

## Observations on transports of "breeding" cattle to Russia: Observations from 16.02. to 21.02.2007

Team 1: Nicole Urbantat, Julia Havenstein  
Team 2: Iris Baumgärtner, Brigitte Gabeli  
Date: 16.-21.02.2007

*Date and time in this report according to Central European Time (CET).*

### Friday, 16<sup>th</sup> of February 2007

On highway A2 near Wrzesnia, direction Lieszt.

8:15 CET: **4 trucks** of the German company **Spedition Hefter** are heading in to direction Warsaw. We start trailing them covertly. (We were informed the trucks had parked not far behind the border of Frankfurt/ Oder at 2:00 CET. The drivers slept.)



16<sup>th</sup> Feb., 8:15 CET: Hefter trucks heading direction Warschau



Inscription on tailgate: Artgerechte Tiertransporte

### Description of the 4 trucks:

- Red cab, DAFF, with inscription "Spedition Hefter", Silver-blue one-compartment trailer, inscription "Siegfried Röck", lic.pl.no: **SU-H-1511** (trailer), **SU- EH 318** (cab), loaded with heifers on 2 levels, Eartag no.: NL 4223 0590, -6302, -3684, -5031
- Red cab, DAFF, with inscription "Spedition Hefter", yellow one-compartment trailer, inscription on the tailboard "Artgerechte Tiertransporte", "Spedition Hefter, Troisdorf", photo of a calfs' head, lic.pl.no.: **SU-H-1671** (trailer), SU EH 620 (cab), loaded with heifers on 2 levels
- Red cab, DAFF, with inscription "Spedition Hefter", yellow one-compartment trailer, inscription on the tailboard "Artgerechte Tiertransporte", "Spedition Hefter, Troisdorf", photo of a calfs' head, lic.pl.no.: **SU-H-1538** (trailer), loaded with heifers on 2 levels
- Red cab, DAFF, with inscription "Spedition Hefter", yellow one-compartment trailer, inscription on the tailboard "Artgerechte Tiertransporte", "Spedition Hefter, Troisdorf", photo of a calfs' head, lic.pl.no.: **SU-H-1023** (trailer), loaded with heifers on 2 levels

8:32 CET: The trucks pass the gas station on A2 near Konin.

All 4 trucks drive on the **A2** until the end, at roundabout turn into **direction Lodz** and on the **72, direction Rawa Maz.**

11:00 CET: All 4 trucks stop at a gas station.

11:30 CET: 2 trucks with the lic.pl.no. **SU-H-1538** and **SU-H-1023** leave the gas station and continue on the 72. At 12:30 they turn on the A8, **direction Warsaw**, then on the road no. 50, to GROJEC. In a traffic jam we loose the 2 trucks and find them again at 15:00 CET at a parking lot on the A2, from where they continue to the border of **Terespol/ Kukuryki**.

At 16:00 CET the truck with the lic.pl.no: **SU-EN-2 (front)** is stopped by police in Rogoziniec, but continues appr. 15 min later.

At 16:50 CET the 2 trucks stop again approx. 2 km away from the Terminal Samochodowy Koroszcyn. Shortly after they continue and drive into the Terminal.



17.24 CET/ -2°C: The trucks with licence plates **SU – H 1671** and **SU –H 1511** arrive at the border at Kukuryki (PL-BY).

We cross the PL/BY border in Terespol, drive on the M1 and wait for the trucks at the **first gas station** behind the border of Kukuryki.

### Saturday, 17<sup>th</sup> February 2007

22.45 CET: 2 German trucks, loaded with cattle on 2 levels, stop to get fuel at the gas station behind the border of Kukuryki.

- **OS-HD 493**, blue one compartment trailer, red Scania cab, inscription Dieckmann
- **MU- W 5558**, silver one compartment trailer, white cab

0:40 CET/ - 6°C: the 4 Hefter trucks pass the first gas station behind the border on the M1. We follow.

2:00 CET: All 4 trucks of the company Hefter, with the lic.pl.no. **SU-H-1511; SU-H-1671; SU-H-1538; SU-H-1023** stop at the next gas station (second after the border), the drivers refuel their tanks and park the trucks. They go to get something to eat and then back to their cabs and sleep.



