

Investigation into the welfare of Irish calves exported to veal farms in The Netherlands 20-24.03.2023



By Eyes on Animals, Ethical Farming Ireland and L214

Teams

Eyes on Animals

L214

Ethical Farming Ireland

Summary

The purpose of this investigation was to again expose what happens to many unweaned calves born on dairy farms in Ireland that are exported from as young as 15 days of age to factory farms on the EU continent, the majority to the Netherlands.

Young calves solely dependent on milk cannot be fed on board of trucks

Unweaned calves, being mammals and ruminants, cannot yet eat fodder and can only get their nutritional needs via milk. However it is not possible to give milk to unweaned calves while on board a livestock truck for the following reasons. The milk needs to be at the right temperature and offered via rubber teats so that it can be digested safely. Only warmed milk via a suckling teat can activate the esophageal slot reflex. This is crucial so that the milk does not go into the rumen where it will rot and cause diarrhea. Another reason calves cannot be fed milk on the truck is that, with approximately 300 calves crowded onto one vehicle, it is impossible to ensure that each calf is able to locate the trucks' drinking system and get enough to drink, without over drinking. There will always be calves that hang on far too long to the teats and drink too much, and others that do not get a chance to drink at all. Furthermore, the risk of bacterial growth is huge if warm milk was put into a livestock trucks' water system.

Low immunity makes calves vulnerable

It is important to note that normally unweaned calves kept with their mother will suckle from their mother at least every 3 hours and drink at least 8-12 litres of milk per day. Calves separated from their mother at birth and kept on the dairy farm are fed milk only twice a day, every 12 hours. Also, calves are in an immunity gap from about 2 - 6 weeks of age when their passive immunity from colostrum has waned, but their developing active immunity has not reached adequate levels to give them good protection. The entire first two to three months are critical for calves, with them being very susceptible to diarrhea, pneumonia and other illnesses in this time period.

EU feeding intervals continue to be violated

EC Regulation 1/2005 on the protection of animals during transport stipulates that in transit, unweaned calves should be given 1 hour rest on board the truck to drink water and if necessary be fed after 9 hours of transport and that, after the second phase of 9 hours, they be unloaded at a control post to be properly rested and fed. This means $9 + 1 + 9 = 19$ hours maximum on board a truck per journey. There is a derogation for countries that are geographically isolated from the EU maximum transport times and corresponding resting times, due to their far away positions, when the transport involves a roll on roll off ferry journey. However, the feeding and watering intervals for animals DO STILL apply. Thus the animals may be allowed to remain longer on the trucks during a Ro-Ro ferry journey to or from an island, compared to road transport, but the animals must still be fed according to the EU feeding intervals set out for all animals in transit. [This was already confirmed by the European Commission in 2020](#). That is logical, as animals will become thirsty and hungry regardless of their geographical location.

For this reason, weaned cattle able to eat roughage on board a truck may be permitted on long ferry crossings (for example, mainland Spain to the Canary Islands, or Azores Islands to Lisbon) that surpass the EU maximum

transport times. Feed like hay and silage, plus water, can be given while weaned cattle are on board a truck on a ferry. Unweaned calves however, solely dependent on milk for feed, cannot be fed while on board a truck, as previously explained. They cannot be permitted on long ferry journeys that result in their time confined on board the truck surpassing the EU maximum transport times. Unweaned calves must be unloaded and individually fed milk under close supervision.

The ferry journey alone from Rosslare port in Ireland to Cherbourg in France is 18-19 hours, during which the unweaned calves are not fed. Taking into account the journey to Rosslare port from the various assembly centres and marts scattered throughout Ireland, the time waiting to embark and disembark at the ports and the time before all calves are unloaded at the control posts in France to receive milk (which can take up to 7 hours) means that the transport of unweaned calves from Ireland to the continent is fully in violation of EC Regulation 1/2005 and also completely irresponsible towards their physiological needs and well-being.

This particular investigation, carried out by three international teams (the French NGO L214, the Irish NGO Ethical Farming Ireland and the Dutch NGO Eyes on Animals) proves that unweaned calves are being kept on board trucks for 30 hours and longer, during which time they are not being fed at all. In reality the unweaned calves are going for much longer with no feed, as this 30 hours is just the amount of time they are kept inside livestock trucks. It does not include the resting time after feeding at the mart or assembly centre before loading onto the truck, or the waiting time at French the control post before being fed which can be many hours as there are around 2,500 calves arriving at the same time.

This trade routinely violates the maximum feeding intervals as stipulated in EC Regulation 1/2005 as well as the physiological needs and the well-being of unweaned calves. This investigation also illustrates how many of these unweaned calves also face 2.5 days of stressful in-transit activities before even being loaded for export – these young, vulnerable animals are transported from farms to be sold in auction rings at various marts and then at the end of the day trucked and re-assembled and sorted at calf collecting centres owned by exporters, where they stay overnight and are loaded onto large export trucks the next day. Not only is this exhausting and stressful for them, they are repeatedly being exposed to all kinds of enteric pathogens whilst having no active immunity for protection.

Trailing of Hallissey and Hinde trucks

Our teams trailed four trucks from Ireland to veal-farms in the Netherlands: two trucks from the Irish company 'Hallsiey' and two trucks from the Irish company 'Hinde'. Hallsiey (142MH1995) shared the transport with Dutch company Gebroeders Poll for this journey. Hallsiey transported the calves from his assembly centre in Fossa (IE) to Pignet control post in Couville (FR) and then Gebroeders Poll picked the calves up (after they had been fed and "rested") and transported them onwards to the veal farm in Nijkerk (NL). Feeding intervals were violated by both Hallsiey and Hinde because the unweaned calves were stuck on board on their trucks for much longer than the 19-hours maximum, without getting fed. The two Hallsiey trucks (of which one cooperated with Gebroeders Poll) we know for certain carried unweaned calves even more than 30 hours without feeding them as we trailed them directly from their point of loading at the Hallsiey assembly centre in Ireland all the way to the Pignet control post in Couville, France and thus clocked it exactly.

The journeys, from being sold on Irish mart to arrival at the Dutch veal farms took 3-4 days in total. Details of the investigations can be found in the illustrations below.



Trailing of calf-trucks from Hallissey Livestock Exports in Fossa to a veal farm in Nijkerk, the Netherlands – a journey of 3 and 4 days. Hallissey (142MH1995) operated with the Dutch company Gebroeders Poll, that picked up the calves at Pignet control post and transported them onwards to the veal farm in Nijkerk (NL). Feeding intervals were violated. Times are local times in the country of origin (UCT in Ireland and CET in France and The Netherlands).



Trailing of Hinde trucks from Rosslare port – a journey of 3 days minimum. Feeding intervals were violated. Times are local times in the country of origin (UCT in Ireland and CET in France and The Netherlands).

Besides Gebroeders Poll, there were also trucks from the Dutch company Drost involved in the illegal import of calves from Ireland. In one of their trucks two calves died at some point during the journey before arriving at the

Spanish veal farm.

Calves abused at the control post

Footage, taken in March 2023, reveals that the treatment of the calves at Pignet is still horrendous, as has been exposed in previous years' footage. A high pressure working environment (thousands of calves arriving at the same time and in need of milk within a short period of time) leads to workers venting their frustration on the calves. Calves are routinely beaten hard on their heads and backs with sticks and paddles, they are kicked, thrown over and dragged by their legs, ears and tails. Paddles and sticks are often lifted above shoulder height of the staff to increase force and pain onto the calves. This is in clear violation with Council Regulation 1255/97 and Council Regulation 1/2005.

Sad life on veal-farms

The calves from our investigation ended up at farms in Garderen, Nijkerk and Oudehorne (NL). Footage from the farm in Garderen reveals that the living conditions are extremely sad. After traveling for several days and being subjected to the stresses of marts, assembly centres and even abuse at control posts, the calves ended up in barren, tiny (individual) pens with a hard slatted wooden floor to lie on. This is where the calves will spend the rest of their short lives. It is a shame that such young, conscious and playful animals are given absolutely nothing that makes their life worth living. The living conditions for the calves in Nijkerk and Oudehorne are unknown, but they are very likely similar to the farm in Garderen, as this housing system is common practice in the Netherlands. From the eartag data system, we know that at least one calf that we saw in the Hinde truck (171D350) died 12 days later at the farm in Oudehorne.

Visual summary - the journey of Irish calves exported to the Netherlands



March 20, 2023



Sold at Irish marts



Transport to
assembly
centers



March 21, 2023

After collection at assembly
centers, loaded onto export-trucks



Transport to Rosslare port



March 21-22,
2023

Ferry trip of 19 hours from Rosslare (IE)
to Cherbourg (FR)



Transport to Pignet control post in Cherbourg (FR)



March 22, 2023



Arrival at control post Pignet where calves have to be rested and fed. Footage reveals calves are beaten, kicked, thrown over and dragged by their tails, legs and ears.



Further transport from Cherbourg (FR) to veal farms
in The Netherlands



March 23, 2023



Calves on board of trucks heading to veal farms in The Netherlands



March 24, 2023

Arrival at their final destination: a Dutch veal farm. Calves are housed in tiny individual pens with a hard slatted wooden floor to lie on. There is nothing to do and no joy. At this farm calves will spend the rest of their lives until the moment of slaughter.

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Observations Irish side

All times in this chapter are Irish times (UCT).

