

Let's speak about long journeys between EU Member States and third Countries because

- 1) I gained experience in these types of transports
- 2) these transports present the most relevant problems

what is the founding pillar of the free trade of live animals between Member States ?

THE CHECK AT PLACES OF DEPARTURE, made in compliance with the sector legislation

animal welfare during transport means the compliance with:

- **Regulation EC 1/2005** *“on the protection of animals during transport”*
- **COUNCIL DIRECTIVE EC 96/93** *“on the certification of animals and animal products”*
- **Regulation EU 882/2004** *“on official controls performed to ensure the verification of compliance with animal welfare rules”* –
Dir. 96/93 and Reg. 882/2004 in 2019 will be repealed and replaced by:
- **Regulation 625/2017** *“on official controls and other official activities performed to ensure the application of, rules on animal health and welfare ...”,*

In support of my statement, the first "whereas" of Directive 96/93 says:

Whereas Council Directive 89/662/EEC of 11 December 1989 concerning veterinary checks in intra-Community trade with a view to the completion of the internal market⁽³⁾ and Council Directive 90/425/EEC of 26 June 1990 concerning veterinary and zootechnical checks applicable in intra-Community trade in certain live animals and animal products with a view to the completion of the internal market⁽⁴⁾, put the responsibility on the Member State of production or dispatch to ensure that veterinary checks, and where applicable, certification, are carried out in an appropriate manner;

how is the implementation of this rule in the check of animal welfare during transport at departure place

MY PERSONAL EXPERIENCE

Sanctions in Italy to **TRANSPORTERS** in case of violations of the regulation are very strict: from 1000 to 15000 euro

THE PROCEDURE I USED during the check in case of infringement:

- unloading animals in a Control Post
- practical dispositions in order to continue the transport in compliance with the regulation
- sanctions to the TRANSPORTER
- information to the contact point of the State of departure and to the Italian contact point

OUTCOME

less breaches but I didn't reach the expected result

Why? what was my mistake?

I believed to be able to stop the violations of the Regulation levying fines to TRANSPORTERS

Now, I can say that the only way to set to zero the 70% of the infringements is to guarantee welfare of animals prior to departure

**Let's assess together a non compliant transport of the
28th of June 2018**

Documental problem



**about the
journey
log**

SECTION 1

Classe (*) (*) EXPORTATION	1.2 Nom de la personne responsable du voyage
	1.3 Téléphone/Télocopie

2. DUREE TOTALE PREVUE (heures/jours) : **954 km = 16 hours – expected duration time**

3.1 Lieu et pays de DEPART 87590 FRANCE	4.1 Lieu et pays de DESTINATION 36045 ITALIE
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3.2 Date 28/06/2018	3.3 Heure	4.2 Date 28 106 2018	4.3 Heure 20
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5.1 Espèces Bovins	5.2 Nombre d'animaux 32	5.3 Numero(s) du (des) certificat(s) vétérinaire(s) 87 4 INTRA.FR.2018.0 36
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5.4. Estimated total weight of the consignment (in kg):	5.5. Total space provided for the consignment (in m ²): 34
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6. LISTE DES POINTS DE REPOS, DE TRANSFERT OU DE SORTIE PREVUS

6.1 Nom des lieux ou les animaux pourront se reposer ou seront transférés (y compris les points de sortie)	6.2 Arrivée		6.3 Durée (en heures)	6.4 Nom et n° d'autorisation du transporteur (s'il est distinct de l'organisateur)
	Date	Heure		

REGULATION EC 1/2005

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:

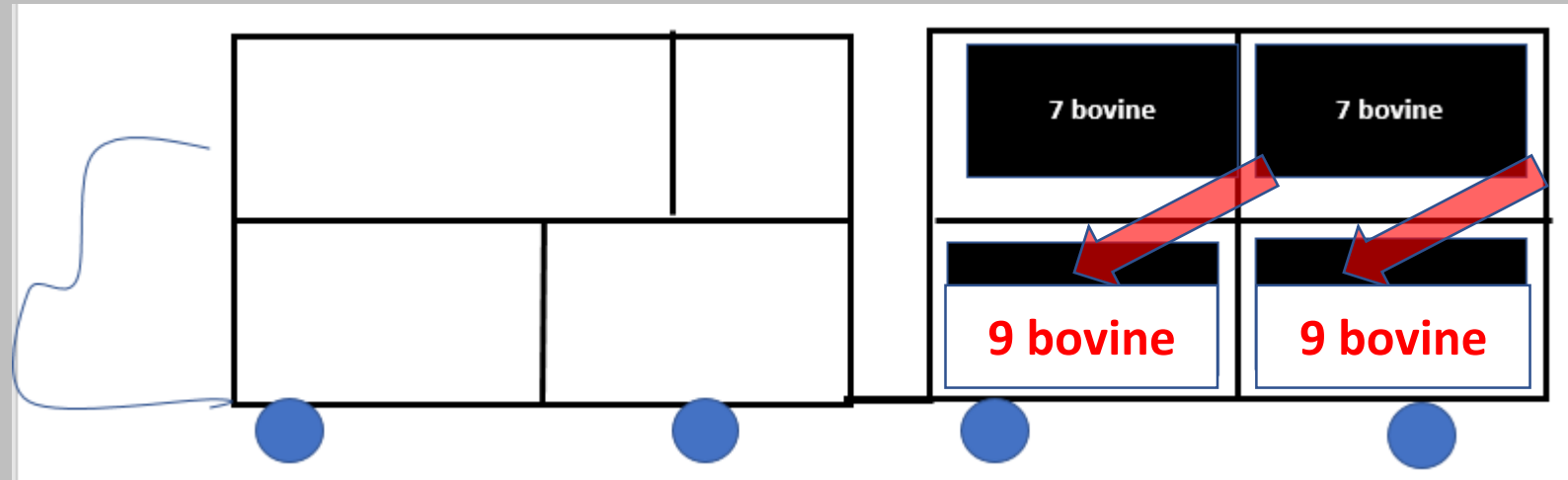
(a) carry out appropriate checks to verify that:

