



Association of Poultry Producers and Poultry Trade in the EU
Association de l'Aviculture, de l'Industrie et du Commerce
de Volailles dans les Pays de l'Union Européenne



Developed with the support of

European poultry transport guide

**Poultry health and welfare during transport
with particular focus to the transport of chicken from farm to slaughterhouse**

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INTRODUCTION

On January 5th, 2007, Council Regulation (EC) No 1/2005 on the protection of animals during transport¹ (hereafter Regulation 1/2005) entered in force, which is applied directly in European Member States and constitutes a binding Regulation, laying down the conditions under which animals should be transported from farm to slaughterhouse.

The purpose of this guidance is to provide explanatory information which may help professional staff in the poultry sector directly dealing with the transport of chicken from the farm to the slaughterhouse to understand and comply with Regulation 1/2005.

It should be used to provide clarification where needed and should be read alongside the provisions set out in the Regulation in order to guarantee the best conditions of transport and thus to prevent animal suffering. The aim is to explain how Regulation 1/2005 may be read. Besides that the guide gives voluntary suggestions and best practices about how the transport of poultry can be improved.

The competent authorities in the Member States have to implement and enforce the legislation and the guide may be instrumental to interpret and apply it. In this way the authors of the Guide want to promote the achievement of a level playing field for all operators in the EU.

The guidance has been developed by AVEC in consultation with Copa Cogeca, with the support of FVE and with substantial input from European national trade associations representing food businesses operators and farmers within the poultry sector.

The information and views set out in this document are those of the authors and do not necessarily reflect the official opinion of the European Union. Neither the European Union institutions and bodies nor any person acting on their behalf may be held responsible for the use which may be made of the information contained herein. Enforcement authorities may take a different view and only the courts can interpret the law in a legally binding way.

This is intended to be generally applicable guidance. Care has been taken to ensure that it only explains the minimum legislative requirements and does not go beyond them. The aim has been to keep this document relatively succinct.

Whilst further guidance may be published by the European Commission, this should supplement rather than contradict the information provided here.

a.v.e.c. and COPA COGECA accept no liability for implementation, interpretations and application of practices arising from this guidance.

¹ Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations and amending Directives 64/432/EEC and 93/119/EC and Regulation (EC) No 1255/97 (Consolidated version)

<http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:02005R0001-20050125>

SCOPE

The issue of animal welfare during transport represents one of the European Poultry Industry concerns. The poultry sector has high standards of animal welfare. Nevertheless, we are constantly working on further improvements.

However a.v.e.c. wants to reiterate its commitment to follow the three main objectives in transport: As little as possible - as short as possible - as well as possible!

The guide aims to offer a general recognized tool to the relevant operators involved in the process of transport of chicken from the farm to the slaughterhouse. The transport of day old chicks², reared pullets and birds going from rear to laying farm are out of the scope of this guide.

According to the scope of the Regulation 1/2005, this guide will point out the general principles on the protection of animals during transport and the related operations with a special focus on welfare during transport of broilers to the slaughterhouse.

As we will explain later on, it is clear that some requirements in the legislation for the movement of animals are not appropriate or the poultry sector. Specifically the requirements on food and water supply in Regulation 1/2005 converge with the requirements laid down in Council Directive 2007/43/EC laying down minimum rules for the protection of chickens kept for meat production and Regulation (EC) No 1099/2009 on the protection of animals at the time of killing also include requirements about feed and water supply and withdrawal. The implementation and interpretation of these requirements in the different pieces of legislation should be reconciled.

Appropriate standards for the health and welfare of poultry are essential for ensuring consumer confidence in our product and efficiency of the business. Therefore this guide shall be useful also for food business operators dealing with poultry species other than chicken, such as turkeys, ducks and geese. General practices will be identified taking into account the instructions for hygiene during catching and loading laid down in the AVEC and COPA COGECA Guide to Good Hygiene Practice for the Prevention and Control of Pathogenic Microorganisms with particular reference to *Salmonella* in *Gallus gallus*.

GENERAL PRINCIPLES ON ANIMAL WELFARE STANDARDS

TRANSPORTING POULTRY

Regulation 1/2005 lays down rules for those transporting animals relating to an “economic activity” in the European Union, which is considered to be any transport of animals undertaken as part of a business or commercial activity, aiming to achieve financial gain, whether direct or indirect, for any person or company involved with the transport.

The Regulation does not apply to:

- Transport of animals not in connection with an economic activity.
- Transport to or from veterinary practices or clinics under veterinary advice.

It is important to remind readers of the following terms defined in Article 2 of the EU Regulation 1/2005:

2 j- ‘journey’ means the entire transport operation from the place of departure to the place of destination, including any unloading, accommodation and loading occurring at intermediate points in the journey;

2 w: ‘transport’ means the movement of animals effected by one or more means of transport and the related operations, including loading, unloading, transfer and rest, until the unloading of the animals at the place of destination is completed;

These articles state that the journey (time) is only the time of movement of animals (the unloading, accommodation, and loading is only relevant for intermediate points in the journey) and it exactly stops when the vehicle with the animals reaches the slaughterhouse. The journey time does not include the time taken to load and unload.

Regarding the liability, farmers have a legal responsibility to ensure their animals are transported in a way that won’t cause injury or unnecessary suffering to them. Once the animals are loaded in the means of transport the transporter is liable for them.

Meanwhile it is important to remind the reader the differentiation among two different liabilities:

- Natural person: a real human being (driver), as distinguished from a corporation which is often treated at law as a fictitious person.
- Legal person: Entity, as a company (transport company/ transporter), that is not a single natural person, as a human being, authorized by law with duties and rights, recognized as a legal authority having a distinct identity, a legal personality.

In case of transport both these entities are to be taken into account.

The Regulation requires anyone transporting animals on any journey including the resting at control posts to ensure that:

1. No one shall transport animals, or cause them to be transported, in a way likely to cause them injury or undue suffering;
2. Journey times are kept to a minimum;
3. The animals are fit to travel;
4. Those handling animals have been trained and are competent;
5. The vehicle and its loading and unloading facilities are designed, constructed and maintained to avoid injury and suffering and to ensure the safety of the animals.

6. Water, feed and opportunity to rest are made available to the animals as appropriate, and sufficient floor space and height³ is available in the transport;
7. Documentation is provided which shows the following:
 - origin and ownership of animals;
 - place of departure and destination;
 - date and time of departure;
 - Expected duration of journey.

