

Welfare of Animals During Transport

Road Vehicle (and Container) Certification in the UK

Process for the approval of road vehicles and containers subject to the requirements of Council Regulation (EC) No 1/2005 on the protection of animals during transport and related operations

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This document is also available on the Defra website at:
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1. INTRODUCTION

1.1 Council Regulation (EC) No 1/2005 on the protection of animals during transport and related operations ('the Regulation') requires, among other things, that means of transport (road vehicles) and containers used for transporting animals on long journeys (those in excess of eight hours) must be inspected and approved by the competent authority of a Member State or a body designated by a Member State (Articles 7 and 18). **This document sets down how inspection and approval is carried out in the United Kingdom.**

1.2 This guidance represents our view of this element of the Regulation and its implementing legislation. It should be used as a reference document to aid understanding of this legislation. Primary responsibility for enforcement of this legislation rests with Local Authorities. In the event of a judicial case the court will provide a definitive opinion on the law.

1.3 A summary of the Regulation can be seen on our website at: http://www.defra.gov.uk/foodfarm/farmanimal/welfare/transport/euguidance/eu-reg_detail.htm and the Regulation itself can be seen at: <http://faolex.fao.org/docs/pdf/eur69655.pdf>

1.4 Although the Regulation is directly applicable, implementing national legislation is required to provide enforcement powers and lay down how specific parts of the Regulation will be applied in the UK. That legislation will also bring together certain national welfare in transport provisions that will continue to apply alongside the Regulation.

1.5 Within the UK, the relevant national legislation is as follows:

In England – The Welfare of Animals (Transport) (England) Order 2006;

In Wales – The Welfare of Animals (Transport) (Wales) Order 2007;

In Scotland – The Welfare of Animals (Transport) (Scotland) Regulations 2006 and The Welfare of Animals (Transport) (Scotland) Amendment Regulations 2009; and

In Northern Ireland – The Welfare of Animals (Transport) Regulations (Northern Ireland) 2006 and The Welfare of Animals (Transport) (Amendment) Regulations (Northern Ireland) 2007.

1.6 These designate the Secretary of State in England and equivalent colleagues in the devolved authorities for Wales, Scotland and Northern Ireland as the competent authorities for the Regulation.

1.7 The rest of this document covers:

- The activities and types of transport that will require inspection and certification.
- The process under which those inspections and certifications will be carried out in the UK.
- Who will carry them out and how they will be assessed as competent to do so.

- The standards that must be reached and relevant guidance.
- What the approval will look like; and
- What information will be required, recorded and made available to others.

If you have any queries about this document or other aspects of the Regulation please contact: Transport and Markets Team, Area 8B, 9 Millbank, c/o Nobel House, 17 Smith Square, London, SW1P 3JR.

Telephone: 020 7238 5907

Or email us at: aw-transport@defra.gsi.gov.uk

In Scotland, Wales and Northern Ireland your contacts are:

Scottish Government Rural Directorate (SGRD)

P Spur
Saughton House
Broomhouse Drive
Edinburgh
EH11 3XD
Tel: 0131 244 6482
Web: www.scotland.gov.uk

Welsh Assembly Government (WAG)

Office of the Chief Veterinary Officer
Cathays Park
Cardiff
CF10 3NQ
Tel: 029 2082 3592
Web: <http://new.wales.gov.uk/topics/environmentcountryside/ahw/?lang=en>

Department for Agriculture and Rural Development in Northern Ireland (DARD)

Room 728
Dundonald House
Upper Newtownlands Road
Belfast
BT4 3SB
Tel: 028 9052 4950
Web: www.dardni.gov.uk

2. SCOPE OF REGULATION

2.1 The Regulation applies to the transport of live vertebrate animals within the European Community that takes place in connection with an economic activity (Article 1.1 of the Regulation).

2.2 There are some exceptions:

(a) the Regulation does not apply to transport to or from veterinary practices or clinics under veterinary advice (Article 1.5);

(b) only Article 3 (general provisions to protect animals from injury or unnecessary suffering), and Article 27 (enforcement checks) apply to transport by farmers of their own animals in their own vehicles for a distance of less than 50km from their holding, or for seasonal stock movements between pastures (Article 1.2);

(c) transporters undertaking journeys of less than 65km do not require an authorisation nor are they required to use drivers/attendants who have been trained and hold a certificate of competence (Article 6.7);

(d) Registered domestic Equidae are those registered in studbooks or with international organisations managing competitions (as defined in Directives 90/426 and 90/427/EEC). Note – possession of a horse passport under the Horse Passport Regulations does not necessarily mean that this legislation's requirements are met. Registered domestic Equidae are exempt from the following requirements:

- Article 5.4 – compliance with Annex II journey log provisions.
- Article 6.9 – use of a navigation system and the keeping of records obtained from it.
- Annex I Chapter V – journey times, and water feed and rest intervals.

