Council of the European Union
General Secretariat

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CONTRIBUTION

From:	General Secretariat of the Council
To:	Working Party on Animals and Veterinary Questions (Animal Welfare)
N° prev. doc.:	6627/25
N° Cion doc.:	16405/23 + ADD 1
Subject:	Proposal for a Regulation of the European Parliament and of the Council on the protection of animals during transport and related operations, amending Council Regulation (EC) No 1255/97 and repealing Council Regulation (EC) No 1/2005 - Consultation on Annex Va - Comments from delegations

Delegations will find in annex submissions from delegations concerning the Presidency text on Annex Va of the proposal for a regulation on protection of animals during transport and related operations.

Delegations will also find in annex a proposel for a template of the contingency plan as submitted by the Slovenian delegation.

AW transport - Annex Va - 6627-25
From: AT, CY, CZ, DE, EE, ES, FI, FR, GR, HU, IE, IT, LV, NL, PT, RO, SE, SI

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Guidelines to be followed

Please kindly provide your contributions in the table below.

Drafting suggestions: you may use '**track changes**' or formatting (for example **bold-underline** for additions and ~~strike-through~~ for deletions, **where necessary, in a different colour**).

Name of document: please add the **two initials** of your delegation's country followed by a space (to the MS Word document name), followed by any optional text, for example, for Austria: **AT comments on … .docx**

Thank you for your cooperation!

Presidency text	Drafting suggestions and Comments
General comments	CZ (Comments): We support the proposed more general wording of the contingency plans in the Annex. We suggest inserting the contingency plans and their specific content to be submitted for approval directly into the body of the Regulation, for Articles 7 and 8 where we consider this important. DE (Comments): We support the introduction of Annex Va. In general, we suggest another structure: a. Risk analysis of the most likely animal welfare hazards b. Preventive measures to avoid or minimize risks c. Describe emergency measures to ensure animal welfare

Presidency text	Drafting suggestions and Comments
	Point a) and b) refer to Article 7 of Commission Implementing Regulation 2023/372 and should apply to the specific leg of the journey by land and sea for which the transporter is responsible for. Our approach is to make transporters more responsible and to find out for themselves and keep themselves informed of the risks on the leg of the journey for which they are responsible and what measures can be taken to minimize these risks. Furthermore, the risk analysis may reveal risks/hazards that are not listed under number 2. As mentioned in our comments on Article 7(2a)(e) of the latest consultation on Chapter II, we do not necessarily see the need for contingency plans for ro-ro vessel operators or airlines, but are open if other delegations with relevant experience are in favour of this. EE (Comments): Contingency plan should work as a working document or "live document". The organizer must check the document / plan before each journey and make corrections if needed. We see that it is very important that the organizer don't fill this obligation because its demand from the regulation but because its valid and important to all the parties who are

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Presidency text	Drafting suggestions and Comments
	involved during the journey. Also, the CA must check this plan – not every time but without notice. ES (Comments): Several relevant information might be added in order to find responsibilities and to be able to take enforcement actions and penalties by the competent authorities: contact person responsible on animal welfare included telephone number and e-mail address and Member State where it is established, information to identify the journey and the type of export (by sea/ Airway), animal species exported, operators involved. Emergency contact phones (Telephone emergencies (rescue service, police number…). Telephone contact point of the exit point in the European Union (tel. inspection service). FI (Comments): The contingency plan is also needed for livestock vessels, for example: if the vessel is not able to go to the harbor as planned, there should be plans for feeding and watering of the animals. HU (Comments):

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Presidency text	Drafting suggestions and Comments
	Overall, we consider the direction taken by the document to be positive. We have observed that some parts of the document may lack consistency, and certain practical elements might benefit from further refinement. We suggest that animal welfare be given particular emphasis in such situations, and that measures be structured based on whether the loading or the transfer of the animals is required. IE (Comments): Ireland welcomes the developing of the detail on what should go into a contingency plan, which will be helpful in creating a level playing field across the EU and will reduce welfare risks on animal journeys. IT (Comments): We are grateful to the Presidency and we support the addition to the text of Annex Va regarding a general contingency plan. SI (Comments): Slovenian template of Contingency plan attached.
	PT (Comments):