Sale of calves at Marts

Monday 20.03.2023

Castleisland Mart, Ireland

Address: 22 Old Chapel Ln, Chapel Quarter, Castleisland, Co. Kerry, V92 Y799, Ireland

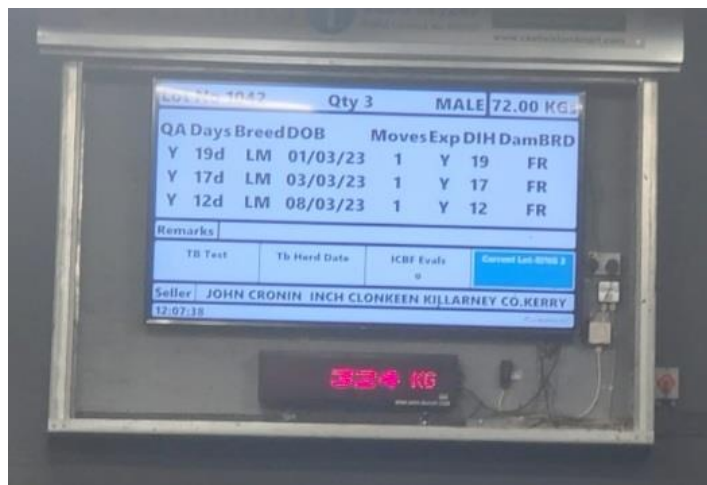
10:00 We arrive at Castleisland Mart in Castleisland, Ireland. The place is filling up with calves. Calves are delivered by farmers in small trailers and the mart begins receiving them at around 9:00.

11:20 We enter inside the mart building, calves are being sold individually or in small groups by passing through a noisy auction ring. The sale is very busy, noise levels are high from gates banging and the tannoy (auctioneer speaker) system, and the environment is very stressful for the calves. The age of the calves passing through the auction ring is indicated on a screen above, most varying from 15 days to 33 days old. Some calves are sold for as low as 5 euros.

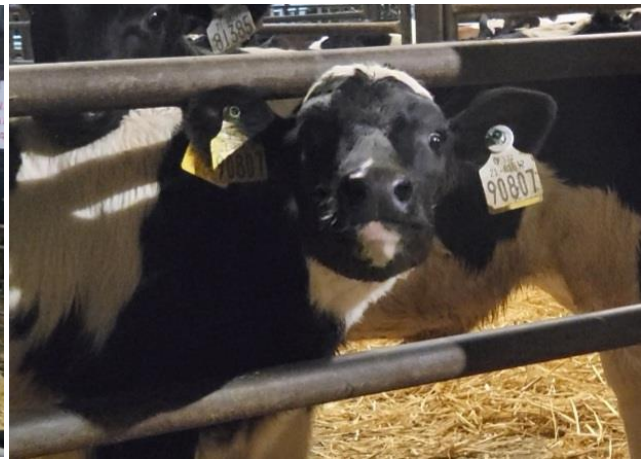
Some of the pens have a nice thick layer of fresh dry straw, while others have sparse bedding. The only water troughs we see are placed high in the pens, and are thus only suitable for adult cattle. We do not observe any water system for the young small calves. No milk is given here either. The manager tells us that the calves going for export will get milk tonight and tomorrow morning at a “calf collecting station”, but not at the mart. They will get picked up tonight and brought to the collecting station. The handlers have sticks and plastic swatters in their hands, but we do not see any violent hitting. Some pens are very crowded, others are reasonable.



Unweaned calves are sold via a loud auction ring



Their age is displayed on screen above ring- 12, 15 and 19 days old

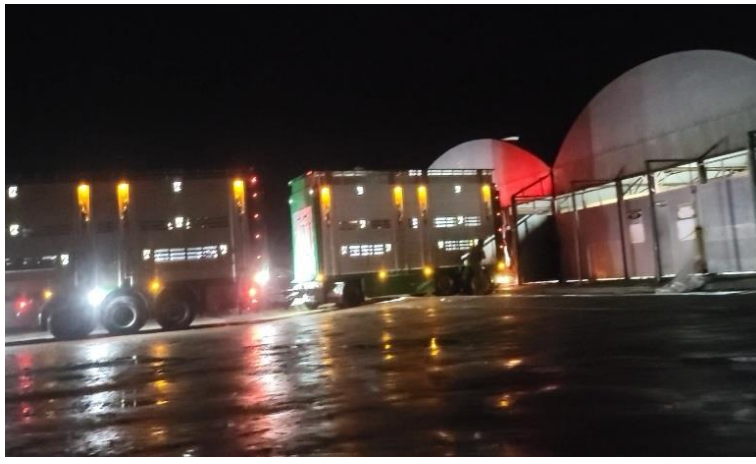


After being sold they are mixed with others and wait all day in pens

19:55 We return to Castleisland mart the same evening. Many calves are still inside and are bawling. Some are exhausted in deep sleep. We do not see anyone giving them water and in these pens there are also no water nipples or buckets observed. We are told by the manager that they do not get milk here either, only at the assembly centres where they are brought to in the evening.



20:00 Many calves are still inside the mart waiting to be picked up



20:15 after spending the whole day on Castleisland mart, being moved, sold in a loud bright auction ring, separate and mixed with new calves, these calves are loaded onto a large truck to bring them to a collecting station (such as Hallissey in Fossa). Milk is not provided to calves during entire day. We did not see water being offered either.

Gortatlea Mart, Ireland

Address: Kilsallagh, Co., Co. Kerry, Ireland

13:35 We leave Castleisland mart to visit Gortatlea mart, located 7km from Castleisland. The auction sale is in full swing when we arrive. The unweaned calves are placed into a weighing scale pen before they enter the auction ring, but this pen is totally overcrowded. There are 2 employees checking the ear tags and sorting the calves so that the right one(s) exit into the ring at the right moment, to be sold. It is chaotic and the unweaned calves are in obvious distress. After they are sold they are separated and placed into various different pens. The calves are so young that many have difficulty walking or understanding what is expected from them. Here the staff us large plastic bags, blown up with air, to make noise and “scare” the calves forward. They do not cause physical pain but they do create loud noise and thus constant fear among the calves.



Unweaned calves are crowded into a pen, located right before the auction ring, where their ear tags are checked, they are sorted and sent out into the ring 1- 3 at a time to be sold. They have no room to move and show clear signs of fear.



At such a young age, unweaned calves have difficulty walking or understanding what is expected of them.

Also at this mart the manager explains to us that the calves will be gone by tonight. We do not see water troughs or nipples here for the young calves. The manager admits that they will not get milk here but he claims they will once they arrive at an assembly yard tonight. Tomorrow many will then go further for export. A man from Hallissey company is present buying calves for the Netherlands. He brings them to Hallissey assembly centre up in Fossa. He has agents that cover all the marts to buy the cheapest calves, assemble them and export suitable ones on the days the Stena Line ferry goes. At the assembly yards, unweaned calves are checked by the Irish authorities, sorted by size, apparently fed milk and the ones deemed fit for export will be loaded onto large trucks and head to Rosslare port to catch the ferry to Cherbourg (France) and from there continue on to intensive veal farms in the Netherlands. A ferry leaves tomorrow, and we are told that those sold at the mart today will be loaded tomorrow at Hallissey's assembly centre for the ferry tomorrow evening.

Bandon Mart, Ireland

Address: Clogheenavodig, Bandon, Co. Cork, Ireland

17:00 We arrive at Bandon mart and the auction is in full swing, the building full of young calves. Some are active and bawling, others appear exhausted and are trying to sleep. Last year, together with MEP Anja Hazekamp we had met the director of this mart, Sean. We thus go straight to the office and ask to speak with him. We talk briefly and ask him why he did not send us a photo of them giving milk to the calves, as he said he would last year. Last year some calves stayed overnight at this mart and left the next afternoon for the Stena Line ferry from Rosslare to France and onwards to the Netherlands. Sean insisted that they would be given milk in the morning before being loaded onto the export truck. We were allowed to watch for 5 minutes, from a distance, as several workers prepared milk and herded calves towards the troughs with rubber teats, but were not allowed to take photos. We encouraged him to send us one and he said he would. To date we still do not have any photo of the calves being given milk or details about the milk powder quality and ingredients. According to Sean they feed milk to all calves before being loaded onto export trucks, if they had stayed at the mart overnight. We do not think they get milk on the evening of the auction sale though. Some of the waiting pens at the mart were extremely crowded with no room for the calves to lie down, no straw bedding and no water troughs.



Some of the pens at Bandon had good bedding, but some very little and no water troughs like shown above.



Exhausted unweaned calf at Bandon mart on March, 20. This calf only arrived at a veal farm in Nijkerk, the Netherlands, three

days later (March, 23). This calf was 21 days of age on the day he was sold, and 22 days of age when exported.

Hallissey Livestock Exports (Calf Assembly Centre)

Address: Ards Fossa Killarney Co. Kerry

Tuesday 21.03.2023

12:00 We try to visit Hallissey's assembly centre. There are 2 livestock trucks being prepared for loading (tailgates open, fresh straw bedding on all floors) and 5 workers are inside the barn sorting out the calves. One of the trucks has a black cabin with the Irish licence plate 142 MH 1995 and the other has a royal blue cabin with the licence plate SY 12 CCV. The calves are bellowing and very alert, being handled and sorted and moved around. A woman is present with a notepad. Upon arrival a man (familiar face from the marts) immediately tells us to leave the private property and does not want to talk at all. We unsuccessfully try to talk to him calmly but it is hopeless. We quickly and politely leave.