In addition to the provisions laid down in Regulation 1/2005 and for a common better understanding we believe it is appropriate to clarify the issue with regard to whether poultry should be transported in a seated or standing position. For welfare reasons it is appropriate to transport poultry seated. Therefore it is clear that some demands in the legislation regarding the movement of animals, for example that they have the space to be transported in a naturally standing position cannot be fully met for poultry, since poultry have to be transported in a sitting position. This is best for the welfare of poultry, because standing chickens or turkeys will compensate for the movements of the vehicles with inevitable flapping of their wings in an attempt to keep their balance while standing. This would lead to more excitement, heat, and not least injuries.

Data on the subject were collected at EU level by the European Food Safety Authority in its opinion of 2004⁴. In page 3, the 7th paragraph starts with the following sentences:

“Special conditions are necessary for most of the animals mentioned in this report and these are described. The space allowances recommended for poultry to allow each bird to be able to sit in a container with its head and body in a natural position”

Furthermore the OIE terrestrial Animal Health code⁵ states:

Chapter 7.3.5, 6e - “The amount of headroom necessary depends on the species of animal. Each animal should be able to assume its natural standing position for transport (including during loading and unloading) without coming into contact with the roof or upper deck of the vehicle, and there should be sufficient headroom to allow adequate airflow over the animals. These conditions will not normally apply to poultry except for one day-old chicks. However, under tropical and subtropical conditions (under study) poultry benefit from having adequate head room to allow head cooling.”

Besides the terrestrial code it is mentioned in annex 1, chapter II, point 1.2 of Regulation 1/2005 that the possibility to stand in a natural position is for animals transported in compartments or floors. Animals which are transported in containers are not mentioned in this article.

⁴ The EFSA Journal (2004) 44, 1-36, The welfare of animals during transport - Opinion of the Scientific Panel on Animal Health and Welfare (AHAW) on a request from the Commission related to the welfare of animals during transport.

⁵ OIE terrestrial Animal Health code is stating that chapter 7.3.5, 6e: http://www.oie.int/index.php?id=169&L=0&htmfile=chapitre_aw_land_transpt.htm

CHECKLIST FOR THE TRANSPORT OF LIVE POULTRY

This checklist is designed to be a helpful tool for checking the conditions that have to be fulfilled before, during and after transport of poultry.

Professional operators should be informed that the Checklist cannot stand alone, but should be seen as integrated part of the Guide. If needed, we advise the reader to look for more detailed information in the text of the Guidance by using the [hyperlinks](#) available in the main categories of actions (transporters and drivers responsibilities, cleaning and disinfection...)

CHECKLIST FOR THE TRANSPORT OF LIVE POULTRY					
	Name of the Operations Manager:	YES	NO	NA	Notes
A TRANSPORT PREPARATION - IDENTIFICATION AND ASSESSING FITNESS TO TRAVEL					
A 1	The driver checks if poultry meets the fundamental conditions for identification				
A 2	Poultry have been loaded only in means of transport that have been thoroughly cleaned and disinfected.				
A 3	The transporter shall submit in writing complaints involving other staff to the main person responsible for the transport.				
A 4	Written complaints against the carrier are recorded in a register and follow-up on these complaints is scored.				
B RESPONSABILITIES OF TRANSPORT OPERATORS					
B 1	The transporter owns a licence.				
B 2	If the company participates in a quality assurance scheme, the letter of confirmation as regards the registration and the correspondence related to the reports of business operators' audits are kept in the administration of the plant.				
B 3	The transporter keeps a certificate of approval valid for all means of transport				
B 4	The transporter provides a facility for cleaning and authorised or approved disinfection operation, or he can provide evidence that these operations are performed by the cleaning and disinfection of an approved third party.				
B 5	The transporter provides for each driver a copy of his company approval certificate.				
B 6	The transporter provides for each means of transport registered under his name (or the name of his company) a copy of company approval certificate.				
C DRIVERS' RESPONSIBILITIES					
C1	The driver is responsible for ensuring that during transport there is no contact between his consignment and flocks whose health status is unknown.				
C 2	During each transport of live poultry, the driver shall submit the following documents: - Identification data of the farmer providing the birds; - Identification data of the poultry purchaser; - Date and time of loading;				

	<ul style="list-style-type: none"> - Species, category and number of animals; - The identification data of the lot / batch; - The expected duration of each trip; - Where appropriate, the health certificate; - Authorisation as the carrier or a copy of the authorisation from the carrier on behalf of which one performs the transport; - The certificate of professional competence; - A valid certificate of approval of the means of transport; - The "disinfection book " ; - Where appropriate, the (health) status of the poultry; - Poultry transported in intra-Community trade is accompanied by a health certificate. 				
C 3	<p>For each means of transport, records are entered in a register, in chronological order and for each movement of the vehicle for at least the following information:</p> <ul style="list-style-type: none"> - The identification number of the means of transport; - The authorisation number of the carrier; - The registration number or approval of the trader on whose behalf the transport is effected; - Identification data of the farmer; - Identification data of the poultry purchaser; - Date and time of loading; - The date and time of unloading; - Species, category and number of animals; - The identification data of the lot / batch; - Details of the accompanying documents, the flock number; - The expected duration of each trip; - The health certificates of poultry for intra-Community trade or export. 				
D <u>EQUIPMENT, TOOLS AND CONTAINERS</u>					
D 1	Containers including crates are built and used to protect birds against the transport conditions.				
D 2	Aeration has to be adequate and suitable for the type of poultry being transported.				
D 3	Containers can be cleaned easily.				
D 4	The floor of containers is strong enough to withstand the weight of poultry.				
D 5	The floor is designed that poultry cannot get hurt by splinters, sharp objects or sharp edges.				
D 6	Aeration has to be adequate and suitable for the type of poultry being transported.				
E <u>CLEANING AND DISINFECTION</u>					
E 1	Cleaning and disinfection (C&D) of means of transport is taking place after each transport of poultry and if necessary before any new loading; All elements of the means of transport (including all objects which were in the means of transport during the trip) have to be cleaned and disinfected.				