Note that these exemptions only apply to registered domestic Equidae transported for competition, races, cultural events or breeding, not transported to markets or slaughterhouses. Further information on registered domestic Equidae can be found in section 2 of our main guidance document on the Regulation¹.

2.3 The Regulation does not define what constitutes an “economic activity”. However, the preamble to the Regulation gives an indication of what this may include. Paragraph (12) states:- *“Transport for commercial purposes is not limited to transport where an immediate exchange of money, goods or services takes place. Transport for commercial purposes includes, in particular, transport which directly or indirectly involves or aims at a financial gain.”*

2.4 From the queries we have received from the general public and based on the feedback from public consultations, it is worth noting the following exemptions:

¹ <http://www.defra.gov.uk/foodfarm/farmanimal/welfare/transport/euguidance/guidance.htm>

- transport of a single animal accompanied by a person who has responsibility for its welfare (or for example, two animals accompanied by two people – up to a limit of four animals accompanied by four people)²;
- domestic Equidae transported by an owner for the purpose of riding or showing or competing for pleasure. However, a haulier movement of animals transported for pleasure etc, where the haulier was paid for undertaking the transport, would be within the scope of the Regulation; and,
- where individuals attending shows or competitions primarily for pleasure share the burden of transport e.g. petrol costs, but where there is no profit made by the individual carrying out the transport.

Note: the above are examples and are not intended to be definitive.

2.5 In summary, we would expect an owner or transporter carrying his or another person's animals for profit or as part of a business, to be covered by the Regulation. We would not expect the transport of pet animals by their owners to and from events, even where they win minor cash or other prizes, to be covered.

Ramps

2.6 In describing practices relating to loading and unloading animals (*Annex I, Chapter III*), the Regulation states that ramps shall not be steeper than:

- for pigs, calves and domestic Equidae - an angle of 20 degrees, that is 36.4% to the horizontal (equivalent to a vertical rise of four over a distance of 11);
- for sheep and cattle other than calves - an angle of 26 degrees 34 minutes, that is 50% to the horizontal (equivalent to a vertical rise of four over a distance of eight).

2.7 It is recognised that it is difficult to measure accurately the slope angle of a ramp, particularly when the vehicle is on uneven ground.

2.8 Formerly, we had advised that vehicles built before and in use before 5 January 2007 could be exempt from the ramp angle requirements up to a deadline of 4 January 2012. This decision has now been legally challenged by the EU Commission. Therefore, as of 1 January 2011, any vehicle found on inspection for enforcement purposes to be non-compliant with the Regulation's ramp angle specifications could be subject to enforcement action.

2.9 Annex I, Chapter II, paragraph 2.2 of the Regulation includes a technical requirement that vehicles shall carry the equipment for loading and unloading. Therefore, it follows that the use of so-called external static ramps or other steps, ramps or other similar facilities, which are not part of the vehicle's fittings or which cannot normally be carried on board the vehicle, should not be used in calculating

² This exemption is not reflected in either EU or national legislation. It therefore cannot be applied to export journeys unless the transporter has evidence that the Member States (both transiting and destination) apply equivalent exemptions.

whether a ramp angle is compliant with the legislation. **The onus is on the transporter to ensure compliance with the Regulation.**

2.10 When considering what action to take in relation to non-compliance, local authorities will consider the circumstances of any breach and take a pragmatic and proportionate approach to enforcement. Anyone transporting an animal in a vehicle which causes, or is likely to cause injury or unnecessary suffering, commits an offence and may be subject to enforcement action.

3. INSPECTION APPROVAL AND CERTIFICATION

3.1 Means of transport (road vehicles), and containers, used for transporting animals on 'long journeys' (those in excess of eight hours) must be inspected and approved by the competent authority of a Member State or a body designated by a Member State (Articles 7 and 18). Approval criteria for containers differs from that for road vehicles (paragraph 3.5 refers).

