



Investigation into the welfare conditions of young Irish calves exported from Ireland via Cherbourg, France to EU countries



An investigation by L214 and Eyes on Animals

Many thanks to Ethical Farming Ireland for their assistance too



3rd-5th March 2020

Background

In 2019 Ireland exported 200,000 unweaned calves to predominantly The Netherlands and Spain.¹ The long distance transport of unweaned calves is of concern because calves at this age do not have a fully developed immune system yet and cannot digest roughage. To get enough nutrients and stay fit they are fully dependent of milk. Milk however needs to be warmed and manually given to the calves, to ensure each calf is properly fed and that it be digested safely. This however is not physically possible to do when calves are on board of trucks, thus the only way they can be fed is when they are off the truck.

European law therefore prescribes that unweaned calves be given proper food (milk) after 19 hours maximum.² The journey on the ferry from Rosslare port (Ireland) to Cherbourg port (France) is however already 18 hours. Including transport times from the original place of departure in Ireland when the calves are first loaded (often Irish markets) to Rosslare Port (3-6 hours), the waiting times at Rosslare Port (2,5-5 hours) and transport times from Cherbourg Port to the control posts in Couville and Tollevast (20 minutes) the calves are stuck on board trucks, deprived of

¹ <https://www.bordbia.ie/>

² Council Regulation 1/2005, Annex I, Chapter V, point 1.4 and 1.5

feed, for at least 23 hours and more often up to 29 hours. This transport route is therefore inherently breaking the European law.

Over the past years we have been documenting this route, with the most recent investigation taking place last year. In 2019 Eyes on Animals and L214 investigated the treatment of unweaned Irish calves on each phase of this route and trailed several trucks to fattening facilities in The Netherlands. We documented serious violations of maximum journey times, calves being deprived of milk for far too long and physical abuse of calves at the control posts by impatient and frustrated workers. In reaction to our report of this matter and complaints, we were told by pertinent EU and Member State authorities, as well as Stena Line ferry company, that stricter measures and enforcement would be taken to improve the situation. This year we returned to see if conditions indeed had improved, but unfortunately we documented that they have not at all. We continue to see the same violations as in previous years. The mistreatment of the calves is unacceptable and the calves continue to be deprived of feed for longer periods than the EU law allows. This route is routinely breaking the law and yet continues to be allowed. Please see full details in the chapters below.

SUMMARY

On the 3rd-5th March 2020, four teams from EonA and L214 investigated the well-being of young Irish calves being transported by sea from Rosslare (IE) to Cherbourg (FR) to fattening facilities in The Netherlands and Spain by road.

Team 1 visited several calf collection centers in Ireland and documented arrival and departure of calf trucks at the Rosslare Port, where they boarded the Stena Horizon ferry. **Team 2** waited at the port of Cherbourg to document the berthing of the Stena Horizon Ferry and the disembarkation times of the calf trucks. **Team 3** was based at the control post Qualivia in Tollevast and afterwards went to Pignet control post in Couville to document which trucks rested their calves there and **team 4** checked for trucks that bypassed both of these control posts. **Two trucks were trailed:** Transport company Hallissey with license plate 142MH1995 and one unknown transport company with license plate DX66HXO. The unknown truck was trailed to its final destination, a fattening facility in Drogeham (North part of The Netherlands). Hallissey was trailed until Antwerpen (BE) and continued unattended to a farm in Baarle-Nassau (South of The Netherlands).

We documented several violations:

- 1. The export of Irish calves to continental Europe is exceeding maximum journey times.** The journey on the ferry (from Rosslare Ireland to Cherbourg France port) is already almost 18 hours. One must however also include the transport times from the Irish markets to Rosslare Port (3-6 hours), waiting times at Rosslare Port (2,5-5 hours) and transport from Cherbourg Port to the control posts in Couville and Tollevast (20 minutes). This means unweaned calves were on board of the trucks, deprived of suitable feed, for 23-29 hours. The EU law states that unweaned calves can be confined on a truck for only a maximum of 19 hours, after which they must be given suitable feed for their age (milk).³

Referencing two Northern Ireland trucks (Joe Conroy with license plate DC19MOO and an unknown truck with license plate SW60 PXO) we documented the exact journey times as we were on the ground observing both journeys from the Irish calf market to Qualivia control post in Tollevast, outside Cherbourg. The trucks were seen loading their calves at Bandon Market in Co. Cork on March 3rd at 12:50 CET and only arrived at control post Qualivia Tollevast the next day at 17:10 CET. **This means these calves were on board the trucks for 28 hours and 20 minutes, exceeding the maximum EU journey time of 19 hours, by 9 hours.**

Conclusion: Ireland's export of unweaned calves to continental Europe is exceeding EU maximum journey times and is therefore in breach of the Council Regulation 1/2005 on the protection of animals during transport.⁴

³ Council Regulation 1/2005, Annex I, Chapter V, point 1.4 and 1.5

⁴ Council Regulation 1/2005, Annex I, Chapter V, point 1.4 and 1.5

2. **Unweaned calves were on board the trucks for 23-29 hours (see violation 1). In this period the calves were not given any milk or milk replacer. This is in breach of the Council Regulation 1/2005 that states calves should be fed after their maximum journey time of 19 hours.**⁵

Secondly this practice conflicts with the European Commission’s recommendation to feed calves at least two times a day.⁶ Unweaned calves, still dependent on milk, have a strong need for energy and protein and have almost no food reserves. On farms they legally have to be fed at least twice a day.⁷ A journey on a transport vehicle (whether it is on the road or on a ferry) causes calves to use up more energy than they would if kept in farm conditions, as they are suffering from stress and are often also exposed to harsh weather conditions (cold and rain). Secondly young calves do not have a fully developed immune system. If feeding is stopped or significantly reduced, this has a considerable impact on their health. Depriving unweaned calves from food, for 23- 29 hours, will cause hunger, fatigue, stress and health problems and is therefore unacceptable.