There are 2 livestock trucks being prepared for loading (142 MH 1995 and SY 12 CCV)

14:15 The truck with the blue cabin (SY 12 CCV) and swan-neck trailer (HF 55 CTV) full of unweaned calves leaves Hallissey's assembly centre. Shortly afterwards, the black cabin (142 MH 1995) with truck and trailer (same licence as cabin) also full of unweaned calves departs. Our team trails them.



Trailing both livestock trucks from Hallissey's assembly centre

15:35 Due to construction on the road, the traffic comes to a stand-still and we can check on some of the calves on board the truck with licence plate 142 MH 1995.



Calf with ear tag 218049232230 on board the 142 MN 1995 truck that left Hallissey's assembly centre is 22 days old and destined for a veal farm in Nijkerk, the Netherlands.

17:57 Both Hallissey trucks are close to each other and 70km away from Rosslare port.

Port of Rosslare

Tuesday 21.03.2023 (UCT times)

17:10 Drost truck (license: 31BLG3/ON10XG) already arrives at the Port of Rosslare. Dutch transporters are thus also involved in this route and violating the feeding intervals.



Dutch Drost truck (license plate: 31BLG3/ON10XG) arrives at Rosslare port

18:00 Hinde truck (license: 171D7350) arrives at the Port of Rosslare (four hours before the ferry departs). We do not know where in Ireland the unweaned calves were loaded onto this truck and for how long they had already been on board without milk, so we can only start clocking the time as of now.



Hinde truck (171D7350) arrives at Rosslare port

18:06 Another Hinde truck (license: 171D7348) arrives at the Port of Rosslare. We also do not know how long the calves on board this truck have already gone without milk, so we can only start clocking their journey time now.

19:07 Both Hallissey trucks finally arrive at Rosslare port and get in line for the Stena Lines ferry.

21:49 The Stena Line ferry departs from Rosslare port and begins the sea crossing to Cherbourg port in France. The weather is extremely stormy; strong winds of 32 knots and waves of 5 meters.



Extremely stormy weather forecasted on the evening of March 21st

We have seen 14 calf-trucks in total arriving at the Port of Rosslare. See [annex I](#) for more details on these trucks. Most of them arrived several hours before the ferry departed. Taking into account the journey from assembly

centre to Rosslare and the ferry trip (18-19 hours) it is certain the feeding intervals (max 19 hours without food) will be violated.

Conditions on the Stena Horizon ferry

Due to the high waves (up to 5 meters) between midnight and 4am, the boat was rocking back and forth a lot. The conditions for the calves on board of these trucks must have been awful.

The calf-trucks were parked in rows next to each other and secured by chains. Many calves were bawling (sign of stress/hunger) and some calves were seen with their heads tucked in (sign of serious exhaustion), had diarrhea or were caughing/sneezing.



Trucks secured with chains on the Stena Horizon ferry



Calves on board of the Hinde truck (171D7348) covered in diarrhea



Calves on board of the other Hinde truck (171D7350). Some have their heads tucked in (sign of serious exhaustion) and others are bawling, which is a sign of stress and/or hunger



Calves on a third Hinde truck (151D48185) were seen sneezing and coughing. One of them had clear tear stains and clearly felt unwell (see red arrow).

Observations EU side

All times in this chapter are EU continent times (CET).

Port of Cherbourg

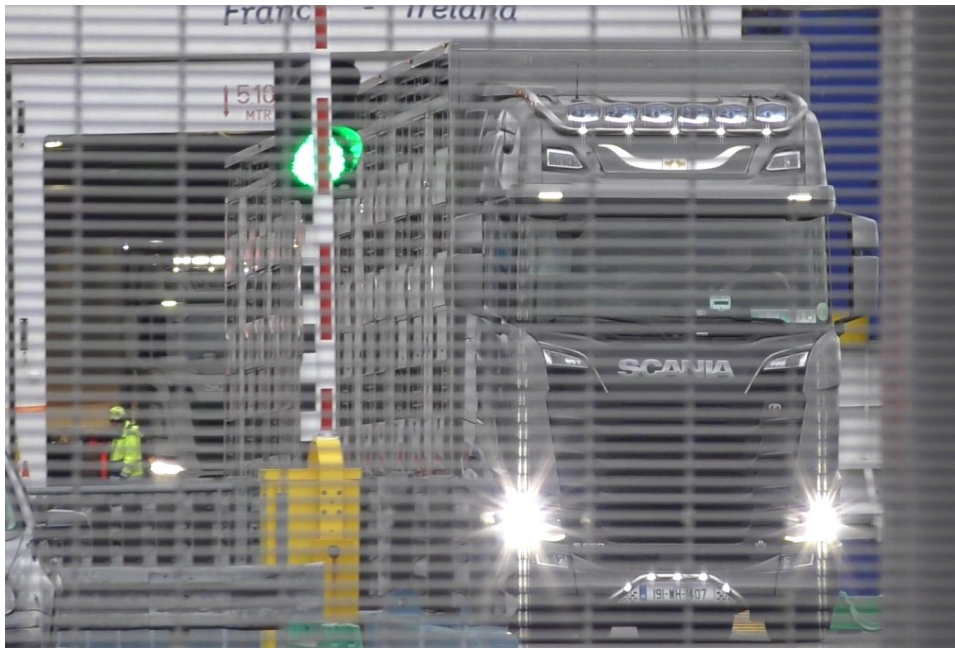
Wednesday 22.03.2023 (CET times)

18:00 We can see the Stena Horizon ferry with calf trucks on deck from the port of Cherbourg (FR). We hear calves bawling.



Stena Horizon Ferry with calf trucks on deck

18:36 The Stena Horizon ferry berths at Cherbourg Port and trucks start to disembark. The first calf truck (191WH407) unloads at 18:36 and the rest of the calf trucks soon follow. **The crossing time from Rosslare took 19 hours and 47 minutes.** Please see [annex I](#) for more details on the livestock transport companies that unloaded from the Stena Horizon ferry. All those carrying unweaned calves violated the EU feeding intervals, as during the entire time on board the trucks no calf was fed.



First truck unloads from Stena Horizon ferry at 18:36

18:42 Hallissey (142MH1995) drives off the Stena Horizon ferry. It is the 11th calf-truck disembarking. We decide to trail it, as we have documented its journey since it left the Hallissey assembly centre in Fossa (Ireland) on March 21.



Hallssey truck (142MH1995) unloading from Stena Horizon ferry at 18:42

18:47 Hallssey (142MH1995) drives onto the roundabout near the ESSO fuel station near the port of Cherbourg. Hinde (171D7348), Trainor (12LH2935) and several other calf trucks are in front of him.



Hallssey and other Irish trucks at the roundabout next to the ESSO station

19:01 Hinde (license: 171D7350) now also passes the Hallssey truck. Both head into the direction of Pignet in Couville.



Hinde (license: 171D7350) passes Hallssey

Pignet Control Post

Address: 50690 Couville, France

19:17 Hallissey (142MH1995) arrives at Pignet control post. When we arrive the gate is opened, but the staff of Pignet close it to prevent us from entering the premises.



Hallissey (142MH1995) arriving at Pignet

19:22 The Hallissey truck with the blue cabin (SY 12 CCV) and swan-neck trailer (HF 55 CTV), that we also trailed in Ireland, arrives at Pignet control post now too.



Hallissey truck with blue cabin (SY 12 CCV) and swan-neck trailer (HF 55 CTV) arrives

20:00 We see a Dutch truck from Gebroeders Poll parked at Pignet control post. License plate: 47WVPG.

Via journey logs (requested under the Freedom of Information Act), we know this truck was deployed by Hallissey. Calves were transported from the Irish assembly centre in Fossa to Pignet control post by a Hallissey truck (license plate 142MH1995) and then (after the required rest) brought to the Dutch veal farm via a truck of Gebroeders Poll (license plate 47WVPG). It is clear that Dutch transport companies are collecting Irish unweaned calves, and transporting them to the Netherlands, thus being involved in an illegal route.



A Dutch truck from Gebroeders Poll (license: 47WVPG) at Pignet control post. Via this truck the calves from Hallissey (142MH1995) were transported further onwards to a veal farm in the Netherlands.

Transport-companies resting their calves at Pignet

From observations and journey logs we know the following eight calf-trucks were at Pignet control post in Couville. All companies are Irish, except for Gebroeders Poll which is Dutch.

Company	License plate
Hallissey	HF55CTV/SY12CCV
Hallissey	142MH1995
Hinde	171D7350
Hinde	171D7348
Hinde	151D48185
Trainor	HLH2443
Gebroeders Poll	47WVPG
M. Keys	PI6S MK

Trucks that stopped at Pignet in the evening of March, 22

Mistreatment of calves

This March 2023, footage was again taken at Pignet control post showing horrible treatment of unweaned calves. The footage reveals that the treatment of the calves at Pignet is still horrendous, like in previous years' footage. Calves are routinely beaten hard on their heads and backs with sticks and paddles, they are kicked, thrown over and dragged by their legs, ears and tails. Paddles and sticks are often lifted above shoulder height of the staff to increase force and pain onto the calves.

Please [watch short video](#) of the entire investigation, including abuse at Pignet March 2023.