Eartag no: NL...5014



Eartag no: NL 3709 8934

Incomplete ear tags: SU-H 1023: **NL 5897...**; **NL 3826....**

SU H 1671: **NL XXXX 5014**

More ear tags of heifers in the Hefter trucks: **NL 4259 5015, NL 3709 8934 and Nr.7.(handwritten) 2059 8569**

Between **4:00 and 5:00 CET**, 3 transports of the Dutch company **Dijkstra** arrive also at the gas station to find parking for some hours. They are also loaded with cattle on 2 levels.

**7:07 CET: - 10° C**

**Description of the trucks:**

Green-Silver one compartment truck, inscription "Dijkstra" on the tailboard.

lic.pl.no. **BN-TN-79/ OG-60 FR** (trailer);

lic.pl.no. **OJ-12-LV** (trailer)

lic.pl.no. **WL-14-YV** (trailer)

**Animals are not fed or given water at any time during that stop.**



Trucks loaded with cattle (Hefter and Dijkstra) at gas station in BY, Dijkstra truck leaving gas station at 8:08 CET

The cattle were prevalently bellowing during this stop.

8:08 CET : The 3 trucks of the company Dijkstra leave the gas station and drive on to the M1, direction Minsk.

**8:18 CET:** The 3 trucks of the company Dijkstra (lic.pl.no. **BN-TN-79/ OG-60 FR**; lic.pl.no. **OJ-12-LV** , lic.pl.no. **WL-14-YV** ) pass the first toll station on M1 heading in to direction Minsk. The animals were not given food or water at any time during that stop.



**9:06 CET:** The 4 trucks of the company Hetter continue on the M1 into direction Minsk.

After a **7 hour rest for the drivers**, the 4 trucks continue their journey into direction Minsk. The animals were not given food or water at any time during that stop.



**9:16 CET:** The 4 trucks have to stop at a Maud station (at ФЕДЗЬКАВІЧЫ).

**11:00 CET:** The 4 trucks stop again at a parking lot for 1 hour. The animals were not given food or water at any time during this stop.

The 4 trucks continue at appr. 12:00 CET on the M1.

**15:00 CET, -9°C:** All 4 trucks leave the M1, to stop at a parking lot, appr. 95 km after Minsk, at the exit to КУРГАНАЎКА and БАРЫСАЎ.

The animals in all 4 trucks are fed with hay, we can not observe they receive water, but we could not observe them all around the clock at this stop.



Hefter trucks parked for 20 hour break at a parking lot: cattle are not unloaded

11:05: last Hefter truck is leaving the parking lot

### Sunday, 18<sup>th</sup> of February 2007

4:00 CET, -15°C: All 4 trucks are still parked, the drivers asleep. It is -15°C during that night.

8:45 CET: 2 trucks with the lic.pl.no: **SU-H-1538** and **SU-H-10232** leave the parking lot and continue on the M1 into direction Moscow.

9:00 CET, -12°C: *We are informed that 5 more trucks of the company Hefter, loaded with cattle, were observed near Minsk.*

11:05 CET: 2 trucks with the lic.pl.no. **SU-H-1511** and **SU-H-1671** leave the parking lot on the M1, direction Moscow.

From here, the distance to Moscow is 583 km according to signs along the road.

12:00 CET: the trucks with the lic.pl.no. **SU-H-1511** and **SU-H-1671** stop again at a parking lot. The parking lot does not have any possibility to get water.



Again a stop for 1 hour and 40 min at a parking lot

12:45 CET/ - 6°C: 2 trucks with the lic.pl.no: **SU-H-1538** und **SU-H-1023** cross the border to Russia at the M1.



SU-H-1538 und SU-H-1023 crossing Russian border and parking near Smolensk

13:40 CET: The trucks with the lic.pl.no. **SU-H-1511** and **SU-H-1671** leave the parking and continue on the M1, direction Moscow.

14:30 CET: The trucks with licence plates **SU-H-1538** and **SU-H-1023** stop at the TIR parking lot at the Motel "Phoenix", near Smolensk.

14:54 CET: Both trucks leave the parking lot and continue direction Moscow.



