



MEMORANDUM

27 April 2007

Code of practice for road transport of cattle

Objective

The code of practice for road transport of cattle issued by the Danish agricultural organisations shall ensure animal welfare from loading to final destination.

The code of practice of the Danish agricultural organisations focuses on long transports (more than eight hours' duration with journey log), i.e. transports out of Denmark, and consequently contains the following requirements:

- 1. The central player in the transport of animals – the exporter – shall guarantee that carriers and drivers **irrespective of nationality** comply with current EU regulations for road transports even **outside the European Union**.*
- 2. The exporter shall perform **independent audits** to check that carriers and drivers comply with the rules of the code of practice. Control results shall be made public.*

The names of exporters who accede to the code of practice of the Danish agricultural organisations shall be published in order for Danish farmers to choose an exporter who complies with the code.

Code requirements

Requirements for all transports:

1. The exporter shall inform the farmer of country and region of final destination of the cattle not later than at the time of collection and shall subsequently document this information on the account.

2. A fixed procedure shall be laid down to ensure that all documents are ready and duly completed before departure of the transport to avoid delays owing to incomplete or incorrect documentation.
3. For each cattle consignment at least one driver shall be assigned with experience from driving in the countries or neighbouring countries concerned.
4. 'Driver's checklist for cattle transports' (worked out by the Danish Cattle Federation) shall be used. Properly checked off and provided with date and driver's initials, the checklist shall be kept in the truck during transport and subsequently be filed for at least two years after the completion of the transport together with a copy of the log.
5. GPS shall be used to monitor all transports. This requirement shall be valid from the time when the requirements of the EU regulation are available in an operational model for collection of data and control hereof.
6. For the individual transport a contingency plan shall apply for use in emergencies explaining procedures in the case of transport deviations from the plan.

As a minimum the contingency plan shall contain:

- Information about how exporter and carrier can be contacted at any time. In case of an unforeseen situation, the exporter should be contacted immediately.
 - Information about how to contact authorities (police and veterinary authority) of the relevant countries passed by the transport. Authorities shall be contacted in the case of an unforeseen situation. Information regarding contact to veterinary authorities in countries en route shall be used when sick or injured animals need prompt and proper assistance.
 - Information about how to contact Falck or other roadside service organisations in countries en route
 - List of contacts en route, who can step in, take over and complete the transport as required –in terms of equipment as well as personnel.
 - Sufficient amounts of rope to fix the cattle outside the transport vehicle as well as buckets and the like for alternative feeding and watering.
7. Before the departure of the transport, it shall be ensured that checklist and contingency plan have been gone over with the driver and are available on the transport in a language that the driver understands. Use of the contingency plan shall be reported in the log.
 8. During each break (approx. every four hours) the cattle shall be inspected.
 9. Contingency plans including log reports, if any, shall be filed by the carrier for at least two years after completion of the transport.

Transport *within the European Union* exceeding eight hours

1. Transports shall only take place to destinations that can be reached with the use of maximum one 24-hour control post with unloading.
2. Only control posts can be used which appear on a positive list of EU-approved control posts suited for unloading of cattle. Control posts can only be accepted on the positive list upon auditing.
3. Prior to the departure of the transport written agreements shall be made with the control post in question to ensure:
 - that the place has sufficient space for the animals to be unloaded and kept loose
 - that the control post awaits the animals and that it is manned
 - that feed, water and bedding materials are available for the animals during the stay.
4. All deviations in connection with the control posts used shall be reported in the log.

Transport *out of the European Union*

1. The transport shall be limited to destinations that can be reached with the use of maximum one 24-hour control post with unloading.
2. The exporter shall ensure that the documents required for the transport comply with current rules in the countries en route.
3. Transport of cattle out of the European Union shall take place subject to the same standards as transports within the European Union including requirements for control post. The requirements of items 3 and 4 above under Transport within the European Union for more than eight hours shall be observed.
4. Action within two hours shall be guaranteed to ensure proper welfare for the animals irrespective of the reason for the deviation. The specified contingency plan shall contain information of a contact to the national authorities in the country of destination.
5. Furthermore, a plan shall be available for disposal of dead animals including separate placing in the vehicle, storage and earliest possible delivery to nearest control post/final destination.

Auditing

Compliance with this code of practice shall be controlled by a risk-based audit. The exporter shall ensure that this audit be held in the carrier company. Control reports shall be sent to the exporter, and in its capacity of code owner the Danish Agricultural Council shall receive a quarterly status report of audits performed.

An independent control body relying on affiliated veterinary expertise shall be used to make physical control of transports and control of documents. The control shall be adjusted to the different levels of the code. As transports outside the European Union are more difficult to check than transports within the Union, the control frequency for transports out of the European Union shall be higher. In a first phase the frequency of physical control with transports outside shall be high, and subsequently lowered if there are no problems with the transports.

The carrier shall send a copy of the log and contingency plan to the control body prior to the departure of the transport to enable the control body to audit the transport underway.

The documents mentioned in the regulation and code of practice shall be filed with the carrier for at least two years after the completion of the transport with a view to a possible audit.

The control body shall be in charge of maintenance and publication of a list of control posts and exporters acceding to the scheme as well as a description of the code of practice.

Place and date

Exporter