WHICH ARE THE SOCIAL LAWS THAT THE VETERINARIAN HAS TO KNOW

REGULATION (EC) No 561/2006 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 15 March 2006 "on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85"

Article 1 rest periods for drivers engaged in the carriage of goods in order to harmonise the conditions of competition between modes of inland transport, especially with regard to the road sector, and to

improve working conditions and road safety.

Article 2

 This Regulation shall apply to the carriage by road:
 a) of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3,5 tonnes,......

This Regulation lays down rules on driving times, breaks and

Article 4	For the purposes of this Regulation the following definitions shall apply: b) "vehicle" - (c) 'driver' - (d) 'break' - (f) 'rest' - (g) 'daily rest period' – (j) 'driving time' - (k) 'daily driving time' - (m) 'maximum permissible mass' - (q) 'driving period'
	1. The daily driving time shall not exceed <u>nine</u> hours.
Article 6	However, the daily driving time may be extended to at most <u>10 hours</u> not more than twice during the week.
Article 7	After a driving period of <u>four and a half</u> hours a driver shall take an uninterrupted break of not less than <u>45 minutes</u> , unless he takes a rest period.
	1. A driver shall take daily and weekly rest periods:
Article 7	SIMPLIFICATION
	"The daily rest for the driver is <u>11 hours</u> " "The daily rest for a driver engaged in multi-manning is <u>9 hours</u> "

COUNCIL REGULATION (EEC) No 881/92 of 26 March 1992 "on access to the market in the carriage of goods by road within the Community to or from the territory of a Member State or passing across the territory of one or more Member State"

Article 1	 This Regulation shall apply to the international carriage of goods by road for hire or reward for journeys carried out within the territory of the Community.
	That is any natural or legal person transporting horses for the account of a third party
Article 2	Definitions: international carriage -
Article 3	1. International carriage shall be carried out subject to Community authorisation in conjunction with a driver attestation if the driver is a national of a non-member country.
Article 5	3. The Community authorization shall correspond to the model set out in of Annex I , which also lays down the conditions governing its use.

Blue card – DIN A4		ANNEX III	Colour pink – DIN A4	
		EUROPEAN CO	MMUNITY	
ANNEX I		(a)		
'ANNEX		(Colour pink —	DIN A4)	
EUROPEAN ECONOMIC COMMUNITY		(First page of the	attestation)	
(a)		(Text in (one of) the official language(s) of the Member State issuing the attestation)		
(Blue card — DIN A4)		Distinguishing sign of the Member State (?) issuing the attestation	Name of the competent authority or body	
(First page of the authorization)				
(Text in (one of) the official language(s) of the Member State issuing the authorization)		DRIVER ATTESTA	TION No.	
		for the carriage of goods by road for hire or ro		
State issuing the authorization Name of the competent authority or body		(Regulation (EEC) No 881/92 as amended by Regul	,	
State issuing the authorization Name of the competent authority or body . Distinguishing sign (')				
		This attestation certifies that on the basis of the documents pres-	ented by:	
		(*)		
AUTHORIZATION No				
for the international carriage of goods by road for hire or reward		the following driver:		
		Name and forename		
This authorization entitles (?)				
		Date and place of birth N	аровашу	
		Type and reference number of identity paper		
		Date of issue Pl	ace of issue	
to engage in the international carriage of goods by road for hire or reward by any route, for journeys or parts of journeys effected for hire or reward within the territory of the Community, as laid down in Council Regu-		Driving licence number		
lation (EEC) No \$81/92 of 26 March 1992 and subject to the general provisions of this authorization.		Date of issue	ace of issue	
Particular remarks :		Social security number		
		is seen based to according to the heat second stress of the	deletester residence and an anomalistic des all activity	
		 is employed, in accordance with the laws, regulations or adn agreements, in accordance with the rules applicable in the following 	ng Member State, on the conditions of employment and of	
		vocational training of drivers applicable in that Member State to	carry out road transport operations in that State:	
		Particular remarks;		
This authorization shall be valid from to				
Issued in on		This attestation shall be valid from to		
		Issued in or	1	
(⁰				
			(*)	
	-			

COUNCIL DIRECTIVE 96/53/EC of 25 July 1996 "laying down for certain road vehicles circulating within the Community the maximum authorized dimensions in national and international traffic and the maximum authorized weights in international traffic"

1. This Directive applies to:

.....