SU-H-1511 and SU-H-1671 arrive at the Russian border

14:49 CET: The trucks with lic.pl.no. **SU-H-1511** and **SU-H-1671** arrive at the border to Russia.

At the Russian border we observe 3 trucks loaded with cattle, also Spedition HEFTER, with the lic.pl.no: **SU-HE-199** (cab); **SU-H-1549** (trailer), **SU-H-1013** (trailer), **SU-H-1548** (trailer).

16:41 CET/ - 8°C: trucks with licence plates **SU – H 1671** and **SU- H 1511** pass the **Russian border** and head into direction Moscow.

21.00 CET: The trucks **SU – H1671** and **SU H 1511** stop at a gas station on M1.

22.20 CET: The trucks continue in to direction Moscow.

### Monday, 19th of February 2007

Through Moscow we trailed only the trucks with the lic.pl.no SU-H-1671 and SU-H-1511.

3:16 CET/ - 3°C: The trucks with the lic.pl.no. **SU-H-1511** and **SU-H-1671** arrive at the customs area in ZHUKOVSKIY/ Moscow.

The other 2 Hefter trucks with lic.pl.no. **SU-H-1538** and **SU-H-1023** must have arrived shortly before.

The trucks with the lic.pl.no: **SU-H-1671** enters the customs area right away. The other one with **SU-H-1511** has to wait 10 minutes until it is allowed to enter. We manage to have a look at the animals. One heifer, in the first compartment behind the cab of **SU-H-1511**, is very tall and between her back and the ceiling is not more than a space of 3 cm. Unfortunately we can not get her eartag, because she is facing the side of the truck which is closed.

#### Fotos of heifers transported in SU-H-1511:



Heifer back almost touching the ceiling



Heifer with eartag no: 0047



Heifer with eartag no.: 503(4)



Heifer with eartag no: 6453

We talk to the driver of the truck with the lic.pl.no: SU-H-1511. We ask them, where they have stopped during the journey to unload and rest the animals. He claims they have unloaded the cattle for 24 hours in Belarus. It is an open secret, that **there is not a single operating staging point in Belarus**, even though there are 3 on the EU list of authorised staging points from January 2007.

Since we are not allowed to enter the customs area, we do not know, if the animals received water here.

We have to stop the trailing here in Moscow.

I called Matthias Hefter, the head of the German Spedition Hefter and asked him when he finally intends to unload and rest the cattle. His answer is, that I should organize the unloading, if I manage to find an adequate stable in Russia.

### **Tuesday, 20<sup>th</sup> of February 2007**

We inform the **Controllunion Netherlands** (0031 102823390) about our observations regarding the trucks with the lic.pl.no.: SU-H-1511, SU-H-1671; SU-H-1538; SU-H-1023. I spoke to Christina Figueras (email: [cfigueras@controllunion.com](mailto:cfigueras@controllunion.com)) At that time we are of the opinion, that the destination of the animals is Belgorod, since the driver told us during that stop at the customs area.

*Later we receive the following information:*

*The trucks of the company Hefter, with the lic.pl.no. SU-H-1511, SU-H-1671, SU-H-1023, SU-H-1538 loaded in Hijlaard/NL on the 15<sup>th</sup> of February at 16:30 CET, destination is Kazan.*

*The trucks of the company Dijkstra, with lic.pl.no. BR-T-6F3/ WR-22JR, OH-99-ZL loaded in Leuwarden, destination is also Kazan.*

Near Gargarin at the M1 we find **3 trucks loaded with Heifers from Austria** at a parking lot.



Truck loaded with "breeding" cattle from Austria



2 trucks of the company **Husslein**:  
lic.pl.no **SW-HB 3456** and **SW- HB 2500**.

Eartag no from heifers transported in SW-HB 3456:

AT 704011507;

AT 41 4460 ?

Eartag no from heifers transported in SW HB 2500:

AT 022982

1 truck and trailer of the company **Wesselmann**, inscription on loading ramp "WE-Vieh-Trans, Ascheberg", lic.pl.no. COE-WE-216 (front)/ COE-WE-217 (back):

Ear tag no.: AT 71 6244307, AT 83 8274807

According to the drivers all 3 trucks have unloaded at the staging point in Poloski/PL and just in Gargarin/RUS. According to the clean straw bedding they must have loaded recently.