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Presidency text	Drafting suggestions and Comments
	We consider that a general contingency plan should be previewed for authorization purpose and then specific contingency plans for long journeys, journeys to third countries and journeys when there is a means of transport transfer. The contingency plan can be the same, for similar journeys. During the livestock vessel operations, the organizer should present a contingency plan. SE (Comments): We are generally pleased with the content of Annex Va. The level of detail is appropriate, making contingency plans easier to adapt to different situations and means of transport. We do have one outstanding issue, however. This is in regard to paragraph 2(f). We do hope our drafting suggestion will be considered and the text duly revised moving forward.
2023/0448 (COD))	

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Presidency text	Drafting suggestions and Comments
ANNEX Va	
CONTINGENCY PLAN	GR (Comments): Greece has no further comments for this Annex
As referred to in Articles 7 and 8	AT (Comments): Austria thanks the Polish Presidency for the new annex regarding contingency plans. It is particularly positive that the contingency plan is now also mandatory for application for transporter authorization for short journeys. DE (Drafting suggestions): As referred to in Article~~s~~ 7 ~~and 8~~ DE (Comments): Please see comment under Article 8(3)(b)iii. of the latest consultation on Chapter II. PT (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	As referred to in Articles 7 and 8 **and for the purpose of EU intra trade certification of long journeys, journeys for third countries and journeys that involve a means of transport transfer** PT (Comments): Include the need for a contingency plan not only for authorization purposes, but also for the journey authorization, under the TRACES and export certification.
	DE (Drafting suggestions): **0. The contingency plan shall include a risk analysis of the most likely animal welfare hazards related to the specific leg of the journey by land or sea. The risk analysis should be repeated regularly in order to identify, assess and prioritize risks.** DE (Comments): We suggest that the contingency plan includes a risk analysis by the transporter of the most likely animal welfare hazard (please also refer to our general comment above). The re-evaluation of the risks to newly arising situations shall also be addressed here to account for the

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Presidency text	Drafting suggestions and Comments
	transporters obligation according to Article 18(3), now amended according to footnote 6 of the latest consultation on Chapter II, to keep the contingency plan updated.
1. For each of the contingencies referred to in point 3, for each part of the journey, including where relevant, the part on a roll-on-roll-off vessel, the contigency plan shall:	CY (Drafting suggestions): For each of the contingencies referred to in point **2**~~3~~, for each part of the journey, including where relevant, the part on a roll-on-roll-off vessel**, a livestock vessel or an aircraft** the contingency plan shall: DE (Drafting suggestions): 1. For each of the ~~contingencies~~ **animal welfare hazards** referred to **in Point 0** ~~point 3, for each part of the journey, including where relevant, the part on a roll-on-roll-off vessel~~, the contingency plan shall: DE (Comments): The wording has been amended to take account of the newly inserted number 0. HU (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	1. For each of the contingencies referred to in point ~~3~~ **2**, for each part of the journey, including where relevant, the part on a roll-on-roll-off vessel, the contigency plan shall: IE (Comments): Ireland's comments on roll-on-roll-off (RoRo) vessels under Footnote 5 to Point 1 of Article 7, in the document "IE Comments on AW transport – Chapter II – Pcy text 6626-25" apply here also. Requiring a transporter authorisation for RoRo vessel operators allows Ireland to require detailed contingency planning from ferry companies. LV (Drafting suggestions): For each of the contingencies referred to in point 3, for each part of the journey, including where relevant, the part on a roll-on-roll-off vessel, the contigency plan shall address four things: 1) **when contingency plan shall be activated, 2) what actions should be taken, 3) who is responsible for taking those actions, and 4) how stuff can accomplish them.** **Contingency plan should be adjusted to each journey.** LV (Comments):

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Presidency text	Drafting suggestions and Comments
	Latvian delegation proposes that contingencies could be divided depending on topics: Human and animal connected Transport connected Journey connected Accidents Weather conditions NL (Drafting suggestions): For each of the contingencies referred to in point ~~3~~**2**, for each part of the journey, including where relevant, the part on a roll-on-roll-off **and livestock** vessel, the contigency plan shall: NL (Comments): A reference is made to point 3, but we suspect this must be point 2 instead. A specific reference is made to RoRo-vessels. We do however suggest that this chapter of the annex should also apply to livestock vessels. And thus we suggest to add them specifically as well.