Calves are being hit hard with sticks and paddles

Unacceptable feeding practices

At Pignet it is standard practice to hit the calves hard on their heads to stop them from suckling on the teats when being fed, so that the next group of calves can be fed. Even though the calves are repeatedly hit, many of them are so hungry that they nevertheless try to drink more milk and return to the troughs, facing further violence. This leads to serious frustration among the workers, causing them to hit the calves even harder or removing the calves by pulling them away by their legs or ears. As the feeding-procedure is so chaotic and workers lose their temper and control, it is very likely some calves miss their chance to drink and do not receive any milk at all.



Calves are hit hard on their heads to make them stop drinking or change position



Dragging calves by their legs and ears to make them stop drinking or change position



Often workers lift the paddles far above shoulder height, to increase force. Due to the force the paddles even bend.

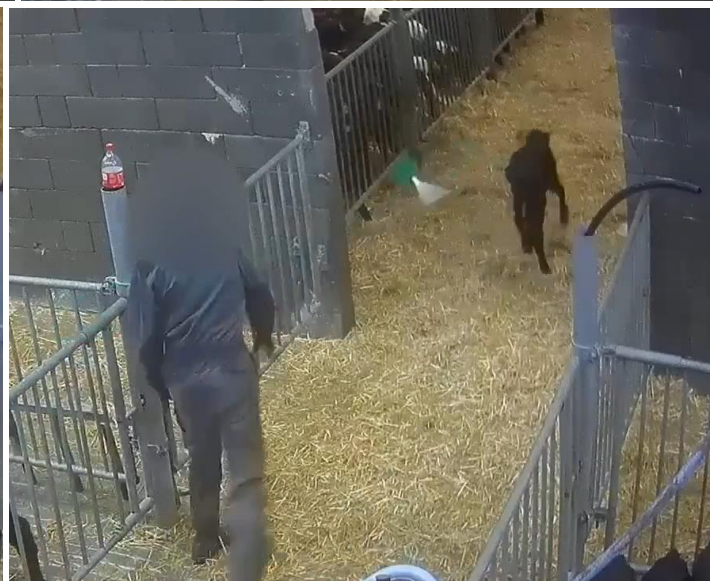
Workers are also seen using the sharp sides of the paddle, or even hitting the calves with the other end of the paddle (the hard pointy part) on their heads, in order to cause more pain and force the calves to stop drinking.



Workers hitting calves on their heads, with the sharp-side or pointy end of the paddle, to increase pain.

Worker turns his rage on a small black calf

One worker is seen repeatedly hitting a small black calf on the head and back, with full force and without any purpose. The worker lifts his paddle far above his shoulder, so he is able to really cause a huge impact. The calf is confused and scared and runs away. The worker then throws his paddle at the calf in another act of frustration.



A confused black calf is being hit with full force, repeatedly, on his head and back. The worker lifts the paddle above his shoulder to hit the calf as hard as he can. When the scared calf runs away, he throws his paddle at him.

Mistreatment during loading

One worker kicks a tired calf in the abdomenen region to force him to get up. While the calf is making attempts to get up, the workers continues hitting him with a stick.



Calf kicked in the abdominal region and hit with a stick, to force him to stand up

Calves that are too scared to walk towards the loading ramp, or do not know what is expected from them, are forced onto the loading ramp by being dragged by their tails. At the same time the calves are being hit with sticks. The calves are handled so roughly and some are in such panic that they collapse.



Calves dragged by their tails and hit at the same time



Calves are dragged by their tails and thrown onto the floor

The rough handling techniques at Pignet are in clear violation with Council Regulation 1/2005 and 1255/97. For more details see the [chapter on Violations](#).

Trailing of Hallissey and Hinde trucks

Thursday 23.03.2023 (CET times)

09:04 The Hallissey truck with blue cabin (SY12CCV) and swan-neck trailer (HF55CTV) is the first calf truck to leave Pignet. This Hallissey truck spent 13 hours and 52 minutes at Pignet station.



Hallissey leaves the Pignet control post

09:17 Hallissey (SY12CCV/HF55CTV) drives onto the N13



Hallssey drives onto the N13

During the day we do not see any more calf trucks leave Pignet. It is strange.

22:27 Finally calf trucks start to depart from Pignet control post. They have been at Pignet for over 27 hours instead of just the required 13-hours minimum. We hear that official French veterinarian inspectors found that the minimum 13-hour resting time for unweaned calves from Ireland was not being respected at Pignet (with trucks sometimes leaving earlier) and therefore they ordered calves to be unloaded that were already inside the trucks and were now sorting out problems. This may explain the delay today. We trail the first two trucks that leave Pignet control post in the late evening: 171D7348 and 171D7350. Both are from Hinde.

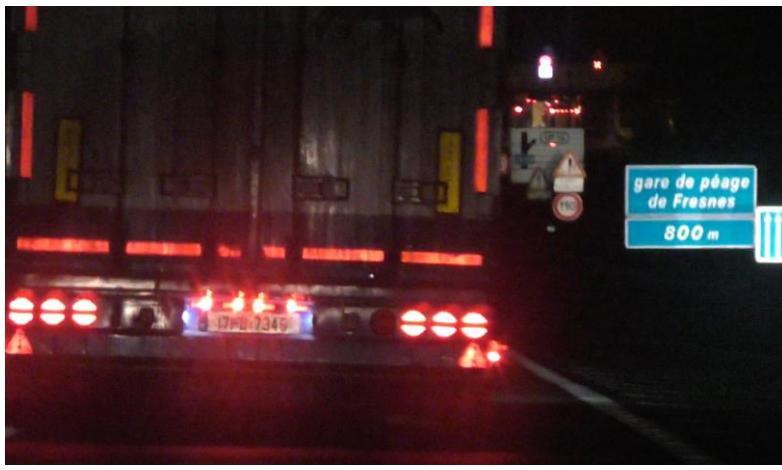
23:35 The two Hinde trucks (171D7348 and 171D7350) drive in convoy on the N13 direction Caen.



Two Hinde truck drive on the N13 direction Caen

Friday 24.03.2023

04:57 Hinde trucks arrive at toll point 'Gare de péage de Fresnes' on the A1, still in France, but close to the Belgium border.



Hinde at toll point on the A1 in France

07:11 Hinde trucks stop at a parking lot next to the A19/A1 in Brecht, Belgium, near the Dutch border. The drivers are not willing to talk to us. When we take photos of the calves the drivers start honking.



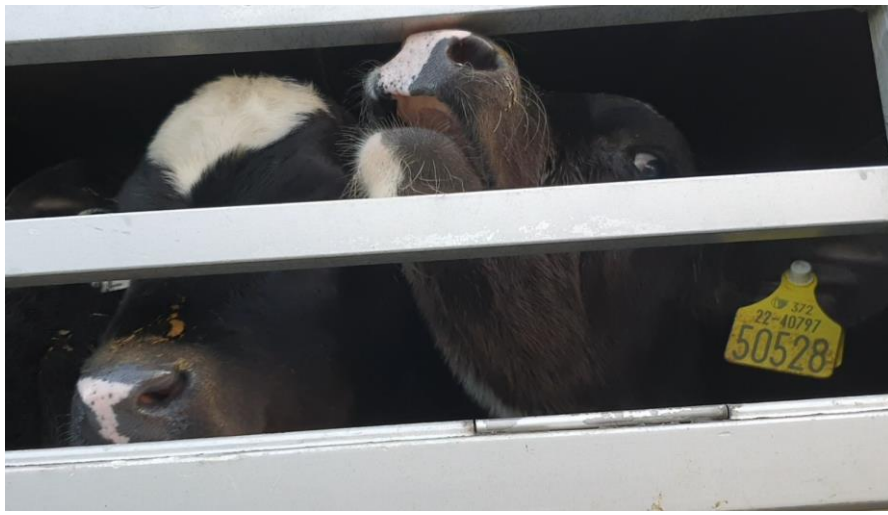
Hinde trucks stop at a parking lot along the A19

Hinde 171D7350

Most calves are black and white (Holstein genetics). About half of the calves is standing upright. Others are resting or sleeping. A few calves have their heads tucked in while sleeping, which is a sign of serious exhaustion. Some calves are bawling; a sign of hunger.

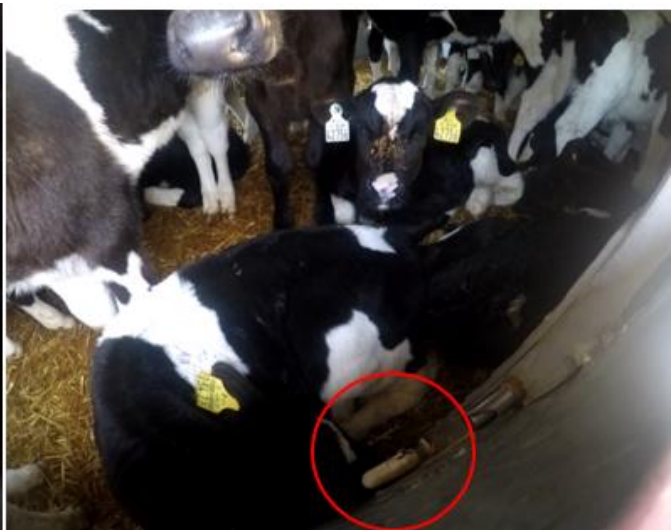


Many calves are awake and standing upright. Some are sleeping; a few have their heads tucked in (see photo on the right), which is a sign of serious exhaustion.