### Staging point Gargarin

On the way back we had a look at the authorised staging point in Gargarin.

From the M1, km173 (coming from Moscow) turn right, drive to Gargarin, turn left appr. 300 m after the sign "Gargarin", the stable is a big all-aluminium hall.

We are allowed to have a look into the stable. It consists out of 4 pens, with straw bedding. Approximately 130-140 cattle respectively 4 trucks can be unloaded here.

Person responsible at Gargarin: Olga Babkinav +79066507862 (she speaks German) When we call, she asks us, if we want a stamp.

### 8 trucks with Danish heifers stuck at a parking lot

20.17 CET, -9°C/ snow storm: we find 8 trucks with cattle from Denmark at a TIR – parking lot approx. 50 km after Gargarin, direction west. The trucks are loaded with heifers on 2 decks..

1. Danish truck, lic.pl.no **RX06862**, inscription **John S. Christensen**
2. Danish truck, lic.pl. no **HV9615**, inscription Ottensen
3. Danish truck, lic.pl.no **ND8409**, inscription Ottensen
4. German truck, lic.pl.no. **OS NH 198** ( Diekmann)
5. German truck, lic.pl.no: **CHA FV 38/CHA TL 60**, inscription "Faltermeier, Animal Travel "

We are only able to get 5 of the lic.pl.no, the 3 others are completely iced and not legible.

The drivers are very upset, because they just arrived and are not allowed to unload the animals before the next morning. Instead they have to wait at this parking lot. According to our information the trucks unloaded the animals for a 24 hours rest in Poland.

**Even though the place of destination for these Danish heifers is west of Moscow, all 8 trucks had to drive all the way to Moscow in order to do the customs requirements and then all the way back. A roundabout of appr. 500 km.**

### Wednesday, 21 February 2007

7.15 CET, - 16°C/ windy: the animals of all 8 trucks are unloaded at quarantine stable.



Direction to the stable: From M1, direction Minsk, turn right at the indication "Cblyebka 70km". Follow the road up to the sign "km 244". After a gas station turn right until there is a small village right hand. Turn right here from the main road, cross the village until there is the stable on right hand.

10.34 CET: The unloading is finished.

We talk to inspector from Baltic control. He says, the animals could not be unloaded the evening before, because of the bad weather conditions and since there is no light at the stables

According to what we could observe all the animals are walking out of the trucks in okay condition.

## Conclusions

The transport of "breeding" cattle to Third countries is subject to COMMISSION REGULATION (EC) No 639/2003 of 9 April 2003 laying down detailed rules for the granting of export refunds related to the welfare of live bovine animals during transport.

It constitutes, that the payment of export refunds for live bovine animals falling within CN code 0102, pursuant to Article 33(9), second subparagraph, of Regulation (EC) No 1254/1999, shall be subject to compliance, during the transport of the animals to the first place of unloading in the third country of final destination, with the provisions of Directive 91/628/EEC and according to Chapter VI, Art.33 replaced by COUNCIL REGULATION (EC) No 1/2005 of 22 December 2004.

COUNCIL REGULATION (EC) No 1/2005 of 22 December 2004 lays down detailed rules 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.

### 1. Trailing of transports of Dutch heifers to Russia done by the Spedition Hefter

We started trailing the 4 Hefter trucks on the highway A2, near Wrzesnia/ PL on Friday, 16<sup>th</sup> of Feb., 8:08 CET. At that time the pregnant heifers were already transported since 15 ½ hours. We followed them covertly through Poland and Belarus and arrived on Monday, the 19<sup>th</sup> of Feb. at 3:00 CET at the customs area in Moscow- **after 82 ½ hours!** Here they had to wait several hours until they were further transported to their final destination in Kazan, which is approx. another 700 km east of Moscow.

During the journey the animals were not unloaded for the required rest period of 24 hours. We only observed the drivers giving hay once.

The outside temperatures in Belarus and Russia during the journey were between **-6°C and -9°C in the daytime** and between **-10°C to -15°C during the night**.