3.2 Approvals are dependent on those vehicles (and containers) meeting specific requirements of the Regulation (Annex I, Chapters II & VI) covering:

- basic construction requirements (for all species);
- equipment for loading and unloading;
- additional requirements for long journeys involving domestic cattle, sheep, pigs, goats or domestic Equidae – roof, partitions, water/feed equipment, ventilation and satellite navigation (tracking) systems (excluding registered equidae).

3.3 Inspection can, of course, only relate to the vehicle as seen on that day. It is important to note therefore that a certificate issued for a road vehicle after inspection will not be taken as guaranteeing that the vehicle reaches the standards required for the duration of its validity (up to a maximum of five years). It will remain the transporter's responsibility that such vehicles continue to meet the required standards. If subsequent checks by enforcement bodies (such as local authorities or Animal Health acting on our behalf) find that a vehicle no longer meets the required standards then certificates may be suspended or revoked or other enforcement action taken.

3.4 The Regulation includes a provision for EU Member States to grant derogations from the requirement for vehicle approval for journeys not exceeding 12 hours in order to reach the final place of destination. We have taken up certain derogations and details of those being applied are described at paragraph 3.8.

3.5 Container approval is required for all journeys over eight hours where domestic cattle, sheep, goats, pigs or domestic Equidae are being carried (Article 7.3). The derogations permitted under Article 18.4 of the Regulation do not extend to these journeys.

3.6 For most species other than domestic cattle, sheep, goats, pigs and domestic Equidae (referred to for the purposes of the Regulation as 'other species'), transport

will be in a container often carried in a non-specialist road vehicle such as a car or van. The Regulation is clear that inspection and approval of containers carrying 'other species' is not required (but see paragraph 3.9 concerning the transport of fish). However, under some circumstances vehicles used to transport the containers will need to be approved. Paragraphs 3.9 and 3.10 refer.

3.7 Certificates issued on behalf of other competent authorities in the UK or other EU Member States will be valid across the UK and such vehicles do not require further inspection and approval. Indeed, Article 18 does not allow a competent authority or designated body to grant approval for vehicles that are subject to an application submitted to or an approval issued by another such authority. So, for example, if a vehicle has been inspected and approved by the authorities in France, that vehicle neither needs nor can be re-approved here in the UK.

UK derogations

3.8 As permitted by Article 18(4) of the Regulation, the following derogations have been applied in the UK from the requirement for certificates of approval for road vehicles used on journeys of up to 12 hours in order to reach their final destination:

- i **road vehicles transporting animals *other than cattle, sheep, goats, pigs or domestic Equidae within the UK for a journey time of up to 12 hours, do not require vehicle inspection and approval*** (paragraph 3.10 refers). This derogation extends to road vehicles transporting containers carrying poultry and fish, which are not therefore required to be inspected and approved for journeys of up to 12 hours within the UK. The derogation does not apply to journeys undertaken in purpose built, 'bespoke' road vehicles carrying fish. This type of vehicle is essentially a large fish tank on wheels. Vehicles of this type undertaking all journeys of over eight hours will need inspection and approval by a designated vehicle approval body to the Regulation's basic criteria as set out in Annex I, Chapter II. Vehicles transporting 'other species' on journeys of over eight hours (but less than 12 hours) going outside of the UK will need to hold a vehicle approval certificate if any of the EU Member States involved in the journey (transiting or destination) require one. Transporters may be asked for evidence that the requirements of transiting and destination EU Member States have been ascertained. All vehicles transporting any species of animal on journeys of over twelve hours must be inspected and approved (paragraph 3.10 refers);
- ii **pigs do not require continuous access to water during transportation** (*Annex I, Chapter V, paragraph 1.1.4(b)*); however they must be offered water at appropriate intervals and afforded an adequate opportunity to drink. Veterinary advice is that having water constantly available is bad for welfare because pigs do not drink in a moving vehicle but play with the drinkers resulting in water flooding the vehicles. It is, however, essential that water can be made available to pigs when necessary;
- iii **insulated roofs are not required** (*Annex I, Chapter VI, paragraph 1.1*);
- iv **temperature on a means of transport by road may fall below 0°C during a journey** (*Annex I, Chapter VI, paragraph 3.1*):

- up to the time when the means of transport by road is first moved at the place of departure; and
- during any unloading and loading occurring at intermediate points in the journey.

v **ventilation, temperature monitoring, and warning systems are not required** (*Annex I, Chapter VI, paragraph 3*);

vi **satellite navigation (tracking) systems are not required** (*Annex I, Chapter VI, paragraph 4*).