Some calves are bawling; a sign of hunger

On one side of the inner part of the trucks we see a few rubber teats. They are in the corners and rather low to the ground. The rubber teats are fixed very close to the inner wall of the truck making them difficult for the calves to suckle on. We also see calves lying in front of the teats and blocking them, making it impossible for other calves to drink from them.



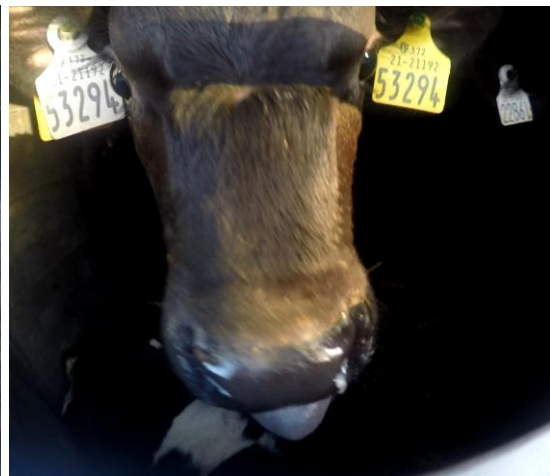
The driver stays in his cabin and closes his curtains. We do not see him turning on the drinking system or checking on the calves or teats. Neither do we see calves using the teats. Most drinking systems cannot be turned on from inside the cabin. Possibly the drinking system was off, but we were unable to check this.

Hinde 171D7348

Many calves in this truck look like Angus breeds. Some are Holstein/Frisian crosses. In this truck, we see more calves sleeping inside compared to the other one, several calves have their heads tucked in, which is a sign of serious exhaustion. The watering system is similar to the other Hinde trucks (located in the corners and at the bottom). The driver from this truck also stays inside his cabin. We do not see him switching on the drinking system, nor checking on the calves or the effectiveness of the teats.



Several calves are sleeping and some have their heads tucked in; a sign of serious exhaustion.



Left photo: sleeping calves (one with his head tucked in). Right photo: calf with a snotty nose

07:52 The Hinde trucks leave the parking lot along the A19/A1 in Brecht. They have only ‘rested’ the calves for 41 minutes. This is in violation with Council Regulation 1/2005, Chapter V, 1.4(a) that requires that calves, after a period of 9 hours, be given a rest period of at least one hour for them to be given water and if necessary food while on board. The Hinde trucks left Pignet control post at 22:27, which is over 9 hours ago, so they are required to stop

for at least 1 hour. Secondly both drivers stay in their cabin during the stop; we do not see them turning on the drinking-systems or checking on the calves.

08:40 The Hinde trucks refuel at a gas station. We again try to get into contact with the drivers and ask them about the drinking system, to no avail. The stop is for about 10 minutes only. We again take a look inside the truck and see a calf trying to drink from a rubber teat, but no water seems to be coming out. During this stop the calves are way more restless – we hear a lot more bawling than during our previous stop.



Hinde drivers are refueling

09:10 We are with two teams, so each team can trail one Hinde truck. We however decide to split our teams already now as we obtained information about the final destination of the two Hallissey trucks that we have been documenting since they left the Hallissey assembly centre in Fossa, Ireland. Their final destination is a veal farm in Nijkerk (NL), which is not far from where we are now. One of our teams (team 1) therefore drives to the veal-farm in Nijkerk in the hope to see these Hallissey trucks (arriving).

10:00 Team 1 arrives at the fattening farm in Nijkerk (NL). This farm is contracted by the VanDrie Group.

As we arrive, we see the Hallissey truck (SY12CCV/HF55CTV) with the blue cabin parked on the premises.

10:01 Soon after our arrival (10:01) another calf-truck arrives. It is the Dutch calf-truck from Gebroeders Poll with license plate 47WVPG that we had also seen at Pignet control post. From the journey logs, received via the Freedom of Information Act, we know that this truck replaced the Hallissey truck with license plate 142MH1995. Thus, calves from the Hallissey truck with license plate 142MH1995 (that we trailed since they left the Irish assembly centre in Fossa) were loaded in the Gebroeders Poll truck with license plate 47WVPG at the Pignet control post in Couville. The authorities informed us that this is not unusual (handlers using two different trucks for one journey). This means that we have documented the journey of the calves on the Hallissey truck (142MH1995) from Irish marts until their arrival at the veal-farm in Nijkerk.

We introduce ourselves to the owner of the veal farm. We tell him that we have trailed these Irish trucks since Ireland to document the journey and verify if animal welfare requirements are being met. We would like to see the unloading and the housing conditions for the calves but the owner says he is willing to talk with us, but only after we have made an appointment with him. He asks us to leave his premises. We agree to call afterwards and leave his property.



Two trucks present at the veal farm in Nijkerk at 10:01: SY12CCV/HF55CTV and Gebroeders Poll 47WVPG

The Hallissey truck with blue cabin (SY12CCV/HF55CTV) was documented by the Irish team since it left the Hallissey assembly centre in Fossa, Ireland on March 21st. The calves were bought on Bandon mart the day before (March, 20th). As the Hallissey truck with license plate HF55CTV left Pignet control post already early in the morning at 09:04 on March, 23th (while all other trucks had only left in the late evening), we estimate that it arrived at the farm in Nijkerk on March 23th, around 22:15. This corresponds with the eartag-data and journey logs.



This exhausted male calf, photographed at Bandon mart on March 20th in Ireland arrived on the veal-farm in Nijkerk (NL) in the evening of March, 23.

11:45 We pass the farm in Nijkerk one more time to see if more calf-trucks have arrived, but this is not the case.

Eartag and journey log data

We noted down a few eartags of calves inside the Hallissey truck (142MH1995) leaving the Fossa assembly centre in Ireland. Details can be found in the table below.

Eartag no.	Place where eartag is noted/seen	Transport company	License plate	Date eartag seen	Arrival at farm	Minimal days traveling	Date of birth	Age when journey started	Village of arrival
212516752091	Truck	Hallissey	142MH1995	21-3-2023	24-3-2023	4	22-2-2023	26	Nijkerk
215658941392	Truck	Hallissey	142MH1995	21-3-2023	24-3-2023	4	23-2-2023	25	Nijkerk
218049232230	Truck	Hallissey	142MH1995	21-3-2023	24-3-2023	4	26-2-2023	22	Nijkerk
227536720225	Truck	Hallissey	142MH1995	21-3-2023	24-3-2023	4	17-2-2023	31	Nijkerk

Eartags from calves seen in the Hallissey truck (license: 142MH1995) coming from Hallissey's assembly centre in Fossa, Ireland.

Via a Freedom of Information request we have received the journey logs of 13 calf trucks on board of the Stena Horizon ferry heading to Rosslare on March 21st. From these journey logs we know that at least 4 of them went to the veal farmer in Nijkerk. From eartags noted down at Bandon and Kilkenny marts we know that the veal-farmer in Nijkerk received hundreds more calves from Ireland in the days before and after March, 24th.

10:20 Arrival of Hinde truck (171D7348) at veal farm in Garderen.



The farm in Garderen (middle east of NL) where the calves on the Hinde truck (171D7348) ended up

Conditions inside the Garderen veal-farm

The housing conditions for the calves in the veal farm in Garderen are very poor. After traveling for several days in a row and undergoing stressful procedures at marts, assembly-centres and even abuse at control posts, calves end up in barren, tiny individual pens with a hard slatted wooden floor to lie on. It is a shame that such young, conscious and playful animals are given absolutely nothing that makes their life worth living. The footage was made a few days after arrival (end of March, 2023).



The barns where the calves ended up after their 4-day journey

Poor housing conditions

Calves are housed in very small individual pens made out of metal. There is no space to run, play, explore, walk. The floor is made of hard wooden slats without any solid part. There is no bedding. The pens are totally barren; these playful young calves have absolutely nothing to do 24/7, except for lying down on the hard floor and taking a few steps back and forth.





Calves are kept indoors in barren, small and individual pens, with nothing to do and no joy.

The pens differ in size, those that are really small in the front (the width of the calf itself) have a tiny area at the back where calves can turn around (L-shape).

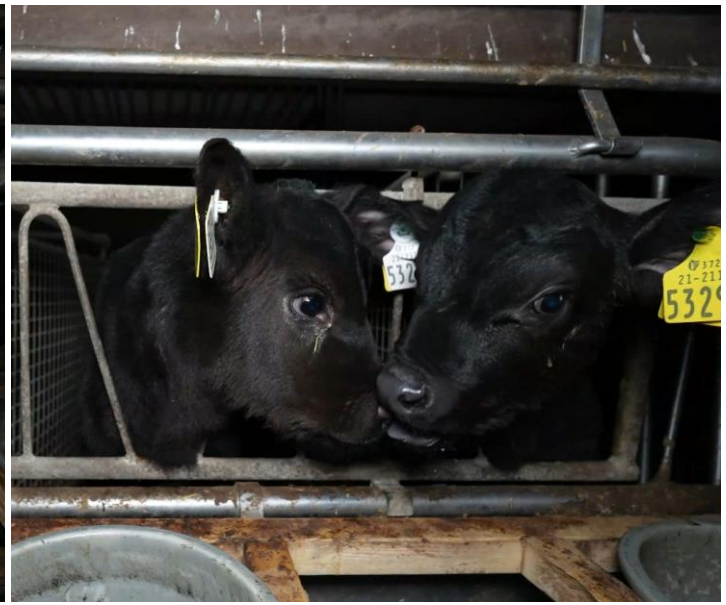


Pens that are very small at the front have a little extra space at the back where calves can at least turn around (L-shape)

Lack of social contact

The calves cannot find comfort in each other as they are separated by metal fencing. They cannot lie against each other, neither can they play or lick each other's body. The only thing they can do, is touch each other's noses when they both stick their head out of the pens.