(b) the weights and certain other characteristics of the vehicles defined in (a) and specified in Annex I (2) to this Directive.

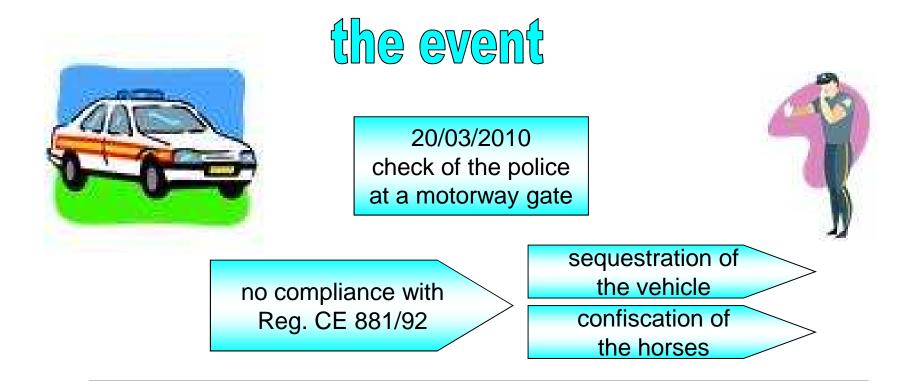
Article 2

Article 1

DEFINITIONS:

'motor vehicle' - 'trailer' - 'semi-trailer' - 'vehicle combination'

Annex 1	2. Maximum authorized vehicle weight (in tonnes)					
	2.2	Vehicle combinations				
	2.2.1	Road trains with five or six axles				
		(a) two-axle motor vehicle with three-axle trailer	40 tonnes			
		(b) three-axle motor vehicle with two or three-axle trailer	40 tonnes			
	2.2.2	Articulated vehicles with five or six axles				
		(a) two-axle motor vehicle with three-axle semi-trailer	40 tonnes			
		(b) three-axle motor vehicle with two or three-axle semi-trailer	40 tonnes			



the police called the veterinarian and said: "doctor we have detained 10 horses arriving from Belgium, please came to look after their welfare"

the 10 animals had been unloaded at an emergency control post

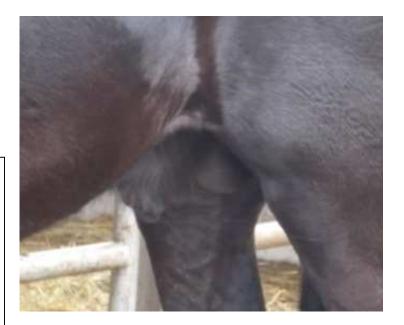


Identification of the animals



5 adult breeding horses: 3 stallions and 2 mares

the horses were loaded all together with a pregnant pony in the same compartment of the truck



1 pony a pregnant female



4 unbroken foals for slaughter



equines with evident transport stress

after 16 hrs of transport





Outcome of the control

JOURNEY LOG:

- 1) the stamp and signature of the organiser was indicated only on section 1
- 2) it was not identified with a distinguishing number;
- 3) points 4.2, 4.3, 5.4, 5.5, 6.1 of section 1 were not compiled;
- 4) sections 2 and 4 were not compiled;
- 5) the 5 pages were not fastened together.

Transporter authorisation: The transporter was not authorized for long journeys.

Health certificate: the certificate was issued for 8 animals only, but 10 animals were loaded. Two foals were without a passport.

Animal Welfare:

- Equines with evident transport stress;
- ► The little pregnant pony was loaded together with the adult horses;
- ► The broken horses were not divided in single stalls;

► The unbroken horses were transported on a long journey for more than 20 hours;

- ► 3 hostile stallions were loaded in the same compartment, not separated;
- 2 adult females were loaded together with 3 stallions;

FINE - Euro 12 744.00 – all animals unloaded at the emergency control point

no transport can be considered well planned, if the ORGANIZER plans the transport IN BREACH OF THE SOCIAL LAWS



we will never resolve the problem of the welfare of animals during transport IF THE PROVISIONS OF THE ANIMAL WELFARE LEGISLATION DON'T COMPLY WITH THE SOCIAL LAWS

Please let me rest. During the journey I had a lot of problems for the welfare of the driver

