats, horses, poultry or domestic birds; or

d) cattle, sheep, pigs, goats or horses to/from/within agricultural land in a vehicle owned by the occupier and with an internal length of up to 3.7 metres available to carry them?

NO

You require an ATC*

YES

You do not require any documentation

* But for Registered Horses, you are advised to carry a route plan if exporting to or via Germany.
8.1 Route plans are required when cattle, sheep, pigs, goats or horses (other than registered horses, although Germany requires route plans for all horses) are to be transported between Member States or to third countries when the journey time (or travelling time, by sea, for exports to third countries) from the place of departure to place of final destination exceeds 8 hours. A stamped route plan must accompany the animals throughout the journey.

8.2 Route plans must provide the information necessary to enable the Divisional Veterinary Manager (DVM) of the State Veterinary Service to assess whether or not the planned journey appears to meet the requirements of the Welfare of Animals (Transport) Order 1997. Form ERA 20 available on request from Animal Health Divisional Offices of the GB Agriculture Departments must be used to submit route plans. Guidance on completing the form is at Appendix 3 and a copy of the route plan is at Annex 1 to Appendix 3. (NB. A SIGNED ROUTE PLAN MUST BE SUBMITTED TO THE ANIMAL HEALTH DIVISIONAL OFFICE COVERING THE AREA IN WHICH THE JOURNEY WILL BEGIN AT THE SAME TIME AS YOUR APPLICATION FOR AN EXPORT HEALTH CERTIFICATE i.e. AT LEAST 10 WORKING DAYS BEFORE THE PROPOSED START OF THE JOURNEY.)

8.3 For species that do not require route plans (e.g. ostriches and deer) or for longer or complicated journeys within the United Kingdom, it is useful to submit journey proposals to the DVM for consideration/advice and such action is recommended. A route plan form can be used as an ATC if wished.

8.4 Only a transporter operating under a specific authorisation may submit a route plan, which must cover the whole of the period of the journey to the point of destination declared in the health certificate - incomplete route plans are not acceptable. Route plans must be signed by someone authorised by the transporter (e.g. an officer of the company, a partner or farm manager). To enable the DVM to check this quickly it will be helpful if authorised signatories are entered on TRADE or nominated to the DVM in writing.

8.5 The person signing the route plan is responsible for planning the whole journey properly, including journeys involving a series of legs and a number of different transport companies. In planning the journey the transporter should ensure that the journey is not started until he or she can be confident that everything has been done to make sure only something unforeseeable could prevent the journey from being completed successfully and within the journey times. For example they should have received written confirmation of ferry or air bookings and where booking confirmations are not available at least a phone call should have been made to the ferry or airline and a note made of the verbal confirmation. Reservations at resting places and confirmation from the destination that the animals are wanted
should have been received. Transporters should also ensure that consignees are aware of the proposed shipment and are willing to provide facilities to receive the animals. The route plan should make clear at box 3 whether the animals are adult or unweaned.

8.6 All route plans submitted to DVMs must be correctly filled out. Advice on the completion of plans can be sought from Animal Health Offices. Incorrectly completed or confusing plans lead to delays. The time taken to assess route plans will be minimised if plans for journeys with multiple pick-ups and/or drop-offs are submitted with an itinerary and a diagrammatic representation of the whole plan (which should make clear all the Animal Health Divisional Offices involved). The itinerary and diagram should be copied in full to each DVM to whom a route plan is submitted. Transporters are required to draw up contingency plans for when the planned route is changed or interrupted and the person(s) in charge of the animals during the journey should know what those plans are. Contingency plans should include where any animals found to be ill or injured during the journey are to be taken for rest and/or treatment, including at point of departure from Great Britain. DVMs may request any of these details.

8.7 All route plans must be returned to the issuing office within 15 days of the completion of the journey. (Failure to do so may lead to withholding of further route plans or suspension of the transporter’s authorisation). A copy of the route plan must be kept by the transporter - for six months after the date on which the journey was completed. Proof that the route plan was sent and of the date on which it was sent should also be kept for six months.