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Presidency text	Drafting suggestions and Comments
	PT (Drafting suggestions): For each of the contingencies referred to in point **2**~~3~~, for each part of the journey~~, including where relevant, the part on a roll-on-roll-off vessel~~, the contigency plan shall PT (Comments): We think that is point 2 and not 3 Its not cleat why the reference is only for the RO-RO? The contingency plan should also apply to livestock vessels and air transport
a) describe the ways to address the contingency and to maintain or restore the welfare of the animals transported;	DE (Drafting suggestions): a) describe the ways to address the ~~contingency~~ **animal welfare hazards** ~~and to maintain or restore the welfare of the animals transported~~; DE (Comments):

Presidency text	Drafting suggestions and Comments
	Please refer to the general comments above. We have deleted the second part of the sentence, as the measures taken to address the hazard are aimed at maintaining/restoring animal welfare. HU (Drafting suggestions): a) describe the ways to address the contingency ~~and~~ to maintain or restore the welfare of the animals transported;
b) describe actions which transporters, attendants, drivers or animal welfare officers, as applicable, are to follow;	DE (Drafting suggestions): b) describe actions which transporters, attendants, drivers or animal welfare officers, as applicable, are to follow **in case of a contingency, including, where relevant, procedures for emergency killing and disposal of carcasses**; DE (Comments): We suggest to explicitly include emergency killing and disposal of carcasses on livestock vessels as pointed out in the Network Document on Livestock Vessels. HU (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	b) describe actions which transporters, attendants, drivers ~~or~~ **and** animal welfare officers, as applicable, are to follow; NL (Drafting suggestions): b) describe actions which transporters, attendants, drivers or animal welfare officers, as applicable, are to follow **and provide them with a checklist to do so**; PT (Drafting suggestions): Describe the **responsabilities and the** actions which **organisers,** transporters, vessel **masters**, attendants, drivers or animal welfare officers, as applicable, are to follow; PT (Comments): The responsibilities of the different players should not be described. It seems to us that the organisers and the master are missing. The vessel master has to weigh up the different actions according to the safety of the vessel.

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Presidency text	Drafting suggestions and Comments
c) include the contact details of the persons to be contacted in case of need, including the emergency contact number of the transporter and of the organiser.	CY (Drafting suggestions): c) include the contact details of the persons to be contacted in case of need, including the emergency contact number of the transporter ~~and of~~ the organiser, **the competent authority and the police at the place where the application is submitted**. **The emergency contact numbers of all the competent authorities and police in the countries through which the overall journey will take place shall be included and updated for each specific journey.** ES (Drafting suggestions): c) include the contact details of the persons to be contacted in case of need, including the emergency contact number of the transporter and of the organiser. IT (Comments): The plan must include also the international emergency number 112. NL (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	c) include the contact details of the persons **and relevant authorities** to be contacted in case of need, including the emergency contact number of the transporter and of the organiser. PT (Drafting suggestions): include the contact details of the persons to be contacted in case of need, including the emergency contact number of the transporter and of the organiser **and the contact of the Competent Authorities on departure, destination and transit** PT (Comments): And the CA contacts at the place of departure, destination, including the police contacts.
	AT (Drafting suggestions): **d) the contact details of the relevant competent authorities along the transport route** ES (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	d) Clarify for each contingency, the person responsible and who will carry out the actions and their contact telephone numbers. e) Preventive measures LV (Drafting suggestions): d) phone number of police in countries the vesicle passes thrue.
2. The contingency plan shall address at least the following contingencies:	AT (Comments): The list of emergencies can be expanded and is therefore not intended to be exhaustive. IT (Comments): For us the list could be exhaustive as is it now. At least for terrestrial transports, we suggest not to add more points, so to avoid excessive administrative burden for Competent Authorities that have to check the contingency plans. However, we can accept the wording “at least” to give flexibility to adapt the minimum content for other types of transport, such as maritime transport operated by livestock vessels.