E 2	The facilities for cleaning and disinfection shall have an authorisation or approval.					
E 3	The cleaning and disinfection is done using only approved disinfectants.					
E 4	The records of disinfection are checked for each mode of transport.					
E 5	<p>The disinfection register in all C&D operations includes at least the following details in chronological order:</p> <ul style="list-style-type: none"> - The date and time; - The number of authorisation or approval of the installation for cleaning and disinfection or the number of approval/authorisation of the slaughterhouse where C&D took place; - Authorised disinfectant used: name or authorisation number; <p>When using a licenced external facility or in a slaughterhouse – documented evidence must be provided by the operator stating that the installation fulfils the requirements (e.g. slaughter seal)</p>					
E 6	The responsible person for transport has to check immediately after cleaning and disinfection if the means of transport, bins and containers are visually clean.					
Category - For the transport of live poultry						
1	Poultry have sufficient space and stocking density is kept within the legal limits.					
2	The transport of live poultry to slaughterhouse is accompanied by a document (Food Chain Information FCI) required by the competent authority.					
3	Poultry transported in intra-Community trade is accompanied by a health certificate. (Health intra community trade certificate)					

1. TRANSPORT PREPARATION

1.1 Assessing fitness to travel

The assessment of the fitness of poultry must be undertaken prior to catching and loading them into transport containers. This assessment is a shared responsibility of both farmer/keeper and the transporter/driver.

Once the loading of containers with the birds begins the transporter is wholly responsible for the welfare of the birds until unloading at the end of the transport.

The monitoring of animals is necessary to check for injuries or distress that requires immediate attention, and/or mechanical and structural problems with the means of transport that could adversely affect the welfare of the animals. This also allows steps to be taken in advance to ensure that problems can be addressed promptly on arrival.

Since poultry is transported in containers, it is evident that once they have been loaded, access to the containers on the truck is not practically feasible.

The farmer, the catching and loading team and the driver have to act according to the following instructions, taking into account that poultry is always in a sitting position during transport:

1. Only animals assessed as “ fit on the farm” shall be transported for the intended journey , those animals shall be transported in conditions guaranteed not to cause them injury or unnecessary suffering. The animal handler should not put the poultry in the container if its fitness to travel is in doubt.
2. Unfitness to travel: examples of poultry which are judged unfit for transport should be provided to the operators since the list in Annex 1, Chapter 1 of Council Regulation (EC) No 1/2005 is not adequate for poultry.

*Best practices*⁶:

- Where required, a suitable source of lighting should be available to carry out inspections.

1.2 Provision of food and water

Adequate food or water provisions and changes in the volume or quality of food and water will diminish the stress associated with transportation. Furthermore water is also important for the regulation of body temperature.

The legislative text sets a maximum time after which provision of water and food is required: Reference to Annex 1 chapter 5.2: For poultry, domestic birds and domestic rabbits, suitable food and water shall be available in adequate quantities, except in the case of a journey lasting less than 12 hours for adult birds, disregarding loading and unloading time;

In effect, because adequate provision of water and food to poultry is difficult in most commercial transport situations, these times represents a practical limit to the length of journey.

Taking into account the Regulation definitions of Journey and Transport as mentioned in the “General principles on animal welfare standards transporting poultry” and the legislative provisions set in Annex 1, chapter 5: poultry should get suitable food and water if the journey is longer than 12 hours. This means that the poultry should get suitable feed and water if the driving time exceeds 12

⁶ Best practices from the” Poultry welfare off the farm” <https://www.gov.uk/poultry-welfare-off-the-farm> and from the “Transport within New Zealand Animal Welfare” (Transport within New Zealand) Code of Welfare 2011 <http://www.biosecurity.govt.nz/files/regs/animal-welfare/req/codes/transport-within-nz/transport-code-of-welfare.pdf>

hours. For example the waiting time of the animals on the ground of the slaughterhouse should not be included in these 12 hours.

For broilers transported to slaughter, which constitute a substantial part of all poultry transport within the EU, additional legislation applies. This can be found in Council Directive 2007/43/EC laying down minimum rules for the protection of chickens kept for meat production, where Annex 1 point 2 states that 'Feed shall be either continuously available or be meal fed and must not be withdrawn from chickens more than 12 hours before the expected slaughter time'.

Best Practices:

- Birds should not be fed immediately prior to transport, as a full crop will increase the physical stress during transport and will increase fecal soiling in containers. The feed withdrawal time on the farm should be determined in coordination between the farmer, the transporter and the slaughterhouse
- Transport times should be kept short enough in order to limit the necessity of having to feed the birds during transport, as feeding during transport will lead to soiling.
- Birds cannot be provided with water in conventional containers. Hence, transport times must be kept short enough so that the feeding and watering requirement time is not reached.
- Poultry not intended to be slaughtered should be fed and watered as soon as possible after unloading.
- Animals should not be removed from transport to containers for feeding purposes unless they are in an escape-proof area⁷

1.3 Space/ weather conditions / ventilation

The Regulation allows enough space for the birds to sit comfortably during transport and to rest on the floor. Moreover it aims to ensure that cages and containers are designed to prevent injuries, and cage doors are as large as possible.

Space allowances for transport are set by the Regulation:

Densities applicable to the transport of poultry in containers / Minimum floor area	
Category	minimum floor area in cm ²
Poultry other than day-old chicks: weight in kg	minimum floor area in cm ² per kg
< 1,6	180 – 200 cm ² / kg
1,6 to < 3	160 cm ² / kg
3 to < 5	115 cm ² / kg
> 5	105 cm ² /kg
These figures may vary depending not only on the weight and size of the birds but also on their physical condition, the meteorological conditions and the expected journey time.	

The measurement to verify if the animals have access to the minimal space allowances should be done once all the animals are loaded on the truck (available space in the containers on the whole truck divided by the total weight of all the animals on the truck).

⁷ Best practices from the “Transport within New Zealand Animal Welfare” (Transport within New Zealand) Code of Welfare 2011 <http://www.biosecurity.govt.nz/files/regs/animal-welfare/req/codes/transport-within-nz/transport-code-of-welfare.pdf>

Best practices:

It is important to remember that other factors may influence space allowances including:

- Vehicle design;
- Length of journey;
- The lack of provision of feed and water on the vehicle;
- Quality of roads;
- Expected weather conditions, especially transporting poultry in extremely hot or cold weather.

In particular, regarding weather conditions, the Regulation asks to “protect the animals from inclement weather, extreme temperatures and adverse changes in climatic conditions”.