3.9 Although the derogations granted mean that approval is not required in the UK for road vehicles carrying other species of animal in containers (on journeys of up to 12 hours), this does not release transporters from ensuring the vehicles used to transport containers meet the criteria for approval laid down in the Regulation's Annex I, Chapter II. Nor does it exempt them from general obligations relating to the transport of animals. It does, however, remove a regulatory burden that inspecting and approving such vehicles would impose.

What requires inspection and approval?

3.10 It should be made clear that inspection and approval is required for **all species carried in road vehicles where journeys exceed 12 hours** as this is beyond the scope of the derogations granted and therefore the Regulation's full inspection and approval provisions must apply.

Requires approval

- Vehicles carrying cattle, sheep, pigs, goats or domestic Equidae on all journeys of over eight hours.
- Vehicles carrying other species (including animals in containers) on journeys of over eight hours (but under 12 hours) going *outside of the UK* if it is a condition of any of the EU Member States involved in the journey (transiting or destination).
- Vehicles carrying all species of animals (including those in containers) on all journeys of *over 12 hours*.
- Containers carrying cattle, sheep, pigs, goats or domestic Equidae on all journeys of over eight hours.

Does not require approval

- Vehicles carrying other species (including animals in containers), on domestic only journeys (i.e. no part of the journey occurs outside of the UK) that are *under 12 hours*.

Vehicle approval equipment requirements

| VEHICLE EQUIPMENT | TRAVEL TIME | | |
|---|-----------------|------------------|---------------------|
| | 8 – 12 Hours UK | Over 12 Hours UK | Over 8 Hours Europe |
| Insulated Roof | X | ✓ | ✓ |
| Feeding Equipment | ✓ | ✓ | ✓ |
| Partitions | ✓ | ✓ | ✓ |
| *Water Supply | ✓ | ✓ | ✓ |
| Ventilation and Temperature Control Equipment | X | ✓ | ✓ |
| Temperature Monitoring Equipment | X | ✓ | ✓ |
| +Securing Points | ✓ | ✓ | ✓ |
| Loading and Unloading Equipment | ✓ | ✓ | ✓ |
| Satellite Tracking, Data Recording and Transmission Equipment | X | ✓ | ✓ |

* Please refer to paragraph 3.8ii with regards to the transport of pigs up to 12 hours.

+ When transported on a RO-RO vessel.

4. NON-COMPLIANCES AND RE-INSPECTION

4.1 On 1 September 2010, a new procedure was introduced requiring the re-inspection of vehicles or containers which upon inspection by Animal Health (AH) and/or Local Authority (LA) Inspectors, are found to have one or more serious non-compliances in terms of the Regulation's requirements. This was to satisfy the EU Commission that the UK is fully complying with the obligations imposed on all EU Member States by the Regulation.

4.2 For the purposes of this new procedure, a serious non-compliance relates to the absence or malfunctioning of major equipment on vehicles or containers travelling over 12 hours in the UK or over eight hours if exporting abroad. In this context, major equipment means any equipment which is legally required for long journeys as set out in Chapter VI of Annex I to the Regulation, and ramp angle requirements made under Chapter III, which are applicable to all vehicles undertaking journeys of any length. For ease of reference, these are as follows:

- A satellite navigation (tracking) system.
- Water supply and delivery equipment.

- Ventilation systems.
- Temperature monitoring equipment (with sensors and a data recorder).
- Regulation 1/2005 compliant ramp angles.

4.4 A serious non-compliance may also be, in the view of AH and/or LA inspectors, any fixture or fitting on board the vehicle or container, which could compromise the welfare of the animals being transported.

4.5 Vehicles or containers found at the initial approval inspection to have major non-compliances must be subject to a compulsory re-inspection before an approval certificate is awarded and before any journeys can be undertaken. Vehicle approval bodies may set a deadline for a partial re-inspection of equipment fitted to correct the non-compliance. Failure to meet this deadline could result in a full re-inspection of the vehicle being required. Lesser non-compliances will continue to be treated as they are now (i.e. approval granted upon receipt of confirmation to the satisfaction of the approval body that the problem has been rectified by the vehicle owner supported by copies of receipts/photographic evidence etc.).

4.6 If any major non-compliances are identified by AH and/or LA inspectors during the course of their normal enforcement duties (e.g. at loading, at market, during road checks and at ports) then the vehicle or container will be prohibited from transporting further consignments of animals until the deficiencies have been rectified and the vehicle or container has been subject to satisfactory full re-inspection by one of the designated awarding bodies and received re-approval.