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Presidency text	Drafting suggestions and Comments
	NL (Drafting suggestions): The contingency plan **shall comprise an extensive risk analysis and** contain at least the following contingencies: NL (Comments): We suggest that the emergency plan is to be drawn up on the basis of a comprehensive risk analysis.
a) delays during the journey;	HU (Drafting suggestions): a) **significant** delays during the journey; HU (Comments): We believe that a threshold should be defined, after which a delay must be addressed. Several different incidents can cause delays, including many of the points listed below. LV (Drafting suggestions): a) **contingency connected with journey:** 1a) delays during the journey;

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Presidency text	Drafting suggestions and Comments
	2a) road closures that impact or limit animal transport; 3a) delays of the air transport or connection transport delayed. LV (Comments): The situations should be foreseen in airport too. Especially, if flight has connections and connected flight is missed/changed etc. RO (Drafting suggestions): a) delays during the journey, **including the measures taken to provide the extra quantities of water feed and needed**
	HU (Drafting suggestions): **aa) consignments being stuck in heavy traffic jams** HU (Comments): This issue also need to be addressed
b) change of the planned place of destination;	AT (Drafting suggestions): b) change of the planned place of destination **due to road closures, construction sites or road diversions**; DE (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	b) change of the planned **assembly centre or** place of destination **and control posts**; DE (Comments): We suggest to add further places that may not be reached as planned. HU (Drafting suggestions): change of the planned place of destination **or any other places indicated in the journey log**; HU (Comments): Change of the place of destination is not always considered as contingency situation among others this can be a response of some real emergency situation. Therefore, we consider this more as a preventive measure to avoid an emergency situation." IT (Drafting suggestions): Change of the planned place of destination **and of the planned route** NL (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	b) change of the planned place of destination**, control post, assembly center, or change of the planned roro- or livestock vessel**; NL (Comments): We suggest that point 2.b to also includes changes in the route or control posts/assembly centers en route.
c) delays in loading and unloading;	ES (Drafting suggestions): c) delays **or impossibility** in loading and unloading HU (Drafting suggestions): c) **significant** delays in loading and unloading; HU (Comments): We believe that a threshold should be defined, after which a delay must be addressed.
d) accident involving the means of transport or the animals;	HU (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	d) accident involving the means of transport, **the driver, the attendant, the animal welfale officer** or the animals; LV (Drafting suggestions): d) **contingency connected with road/rail/ accident**: 1d) accident without traumas of humans or animals; 2d) transport change; 3d) animal escape during the accident; 4d) animal death during the accident; 5d) traumas of stuff or animals during the accident.
e) breakdown or malfunctioning of the equipment, such as the temperature control system where available, or the ventilation system;	DE (Drafting suggestions): e) breakdown or malfunctioning of the equipment, such as the temperature control system ~~where available~~, ~~or~~ the ventilation system**, temperature monitoring system, feeding or watering systems or drainage systems**; DE (Comments): We suggest to complete the list with further systems which in the event of failure can cause an emergency situation by land and sea.

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Presidency text	Drafting suggestions and Comments
	FR (Drafting suggestions): e) breakdown or malfunctioning of the equipment, such as the temperature control system where available**, the drinking distribution system,** or the ventilation system; HU (Drafting suggestions): breakdown or malfunctioning of the equipment, such as the temperature control system where available, ~~or~~ the ventilation system **or the drinking and feeding system**; LV (Drafting suggestions): e) **contingency connected with breakdown or malfunctioning of the equipment:** 1e) defective or stop of ventilation; 2e) water or feed supply disruptions. 3e) power outages; 3e) malfunctioning of temperature control system; 4e) malfunctioning of GPS system. NL (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	e) breakdown or malfunctioning of the equipment, such as the temperature control system where available, **drinking system** or the ventilation system; NL (Comments): We suggest to add the drinking system. PT (Drafting suggestions): e) breakdown or malfunctioning of the equipment **and the means of transport** ~~, such as the temperature control system where available, or the ventilation system;~~ PT (Comments): There are other types of equipment breakdowns RO (Drafting suggestions): e) breakdown or malfunctioning of the equipment, such as the ventilation system, temperature control system or **the automatic feeding or drinking equipment**, where available
f) in case the means of transport is not equiped with temperature control system, unforeseen high or low external temperatures;	AT (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	f) ~~in case the means of transport is not equiped with temperature control system,~~ unforeseen high or low external temperatures; AT (Comments): The external temperatures should also be taken into account in the presence of a temperature control systems. DE (Drafting suggestions): f) ~~in case the means of transport is not equiped with temperature control system~~, unforeseen high or low external temperatures; DE (Comments): Unforeseen high or low temperatures represent a risk that must be countered regardless of how the means of transport is equipped. SE (Drafting suggestions): f) ~~in case the means of transport is not equiped with temperature control system,~~ unforeseen high or low ~~external~~ temperatures **affecting the animals transported**; SE (Comments):