Best practices⁸:

- Special considerations may apply to the transport of poultry in severe weather conditions.
- When determining loading densities, it would be preferable to allow additional space on extremely hot days.
- It is important to provide all birds with adequate shade during transport and while at rest.
- Shelter: birds shall be protected from adverse weather conditions, such as direct sunlight, heat, wind, rain and hail. Flexible screens on trucks should be available.
- Mechanically ventilated / climate controlled vehicles (with emergency ventilation openings as an extra safety measure) are recommended when temperatures can be expected to become extreme, especially for journeys exceeding 4 hours.

Ventilation: Sufficient ventilation shall be provided to ensure that the needs of the animals are fully met taking into account in particular the number and type of the animals to be transported and the expected weather conditions during the journey. Containers may be stored in a way which does not impede their ventilation. (Annex I chapter III (2.6.) of the Regulation)

1.4 Maintenance and design of facilities and equipment

1. Transport means, facilities and equipment are designed, constructed and maintained to avoid injury and suffering and to ensure the safety of the animals.
2. The walls, partitions, floors and side protection gates must be free of any sharp edges, protrusions, gaps, holes and spaces which are likely to cause injury.

1.5 Access to containers

As mentioned above, once animals are loaded it is practically impossible to access the containers on the truck in which seated poultry are transported. The farmer, the catching and loading team and the driver will assess the fitness of the poultry for transport prior to departure.

1.6 Planning and contingencies

Transporters and drivers must be trained on emergency care of animals and contingency plans and a planning must be carried out for long journeys⁹ through the completion of movement documents.

The Regulation requires transporters to document their contingency plans in case of emergencies and to make these available to the competent authority on request. In the case of unforeseen circumstances the transporter or the driver on his behalf has to take the necessary measures to prevent the suffering of animals.

⁸ Best practices from the “Poultry welfare off the farm” <https://www.gov.uk/poultry-welfare-off-the-farm>

⁹ Article 11 Regulation 1/2005 - Requirements for long journeys transporter authorisations and see also 3.15 Contingency plans journeys over 8 h. Downloadable from <https://www.gov.uk/government/publications/contingency-plan-template-for-type-2-transporters>.

The transporter has to submit contingency plans, which demonstrate that in the case of an emergency situation measures can be taken in due time to protect the animals, as quickly as possible. This plan should take into account that no two accidents are alike and every situation requires independent decisions.

Best practices¹⁰:

Successful crisis management requires appropriate organisational and technical preparation.

Examples for minimisation risks prior to transport:

- Contingency plans have to be in place for failure of power, traffic jams, and provision of water and feed supplies if required.
- For emergency events that are considered exceptional to normal daily practice, contingency arrangements/considerations and any actions taken to resolve the issue should be recorded. Any decision applied in an emergency situation should be made with consideration of the birds' welfare at all times;
- Measures must be in place to manage exposure to extreme temperatures during pick-up and transport to minimise predisposing birds to extreme heat and cold stress. Protection must be available for use in the winter months.
- Procedures must be in place during pick-up to minimise the risk of smothering and heat/cold stress.
- Prior to departure, pick-up crews should inspect the load to ensure all containers are secure for transport.

1.7 Welfare responsibility while loaded

1. It is strongly advised that the poultry farmer or a supervisor on his behalf is present when the catching and loading teams are catching and loading the animals. This "supervision" of the farmer will result in improved welfare when catching the birds.
2. Catching and loading activities will either be performed by a fully authorised and licensed company or by properly trained farm staff.
3. Catchers' team shall use behavioural principles – move slowly and steadily through the flock to avoid smothering.
4. Catching and loading of poultry is different from other species. The way of catching and handling is dependent on the species, for example chickens are caught by the legs, around the body or by the base of the wings, e.g. the Swedish method (lifting up 2 chickens while pushing them gently together). The way poultry are handled and caught is crucial for the welfare of the birds. It is strongly recommended that the people who catch the birds are educated and trained about how this has to be done in a way that the welfare of the animal is not compromised. Moreover it is crucial that the people who catch the birds are well positioned in the broiler house (not far from the containers, a small person should not put the birds in the upper layer without the use of small ladder).
5. Catching and loading of broilers can also be done mechanically, by the use of broiler catching machines, e.g. with rotating heads with rubber fingers, conveyer belts then bring the birds into the transport containers.
6. Catching poultry mechanically has to be done by an employee who is well trained in operating the machines. Nonetheless this method is not suitable for other poultry species and the use of

¹⁰ Best practices from the "Opinion on Contingency Planning for Farm Animal Welfare in Disasters and Emergencies"- UK Farm animal welfare committee <http://www.defra.gov.uk/fawc/files/Opinion-on-Contingency-Planning-for-Farm-Animal-Welfare-in-Disasters-and-Emergencies.pdf>

catching machines does not remove the producer and transporter responsibility in relation to fitness assessment of the birds.

7. In addition, there is always a responsibility of the staff to carry out proper surveillance of the machines, so that they function properly during the entire catching operation.
8. Once the birds are on the vehicle the transporter is wholly responsible for the welfare of the poultry until they are unloaded. If the transporter does not make a 'fitness assessment' then there should be a clear and documented procedure as to who takes responsibility for this task.¹¹

Best practices:

Catching and loading of the animals in many ways determines the welfare of the animals during the remainder of the transport time. Therefore, catching and loading should be done with care and with extra attention to the following points:

- The animals are caught and carried in such a way that no damage to either wings or legs is done;¹²
- The animals are placed in the container in a way to avoid unnecessary stress or injury;
- Handlers responsible for the loading of the animals shall make sure that the number of animals per container complies with the figures in chapter VII E (see Table 1);
- Animals are spread out evenly in the container, to prevent huddling;
- Each container shall be checked for trapped wings or feet;
- It is not permitted to load broilers poultry that are already dead or that are likely to suffer during the journey (ill or injured animals);
- The containers are loaded onto the truck with care, to prevent unnecessary stress or injury to the animals.

Personnel involved in catching and loading the animals should receive instructions on good hygiene practices, including¹³:

- Hands/gloves shall be sanitized before catching or loading;
- Wearing protective clothes; ideally footwear and clothing provided by the farm should be used;

Activities should be planned in a way that Salmonella positive flocks are caught at the end of the working shift.

1.8 Journey times are kept to minimum

Organiser and transporter are required to plan the journey in advance and in compliance with the general obligations in Article 3 of the Regulation (minimising the length of the journey and carrying out transport without delay) and in a way which minimises welfare risks and, as such, will be at the discretion of the local authority/Animal Health.