3. **The handling of calves at Pignet control post in Couville was very brutal.** Almost 2,000 calves had to be fed in a short period of time resulting in workers becoming impatient with the calves. Calves were kicked at and hit on the head repeatedly with a stick to the point that some calves collapsed. This is in breach of the Council Regulation 1/2005 and Council Regulation (EC) No 1255/97.^{8 9}

For more detailed information on our findings and violations please see the chapters below.

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⁵ Council Regulation 1/2005, Annex I, Chapter V, point 1.5

⁶ <http://animaltransportguides.eu/wp-content/uploads/2016/05/Cattles-Calves-FINAL2.pdf>

⁷ Council Directive 2008/119/EC, Annex I, point 12

⁸ Council Regulation 1/2005, Annex I, Chapter III, 1.8

⁹ Council Regulation (EC) 1255/97, Article 5 and Chapter III, 1.8

Calf markets in Ireland

Team 1 visited several markets in Ireland where dairy calves are collected for export to fattening facilities mainly in The Netherlands and Spain via the port of Rosslare, Ireland to Cherbourg, France.

March 3, 2020

11:00 GMT/ 12:00 CET

Arrival at Kanturk Market. Address: Kanturk Mart, Percival Street, Kanturk, Co Cork. There is no activity.

11:40 GMT/ 12:40 CET

Arrival at Bandon Market. Address: Clogheenavodig, Bandon, Co. Cork. The market is holding adult Holstein Friesians dairy cattle and calves.



Two trucks are present at the market to load calves:

1. Blue & white Scania truck with trailer and drag. License plate: **DC19MOO**. Truck has Joe Conroy on the front and the drag has DC Livestock on the back (Conroy family are DC Livestock). The drag is not connected to the truck at this point. The truck starts loading calves at 11:50 GMT / 12:50 CET.



2. White Scania cab with a silver trailer with a green and red trim. License plate: **SW60PXO**. The truck starts loading calves at 11:50 GMT / 12:50 CET. The loading is calm.



Port of Rosslare (IE)

March 3, 2020

15:03 GMT / 16:03 CET

The Stena Horizon ferry berths at Rosslare Port.



16:00 GMT / 17:00 CET

We document 21 trucks at the top of the port road and take footage as they enter the port. [Please see annex I "List of trucks" for all details.](#) Two of them, Joe Conroy (DC 19 MOO) and the unknown truck (SW60 PXO) we saw earlier at Bandon Mart (loading calves at the market at 11:50 GMT / 12:50 CET) are present with their calves on board.

The trucks are entering the port between 16:49 and 19:31 GMT / 17:49 and 20:31 CET. Several of the trucks refuel at Circle K petrol station situated 500 meters from the Port entrance. You can hear the calves bawling.



Trucks arriving at Rosslare Port. Left: O'Neill (S600COW) and right: Hinde (152D24658)

21:55 GMT / 22:55 CET

The Stena Horizon ferry is leaving Rosslare Port. Around 25 minutes later than scheduled. It is carrying 21 livestock trucks.



Stena Horizon leaving Rosslare Port

Port of Cherbourg (FR)

March 4, 2020

15:43 GMT / 16:43 CET

The Stena Horizon ferry is berthing at Cherbourg Port. The first truck unloads at **15:43 GMT / 16:43 CET** and 10 minutes later all 21 trucks are on the road. [Please see annex I "List of trucks" for all details.](#) The crossing time over sea was 17 hours and 48 minutes.



15:30 GMT/ 16:30 CET

The trucks pass our observation point on the N13. We observe 21 trucks passing by.



Control posts

Within a few kilometers of Cherbourg harbour, there are 2 control posts, Qualivia in Tollevast and Pignet in Couville. We documented 9 of the 21 trucks coming off the Stena Horizon ferry and stopping at the control post Qualivia in Tollevast. At Pignet control post in Couville we recognized 4 trucks from the Stena Horizon ferry, but there were likely more present as we could not see all the trucks (some were at the back of the building). We do not know exactly how many of the 21 trucks should have or should not have visited a control post near Cherbourg as not all the trucks carried unweaned calves. [Please see annex I “List of trucks” for all details.](#)

Control post Qualivia in Tollevast (close to Cherbourg)

March 4, 2020

16:00-16:10 GMT/ 17:00-17:10 CET

9 Irish calf trucks from the Stena Horizon arrive at Qualivia control post in Tollevast. The calves have been on board of the trucks, deprived of suitable feed, for 23-28 hours in total. The trucks arrived at Rosslare Port on March 3rd in between 17:48-19:31 GMT / 18:48-20:31 CET, so approximately 20-22 hours earlier. One must however also include the transport times from the Irish markets to Rosslare Port which is another 3-6 hours. This makes the total journey time for the calves 23-28 hours, which is 4 to 9 hours longer than legally allowed.