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Presidency text	Drafting suggestions and Comments
	The contingency plan needs to address the contingency of unforeseen high or low temperatures independent of whether the vehicle is equipped with a temperature control system. The relevant temperatures are the temperatures affecting the animals, as such this provision cannot be restricted to external temperatures.
	DE (Drafting suggestions): **fa) unforeseen high or low temperatures inside the means of transport;** DE (Comments): The temperatures inside the means of transport have a direct effect on the animals and are therefore more important than the outside temperatures.
g) unforeseen adverse weather conditions, including storms, flooding;	LV (Drafting suggestions): g) **contingency connected with unforseen weather conditions:** 1g) extremely high or low temperatures; 2g) hurricanes, storms, thunders, flood or extreme humidity; 3g) wildefire etc PT (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	unforeseen adverse weather **and sea** conditions, including storms, flooding,
h) sudden illness of the driver, the attendant or the animal welfare officer;	DE (Drafting suggestions): h) sudden illness of the driver, the attendant or the animal welfare officer **or other relevant staff necessary to ensure animal welfare**; DE (Comments): Livestock vessels need sufficient staff for caring for animals and supplying them with feed, water and bedding. ES (Drafting suggestions): h) **Immobilisation of the vehicle** **h.i. Actions in the event of a breakdown** **h.ii. Actions in the event of immobilisation due to traffic problems** h.iii. Actions in the event of driver's illness, the attendant or the animal welfare officer; LV (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	h) **contingency connected with human or animal disease outbreak** PT (Drafting suggestions): h) sudden illness of the driver, the attendant, **master** or the animal welfare officer;
i) animals becoming unfit for transport during the journey;	DE (Drafting suggestions): i) animals becoming ~~unfit for transport~~ **sick or injured, giving birth or having aborted** during the journey; DE (Comments): We suggest to specify the term “unfit for transport” as sick, injured and animals that have aborted or given birth (incl. the new born) require special attention and rapid remedial measures to ensure that their situation does not deteriorate during the journey. EE (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	Animals becoming unfit for transport during the journey, **clinical signs noted, and measures taken for animal welfare** EE (Comments): The text itself is too vague. The attendant should describe the problem and take action to prevent more animals becoming unfit. ES (Drafting suggestions): (including emergency slaughter or slaughter) NL (Drafting suggestions): i) animals becoming unfit for transport during the journey **or animals becoming in need of extra care during the transport**; NL (Comments): We suggest to add animals that become in need of extra care during the transport. RO (Drafting suggestions): i) animals becoming unfit for transport during the journey, **including the treatments administered, the methods of emergency killing and disposal of carcasses**

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Presidency text	Drafting suggestions and Comments
j) in case of exports to third countries, refusal of entry into the territory of the third country.	DE (Drafting suggestions): j) in case of exports to third countries, refusal of entry into the territory of the third country **and unforeseen prolonged waiting times at the border.** DE (Comments): We consider it particularly important to include long waiting times at the border, as these can last several days/weeks and can lead to serious animal welfare problems. HU (Drafting suggestions): ~~j) in case of exports to third countries, refusal of entry into the territory of the third country.~~ HU (Comments): We do not consider it appropriate to place the responsibility on the transporter in this case, as such situations typically involve multiple parties. We are not confident that the transporter alone would be able to

Presidency text	Drafting suggestions and Comments
	resolve the situation effectively. We believe those situation shall be addressed by the COM to have a uniform approach IT (Comments): We support the inclusion of this point in the list, which is extremely important to prevent animals from suffering at the border, in case of refusal of entry.
	AT (Drafting suggestions): **k) in case of natural disasters such as earthquakes, mudslides or floods** LV (Drafting suggestions): **g) intentional attacks on vesicle, animals, or stuff.** NL (Drafting suggestions): **k) Fire;** **l) Mechanical breakdown of the means of transport;** **m) Outbreak of a contagious animal disease.** NL