According to what we were told and to what we have observed, there is not one control post/ staging point in Belarus, but there are obviously ways to get a stamp. We heard, one can buy stamps for 50,- Euros at the belar. border.

According to our information the control post in Poloski/PL is the last possibility to unload and rest animals. We only found one existing place to unload cattle between Poloski and Moscow, which is located in Gargarin, but with a capacity for appr.130 -140 cattle only.

## **1.1 RESPONSIBILITY OF THE OFFICIAL VETERINARIANS**

The member states shall ensure that a transporter does not transport any animal in a way which is likely to cause injury or undue suffering to that animal.

### **1.1.1. Responsibility of the official veterinarians at the place of departure in the Netherlands**

It must be questioned, if transports during that time of the year should be authorized to countries like Russia, since the welfare of the animals is put at a high risk.

**At that time of the year temperatures in Belarus and Russia are usually far below zero and an inside temperature of +5°C, even 0°C according to the Annex, Chapter VI, paragraph 3., point 3.1. of COUNCIL REGULATION (EC) No 1/2005 of 22 December 2004, can not be maintained during the journey. At these temperatures also the water system of the trucks is not working.**

**According to The EFSA Journal (2004), 122, 1-25, Standards for the microclimate inside animal road transport vehicles, "for a 400 kg beef cattle (fed barley, gaining 0.75 kg/day) kept in dry, draught free conditions the LCT is at -9 C. LTC (Lower critical temperature) as defined below: LCT is the point in effective ambient temperature below which an animal must increase its rate of metabolic heat production to maintain homeothermy. Processes related to conservation of heat, including vasoconstriction in the periphery and behavioural adjustments to reduce heat loss from body surfaces, are at their maximum at this temperature and below (Ewing *et al.*, 1999).**

### **1.1.2. RESPONSIBILITY OF THE OFFICIAL VETERINARIAN AT THE EU EXIT POINT AT KUKURYKI**

The 4 Hefter trucks crossed the EU exit point at Kukuryki/ Brest. All 4 trucks arrived on Friday the 16<sup>th</sup> of Feb., between 16:50 and 17:30 CET at the polish border. 8 hours later at 0:40 CET they arrived on the Belarus side.

It became apparent at the border inspection post, that the maximum allowed journey time of 29 hours was, or would have been exceeded during the border check. We are questioning why the polish veterinarians did not require the immediate unloading of the animals. Especially since there is an authorised control post approximately 15 km away from the border, in Poloski/PL.

**In Article 21, paragraph 1. of Council Regulation (EC) No 1/2005 it is written that, without prejudice to the checks provided for in Article 2 of Regulation (EC) No 639/2003, where animals are presented at exit points or border inspection posts, official veterinarians of the Member States shall check that the animals are transported in compliance with this Regulation.**

## **1.2. RESPONSIBILITY OF THE TRANSPORTER**

The transport conditions were not in compliance with the relevant legislation of Regulation (EC) No 639/2003 and Council Regulation (EC) No 1/2005 and the welfare of the animals during transport was ignored by the transporter.

The transporter caused undue suffering to the animals because he

- did not water and feed the cattle every 14 hours,
- carried out the transport of the animals with delay,
- exceeded the permitted maximum journey time twice.

This represents a violation of Chapter I, Article 3 of Council Regulation COUNCIL REGULATION (EC) No 1/2005, which constitutes that., **no person shall transport animals or cause animals to be transported in a way likely to cause injury or undue suffering to them.** In addition, the following conditions shall be complied with:

- (a) all necessary arrangements have been made in advance to minimise the length of the journey and meet animals' needs during the journey;
- (f) the transport is carried out without delay to the place of destination and the welfare conditions of the animals are regularly checked and appropriately maintained;
- (g) sufficient floor area and height is provided for the animals, appropriate to their size and the intended journey;
- (h) water, feed and rest are offered to the animals at suitable intervals and are appropriate

### **1.2.1. Exceeded maximum journey time**

The transporter did not unload the cattle at all during the journey. The maximum journey time of 29 hours was exceeded the first time, while crossing the border between Poland and Belarus. Even though an authorized control post was available in Poloski, close to the border. Furthermore the transporter did not unload the animals at the next available authorized staging point in Gargarin, for the required rest period of at least 24 hours.