(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;

Welfare problem

it was a transport of 33 bovine, average weight 400 kg

about
loading
density



$$1,06\text{m}^2 \times 33 = 35\text{m}^2$$

uneven distribution of the
animals in the compartment

According to the driver, the veterinarian was not present at departure place

Section 2 – point 10 of the journey log

8. ADDITIONAL CHECKS AT DEPARTURE

9. VETERINAIRE sur le lieu de départ (nom et adresse)

VETERINAIRE
N° d'ordre :
123, Je R77
Tél :

10. I, veterinarian, hereby declare that I have checked and approved the loading of the animals mentioned above. According to my knowledge, at the time of departure, the animals were fit for transport and the means of transport and the transport practices were in accordance with the provisions of Council Regulation (EC) No 1/2005.

11. Signature of the VETERINARIAN

The same veterinarian who stamped and signed section 2 of the journey log stamped and signed the Intra trade health certificate TRACES

TRACES part II: certification – point 3.6

(5)(6)II.3.6 At the time of inspection, the animals covered by this health certificate were fit to be transported in accordance with the provisions of Council Regulation (EC) No 1/2005 on the intended journey due to start on (insert date).

II.3.6

At the time of inspection, the animals covered by this health certificate were fit to be transported in accordance with the provisions of Council Regulation (EC) No 1/2005 on the INTENDED JOURNEY due to start on (insert date).

I want to underline, the application of the sanction to the TRANSPORTER only can't win the bad transport arising by the competition.

For example, an excessive loading density is the consequence of the agreement between keeper at the place of departure, keeper at the place of arrival, organizer and a deficient assessment of the data by the veterinarian.

THE LOADING DENSITY CAN'T CHANGE DURING THE TRANSPORT.

Animals are not use to do hitchhiking



CONCLUSION

to solve the problems arising from a bad planning of the journey, as: excessive loading density, breaching of the rest period, not realistic data on journey log, etc. ...

**IT IS NECESSARY
TO**

impose sanctions to the organiser who doesn't fill in the whole data in section 1 of the journey log or fills in the journey log with misleading data.

make compulsory the veterinary control of the loading **at the departure** for long transports

**punish false or misleading declarations as foreseen by
article 138 – regulation 625/2017**

**ARTICLE 4 DIRECTIVE
96/93**

- (a) a certifying officer has knowingly issued a fraudulent certificate, the competent authority shall take all necessary steps to ensure, as far as is possible, that the person concerned cannot repeat the offence;
- (b) an individual or an undertaking has made fraudulent use of or has altered an official certificate, the competent authority shall take all necessary measures to ensure, as far as is possible, that the individual or undertaking cannot repeat the offence. Such measures may include a refusal subsequently to issue an official certificate to the person or undertaking concerned.

**ARTICLE 138 REGULATION (EC)
625/2017**

5. The competent authorities, in the case of issuance of false or misleading official certificates or in the case of abuse of official certificates, shall take appropriate measures, including:

- (a) the temporary suspension of the certifying officer from its duties;
- (b) the withdrawal of the authorisation to sign official certificates;
- (c) any other measure to prevent a reoccurrence of the offences referred to in Article 89(2).

another big problem in the assembly centers

pursuant to annex II - paragraph 3 of the regulation the organizer shall:

3. The organiser shall:

(a) identify each journey log with a distinguishing number;

(b) ensure that a signed copy of Section 1 of the journey log, properly completed except as regards the veterinary-certificate numbers, is received within two working days before the time of departure by the competent authority of the place of departure in a manner defined by such authority;

actually in a lot of cases the animals are loaded on the vehicle at the assembly center and the organizer has still to decide where to send the consignment.

what kind of information can he give to the veterinarian about expected journey time?