For example, transporters must ensure that the journey commences immediately after loading, and that unloading is completed without delay upon arrival. Failure to do this could result in enforcement action.

¹¹ Art. 6 COUNCIL REGULATION (EC) No 1/2005 on the protection of animals during transport and related operations

¹² OIE recommendations: "Broilers should not be picked up by their neck or wings" - Article 7.10.4., 2. q.(On farm harvesting) of the OIE Terrestrial Animal Health Code, 2013.

http://www.oie.int/index.php?id=169&L=0&htmfile=chapitre_1.7.10.htm

¹³ Good practices from 'guide to good hygiene practice for the prevention and control of pathogenic microorganisms with particular reference to salmonella in Gallus gallus (broilers reared for meat – on farms' http://ec.europa.eu/food/food/biosafety/salmonella/docs/community_guide_broilers_en.pdf

2. RESPONSIBILITIES OF TRANSPORT OPERATORS

According to the preamble to the Regulation “Animal transport involves not only transporters but also other categories of operators such as farmers, traders, assembly centres and slaughterhouses. As a consequence, some obligations regarding the welfare of animals should be extended to any operator involved in the transport of animals”.

2.1 Business enterprises

They have an obligation to train employees in the use of equipment and in the humane care and handling of poultry. In case of outsourcing they have the responsibility to select contractors that are well equipped and experienced and have demonstrated that they act in compliance with the legal requirements.

2.2 Keepers (farmers/owners)

The Regulation defines keeper as “any natural or legal person, except a transporter, in charge of or handling animals whether on a permanent or temporary basis”;

Keepers of animals at the place of departure, transfer or destination shall ensure that the technical rules on fitness for transport and loading, unloading and handling of the animals set out in Chapters I and III, section 1, of Annex I¹⁴ are met in respect of the animals being transported.

Keepers of poultry are not legally obliged to provide for long journeys a Journey log (excluded under Article 5(4) of 1/2005) unless specifically requested by competent authorities (i.e. as a planning tool and a pre-requisite for the issue of a health certificate). However Article 3(b) of the Regulation still gives the responsibility for a natural person to provide information to the competent authority upon request concerning the planning, execution and completion of any journey.

Best practices:

Provision of a journey log could be a good way to provide necessary information.

2.3 Organiser

The organiser can be:

A transporter who has subcontracted to at least one other transporter for a part of a journey;

A natural or legal person who has contracted to more than one transporter for a journey;

1. The organiser shall ensure that for each journey:
 - (a) The welfare of the animals is not compromised by insufficient coordination of the different parts of the journey and the weather conditions are taken into account;
 - (b) A natural person is responsible for providing information on the planning, execution and completion of the journey to the competent authority at any time.
 - (c) The transport of animals shall be contracted or subcontracted to transporters that are officially authorised;
2. Persons organising the transport of poultry must be aware of any requirements for health certification.
3. Approvals and documentation must be completed before the journey. This is particularly important for interstate and export movements and will minimise delays that may adversely affect the well-being of the birds.
4. The organiser is responsible for planning the journeys carefully;

¹⁴ Chapter I: “Technical rules- animal fitness for transport”, Chapter III “Transport practices” - loading, unloading and handling of the animals.

2.4 Transporters

Transporter is any natural or legal person transporting animals on his own account or for the account of a third party.

The welfare of the animals and welfare conditions during transport are a core principle and they result mainly from the day-to-day conduct of the transporters. Nevertheless checks by competent authorities may be hindered as transporters can freely operate in different Member States. Therefore transporters should be accountable and transparent concerning their status and operations.

In particular they should provide proof of their authorisation, systematically report any difficulty and keep precise records of their actions and the results.

The transporter must in his capacity be able at request of the official to:

Provide documentary evidence that cleaning and disinfection operations are performed in facilities with installations that are officially approved;

Present for each driver in his service a copy of the official certificate of professional competence;

Present for each means of transport registered in his name (or the name of his company), a copy of the certificate of approval;

Demonstrate that the transporters are complying with the technical rules for the fitness of the animals to be transported, the utility of the means of transport, the applied transport practices as regards handling, loading and unloading of the animals, and compliance with space allowances.

In addition to this, it is important to note that since poultry is transported seated in containers¹⁵, it is not feasible to assess the fitness of each individual animal once the animals are loaded.

The transport of animal shall be contracted or subcontracted to transporters that are officially authorised.

If the transporter is also the driver, both authorisations of transporter and a copy of the certificate of professional competence are needed. When a transporter uses or provides means for transporting live poultry, the means of transport must have a valid certificate of approval for this purpose before loading animals.

Transporters shall notify to the competent authority any changes in relation to the information and documents provided to the officials;

Transporters shall identify the natural person(s) responsible for the transport and ensure that information on the planning, execution and completion of the part of the journey under their control can be obtained at any time.

The transporter must ensure that the driver has the capacity and knowledge to function as attendant during all stages of the transport.

The transporter shall report any anomalies during transport to the competent authority. A copy of the report will be held by the transporter.

Written complaints about transport shall be recorded in a register and the monitoring of these complaints shall be noted.

2.5 Road driver and attendant

The Regulation defines as attendant “a person directly in charge of the welfare of the animals who accompanies them during a journey”. The presence of an attendant is not applicable when animals are transported in containers, which is commonly the case for poultry. For the welfare of poultry, it is

¹⁵ Regulation 1/2005 defines container as any crate, box, receptacle or other rigid structure used for the transport of animals which is not a means of transport.

advised that the driver has the capacity and knowledge to control the situation during the different stages of transport.

1. Drivers transporting poultry on journeys over 65 km will require a certificate of competence issued by an independent assessor. Road drivers shall have successfully completed the training and have passed an examination approved by the competent authority, which shall ensure that examiners are independent (Article 6(5), Article 17(1), Annex III Chapter III and Annex IV of the Regulation).
2. The training courses addressed to the road drivers shall include at least the technical and administrative aspects of Community legislation concerning the protection of animals during transport and in particular the following items: Fitness of sick and /or injured animals; Animal physiology and in particular drinking and feeding needs, animal behaviour and the concept of stress; Practical aspects of handling of animals; Impact of driving behaviour on the welfare of the transported animals and on the quality of meat; Emergency care for animals; Safety considerations for personnel handling animals.
The driver must be able to present the following information of an animal or group of animals at the request of the competent authority throughout the transport:
 - The identification data of the transporter of poultry;
 - The identification data of the flock at the place of departure including the date and time of loading and the species, category and number of poultry;
 - The identification data of the flock at the place of destination, including the identification data of the flock, the expected duration of the journey and in case of a slaughterhouse including the approval number.
3. Animals shall be checked at the farm and given appropriate veterinary treatment and if necessary undergo emergency slaughter or killing in a way which does not cause them any unnecessary suffering.
4. The driver shall report anomalies during transport to the transporter and the competent authority and a copy of the report shall be held by the transporter.