1. Joe Conroy (DC19MOO)
2. Trevor Logan (PF12TYV)
3. Collins (161WH2965)
4. Unknown (SW60PXO)
5. O'Brien Bros (141L2436)
6. Unknown (182DL287)
7. Martin O'Neill (S600COW)
8. Shortall (1D12799)
9. Mc Creery (182DL865)

The owner of Qualivia has never been open to a visit from Eyes on Animals or L214.

Control Post “Pignet” in Couville (close to Cherbourg)

March 4, 2020

16:50 GMT/ 17:50 CET

We arrive at Pignet control post in Couville.



Four trucks are parked in front of the building. Several are unloading. The trucks are:

1. Unknown truck with red can and grey trailer with bull decal (DX66HXO)

We do not see the driver of this truck.

2. Hinde (142D22923)

This driver is open and friendly.

3. Unknown truck (PRZ8400)

This driver shows us the rubber teats that are required for watering the calves. The teats point inwards. He says that he only installs them when he needs to water his calves. The rubber teats are not attached during driving as they might hurt the animals. We show him the rubber teats from the Hallissey truck, that are in between the slats. The driver then says “that is not my truck, so not my problem”. The driver is quite open at the beginning, but later he gets really angry and forces us to leave the building by yelling at us.

4. Hallissey (142MH1995)

We ask this driver about the rubber teats that are in between the slats of his truck. The driver says that he has more teats that he can attach when the calves have to be watered. We ask him what they look like. It takes him a long time to find one. We are concerned he does not use them. The driver however is friendly and even gives us his number. He says he is going to The Netherlands. Calves were collected at a market in Killarney, Ireland.

5. Unknown red truck (11WH1898)

*We do not see the driver of this truck. **This truck did not travel on the Stena Horizon. We do not know where it came from.***

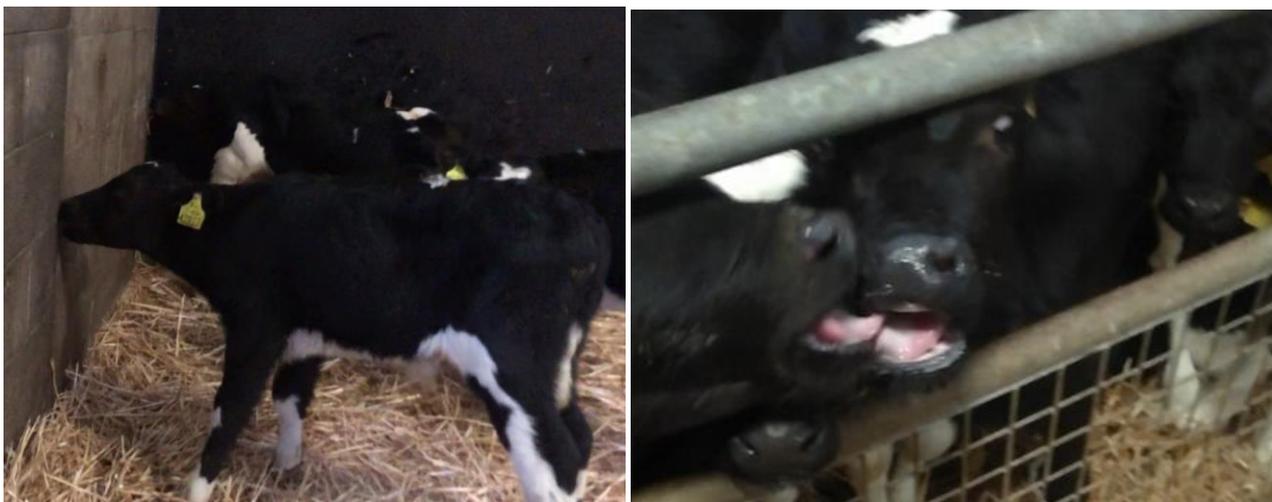


From left to right: unknown red truck with bull decal (DX66 HXO), Hinde (142D22923), Unknown truck with white cab and blue trailer (PRZ8400), Hallissey (142MH1995), Unknown red truck (IIWH18980).

There are also trucks at the back of the building but we cannot read their license plates. The owner is not present but we do speak with the manager who is responsible for the calves. The manager tells us 7 trucks in total have arrived and this is the maximum they are allowed to receive. Per truck there are 280 calves on average. So this means 1960 calves in total. When we ask the manager how long the calves will be rested he says 12 hours, but later corrects himself and says 13 hours. He says feeding the calves takes them 4-4,5 hours. So calves spend a significant amount of their “rest time” waiting to be fed.

The waiting calves are very restless and bellowing. The manager says calves from different trucks will not be mixed. Many trucks go to the Netherlands, but he does not know which ones as he has not seen the papers yet.

While the calves are being unloaded, herded or waiting inside their pens, they are desperately searching for milk. They suckle on each other, the wall, barn objects and the hands and legs of workers/drivers.





Calves are desperately searching for milk

During our visit the pens are very crowded. The bedding and air quality however is good. The manager says that some fences will be removed once the calves have been given milk, so they have more space to rest.