4.7 In the case of lesser non-compliances, identified by AH and/or LA inspectors during the course of their normal enforcement duties, these will continue to be subject to the necessary proportionate enforcement action.

5. THE APPROVAL PROCESS

5.1 Inspections and approvals shall meet the following requirements:

Rate of inspection and maximum length of validity for an approval: five years (maximum period allowed by the Regulation). Certificates of approval shall be valid for a period of not more than five years from the date of issue and shall become invalid as soon as the vehicle is modified or refitted to a degree that would render it non-compliant with the Regulation in respect of Article 18.2. Such modified or refitted vehicles will therefore require a new inspection and approval before use.

Technical Requirements: the Regulation lays down detailed technical requirements that vehicles will have to meet to get approval under Article 18. These are set out at Appendix B of this document in the form of checklists for the use of inspectors together with some guidance on their application (this is a separate document).

Certificates of Approval: uniquely numbered certificates of approval will be issued by a designated body if the vehicle:

- is not the subject of an application or approval by another competent authority in the same or another Member State (an applicant should make a declaration to this effect); and
- has been inspected and complies with the requirements of the Regulation.

5.2 The format of the certificate of approval is specified by the Regulation and shown at Appendix A.

5.3 The unique numbering system to be used will be agreed between the competent authority and each designated body with each body being allocated an exclusive batch of consecutive numbers.

5.4 In addition to the issue of a certificate, approved vehicles may have the option of receiving from the relevant designated body a robust plate, to be fixed by the owner to the vehicle in an accessible and visible place, showing as a minimum the certificate number, the vehicle's identification number and the expiry date of the certificate. The plate may also make provision for its updating – by a permanent means such as metal stamping – to record subsequent inspections.

New Vehicles: new vehicles that have not been modified since manufacture may be issued with a certificate of approval by a designated body valid for a maximum of five years (or until modification or refitting as above) without inspection provided that the applicant supplies documentary evidence from the manufacturer that the vehicle meets a standard specification that complies with the Regulation and that compliance has been checked by a designated body inspecting a completed example of that vehicle type. Note: this is not formal type approval requiring the checking of manufacturing processes.

Records: the competent authority is required to keep an electronic database record of all certificates issued so that they can be rapidly identified by the competent authorities in other EU Member States. National enforcement agencies are also likely to need access to these records. Designated bodies are expected to record the information contained in the certificate of approval and to transmit this information electronically to Animal Health on a monthly basis. Reports of vehicles failing inspection should also be submitted. In addition, designated bodies shall, on request, make available to the relevant competent authority any information or records related to the application of the approval process.

Fees: inspection and approval is self financing. Bodies designated to inspect and approve may therefore make a reasonable charge to applicants for their services.

Appeals: appeals against the decisions of designated bodies shall be made to the relevant UK competent authority if the issue cannot be resolved with the designated body.

6. DEFINITION OF COMPETENT AUTHORITIES: THE ROLE OF DEFRA, THE DEVOLVED AUTHORITIES AND DESIGNATED BODIES

6.1 The competent authorities for application of the Regulation in the UK are:

Defra in England, the Scottish Government Rural Directorate in Scotland, the Welsh Assembly Government in Wales and the Department of Agriculture and Rural Development for Northern Ireland. Contact details are shown in the introduction section. As competent authorities, they are responsible under Article 18 of the Regulation for;

- granting, or designating a body to award certificates of approval for means of transport by road used for long journeys upon application, provided that the means of transport:

- (a) are not subject to an application submitted to or an approval by another competent authority in the same or another Member State;

- (b) have been inspected by the competent authority, or body designated by a Member State, and found to comply with the requirements of Chapters II, III and VI of Annex I applicable to the design, the construction and the maintenance of means of transport by road used for long journeys.

- issuing, by them or body designated, a certificate, each with a number unique in the Member State and in accordance with a specimen set out in the Regulation;

- recording the certificates of approval in an electronic database in a manner enabling them to be rapidly identified by the competent authorities in all EU Member States, in particular in the event of a failure to comply with the Regulation; and

- granting derogations, where it decides to do so, to the provisions of Article 18 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.