3. COMPETENCE

3.1 Training of Staff

Since 5 January 2007, transporters and handlers of all vertebrate animals transported in connection with an economic activity have been required to undergo appropriate training, in any format, in the relevant technical provisions of Regulation 1/2005 (e.g. fitness to transport; loading, unloading and handling; means of transport; use of its facilities; watering and feeding intervals, journey times and rest periods; space allowances; and documentation). Additionally, since 5 January 2008, transporters and attendants using road vehicles to transport cattle, sheep, pigs, goats, equidae and poultry on journeys of over 65km in connection with an economic activity have been required to undertake an assessment for competence and to hold a Certificate of Competence issued by an independent body nominated by the competent authority.

1. According to Article 3 of the Regulation anyone engaged in the handling and transport of poultry must be trained or competent to do so in a way that does not, or is not likely to, cause unnecessary fear, injury or suffering.
2. The competent authority shall ensure that:
 - Its staff are duly trained and equipped if appropriate to check data recorded by the recording equipment for road transport as provided for by Regulation (EEC) No 3821/85;
 - Training courses shall be made available for personnel of transporters and assembly centres either by the Competent Authority or a body designated by the Member States.
 - The certificate of competence for drivers and attendants of road vehicles transporting poultry shall be granted and issued after they have passed successfully an examination by independent examiners approved by the Competent Authority. Certificates do not have a defined period of validity.
 - The training should cover:
 - o The technical and administrative aspects of European legislation;
 - o Fitness for travel;
 - o Means of transport and use of its facilities;
 - o Loading, unloading and handling watering and feeding intervals;
 - o Journey times and rest periods;
 - o Space allowances;
 - o Impact of driving behaviour on the welfare of the transported animals and on the quality of meat;
 - o Emergency care for animals, including emergency killing routines¹⁶ in case of traffic accidents involving poultry transport vehicles;
 - o Safety considerations for personnel handling animals;
 - o Documentation.
3. The certificate of competence shall be drawn up in the official language(s) of the Member State of issue and in English when the driver or attendant is likely to operate in another Member State.

¹⁶ The driver is rarely expected to kill individual sick or injured birds during transport. However, road accidents do happen, and it is important that the driver knows whom to contact to arrange for the killing of the entire consignment if, there is an accident where the vehicle cannot drive on and where the birds cannot be moved to another vehicle.

4. EQUIPMENT

The Regulation requires that means of transport are designed, constructed, maintained and operated so as to avoid injury and suffering and ensure the safety of the animals (Chapters II, IV & VI). This includes, among other things, requirements for cleansing and disinfecting and lighting.

4.1 Means of transport: Vehicles and Trailers

The Regulation lays down specific standards and rules for transporting animals by all means of transport which is defined as road or rail vehicles, vessels and aircraft. A vehicle is a means of transport fitted with wheels which is propelled or towed, it therefore includes trailers. There are also rules applying to containers used to carry animals on a separate means of transport¹⁷.

Annex 1, chapter 2 of the Regulation defines in depth the requirements for means of transport. It explains that containers must be designed, constructed and maintained to high standards using suitable materials, and must be appropriate for the size of the poultry. Vehicles should be maintained in good mechanical and structural condition.

They must permit adequate ventilation but protect the birds from adverse weather conditions. Where it is not obvious that the containers contain live animals, each must be marked clearly and visibly with "Live animals" and "Top of container". The following table described in depth the principles taken in consideration by the Regulation for Vehicles and Trailers:

Table 1: Equipment requirements lay down by Regulation 1/2005

Item	Article 3 and Annex I	Reg. 1/2005 requirements
General	Art. 3	No person shall transport animals or cause animals to be transported in a way likely to cause injury or undue suffering.
Design, construction Maintenance	Article 3 (c) Chapter II 1.1 (a)	Designed, constructed, maintained and operated so as to avoid injury and suffering and ensure the safety of the animals.
Strength	Chapter II 1.1 (d)	Withstand stress of movements.
Safety	Chapter II 1.1 (a) Chapter II 1.1 (d)	Ensure safety of animals. Prevent escape or falling.
Roof	Chapter II 1.1 (b)	Protect from inclement weather, extreme temperatures, and adverse changes in climatic conditions.
Floor	Chapter II 1.1 (h)	Minimise leakage of urine and faeces.
Sides/ends	Chapter II 1.1 (b)	Protect from inclement weather, extreme temperatures, and adverse changes in climatic conditions.
Ventilation	Chapter II 1.1 (e) Chapter III 2.6	Maintain appropriate air quality and quantity. Provide sufficient ventilation number of animals and weather.
Container stowing and stacking	Chapter III 1.7 Chapter III 2.6	Limit urine and faeces falling onto birds below. Ensure stability, and that ventilation is not impeded.
Space allowances	Chapter II 2.1	At least comply with figures in chapter VII E

¹⁷ Container" is defined in the Regulation as „any crate, box, receptacle or other rigid structure used for the transport of animals which is not a means of transport“.

	Chapter VII E	<u>Poultry other than day-old chicks:</u> < 1,6 kg 180 - 200 cm ² 1,6 kg to < 3 kg 160 cm ² 3 kg to < 5 kg 115 cm ² > 5 kg 105 cm ²
Load/unload facilities	Chapter II 2.2	Carry suitable equipment to load and unload animals.
Cleaning and disinfection	Chapter II 1.1(c) Chapter II I 1.3 (b)	Vehicle, equipment and load /unload facilities – able to be cleaned and disinfected.

4.2 Containers

The Regulation defines the container as “any crate, box, receptacle or other rigid structure used for the transport of animals which is not a means of transport”. Some of the requirements for containers need to be interpreted and implemented for more specific species without any negative and rather a positive impact for the welfare of poultry.