**This is in violation of the Annex, Chapter V, paragraph 1.5 of Council Regulation 1/2005, which requires after a journey time of 29 hours, that the animals must be unloaded, fed and watered and be rested for at least 24 hours.**

### **1.2.2 WATERING AND FEEDING INTERVALS NOT RESPECTED**

The water system did not work due to the low temperatures and the animals were not given water at intervals of 14 hours. We observed the drivers giving hay only once.

During transport the animals have more difficulties to cope with extreme temperatures and especially if they are fed below the maintenance levels they may have cold stress.

**The transporter ignored the watering and feeding intervals, journey times and resting periods laid down in the Annex, Chapter V, paragraph 1.4., literature (d) of Council Regulation 1/2005.**

### **1.2.3. REQUIREMENTS FOR TEMPERATURE IGNORED**

With measured temperatures of – 15 °C (Sunday, 18<sup>th</sup> of February) during the night, we assume that the allowed minimum temperature of 0°C could not be maintained within the means of transport. Especially since temperatures went below -20 °C on 20<sup>th</sup> and 21<sup>st</sup> of February, when the trucks were on its way to their final destination.

**This constitutes a violation of the Annex, Chapter VI Additional provisions for long journeys, paragraph 3., point 3.1. of 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.**

## **1.3. RESPONSIBILITY OF THE ORGANIZER**

We assume the Spedition Hefter was also the organizer of the transports from The Netherlands to Russia.

In Chapter II, Article 5, paragraph 3 it states that Organizers shall ensure for each journey, that according to literature (a) of Council Regulation 1/2005, 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.**

## **2. Observations on transports with Danish heifers in Russia**

We observed 8 trucks loaded with Danish heifers on the 20<sup>th</sup> and 21<sup>st</sup> of February parked at a parking lot at the M 1, near Gargarin in Russia.

According to the information we received, the trucks had to drive to Moscow in order to do the customs requirements and then all the way back to the place of destination. A roundabout of approximately 500 km. At the time the trucks arrived near the place of destination there was a snowstorm and it was already dark.

Since the place of destination was lacking adequate facilities to unload the animals, they did not get permission to unload the animals before the next morning and thus the cattle had to stay another night within the trucks.

**This constitutes a violation of COUNCIL REGULATION (EC) No 1/2005 of 22 December 2004 for the following articles:**

- Chapter I, Article 3. states that, no person shall transport animals or cause animals to be transported in a way likely to cause injury or undue suffering to them. In addition, the following conditions shall be complied with:

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

- Chapter II, Article 5, paragraph 3 states that, Organisers 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.

## **3. MISCELLANEOUS**

### **Staging points in Belarus and Russia**

The EU list of authorized staging points offers various possibilities to unload and rest animals in Belarus and Russia. Apparently there are only a few stables actually available or existing. As far as we know from third parties and according to our own observation, transporters can get a stamp, pretending they unloaded at a staging point in Brest/ Belarus. It is also possible to get a stamp of the staging point in Ramensky/Russia, without unloading the animals there. Some transporters pretend to unload at a stable in Smolensk, but this is only a truck parking lot, with water available.

We believe that between the EU staging point in Poloski/ Poland (close to the border of Kukuryki) and Moscow, there is only one staging point, in Gargarin, with the opportunity to unload, feed, water and rest animals. But as mentioned before, with a very limited capacity for 130 to 140 cattle.

**Animals´Angels is of the opinion, that transports indicating staging points in Belarus, did and do not unload the animals for the required rest period according to Council directive 91/628/EEC respectively Council Regulation (EC) 1/2005.**

**The existence and availability of the staging points on the EU list, has to be checked and approved by EU inspectors.**

**According to Article 5.) paragraph 1. , lit. c) of Council Regulation (EC) No 639/2003 of 9 April 2003 the export refund shall not be paid for animals for which the competent authority considers that Directive 91/628/EEC resp. Regulation (EC) 1/2005 has not been complied with and should be considered in reference to Article 7.) of this Regulation.**

Sign.

Iris Baumgärtner