While the calves are waiting to be fed the pens are very crowded

17:10 GMT / 18:10 CET

Calves are still being unloaded. Calves are unloaded in a rush. They get no time to explore the unloading ramp and are pushed forward, often many at the same time. Several calves are confused and walk backwards into the truck, likely because there is lot of activity and noise in front of them and the loading ramp is quite steep. We see a few slipping during unloading. We do not see any blatant abusive handling of calves during unloading, but they are rushed. The manager says loading a truck takes on average 15-20 minutes.



Calves are unloaded in a rush – several of them are scared due to the steep ramp and noise/movement inside the lairage

Later on we speak with the driver of transport company Hinde (142D22923). He is originally from Belgium. He says that he has been in the transport business for a long time. His company always respects the required rest times. He says unloading is a bit stressful for the calves, but that they are in good condition and soon will be fed milk. He says the calves were collected at Hunter¹⁰ in Ireland and in his opinion they are a really good company. Hunter owns two collection centers. The calves are destined for The Netherlands, but first the calves will be brought to an assembly center owned by Pali. Here the calves will be sorted and fed. Hunter uses the same milk powder for the calves as Pignet. This is important to prevent calves from getting diarrhea. At Pignet calves also receive more milk (3,5 liters each) than at Qualivia. Also calves that are not used to teats will be given milk from a bucket. We indeed see this later, on the footage from Pignet.

17:45 GMT / 18:45 CET We leave Pignet control post in Couville. They have not yet started to feed the calves.

Later on, without our presence, the handling of the calves is very rough. Calves are repeatedly hit in the face and on their backs with a stick and kicked. Some calves fall down as a result of the rough handling.

¹⁰ Likely Hunter International Livestock, who is known for fraud: <https://www.irishtimes.com/news/crime-and-law/courts/high-court/co-cork-vet-has-registration-cancelled-due-to-professional-misconduct-1.3566698>



Calves are kicked at and repeatedly hit with sticks, some calves even collapse as a result

Once the thirsty calves have emptied the milk feeders – workers impatiently chase them away by hitting loudly the milk troughs with sticks. We see workers hit the calves on their faces and backs with sticks. On the footage we often see calves that do not have their own teat and desperately try to find one in between the other calves. Due to the rush, time pressure and feeding many desperate calves at the same time it is difficult to assure each individual calf gets (enough) milk.



Time pressure and feeding many calves at the same time causes rough handling and risks that not every individual calf gets milk

A worker is seen dragging a downer calf by its legs towards an empty pen where the calf is then euthanized by a veterinarian. The calf is unable to stand. Later on the dead calf is dragged away by a tractor.



A downer calf is dragged alive by its legs towards a sick pen to be euthanized

During our visit we noted down a few eartags of calves in the lairage. All the calves were destined for fattening facilities in The Netherlands. Ages varied from 18-38 days old.

1. IE 213816271936. Date of birth: February 8, 2020. Went to a farm in Ede (NL).
2. IE 213912630556. Date of birth: January 25, 2019. Went to a farm in Ede (NL).
3. IE 213816271936. Date of birth: February 8, 2020. Went to a farm in Ede (NL).
4. IE 213197611699. Date of birth: February 1, 2020. Went to a farm in Ede (NL).
5. IE 219116411812. Date of birth: February 11, 2020. Went to a farm in Baarle Nassau (NL).
6. IE 219116421821. Date of birth: February 13, 2020. Went to a farm in Baarle Nassau (NL).
7. IE 218271560589. Date of birth: February 14, 2020. Went to a farm in Baarle Nassau (NL).
8. IE 212119212689. Date of birth: January 26, 2020. Went to a farm in Ede (NL).

Violations

This year we did not document calf handling at Qualivia control post in Tollevast so all violations are related to Pignet control post in Couville.

- 1. At Pignet control post in Couville calves are repeatedly hit in their faces and backs with sticks and also kicked . A calf not able to get up was dragged by its leg to a sick pen.** These acts of cruelty are in violation of the following EU legislation:

Council Regulation 1/2005, Annex I, Chapter III, 1.8

It shall be prohibited to:

(a) strike or kick the animals;

(b) apply pressure to any particularly sensitive part of the body in such a way as to cause them unnecessary pain or suffering;

(d) lift or drag the animals by head, ears, horns, legs, tail or fleece, or handle them in such a way as to cause them unnecessary pain or suffering;

Council Regulation 1255/97, Article 5

The owner or any natural or legal person running a staging point shall be responsible for compliance with the relevant provisions of this Regulation and, to that end, shall be obliged:

(d) to care for the animals staying at staging points and, where required, take all necessary steps to guarantee their welfare and compliance with animal-health requirements;

(f) to use staff who possess the appropriate ability, knowledge and professional competence and have for that purpose received specific training either within the undertaking or from a training body or have equivalent practical experience qualifying them to handle and, if necessary, administer appropriate care to the animals concerned;

(g) to take the necessary steps to ensure that all those handling animals at staging points comply with the relevant animal-welfare provisions;

Council Regulation 1255/97, Annex I, C.3.

For the movement of animals throughout the facilities:

(b) instruments intended for guiding animals must be used solely for that purpose. Use of instruments which administer electric shocks should be avoided as far as possible and in any case may be used only for adult bovine animals and pigs which refuse to move, on condition that the shocks last no more than two seconds, are adequately spaced and that the animals have room ahead of them in which to move. Such shocks may be applied only to the muscles of the hindquarters;

(d) persons handling animals at the staging point must not have possession of or use prods or other implements with pointed ends. Sticks or other implements intended for guiding animals may be used provided they can be applied to the body of an animal without causing it injury or unnecessary suffering.