1. Birds may only be carried in properly designed cages or containers.
2. Poultry are transported sitting down and the height of the containers is corresponding to this way of transportation of the birds avoiding the birds getting injured (by wing flapping to stay in balance or by climbing on each other).
3. The floor should be easy to clean but should prevent birds from harming themselves during transport, therefore any leakage should be minimised. Since birds are transported in sitting position and not standing walking around and the emptying of the containers may be done by mechanical means, anti-slip flooring is prescribed. Adequate antislip floor should be installed limited where the hazard exists and it should be intended to correct temporary hazardous conditions. Although, a container which has no anti-slip floor at all, is very smooth and can be cleaned very well and easily. So anti-slip and cleaning are different aspects
4. Containers or cages used for the transport of poultry should be of a design that, when properly maintained and managed, prevents escape from, or protrusion of any part of a bird through the container, such that it could be entrapped or damaged during handling or transport. Cage floors should be rigid or supported to prevent collapse onto structures or containers below.

Best practices for transport¹⁸:

- Containers should be clean and dry when birds are placed in them, to avoid poor hygienic conditions and unnecessary soiling of birds, and problems with ice when transporting poultry in cold climates.
- Containers should be positioned and placed with care, positioned on the vehicle in an upright position and secured prior to departure.
- Containers should be stacked in a way that will enable sufficient ventilation/air exchange during transport.
- Chicks should be maintained at temperatures as close as possible to identified targets
- Containers should be ventilated and sufficiently high to allow poultry to sit comfortably during transport. Turkey crates must be appropriately designed to minimise injury.

¹⁸ Best practices from “National Animal Welfare Standards for the Chicken Meat Industry, The Standards, Australian Poultry” <http://www.poultryhub.org/wp-content/uploads/2012/04/ME-083-Chicken-Standards-The-Standards-3.pdf>

- Containers must be fitted with locking systems that prevent escape during transportation.

4.3 Facilities

The facilities for loading including the collecting area, races and loading ramps should be designed and constructed to take into account the needs and abilities of the animals with regard to dimensions, slopes, surfaces, absence of sharp projections, flooring, etc.

It is essential that loading facilities should be properly illuminated to allow the animals to be observed by the animal handler and to allow the animals' ease of movement at all times and to facilitate easy loading.

Moreover on hot days the ventilation during loading and the journey should provide for fresh air and the removal of excessive heat.

4.4 Cleaning and disinfection

The poultry transport biosecurity must be one of the main concerns for all operators.

Livestock haulage and other vehicles, such as feed lorries, engineers and other visitors unfortunately provide an excellent vector through which disease can spread. In order to help prevent this, the regulation 1/2005 emphasises the importance of cleaning and disinfection:

1. The cleaning and disinfection of means of transport are to be made after each trip, if necessary, before any new loading of poultry, and are to be permitted only using disinfectants officially authorised and used in accordance with the manufacturer's instructions. (Products must be allowed in European Union).
2. Before undertaking the biosecurity programme operators must ensure that the person carrying out the procedure is wearing clean and disinfected protective waterproof coveralls, Wellington boots, rubber gloves and goggles.
3. All containers must be thoroughly cleaned and disinfected after use. Cleaning should be done carefully - after unloading birds – in order to remove all dirt, leftover litter, droppings and any other material in the vehicle, which is then cleaned with water. This cleaning includes all parts in contact with poultry and the vehicle and all objects found in the vehicle during transport. Disinfection should consist of spraying thoroughly with an approved disinfectant all parts of vehicle and all the objects that have been in contact with the poultry during transport.

Best practices¹⁹

1. Cleaning and disinfection operations of every means of transport should be recorded and traceable.
2. Cleaning and disinfection operation (C&D) must cover all parts of the vehicle and all objects which have been in contact with poultry during the transport.
3. Personnel and equipment entering successively different houses or farms with poultry shall be exclusively dedicated to the premises concerned unless they have been subject to a cleaning and disinfection procedure after being in contact with the poultry on a previously visited farm.
4. If a transport vehicle has been in a country where a notifiable disease is active in terms of the OIE, the vehicle must be cleaned and disinfected with materials which are effective against the disease.

¹⁹ VIP Belgium - Belplume, "PARTIE II : CONDITIONS D'AGREATION POUR LE TRANSPORT DE VOLAILLES VIVANTES"

5. POULTRY TRAVEL DOCUMENTATION

5.1 Transport authorisation

According to Article 4 regulation 1/2005 no person shall transport animals without carrying the following documentation and if required making it available to competent authorities:

- (a) The origin and the ownership of the poultry;
- (b) The place of departure;
- (c) The date and time of departure;
- (d) The intended place of destination of the poultry;
- (e) The expected duration of the intended journey.

1. Article 7 of the Regulation states that “No person shall transport animals by road for a long journey unless the means of transport have been inspected and approved under Article 18(1).”²⁰
 - Certificate of approval of means of transport see Annex III, Chapter IV of Council Regulation (EC) No 1/2005;
2. As defined in Article 10 and 11, applicants must have a valid transporter authorisation if business transports vertebrate animals. The type of authorisation you need depends on the total duration of your journeys:

- Journeys over 65 kilometres and under eight hours:

It is requested the transporter authorisation pursuant to Article 10(1) - Annex III, Chapter I of Council Regulation (EC) No 1/2005. In this case the competent authority shall grant authorisations to transporters provided that:

- a) The applicants are established, or in case of applicants established in a third country, are represented, in the Member State where they apply for authorisation;
- b) The applicants can show they have the staff, equipment and procedures in place to meet the rules for animal welfare during transport laid down in the Regulation;
- c) The applicants or their representatives have no record of serious infringements of Community legislation and/or national legislation on the protection of animals in the three years preceding the date of the application.
- d) Applicants have valid certificates of competence for drivers and handlers if required.

- Journeys over eight hours:

It is requested the transporter authorisation pursuant to Article 11(1) - Annex III, Chapter II of Council Regulation (EC) No 1/2005. This is a more complete transporter authorisation and it is valid for five years.

In addition to the above requirements, the applicants also need to provide:

- a) Valid vehicle/container approval certificates;
- b) Details of procedures enabling you to trace and record the movement of road vehicles under applicants’ responsibility, and to contact the driver at any time;
- c) Details of contingency plans in the event of an emergency;

²⁰ Art 18 of the regulation states that “Member States may grant derogations to the provisions of this Article and to the provisions of Chapter V, paragraph 1.4, point (b) and Chapter VI of Annex I for means of transport by road in respect of journeys not exceeding 12 hours in order to reach the final place of destination.”