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Presidency text	Drafting suggestions and Comments
	(Comments): We suggest some additions to the list mentioned. PT (Drafting suggestions): k) presence of animals with an infectious or contagious disease or any other condition or trauma, including a description of the emergency slaughter methods used and the measures for the removal of the carcasses
	AT (Drafting suggestions): **l) for delays in unloading at the port and loading onto the booked livestock vessel** ES (Drafting suggestions): l) Incidents at the point of departure (animals escaping/falling into the sea at the ports) IE (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	Suggest also the inclusion of fire on board a vessel, and spillage of dangerous substances on a vessel. PT (Drafting suggestions): **3. On livestock vessel operations the organizer should present a contingency plan that includes actions in case:** • **Unexpected delay of the operations** • **Escape of the animals** • **Presence of unfit animals during the livestock vessel loading operation** • **Need for treatment and special assistance by a veterinarian** PT (Comments): On livestock vessel operations we propose to add a new paragraph with the organiser contingency plan
	AT (Comments):

Presidency text	Drafting suggestions and Comments
	From Austria's perspective, the contingency plan should not only be general, but also route-specific: Emergencies on ships or ferries are handled differently than emergency on the road. This should be taken into account when developing the contingency plan. PT (Drafting suggestions): **4. In case of a contingency the organizer and the transporter must contact the Competent Authority on departure and destination.**

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NAČRT UKREPOV OB NEPREDVIDLJIVIH DOGODKIH
za pridobitev dovoljenja za prevoznika za dolge vožnje
(na podlagi točke b (iv) prvega odstavka 11. člena Uredbe Sveta (ES) št. 1/2005)

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1. DEL **Osnovni podatki o vlagatelju**	
Ime in priimek:	
Naslov:	
Telefonska številka:	
Prevoznik:	

2. DEL **VSEBINA NAČRTA OB NEPREDVIDLJIVIH DOGODKIH**
Vsako potovanje ima svoj specifičen načrt ukrepov, ki upošteva vse pogoje, ki so za določeno potovanje potrebni!
Načrt ukrepov ob nepredvidljivih dogodkih mora vsebovati vsaj:
1. seznam telefonskih številk in kontaktov ključnih oseb;
2. seznam telefonskih številk in kontaktov odobrenih kontrolnih točk (počivališč za živali) na poti;
3. seznam telefonskih številk in kontaktov veterinarskih ambulant na poti;
4. protokole za preverjanje sposobnosti, dobrega počutja in obnašanja živali;
5. jasno razumljive ukrepe za zagotovitev reševanja živali iz vozila med požarom ali drugimi nesrečami na poti;
6. sporazum o asistenci na cesti oziroma pogodbo o sodelovanju z drugim prevoznikom (velja samo za vlagatelje iz tretjih držav).

V_____, dne:_____

Podpis:_____

IZPOLNITI PRED NAČRTOVANIM POTOVANJEM:

Seznam telefonskih številk in kontaktov ključnih oseb

	Telefonska številka	Mobilna številka
Policija Reševalci Gasilci		
Center za obveščanje		
Organizator vožnje		
Prevoznik		
Nadomestni voznik		
Vlečna služba/mehanik		

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Seznam telefonskih številk in kontaktov odobrenih kontrolnih točk (počivališč za živali) na poti

Ime in država	Naslov	Telefonska številka

Seznam telefonskih številk in kontaktov veterinarskih ambulant na poti

Ime in država	Naslov	Telefonska številka

Uporabne spletne strani

	e-naslov
Vremenska napoved	
Stanje na cestah	

Ukrepanje v primeru:

Obvozi, zapore cest ali nepričakovana gradbena dela, ki povzročajo zamude:
Načrtovani cilj je potrebno spremeniti (npr. zaprtje obrata):
Potovanje je daljše od pričakovanega:
Okvara vozila ali nedelujoča nujna oprema:
Nenadna bolezen voznika:
Žival med prevozom postane neprimerna za vožnjo in/ali jo je potrebno evtanazirati:
Pojav nepričakovanega slabega vremena:
V primeru izvoza v tretje države, zavrnitev vstopa na ozemlje tretje države:

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