2. At Pignet control post in Couville calves are only fed 3,5 liters of milk – which is not enough. Calves at this age, after such a long journey (over 19 hours), should receive a minimum of 4-6 liters milk. Some of the calf truck-drivers tell us that calves at Qualivia in Tollevast get even less milk.

Council Regulation 1255/97, Article 5

The owner or any natural or legal person running a staging point shall be responsible for compliance with the relevant provisions of this Regulation and, to that end, shall be obliged:

c) to ensure that the animals staying at staging points are fed and watered at the right time according to the species involved and to provide for this purpose appropriate quantities of feedina stuffs and liuids:

Council Regulation 1255/97, Annex I, C5

The feeding and watering of animals shall be carried out in such a way as to ensure that every animal accommodated at the staging point can have at least sufficient clean water and sufficient and appropriate feed to satisfy its bodily needs during its stay and for the expected duration of its journey to the next feeding point. Staging points may not receive animals with special feeding needs, such as young calves needing liquid feed, unless they are properly equipped and staffed to satisfy those needs.

3. At Qualivia control post in Tollevast there were more calves than the maximum allowed by the European Regulations¹¹: There were 9 trucks (2520 calves) while there is only space for 2500 calves. According to the European Regulation Pignet is allowed to accommodate more calves than last year, namely 2700 calves. However, the manager told us they are only allowed to have 7 trucks (1960 calves). We did not see any additional lairage space at Pignet compared to last year. We would like to understand where the additional area is. The pens, like last year, were very crowded and we cannot imagine that additional calves can be accommodated. Having too many calves imposes additional risks to their welfare; calves are treated impatiently and roughly by rushed workers, the calves have to wait even longer before their turn to be fed and it is near impossible to guarantee that every individual calf gets milk.

EU regulation 1255/97, Annex I

2. All facilities used for accommodating animals at staging points shall:

(g) have, in relation to the species concerned, sufficient space for the animals to lie down at the same time and make their way easily to their drinking and feeding points;

¹¹ https://ec.europa.eu/food/sites/food/files/animals/docs/aw_list_of_approved_control_posts.pdf

Journey details of unweaned calves on Hallissey truck (license plate: 142MH1995)

March 3, 2020

13:30 GMT / 14:30 CET Estimated time of Hallissey leaving the calf market in Killarney, Ireland. Address: Ards, Fossa, Killarney, Co. Kerry. The driver informed us that his calves were from Killarney. It is about 4:45 hours' drive from Killarney to Rosslare Port. As Hallissey arrived at Rosslare port at 18:12 GMT / 19:12 CET he should have left Killarney at approx. 13:30 GMT / 14:30 CET.



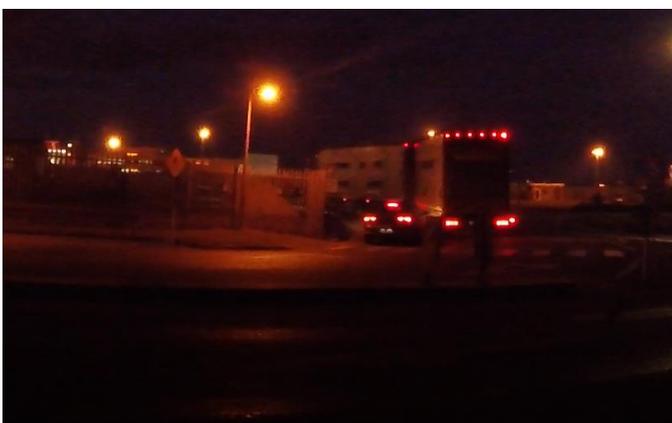
According routeplanner.nl a truck takes 4:46 hours to drive from Killarney to Rosslare Port.

18:12 GMT / 19:12 CET Hallissey arrives at Rosslare Port.



Hallissey at the petrol station at Rosslare Port

18:52 GMT / 19:52 CET Hallissey drives towards the Stena Horizon Ferry.



21:55 GMT / 22:55 CET Stena Horizon ferry is leaving Rosslare Port.



March 4, 2020

From here onwards, all times are in CET.

16:43 The Stena Horizon is berthing at Cherbourg Port. Ferry crossing took 17 hours and 48 minutes. After 10 minutes all 21 trucks, including Hallissey, are on the road.



17:10 Hallissey truck arrives at Pignet control post in Couville, near Cherbourg in France. We observed calves being handled very roughly here. For more details and information on violations at Pignet control post see chapter [“Pignet in Couville”](#).



March 5, 2019

07:15 Estimated time of Hallssey truck leaving Pignet control post in Couville. He was at Pignet just over 14 hours.

07:22 We spot the Hallssey truck at our observation point towards to the N13 close to the Pignet control post in Couville. We decide to trail it. The driver is alone. It is raining very hard and the visibility is poor. On the N13 the driver drives at high speed (100km/hour or even more) although the weather conditions are very poor.



09:13 Truck drives in the direction of Paris.



09:40 Hallssey stops at a petrol station on the A13 for a coffee. In the mean time we observe the calves inside his truck. We are only able to check calves on the first floor.