- d) Copies of valid competence assessment certificates. (Certificate of competence for drivers and attendants pursuant to Article 17(2) – see Annex III, Chapter III of Council Regulation (EC) No 1/2005).
3. According to article 12, Transporters shall apply for an authorisation pursuant to Article 10 or to Article 11 to no more than one competent authority, in no more than one Member State.
4. Additional provisions for Competent Authorities: The competent authority shall record authorisations issued pursuant to Article 11(1) in an electronic database. The transporter's name and authorisation number shall be made publicly available during the period of validity of the authorisation. Subject to Community and/or national rules regarding privacy protection, public access to other data in relation to transporters' authorisations shall be granted by Member States. The database shall also include decisions notified under Article 26(4)(c) and (6).

5.2 Equipment approval

The design of a vehicle used to transport live animals must be to a standard that it provides for the safety of the animal during loading, transit and unloading and protects animals from unnecessary suffering, injury and from the weather;

For journeys lasting more than 8 hours, each transport vehicle must have a valid certificate of approval. Member States can apply the derogation from the requirement for vehicle inspection and approval for journeys of up to 12 hours in order to reach their final destination in the MS, as permitted by Article 18 (4). Provided this derogation has been granted by Competent Authorities, vehicle inspection and approval may not be required for vehicles carrying animals, including those carried in container, on journeys of up to 12 hours in order to reach their final destination. Therefore, when undertaking journeys of up to 12 hours outside the country border, it is strongly recommended that transporters check with the authorities in the Member States of both transition and destination to ascertain whether certificates of approval are required for this type of journey.

5.3 Animal health certificate/ FCI

In order to certify a satisfactory animal health status during the journey transporters should be able to provide to the competent authorities:

1. The Producer Declaration to Slaughter Plant - Food Chain Information²¹, in accordance with the EU Food Hygiene Regulations, is to be supplied by the keeper/person in charge of the flock to be slaughtered.
2. Animal Health certificate²². The certificate accompanies each consignment and the movement must be recorded in TRACES.

²¹ Regulation (EC) No 853/2004, Annex II, Section III and Regulation (EC) No 854/2004, Annex I, Section I, Chapter II A and Section II, Chapter II

²² The animal health requirements for intra-Community trade in live poultry and hatching eggs are laid down in Council Directive 90/539/EEC. The Directive lays down precise rules to be respected during the production of live poultry and hatching eggs, and movement between Members States. In particular for the two important very contagious poultry diseases specific control measures are laid down in Directive 2005/94/EC for Avian influenza and in Directive 92/66/EEC for Newcastle disease. Hygiene requirements are also laid down for the transport of live poultry and hatching eggs in order to avoid any possible spread of serious disease in the EU.

References

- Main references to poultry transport in Regulation 1/2005: transporter authorisations (Article 10 and 11), vehicle approval (Article 18) certificates of competence (Article 6), loading containers (Annex I, Chapter III, Section 1.7), specific feed and water requirements (Annex I, Chapter V), space allowances (Annex I, Chapter VII).
- Animal health and welfare: COUNCIL REGULATION (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations and amending Directives 64/432/EEC and 93/119/EC and Regulation (EC) No 1255/97: http://eurlex.europa.eu/Result.do?T1=V2&T2=2005&T3=1&RechType=RECH_consolidated&Submit=Search
http://eur-lex.europa.eu/LexUriServ/site/en/oj/2005/l_003/l_00320050105en00010044.pdf
- AVEC and COPA COGECA Guide to Good Hygiene Practice for the Prevention and Control of Pathogenic Microorganisms with particular Reference to Salmonella in Gallus gallus (Broilers) reared for meat on farms and during catching, loading and transport, SANCO, February 2010,
Chapter: B. Catching Loading and Transport of live poultry
Depopulation: instructions for hygiene during catching and loading
Transport of live animals: instructions for hygiene during transport

The above mentioned Guide complements other Codes of Practice that are in operation in the Member States and the recommendations set out in the OIE. It is a voluntary Guide of good hygiene practice for poultry farmers keeping chickens for meat production and the operators involved in catching, loading and transport of chickens. The Guide covers production steps from day old broiler chicks after leaving the hatchery at the broiler farm until they arrive at the slaughterhouse. The guide covers only chickens, although some of the measures for good hygiene practice may be relevant for other species of poultry.
- VIP Belgium - Belplume, "PARTIE II : CONDITIONS D'AGREATION POUR LE TRANSPORT DE VOLAILLES VIVANTES"
- QGV Poultry Association Austria, Handbuch Tiertransporte incl. Erleichterungen für landwirtschaftliche Transporte Stand 16.3.2010
- UK, Transporting poultry <http://www.defra.gov.uk/food-farm/animals/poultry/>
- UK, Poultry welfare off the farm (Link to GOV.UK) <https://www.gov.uk/poultry-welfare-off-the-farm>
- UK, Welfare advice for transporters of poultry:
<http://www.defra.gov.uk/publications/2011/04/18/pb12544e-poultry/>

Definitions

Driver: Any natural person who leads the transport vehicle used to carry animals.

Transporter: Any natural or legal entity (company ...) transporting or carrying animals on his own account or on behalf of a third party.

Journey: means the entire transport operation from the place of departure to the place of destination, including any unloading, accommodation and loading occurring at intermediate points in the journey;

Transport: means the movement of animals effected by one or more means of transport and the related operations, including loading, unloading, transfer and rest, until the unloading of the animals at the place of destination is completed

Container: means any crate, box, receptacle or other rigid structure used for the transport of animals which is not a means of transport.

Light trailer: a trailer whose maximum weight (curb weight + load) does not exceed 750 kg.

Valid certificate of approval: the "Certificate of approval of means of transport" issued by the National competent Authority.²³

Competent authority: "competent authority" means the central authority of a Member State competent to carry out checks on animal welfare or any authority to which it has delegated that competence.

²³ Harmonised format for certificates - Regulation 1/2005 which obliges transporters to carry certificates when animals are transported, including: details of the animals being transported, transporter's authorisation, certificate of approval for the vehicle (in the case of long journeys) and a certificate of competence for drivers and attendants. All documents are issued in harmonised formats in the EU in order to facilitate checks.