Animal Transport Certificates (article 14)

8.8 When a route plan is not required the transporter must provide the following information by way of an ATC or any other way that is readily identifiable to an enforcement officer:
- the name and address of the transporter
- the name and address of the owner of the animals
- the place that the animals were loaded and their final destination (see notes on markets)
- the date and time that the first animal was loaded
- the date and time of departure
- the time and place the requirements for resting periods laid down in Schedule 7 were met (for domestic journeys over 8 hours).
- other information requested that may be necessary in order to answer queries by enforcement officials are: -
  - the species and whether adult or unweaned
  - the number of animals and status (slaughter, breeding etc.)
  - the date and time of unloading
  - the registration number of the vehicle
Copies of an ATC are available from local Animal Health Offices

The inclusion of this information in other documentation, such as a consignment note or movement book, is perfectly acceptable.

Exemptions to this requirement are set out in table E.

**Export journeys to Third Countries**

8.9 The Order requires anyone transporting vertebrate animals from Great Britain to countries outside the EU to first sign and date an undertaking as set out in Schedule 10 of the Order. It is not necessary to sign an undertaking for each journey. The signed undertaking binds the person in charge of the transport undertaking to comply with the requirement of Council Directive 91/628/EEC (which is implemented in the UK by the Welfare of Animals (Transport) Order 1997).

8.10 Similarly the documentation requirements set out above in this Section and elsewhere in these guidance notes apply equally to exports to non-EU countries unless stated otherwise. Therefore, for example, route plans are equally required for each journey of cattle, sheep, pigs, goats or horses (other than registered horses) to a non EU member state when the journey time from place of departure to the place of final destination exceeds 8 hours. Also, on completion of the journey the animals must be unloaded, fed, watered and rested for 24 hours before a new journey may begin; if the journey to the final destination cannot be completed within the maximum journey time for the species and type of animals being transported, the animals must be unloaded and fed and watered and rested for 24 hours before the journey may continue (this combination of maximum journey times and long rest periods must be repeated until the final destination (as shown on the route plan) is reached).

9: **Imported animals and animals transiting GB**

9.1 For farm livestock and horses (other than registered horses, although Germany requires route plans for all horses) imported into GB or in transit, route plans are required giving full details of the journey from point of departure to point of destination irrespective of whether either of these are in Great Britain. If the journey started in another Member State the route plan must be in the format approved by that Member State. If from a third country, the route plan must include the information required by Schedule 11 of the Order and, again, must cover the entire journey. For animals not accompanied by a route plan or an ATC or equivalent information i.e., species other than farm livestock and horses, documentation as detailed in paragraph 8.8 is required.
9.2 **At least 24 hours in advance of the import of animals of any species from outside the European Union the importer** should give (to the veterinary authorities at the border inspection post where the animals first enter the EU) a written undertaking that arrangements have been made to comply with the terms of Directive 91/628 on the protection of animals during transport. This may be done at the same time as notification of the import is given under the requirements of the Animals and Animal Products (Import and Export) Regulations 1998.

**10: Approval of pens and receptacles to be used on exposed decks of vessels**

10.1 When cattle, sheep, pigs, goats or horses are carried in pens or receptacles (other than road vehicles) on exposed decks of vessels setting sail from a port in Great Britain, these pens and receptacles must be approved before use. Approval is designed to ensure that not only is each receptacle suitable for the animals to be carried in it, (e.g. strong enough, enough bedding, arrangements for feeding and watering) but that it is also capable of protecting the animals from the wind, rain and spray which might reasonably be expected during the voyage.

10.2 Approval is granted subject to the satisfactory outcome of an inspection by the appointed inspector or his deputy and may be for single or for repeated use of each pen or receptacle. Application forms for requesting an inspection are available from:

    Defra Animal Welfare Division,
    Area 507
    1A Page Street
    London SW1P 4PQ
    (Tel: 020 7904 6581 Fax: 020 7904 6961)

10.3 Inspection will take into account such considerations as, for example, the expected weather, the duration of the voyage and the siting of the pen or receptacle on the ship.