Inside the truck we see several calves with snotty noses. The loading density is according to the law; although, we do see calves trampling on other calves.



Calves with snotty noses due to respiratory problems (confirmed by an independent expert in cattle health)



Due to the high loading density and some calves standing and others lying calves step on each other

We see a calf with an infected eye and one calf that looks weak. There are calves with diarrhea.



Calf with infected eye (left) and a calf that looks weak (right)



Calves have diarrhea

The sizes of the calves differ, but some (almost) touch the ceiling with their backs.



Headspace is limited

10:22 At the toll point. Despite the rain the slats on both sides of the truck are open.



11:24 The Hallissey truck is still driving at high speed despite bad weather conditions; over 100 km/h (62mph).

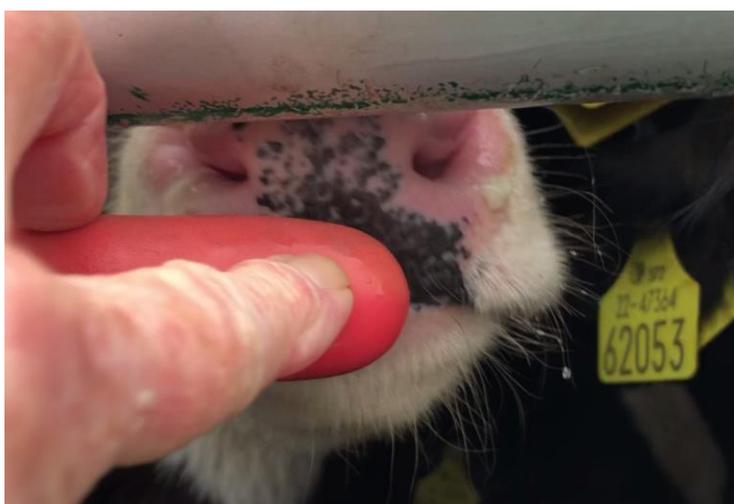


12:00-12:33 Hallissey stops at a [BP petrol station on the A29](#). Slats on both sides of the trucks are open.



Slats on both sides of the trucks are open, resulting in wind and rain coming into the truck

The truck, with trailer and drag, has 3 levels. During the stop we do not witness the driver checking the calves on the upper levels. We test the rubber teats and no water comes out. The teats are positioned in between the metal bars, making it difficult for the calves to reach them. The driver told us earlier (at the Pignet control post) that he does carry other teats with him which he attaches as soon as the calves have to be watered (after 9 hours, so around 16:15). We are not sure if he is telling the truth; at Pignet he showed us one rubber teat and he had problems finding it.



Rubber teats are positioned in between the slats and no water comes out

The bedding inside the truck is getting wet and calves are getting dirty . We see several calves eating the bedding. We ask the driver why he has the slats on both sides of the truck open. We recommend he closes them to avoid the rain blowing in. He finally closes them and we thank him, but he seems to be annoyed. He says he does not want us to tell him how to do his job.



We see several calves eating the bedding in the truck

The driver says he drives at high speed as he wants the calves to be at their final destination as soon as possible. He explains that the visibility and stability is better than a car. He carries 308 calves on board.

12:33 Hallissey leaves the BP petrol station back onto the A29.

13:22 Hallissey takes the direction onto the A1.



14:30 Hallissey heads direction Gent on the A22.



15:00 Hallissey is on the A14/E17. It is still raining and visibility is poor. The truck continues to travel at 100km/h (62mph) and passes other trucks on the road.



16:10 Direction Antwerp. There is a huge traffic jam and cars are recommended to take a detour. Soon after this point the trailing is abandoned. Chances are small that the calves were given water at 16:15 as required by the Council Regulation 1/2005 (9 hours after leaving Pignet in Couville) as the truck is in the middle of the Antwerp ring road at 16:15. But unfortunately we have not been able to check this.

We estimate the truck, due to the traffic jam, arrived at the farm in Baarle Nassau around 18:15. So 11 hours after departure from Pignet control post in Couville.

Hallissey left the calf market in Killarney, Ireland at 14:30 on March 3rd and arrived at the fattening facility on the 5th of March at 18:15 (estimated time). This means the entire journey for the calves (including rest times at Pignet control post in Couville) took 2 days, 3 hours and 45 minutes.



Violations

1. **Maximum journey times of 19 hours were exceeded and calves were not fed on time.** Hallissey left the market in Killarney around 13:30 GMT / 14:30 CET and arrived Rosslare Port at 18:12 GMT / 19:12 CET. Only the next day at 16:10 GMT / 17:10 CET Hallissey arrived at the Pignet control post in Qualivia near Cherbourg. This means calves were on board of the truck for 26 hours and ten minutes without any food. This exceeds the maximum journey time of 19 hours by 7 hours and 10 minutes. As the maximum journey time was exceeded calves were not fed on time.