Calves are legally allowed to be kept in such individual pens until the age of 8 weeks. However, in our opinion this is incomprehensible. The curious and playful character of these young individuals is totally neglected by the current EU legislation.



Calves can only touch each other's' noses when they stick their heads out of the pen

Empty water-buckets

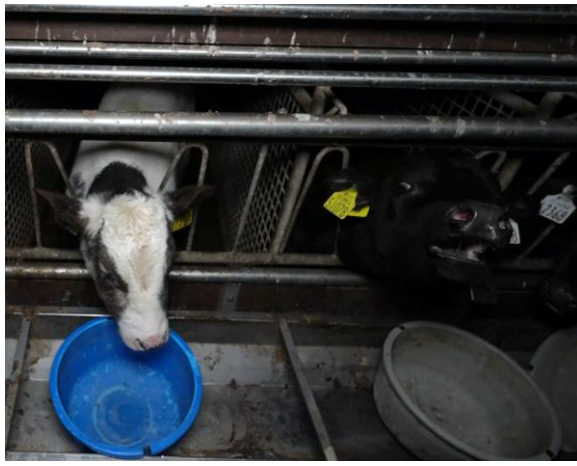
In front of each individual pen is a grey bucket. It is filled with water that has a brown color. This is likely due to a mixture of electrolytes and proteins that has been added. Several buckets are empty but some pens, from what we can observe, have an extra automatic watering bowl at the back. However it is questionable if these young calves understand these automatic water systems at first as they will not be used to them. On the floor and next to some buckets, a few floating teats are seen. Flothing teats are sometimes put into the bucket to help calves drink/suckle.



Buckets with water and electrolyte/protein mixture, colouring it brown



Automatic water bowl



Several buckets are empty

Several calves are seen with loose stools (diarrhea), a sign of illness, stress and/or poor feeding methods.



Calves with very loose stools (diarrhea)

11:30 Team 2 arrives at a veal farm in Oudehorne (Friesland) after trailing Hinde with license plate 171D7350. It is not known what the housing conditions for the calves are like inside this farm. They are likely to be similar to the farm in Garderen, as this housing system is common practice for factory veal farms in the Netherlands.



The veal farm in Oudehorne where the Hinde truck with license plate 171D7350 ended up

From the eartag registration system we know that one calf (eartag number 227536740111) that we had seen in the Hinde truck died at this farm only 13 days after arrival (April, 6th).

Diergegevens	
Rund: IE 227536740111	
Werknummer	0111
Geboortedatum	11 feb 2023
Leeftijd	1 mnd en 26 dg
Geslacht	Mannelijk
Haarkleur	Zwartbont
ID-Code moeder	IE 213822897515
Diersoort	Rund
Herkomst	IERLAND
Importdatum	24 mrt 2023
Reden einde	Natuurlijke dood
Einddatum	6 apr 2023
ME/UBN	2116837
Oorsprong	IERLAND

Eartag registration system (I&R) of the calf that was seen in the Hinde truck and died 13 days later at the farm in Oudehorne



The calf that was seen on March, 24th in the Hinde truck and died 13 days later at the farm in Oudehorne

Calves arriving in Oudehorne today (March, 24th) were bought at Carlow mart in Ireland on March, 20th. This means the total journey took 4 days. But on March, 23th this farm also received Irish calves. See more details below.

Eartag no.	Place where eartag is noted/seen	Transport company	License plate	Date eartag seen	Arrival at farm	Minimal days traveling	Date of birth	Days of age at start of journey	Village of arrival
217450383514	Bandon mart	Unknown	Unknown	20-3-2023	23-3-2023	3	27-2-2023	21	Oudehorne
214247621603	Carlow Mart	Unknown	Unknown	20-3-2023	24-3-2023	4	23-2-2023	25	Oudehorne
214247651597	Carlow Mart	Unknown	Unknown	20-3-2023	24-3-2023	4	23-2-2023	25	Oudehorne

Calves seen at Bandon and Carlow marts on March, 20th only arrived at the veal farm in Oudehorne (NL) 3-4 days later

Journey logs: non-compliance and dead calves

Via a Freedom of Information request, we have received and analysed the journey logs of 14 companies involved in transporting calves from Ireland to veal farms in mainly the Netherlands during the period March 20-24, 2023. We have analysed the journey logs, to see if they have been filled in correctly, if they match the journey times documented by our teams and to see if there are any irregularities.

Findings

Incorrect and missing information

The journey logs are not filled in correctly. Many boxes are left blank, the handwriting is often very poor (impossible to read) and important details are missing, such as loading times and cause of death where calves have died during the journey. On several occasions the journey times, filled in by the drivers, are incorrect. They do not match the times we documented during the investigation. Whether these errors are made intentionally or unintentionally, will never be known. But the fact that these journey logs are full of errors and filled in very poorly (many spaces are left blank), gives the impression that no one is really checking them, nor the tachographs, to see if they match the actual journey. It seems crucial that all sections of the journey should be logged digitally (via an easy mobile application) instead of handwritten, in order to reduce errors, blank spaces, falsifications and to improve and ease enforcement. Below are two examples of irregularities. More examples can be found in chapter [“Journey log details”](#).

DEPARTMENT OF AGRICULTURE, FOOD AND THE MARINE – JOURNEY LOG
SECTION 4 – DECLARATION BY TRANSPORTER

TO BE COMPLETED BY THE DRIVER DURING THE COURSE OF THE JOURNEY AND TO BE AVAILABLE TO THE COMPETENT AUTHORITY OF THE PLACE OF DEPARTURE WITHIN ONE MONTH OF THE DATE OF ARRIVAL AT THE PLACE OF DESTINATION.						
Actual itinerary – Resting, transfer or exit points						
Place and address	Arrival		Departure		Length of stop	Reason
	Date	Time	Date	Time		
Pignets	22-03	21 ¹⁵	23-03	22 ¹⁵	1 H	
Amiens	24-03	2 ⁴⁰	24-03	3 ⁴⁰	1 H	
Nijmegen	24-03	10 ⁰⁰				Unbekend
Reason for any difference between actual and proposed itinerary/Other observation						Date and time of Arrival at the place of destination 24-03 10 ⁰⁰
Number of animals injured during the journey: 333	Reasons for injuries		Number of animal deaths during the journey		Reasons for deaths	
DRIVER(S)'s name and signature			TRANSPORTER'S name, authorisation number			
As the transporter, I hereby certify that the entries above are correct and I am aware that any incident during the journey that leads to the death of an animal must be reported to the competent authority of the place of departure.						
Date and place: 24-03-2023			Transporter's signature			

Journey log of Hallissey 142MH1995 – details of the journey in Ireland before the truck arrives at Pignet Control are completely missing.

DEPARTMENT OF AGRICULTURE, FOOD AND THE MARINE – JOURNEY LOG

SECTION 4 – DECLARATION BY TRANSPORTER

TO BE COMPLETED BY THE DRIVER DURING THE COURSE OF THE JOURNEY AND TO BE AVAILABLE TO THE COMPETENT AUTHORITIES OF THE PLACE OF DEPARTURE WITHIN ON MONTH OF THE DATE OF ARRIVAL AT THE PLACE OF DESTINATION.

Actual itinerary – Testing, transfer or exit points

Place and address	Arrival		Departure		Length of stop	Reason
	Date	Time	Date	Time		
Rosslane	21.03	18.00	21.03	20.00	2 h	Feeding, rest, doctor
Chapman	22.03	17.30	22.03	17.30	30 min	Feeding, rest
Leinster Airport	22.03	18.15	22.03	21.15	2.2 h	Feeding, rest, rest
Breda	24.03	06.00	24.03	07.45	1 h, 45	Rest
8473 Oudehorne	24.03	10.00				Unloading
						PIGNET
						N
						TEL 0233
						88-76
Reason for any difference between actual and proposed itinerary/Other observation						Date and time of Arrival at the place of destination
						24-3-23 / 10.30
Number of animals injured during the journey	Reasons for injuries		Number of animals deaths during the journey		Reasons for deaths	
DRIVER(S)'s name and signature			TRANSPORTER's name, authorisation number			
			E/TYP21			
As the transporter, I hereby certify that the entries above are correct and I am aware that any incident during the journey that leads to animals death must be reported to the competent authorities of the place of departure.						
Date and place	Dublin 24-3-23		Transporter's signature			

Journey log of Hinde 171D7350 - driver claims he has rested the calves for 1 hour and 45 minutes in Breda. According to our documentation he only rested the calves for 40 minutes in Brecht (BE) - which is in violation with Council Regulation 1/2005 that requires calves should be rested for 1 hour minimum.