6.2 A list of those approved bodies which are designated to operate the vehicle and container approval process throughout the UK is shown at section 9. Any new body that wishes to become approved must demonstrate their capability and competence to do so through the United Kingdom Accreditation Service (UKAS). If successful, they will, on application to the relevant competent authority, receive designated status and will be included on a list of approved providers, including their locations and contact details, which will be added to Section 9 of this document and will appear on the websites of Defra and the relevant devolved authority. Further details on the procedures applying to bodies wishing to become designated bodies can be requested by e-mail to: aw-transport@defra.gsi.gov.uk

7. WITHDRAWAL OF DESIGNATION AS A CERTIFYING BODY

7.1 Designation as a awarding body may be withdrawn where there is reason to believe that the body has failed to comply with the conditions of the inspection process or is likely to cease trading, be disbanded or go into receivership. Any certificates of approval issued by that body will continue to be valid for the full period for which they were issued unless found to be no longer meeting the standards required for certification.

7.2 A transporter seeking re-approval of a vehicle or container does not have to re-apply to the original designated awarding body.

7.3 A decision to withdraw a designated status is made by the relevant competent authority. After the decision is made, the designated body has the right of appeal to the relevant Secretary of State.

7.4 A period of 12 months must elapse following a withdrawal of designation before a fresh application for designation can be considered.

8. COMPLIANCE AND ENFORCEMENT

8.1 Responsibility for compliance with the Regulation rests with the transporter.

8.2 Primary responsibility for enforcement of the legislation rests with LAs who will enforce the requirement to hold appropriate vehicle or container certification under The Welfare of Animals (Transport) (England) Order 2006 and under equivalent legislation in the Devolved Authorities.

8.3 Local authority enforcement of welfare during transport legislation is fair and proportionate, in line with the statutory Regulators Compliance Code <http://www.berr.gov.uk/files/file45019.pdf> When considering what action to take in relation to non-compliance, local authorities consider the circumstances of the breach and the course of action most likely to achieve compliance. This may include giving consideration to the intent of transporters to comply with the rules.

8.4 A certificate issued to a vehicle or container owner can be suspended or revoked by a designated approval body upon instruction by the relevant competent authority – in this case the approval bodies if, after its issue, a vehicle is found to no longer meet the requirements of the Regulation.

8.5 The requirements for the authorisation of transporters are not covered by this guidance. However, further information on the authorisation process is available from AH at: wit@animalhealth.gsi.gov.uk

9. APPROVED BODIES

9.1 At the time this guidance was issued, the following bodies were designated to inspect and approve vehicles and containers:

| | |
|--|---|
| Freight Transport Association Hermes House St John's Road Tunbridge Wells Kent TN4 9UZ | Tel: 01892 552235 E-mail: twells.admin@fta.co.uk |
|--|---|

| | |
|---|--|
| <p>NSF-CMI Certification Hanborough Business Park Long Hanborough Oxford OX29 8SG</p> | <p>Tel: 01993 885610 E-mail: enquiries@nsf-cmicertification.com</p> |
| <p>SAI Global/EFSIS P O Box 165 Winterhill House Snowdon Drive Milton Keynes MK6 1PB</p> | <p>Tel: 01908 249973 Fax: 01908 249965 E-mail: fabbl@efsis.com</p> |
| <p>Scottish Food Quality Certification Royal Highland Centre 10th Avenue Ingliston Edinburgh EH28 8NF</p> | <p>Tel: 0131 335 6600 E-mail: info@sfqc.co.uk</p> |

Competent authority designations allow the relevant bodies to operate throughout the UK.

Welfare of Animals During Transport Regulation (EC) 1/2005¹

Certificate of approval of means of transport by road for long journeys pursuant to Article 18(2)

| | | |
|--|-----------|-----------|
| <p>1. LICENCE NUMBER</p> <p>a) Certificate number:</p> <p>b) Vehicle or container identification number:</p> <p>1.2 Equipped with navigation system YES NO</p> <p>1.3 Valid only for journeys up to 12 hours in UK YES NO</p> <p>1.4 Equipped with securing points for RORO vessels YES NO</p> | | |
| <p>2. Types of animals allowed to be transported</p> | | |
| <p>3. AREA IN M²/DECK (Individual Decks and Total)</p> | | |
| <p>4. This authorisation is valid until</p> | | |
| <p>5. BODY ISSUING THE CERTIFICATE</p> <p>5.1 Name and address of the body issuing the certificate</p> | | |
| 5.2 Telephone | 5.3 Fax | 5.4 Email |
| 5.5 Date | 5.6 Place | 5.7 Stamp |
| <p>5.8 Name and signature</p> | | |

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. OJ L3/1 of 5.1.2005.