Council regulation 1/2005, Annex I, Chapter V, point 1.4

1.4. The watering and feeding intervals, journey times and rest periods when using road vehicles which meet the requirements in point 1.3. are defined as follows:

(a) Unweaned calves, lambs, kids and foals which are still on a milk diet and unweaned piglets must, after nine hours of travel, be given a rest period of at least one hour sufficient in particular for them to be given liquid and if necessary fed. After this rest period, they may be transported for a further nine hours;

Council Regulation 1/2005, Annex I, Chapter V, point 1.5

After the journey time laid down, animals must be unloaded, fed and watered

2. **Calves were not protected from the harsh weather conditions (rain and wind) as slats on both sides of the truck were open during the majority of the journey.** The bedding and calves became wet and dirty due to the rain that was blown into the truck. The driver only closed the slats on one side of the truck after we asked him to close them.

Council Regulation 1/2005, Annex I, Chapter II point 1.1b

Means of transport, containers and their fittings shall be designed, constructed, maintained and operated so as to:

b) protect the animals from inclement weather, extreme temperatures and adverse changes in climatic conditions;

Eartags

We noted a number of eartags. Calves were aged between 16 and 41 days old when loaded in Ireland (3rd March).

1. IE 212278281238 born Februari 11, 2020
2. IE 212459361909 born Februari 7, 2020
3. IE 212601552440 born Februari 14, 2020
4. IE 212648431425 born Februari 7, 2020
5. IE 213224531836 born Februari 12, 2020
6. IE 214709141278 born Februari 9, 2020
7. IE 214709181273 born Januari 30, 2020
8. IE 214994131679 born Februari 16, 2020, infected eye
9. IE 214994181675 born February 14, 2020, weaker black calf
10. IE 215820652672 born Januari 27, 2020
11. IE 216052941174 born Februari 9, 2020

12. IE 216197972045 born Februari 1, 2020
13. IE 216987651240 born Februari 13, 2020
14. IE 216987691236 born Februari 11,2020
15. IE 217068621848 born Januari 27, 2020
16. IE 217493391625 born Februari 7, 2020
17. IE 217535051293 born Januari 30, 2020
18. IE 217535071295 born Februari 2, 2020
19. IE 217652372136 born Februari 6, 2020
20. IE 217652372137 not found in I&R
21. IE 218268122730 born Februari 7, 2020, infected eye
22. IE 218272671552 born Januari 31, 2020
23. IE 218452552787 born Februari 6, 2020
24. IE 219654191631 born Februari 11, 2020
25. IE 222414651726 born Februari 5, 2020
26. IE 223003943018 born Februari 14, 2020
27. IE 223200063186 born Januari 30, 2020
28. IE 223233912183 born Januari 22, 2020
29. IE 223300090894 born Januari 28, 2020
30. IE 223478981976 born Februari 4, 2020
31. IE 223637151850 born Februari 2, 2020
32. IE 223948722329 born Februari 8, 2020
33. IE 223948772325 born Februari 7, 2020
34. IE 224267962037 born Januari 30, 2020
35. IE 224401832171 born Februari 13, 2020
36. IE 224602942067 born Februari 12, 2020
37. IE 224736462053 born Februari 10, 2020
38. IE 224955170882 born Januari 22, 2020
39. IE 225121222625 born Februari 2, 2020
40. IE 225121242619 born Februari 1, 2020
41. IE 225372081459 born Februari 11, 2020
42. IE 226901010500 born Februari 8, 2020

Trailing of (name unknown) red truck (license plate: DX66 HX0)

March 3, 2020

18:55 GMT / 19:55 CET Truck arrives at Rosslare Port.



21:55 GMT / 22:55 CET Stena Horizon is leaving Rosslare Port.



March 4, 2020

From here onwards, all times are in CET.

16:43 The Stena Horizon is berthing at Cherbourg Port. Ferry crossing took 17 hours and 48 minutes. After 10 minutes all 21 trucks are on the road, including this truck (DX66HXO).



17:10 The truck arrives at Pignet control post in Couville, near Cherbourg, France. Calves have been on board of the truck for 24-27 hours as it arrived at Rosslare Port at 19:55, March 3rd and at that point had already traveled for 3-6 hours. This means the maximum journey times of 19 hours are exceeded by 5-8 hours.

We observed calves being handled very roughly here. For more details and information on violations at Pignet control post see chapter [“Pignet in Couville”](#).



March 5, 2019

07:15 Estimated time of truck leaving from Pignet control post in Couville. He was at Pignet just over 14 hours.

07:22 We spot the truck at our observing point. It is driving towards the N13 close to the Pignet control post in Couville. We decide to trail it. The driver is alone. It rains very hard and the visibility is poor.



12:00 Truck made a quick stop. The slats are closed to protect the calves from the wind and rain, which is good, but makes it difficult to inspect the calves.



16:10-17:40 Truck made a 1,5 hour stop at the border to “arrange some papers”. Possibly the driver is also watering the calves during this time, which he should according the Council Regulation 1/2005, but the team was unable to see this.

00:00 Truck arrives at the fattening facility. It is called “Wisse Vleeskalveren” in Drogeham, the North of the Netherlands. The calves are kept for the production of white veal. This means calves are fed a low-iron primarily milk-based diet. This diet is designed to keep their flesh pale in colour, but negatively influences the calves’ health. The team is not allowed to see the unloading so leaves shortly after.