Misleading and in violation with Council Regulation 1/2005

The planning (section 1) of the journey logs are misleading as the Irish assembly centre, where the journey calves are loaded onto the trucks, is often not included, giving the impression that calves are on board of the trucks for far less hours than they actually are. But even without this journey included - the hours without feed are exceeding the maximum 19 hours. See an example below.

6. LIST OF SCHEDULED RESTING, TRANSFER OR EXIT POINTS						
6.1 Name of the places where animals are to be rested, or transferred (including exit points)	6.2 Arrival		Departure		6.3 Length (in hours)	6.4 Transporter's name, address, phone number and authorisation number (if different from above)
	Date	Time	Date	Time		
ROSSLARE	21.03	19.00	21.03	21.00	2 HOURS	
CHERBOURG	22.03	15.00	22.03	15.30	½ HOUR	
LAIRAGE PIGNET JEAN LUC	22.03	16.00	23.03	05.00	13 HOURS	
BREDA	23.03	14.00	23.03	15.00	1 HOUR	
8413 OUDEHORNE	23.03	17.00			DESTINATION	

AN RÓDAIRÍOCHTA, BIA AGUS MARA

DEPT. OF AGRICULTURE, FOOD AND THE MARINE

IRELAND



According to the planning section of this journey log of a Hinde truck (171D7350) calves will arrive at Rosslare port on March 21 at 19:00 and arrive at Pignet control post in Cherbourg on March 22 at 16:00, which is 21 hours later. The journey before Rosslare port is not included in the planning (which is misleading as this can take many hours), but even without this the maximum time without food (19 hours) is exceeded. This journey should not have been approved by the Irish authorities as it clearly breaches Regulation 1/2005.

Secondly the journey logs (section 2-4) provide proof that the unweaned calves are on board trucks for much longer than the maximum 19 hours without being fed, but nevertheless these journeys continue to be approved by the Irish authorities. Calves were on board the trucks from the point of loading at the Irish assembly center until the moment they were unloaded at the control post near Cherbourg (FR). This period is on average 30 hours, which greatly exceeds the maximum period of 19-hours without being fed and is therefore in violation of Council Regulation 1/2005, whilst also disrespecting the physiological needs and well-being of calves.

Two dead calves on board of Dutch truck from company Drost

On board of a Dutch truck belonging to company "Drost", license plate 31BLG3/ON10XG, two calves have died during their journey. There is no explanation given on the journey log, but their death is likely an accumulation of the long journey without milk, the brutal and stressful in-transit activities and the exposure to all kind of pathogens while having no active immunity for protection yet.

4.6. Animals (specify the number for each category)			
Total checked	U - Unfit	D - Dead	F - Fit
298	298	2 Dead	298
6. I, the keeper of the animals at the place of destination/official veterinarian, hereby declare that I have checked this consignment of animals. According to my knowledge, at the time of the check the abovementioned findings were recorded. I am aware that the competent authorities must be informed as soon as possible of any reservation there may be and each time animals are discovered.			
7. Signature of the keeper at the place of destination/official veterinarian (with official stamp)			

Journey logs details

TRANSPORT COMPANY	LICENSE PLATE	DATE + TIME FIRST ANIMAL LOADING (IE)	CONTROL POST (FR)	ARRIVAL CONTROL POST (FR)	TIME ON TRUCK WITHOUT FOOD*	TOTAL TIME NO FEED**	FINAL DESTINATION	ARRIVAL FINAL DESTINATION	IRREGULARITIES IN JOURNEY LOGS
Hallissey (IE)	SY12CCV	March 21 at 12:00	Pignet	March 22 at 18:30	31 HOURS	34-40 HOURS	NL	March 24 at 21:15. This cannot be correct. It should likely be March 23, 21:15.	Section 4: Journey times incorrect. Claim to have left Pignet control post in the morning of March 24 and arrive at the veal farm in Nijkerk (NL) in that same evening. But we saw and filmed Hallissey leaving Pignet already in the morning of March 23. Plus we we arrived at the Nijkerk farm in the morning of March 24 (09:00 UCT) and this Hallissey truck was already there. Driver possibly made a mistake by writing March 24 instead of March 23.
Hallissey (IE) + Gebr. Poll (NL)	142MH1995 + 47WVPG	March 21 at 13:00	Pignet	March 22 at 21:15. This is incorrect. According our documentation: March 22 at 18:17.	30 HOURS	33-39 HOURS	NL	March 24 at 10:00. This matches the arrival time (CET) of the Gebroeders Poll truck (47WVPG). Trucks have been changed at Pignet control post.	These journey logs give information on two trucks, namely Gebroeders Poll (47WVPG) and Hallissey (142MH1995). Authorities informed us two trucks have been used. Calves from the Hallissey truck (license 142MH1995) were picked up at Pignet control post by Gebroeders Poll (license 47WVPG). Section 4: the journey before arrival at Pignet control post (carried out by Hallissey with license plate 142MH1995) is missing. Seems like section 4 is only filled in by the driver of Poll (license plate 47WVPG), that only arrived at Pignet to pick up the calves for Hallissey and transported them to Nijkerk (NL).
Drost (NL)	31BLG3/ON10XG	March 21, time not filled in.	Qualivia Tollevast	March 22 at 19:00	NOT KNOWN	NOT KNOWN	ES	March 24 at 03:00.	Section 1 is not giving information on the journey before arrival at Rosslare. Section 2: time of unloading is missing Section 3: two calves died on this truck. No cause of death is entered.
Hinde (IE)	171D7350	NOT FILLED IN	Pignet	March 22 at 18:15	NOT KNOWN	NOT KNOWN	NL	March 24 at 10:30	Section 1: no information on the journey before arrival at Rosslare. Section 2: incomplete. Section 4: > Does not give info on journey before arrival at Rosslare. > Claims to have rested in Breda (NL) for 1,45 minutes, but we have trailed and documented the journey of this truck and this is incorrect. The rest only took 41 minutes and it is very doubtfull if water was given (drivers did not leave their cabin). Plus they rested in Brecht, Belgium and not in Breda, Netherlands. > 27 hours rest at Pignet control post and no explanation given.
Hinde (IE)	171D7348	NOT FILLED IN	Pignet	March 22 at 18:00	NOT KNOWN	NOT KNOWN	NL	March 24 at 09:20	Section 1: no information on the journey before arrival at Rosslare. Section 2: incomplete. Section 4: > claim to have rested in Breda (NL) for 1,30 minutes, but we have trailed and documented the journey of this truck and this is incorrect. The rest only took 41 minutes and it is very doubtfull if water was given (drivers did not leave their cabin). Plus they rested in Brecht, Belgium and not in Breda, Netherlands. > 27 hours rest at Pignet control post and no explanation given.
Drost (IE)	44WJJD/01BRR2	NOT FILLED IN	NOT KNOWN	NOT KNOWN	NOT KNOWN	NOT KNOWN	ES	NOT KNOWN	Section 2: incomplete. Sections 3 - 5 of the journey log is missing.
Martin O'Neill (IE)	S600COW	NOT FILLED IN	NOT KNOWN	NOT KNOWN	NOT KNOWN	NOT KNOWN	ES	NOT KNOWN	Section 2 is incomplete. Sections 3 - 5 of the journey log is missing.
DC Livestock (IE)	DC19MOO	March, 21 at 14:00	Qualivia Tollevast	March 22 at 19:00	29 HOURS	32-38 HOURS	NL	March 23 at 23:00 and at 02:50 (unloaded at two farms).	Section 1: Truck overloaded - 0.307 m2 per calf. Min per weight should be 0.319. Section 4: According this journey log there was no 1 hour rest after 9 hours transport as required by Council Regulation 1/2005. This truck unloaded at two Dutch farms: one in Nijkerk and one in Oudehorne.
Van den Berg (NL)	BRZH47/97WBHX	NOT FILLED IN	Qualivia Tollevast	March 22 at 19:00	NOT KNOWN	NOT KNOWN	NL	March 23 at 20:00	Section 2: incomplete. Section 3: incomplete. Section 4 is not giving information on the journey before arrival at Qualivia in Tollevast. So the whole journey in Ireland is missing.
M Keys (IE)	PI65 MK	March, 21 at 15:00	Pignet	March 22 at 18:10	28 HOURS	31-37 HOURS	NL	March 24 at 10:24	Section 1: Truck overloaded - 0.314 M2 per calf. Min per weight should be 0.319. Section 4: 27 hours rest at Pignet control, does mention the delay in the comments but does not give an explanation. Some errors but filled in the journey log more completely than other drivers.
Trevor Logan (IE)	PF12TYV	March, 21 at 15:00	Qualivia Tollevast	NOT KNOWN	28 HOURS	31-37 HOURS	NL	NOT KNOWN	Sections 3-5 are completely blank.
NOT KNOWN (IE)	191WH1407	March 21, time not filled in.	Qualivia Tollevast	March 22 at 19:00	NOT KNOWN	NOT KNOWN	NL	March 23 at 18:36	Section 2: time of unloading is missing Section 4: unclear. Several times are noted.
Hinde (IE)	151D48185	NOT FILLED IN	Pignet	March 22 at 19:30	NOT KNOWN	NOT KNOWN	ES	March 24 at 15:30	Section 1: no information on the journey before arrival at Rosslare. Section 2: incomplete. Section 4: > no information given on the journey before arrival at Rosslare > 27 hours rest at Pignet control post and no explanation given

Violations

The most important violations that continue to be observed on this route are:

1. **Calves were stuck on board the trucks for over 30 hours. 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 19 hours (9 hours driving + 1 hour break on board + 9 hours driving) maximum** (Annex I, Chapter V, point 1.4(a) and 1.5). [This violation \(+ that the feeding intervals have to be respected, also on RORO vessels\) has been confirmed by the European Commission.](#) Young calves do not have a fully developed immune system and are completely dependent on milk. Depriving unweaned calves from food, for over 30 hours, will cause extreme hunger, fatigue, stress and health problems and is therefore unacceptable.