BIG PROBLEM

**MANY
QUESTIONS**

**WHAT'S THE
SOLUTION?**

(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;

THAT'S IS NOT REALISTIC

The only way to handle and look after unweaned animals is to plan transports in compliance with the cattle guidelines of the EU Commission

Better Practices regarding feeding drinking and resting (page 50)

218. The provision of liquid feed to calves in transit is considered to be impractical with current truck design. After 9 h of transport, un-weaned calves must be given a **rest period of at least 1 h so that they can be given liquid and/or fed (milk)**. This normally requires unloading of the animals (e.g. at a control post). Milk or other suitable liquid feed should be given by means of a system with rubber teats. Calves should be fed individually and then be rested for an appropriate duration before travelling again

Suggested modifications of the regulation

- ❖ However, in 20 years of experience in transport controls, speaking about adult bovine transport, I never saw animals using the fix bowls to drink.
- ❖ I never saw any attendants feeding the animals on the vehicle, with the only exception for adult horses, because it is impossible to feed and water properly each animal on board a vehicle, in the normal international trade with the allowed stoking density.
- ❖ Moreover it's very important to have a clear idea of the necessary time if you want to feed and water the animals on board : you need at least 5/6 hours.
- ❖ To feed and water animals on board the vehicle, it must be an emergency when you can't find a place where to unload the animals and take care of them.

suggested modifications of the regulation

the stop of 1 hour after the first period of transport, it's useful for the resting of the animals only, but it's possible to get the animals resting simply with a good transport, that's: appropriate bedding,, right loading density and good driving.



if it is difficult (eufemism) to water and feed animals during transport on vehicle, it is impossible/not realistic provide water and feed in case of animals transports by means of vehicles loaded on to ferryboat.

it is compulsory for the driver to stay out of the vessel hold

suggested modifications of the regulation

ANIMALS TRANSPORT BY ROAD TOWARDS THIRD COUNTRY.

is it possible to guarantee the animals welfare during transport by road towards Turkey and the north African States?

ANIMALS TRANSPORT BY ROAD TOWARDS THIRD COUNTRY

RISK ASSESSMENT

AGE OF THE ANIMALS

WEIGHT OF THE
ANIMALS

CATEGORY OF THE
ANIMALS

Loading density

vehicle facilities

Weather forecast
Temperature inside the vehicle 3 - 6 °C hotter than outside

EXPECTED DURATION TIME
OF THE JOURNEY

the stop to provide feed
and water to animals

Rest at control post

stop for drivers resting

stop at the border for
the customs control

road quality

traffic forecast

Weather forecast

REALISTIC EMERGENCY PLAN

CONTROLS OUT OF EU BORDERS

EXCHANGE OF INFORMATION
BETWEEN COMPETENT AUTHORITIES

ANIMALS TRANSPORT BY ROAD TOWARDS THIRD COUNTRY

RISK ASSESSMENT

with so many changeable parameters, what's your opinion about the possibility to have these data and plan a **REALISTIC** journey log in the aim to guarantee the animal welfare?



(20) Insufficient exchange of information between competent authorities leads to inadequate enforcement of Community legislation for the protection of animals during transport. Accordingly, it is necessary to set up flexible procedures to improve the level of collaboration between the competent authorities in the different Member States.

suggested modifications of the regulation

At page 70 of the EFSA "Scientific Opinion Concerning the Welfare of Animals during Transport - 2011, it's made a recommendation:

Recommendation

- **Pigs** should be fasted before transport. Water should always be available at the farm, assembly point and lairage. During long transports (over 8 h) water should be provided at rest stops. It is unnecessary to provide water continuously while the vehicle is in motion.

I say: it's not only unnecessary but it's self-defeating to provide water continuously while the vehicle is in motion.

If there is time look at the next slide.

the pig has to make a pressure directly on the steel teat, when he needs to drink.

it's easy to imagine the problems that are arising if you provide water continuously while the vehicle is in motion

- **when the driver brakes, changes gear or changes direction of the vehicle motion, the steel teat can cause lesions to the mouth of the pig who is drinking.**
- **the vehicle vibrations and centrifugal force cause difficulty in maintaining the balance of the pig, who is trying to drink, so that the most of the water falls on the floor**
- **the pigs moving near the wall-side of the compartment, make involuntary pressure on the steel teats, causing the water to fall on the floor**
- **in case of transport under 0°C the ice can break the metal tube of the watering system.**

The water falling down on the floor can cause a lot of problems:

- it wets the bedding, and as a consequence the pigs can't rest comfortably**
- the pigs that are moving, slide on the wet floor with risk of lesions**
- The pigs who are sleeping, get wet with consequent serious cooling problems**
- The water provision is lost.**



THANK YOU
FOR YOUR
ATTENTION