Address:

Witte Vleeskalveren
Lytse Wei 40
9289 LC Drogeham

Violations

- 1. Maximum journey times of 19 hours were exceeded and calves were not fed on time.** Truck with license plate DX66HXO arrived Rosslare Port at 18:55 GMT / 19:55 CET. Only the next day at 16:10 GMT / 17:10 CET the truck arrived at the Pignet control post in Qualivia near Cherbourg. Including transport times from the Irish markets to Rosslare Port, which takes an additional 3-6 hours, calves were on board of the truck for 24-27 hours without any food. This exceeds the maximum journey time of 19 hours with 5-8 hours. As the maximum journey time was exceeded calves were not fed on time.

Council regulation 1/2005, Annex I, Chapter V, point 1.4

1.4. The watering and feeding intervals, journey times and rest periods when using road vehicles which meet the requirements in point 1.3. are defined as follows:

(a) Unweaned calves, lambs, kids and foals which are still on a milk diet and unweaned piglets must, after nine hours of travel, be given a rest period of at least one hour sufficient in particular for them to be given liquid and if necessary fed. After this rest period, they may be transported for a further nine hours;

Council Regulation 1/2005, Annex I, Chapter V, point 1.5

After the journey time laid down, animals must be unloaded, fed and watered

Eartags

We noted several eartags of calves inside the truck. The calves were aged between 21 and 31 days old when loaded in Ireland (3rd March).

1. IE 222110390986 born Februari 6, 2020
2. IE 215506981605 born Februari 11, 2020
3. IE 226921140236 born Februari 2, 2020
4. IE 218537562283 born Februari 11, 2020
5. IE 225384013056 born Februari 7, 2020
6. IE 219232611731 born Februari 10, 2020
7. IE 227128780029 born Februari 5, 2020
8. IE 223441871851 born Februari 1, 2020
9. IE 227022590127 born Februari 6, 2020

Annex I. List of trucks

No.	Transport company	Description	Arrival time Rosslare Port	License plate	Animals	Control post
1	Hinde	Blue & Silver	16:49	152 D 24658	Unweaned calves	
2	Trainor	Red & White cab – silver trailer	17:35	191 LH 2386	Unweaned calves	
3	No Name	Dark Grey/Green cab, trailer & drag	17:40	191 WH 1407	Pigs	
4	Hinde	Silver trailer, white cab	17:40	142 D 22923	Unweaned calves	Pignet Couville
5	Shortall	White & Blue cab, silver trailer	17:48	10 D 12799	Unweaned calves	Qualivia Tollevast
6	O'Brien Bross	Black and Grey cab and trailer	17:48	141 L 2436	Unweaned calves	Qualivia Tollevast
7	Hinde	Silver cab and trailer with blue rear door	17:58	181 D 18728	Unweaned calves	
8	Hallissey	Dark green cab, silver trailer & drag with red rear door on both trailer & drag	18:12	142 MH 1995	Unweaned calves	Pignet Couville
9	Trevor Logan/Logan Calves	Blue & silver cab, blue trailer	18:29	PF12 TYV (NI)	Unweaned calves	Qualivia Tollevast
10	Shortall	Silver cab and trailer	18:32	181 WH 10982	Unweaned calves	
11	McCreery	Grey trailer, red/white cab	18:42	182 DL 865	Unweaned calves	Qualivia Tollevast
12	Creggan	Silver cab & trailer with red lines running along outside edges	18:42	HXZ 3995 (NI)	Unknown	
13	Creggan		18:44	PGZ 3990 (NI)	Unknown	
14	Unknown	Silver truck	18:45	3678 JGZ	Unknown	
15	Name unknown	White cab with silver trailer with green & red decal. Seen at Bandon Mart loading animals 11:50	18:48	SW60 PXO (NI)	Unweaned calves	Qualivia Tollevast
16	Livestock Express (Martin O'Neill)	Red cab and grey trailer	18:52	S600 COW (NI)	Unweaned calves	Qualivia Tollevast
17	Name unknown	Dark red and silver cab and trailer with bull decal	18:55	DX66 HXO (NI)	Unweaned calves	Pignet Couville
18	D.C. Livestock / Joe Conroy	Blue & White Trailer & Drag Seen at Bandon Mart 11:50 parked up ready to load	18:56	DC 19 MOO (NI)	Unweaned calves	Qualivia Tollevast
19	Name unknown	White cab and trailer	19:08	182 DL 287	Unweaned Calves	Qualivia Tollevast
20	Name unknown	Blue and white	19:09	PRZ 8400 (NI)	Unweaned calves	Pignet Couville
21	Collins	White with red truck	19:31	21 WH 551	Unweaned calves	Qualivia Tollevast

Annex II. Submitted freedom of information request

We have submitted freedom of information requests to the Department of Agriculture, Food and the Marine for the following 3 trucks:

1. **DC 19 MOO** – Owned by D.C. Livestock – Carrying calves - Seen loading at Bandon Mart 11:50 GMT, at Rosslare Port at 18:56 GMT, at Cherbourg Port around **15:43 GMT and at Qualivia Tollevast at 16:10 GMT** - FOI to establish the trucks movements and confirm animals being transported.
2. **SW 60 PXO** – Ownership unknown – Carrying calves - Seen loading at Bandon Mart 11:50 GMT, at Rosslare Port at 18:48 GMT, at Cherbourg Port around **15:43 GMT and at Qualivia Tollevast at 16:10 GMT** - FOI to establish the trucks movements and confirm animals being transported.
3. **PF 12 TYV** – Owned by Logan Transport – Carrying calves – FOI submitted to establish where this truck loaded.