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 and be rested for at least 24 hours

2. **Calves at Pignet control post in Couville were repeatedly hit hard with a sticks and paddles, dragged by their legs and ears and thrown over.** This is in violation with Council Regulation 1/2005 (Annex I, Chapter III, 1.8) and Council Regulation (EC) No 1255/97 (Article 5 and Chapter III, 1.8). About 2,000 calves had to be fed in a short period of time resulting in workers losing their temper and treating the calves horribly.

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;

3. **Two Hinde trucks (171D7350 and 171D7348) did not rest the calves for one hour minimum to give them water and if necessary food.** They only stopped for 41 minutes and did not turn on the watering system. This is in violation with Council Regulation 1/2005, Chapter V, 1.4(a).

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

4. **The competent authority (Department of Agriculture, Food and the Marine) fails to carry out appropriate checks to make sure the journeys comply with the Council Regulation 1/2005.** The submitted journey logs that we received under the Freedom of Information Act (FOIA) were unrealistic and in violation with the Council Regulation 1/2005. The planning (section 1) did not take into account the long journey calves have to endure before they even arrive at Rosslare port (and still have a 19 hour sea journey to go). The maximum intervals without food (19 hours) are therefore routinely violated, by on average 11 hours. Despite this knowledge (we have informed authorities year after year) DAFM continues to approve these journeys.

Council Regulation 1/2005, Chapter III, article 14

Checks and other measures related to journey log to be carried out by the competent authority before long journeys

1. In the case of long journeys between Member States and with third countries for domestic Equidae and domestic animals of bovine, ovine, caprine and porcine species, the competent authority of the place of departure shall:

(a) carry out appropriate checks to verify that:

(ii) the journey log submitted by the organiser is realistic and indicates compliance with this Regulation;

(b) where the outcome of the checks provided for in point (a) is not satisfactory, require the organiser to change the arrangements for the intended long journey so that it complies with this Regulation;

5. Many of the journey logs received under the FOIA were missing mandatory information (spaces were left blank), were full of errors and the journey times (section 4) did not correspond to the actual journey (false information). This gives the impression that no one is really checking them, nor the tachographs, to see if they match the actual journey and are filled in correctly.

Council Regulation 1/2005, article 15, point 1 and 4

Checks to be carried out by the competent authority at any stage of a long journey

1. The competent authority shall carry out at any stage of the long journey appropriate checks on a random or targeted basis to verify that declared journey times are realistic and that the journey complies with this Regulation and in particular that travel times and rest periods have complied with the limits set out in Chapter V of Annex I

4. The records of the movements of the means of transport by road obtained from navigation system may be used for carrying out these checks where appropriate

Annex I. List of trucks

Transport company	Country	Front license plate	Back license plate *	Calves on board	Assembly centre in Ireland	Loading time (CT)	Departure from assembly centre (CT)	Arrival at the port of Rosslare (CT)	Embarking time (CT) Stena roisoun in Cherbourg (ferry berths at 18:36)	Control post	Arrival at control post (CT)	Departure from control post (CT)	Arrival at farm (CT)	Country of destination	Village of destination	Extra info
Hallissey	IE	SY12CCV	HF55CTV	287	Hallissey in Fossa	March 21, 13:00	March 21, at 15:15	March 21, 20:07	March 22. Exact time unknown, but around 18:45.	Pignet	March 22, 19:22	March 23, 09:04	March 23, 2023, around 22:15.	NL	Nijkerk	On the Bandon market there was a calf (217450313516) that arrived at Nijkerk on the 23th, he was possibly on this truck.
Hallissey	IE	142MH1995	142MH1995	333	Hallissey in Fossa	March 21, 14:00	March 21, at 15:25	March 21, 20:07	March 22, 18:42	Pignet	March 22, at 19:17	March 23. Exact time unknown, but about 22:30.	March 24, 2023, 10:01.	NL	Nijkerk	This journey involved two trucks, namely Gebroeders Poll (47WVPG) and Hallissey (142MH1995). Hallissey brought the calves to Pignet control post and Gebroeders Poll picked them up and transported them to the veal farm in Nijkerk, the Netherlands.
Hinde	IE	171D7350	171D7350	292	Unknown	Unknown	Unknown	March 21, 19:00	March 22, about 18:45. Passed us around 19:01 when we trailed Hallissey to Pignet.	Pignet	March 22, 19:15	March 23, at 22:27	March 24, 2023 about 11:30	NL	Oudehorne	Did not have a full 1-hr break to give calves water (only 41 minutes).
Hinde	IE	171D7348	171D7348	292	Unknown	Unknown	March 21, 19:00	March 21, 19:06	March 22, at 18:42	Pignet	Estimation: 19:15. It drove in front of Hallissey (142MH1995) so was few	March 23, at 22:27.	March 24, 2023 about 10:20	NL	Garderden	Did not have a full 1-hr break to give calves water (only 41 minutes).
Drost	NL	31BLG3	ON10XG	300	Unknown	Unknown	March 21, 16:30	March 21, about 18:10	March 22, at 18:41	Qualivia	March 22, 19:00	March 23, 08:00	March 24, 03:00	ES	Maials	Two calves died on this truck.
Gebroeders Poll	NL	17BW26	47WVPG	333	N/R	N/R	N/R	NOT SEEN - likely drove from NL to Pignet control post to pick up calves for Hallissey.	NOT SEEN - likely drove from NL to Pignet control post to pick up calves for Hallissey.	Pignet	March 23, 21:15	March 23, 22:15. Cannot be true as we than should have seen it. Must have departed later than 22:27.	March 24, 10:01	NL	Nijkerk	This journey involved two trucks, namely Gebroeders Poll (47WVPG) and Hallissey (142MH1995). Hallissey brought the calves to Pignet control post and Gebroeders Poll picked them up and transported them to the veal farm in Nijkerk, the Netherlands.
Drost	NL	01BRR2	44WJJB	300	Unknown	Unknown	Unknown	March 21, 20:07	March 22, at 18:41	Qualivia	Unknown	Unknown	Unknown	ES	Unknown	
Martin O'Neill	IE	S600COW	S600COW	119	Unknown	Unknown	March 21, 18:00	March 21, 20:05	March 22, at 18:41	Qualivia	Unknown	Unknown	Unknown	ES	Unknown	
Joe Conroy / DC Livestock	IE	DC19M00	DC19M00	185	Unknown	March 21, 15:00	Unknown	March 21, 18:49	March 22, about 18:40. Saw this one at the roundabout around 18:45	Qualivia	March 22, 19:00	March 23, 08:30	March 22, 23:00 (Nijkerk) and March 23, 02:50 (Methorst).	NL	Nijkerk + Oudehorne	
Creggan	IE	BUI TSP	BUI TSP	Unknown	Unknown	Unknown	Unknown	March 21, 19:08	March 22, about 18:43 (right after Hallissey 1995). Passed us around 18:53 when we trailed Hallissey to Pignet.	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	
Van den Berg	NL	BRZH47	97WBHX	304	Unknown	Unknown	Unknown	Unknown	March 22, at 18:38	Qualivia	March 22, 20:00	March 23, 09:00	March 23, 21:00	NL	Nijkerk	
Trainor	IE	12LH2935	12LH2935	Unknown	Unknown	Unknown	Unknown	March 21, 19:39	March 22, at 18:42	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	
M.Keys	IE	PI6SMK	PI6SMK	325	Unknown	March 21, 16:00	March 21, 16:45	March 21, 21:00	March 22, at 18:36	Pignet	March 22, 19:10	March 23, 22:30	March 24, 11:24	NL	Putten	
Unknown	IE	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	March 22, about 18:40. Saw this one at the roundabout around 18:45	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Lot of bawling. Roof raised.
Travor Logan	IE	PF12TYV	PF12TYV	285	Unknown	March 21, 16:00	Unknown	Unknown	March 22, at 18:40	Qualivia	Unknown	Unknown	March 23, 2023. Time unknown.	NL	Vianen NB	
Unknown	IE	191WH1407	AR956	316	Unknown	Unknown, but likely around 15:30.	March 21, 16:30	March 21, 20:07	March 22, at 18:36 (first truck)	Qualivia	March 22, 19:00	March 23, 08:00	March 23, 18:36	NL	Putten	
Hinde	IE	151D48185	151D48185	280	Unknown	Unknown	Unknown	March 21, 18:46	March 22, about 19:00 or later. Only enters Pignet about 19:40.	Pignet	March 22, at 19:40	March 23, 22:30	March 24, 15:30	ES	Gurb, Spain	46
Trainor	IE	HLH2443	HLH2443	Unknown	Unknown	Unknown	Unknown	March 21, 19:25	March 22, about 19:00 or later. Only enters Pignet about 19:40.	Pignet	March 22, at 19:40	Exact time unknown. But on March 23, later than 22:27.	Unknown	NL	Unknown	