

# Better Training for Safer Food Initiative

Training course on "Animal Welfare during transport"

Author: David Pritchard

Enhancing implementation  
and increasing awareness  
on EU legislation on animal  
transport

*This presentation has been produced under the contract n. 2012 96 04 with the Executive Agency for Health and Consumers (EAHC). The content of it is the sole responsibility of Istituto Zooprofilattico Sperimentale dell'Abruzzo e del Molise "G. Caporale", Teramo and can in no way be taken to reflect the views of the Executive Agency for Health and Consumers or any other body of the European Union. The Executive Agency for Health and Consumers or any other body of the European Union will not be responsible under any circumstances for the contents of communication items prepared by the contractor.*

Slovenia/Italy, 24-27 June, 2014

# Outline

EU laws on animal welfare

Transport legislation is a Regulation

Directly applicable but

Serious difficulties in implementation

Commission Report 2011

- Lack of officials? Lack of coherent strategy?
- Lack of awareness among stakeholders?

Right message to the right people

## Preface

EC NO 1/2005 is not a perfect piece of legislation- it is a political compromise. Much Criticism of welfare during transport focuses on what goes wrong - especially long journeys and fails to understand realities of the Single European market and trade

BUT this Regulation and the efforts of official veterinarians has enhanced welfare during transport and done MUCH GOOD

BUT most transporters have where necessary raised their game

SO Most animals in the EU are transported only for short distances in better, cleaner vehicles are well handled and cared for and journeys are better planned and implemented by transporters

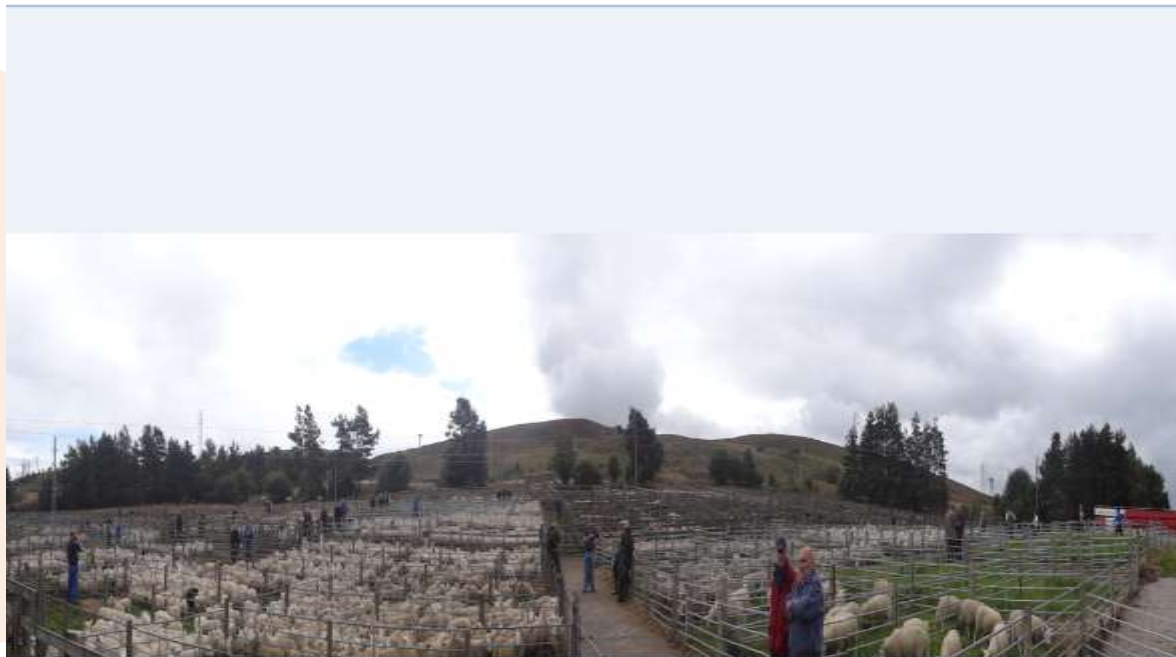




















## Background and a new trend

**EU Animal Welfare  
Strategy  
2012 - 2015**

- Changing values for the animals in the European society
- New scientific knowledge: AW indicators
- Market drivers
- Integration of AW with sustainable agenda

**Do we need a new legal  
framework?**



# Animal Welfare Strategy 2012 - 15

## Conclusion:

- **Lack of enforcement**

## Strategic action:

- **Support member states and take action to improve compliance**

## Recommendation:

- **Proper education strategy**
- **BTSF**

The Commission will also amplify its role in advising Member States' competent authorities and encouraging cooperation, exchange of best practices and agreement of common targets and guidelines through thematic working groups and events.



EUROPEAN COMMISSION

Brunels, 15.2.2012  
COM(2012) 6 final/2

### Contenu

Adopté et complété le COM(2012) 6 final de 19 janvier 2012  
Concerne toutes les versions linguistiques

Suppression de la directive 29 au remplacement de l'annexe de l'acte approuvé

COMMUNICATION FROM THE COMMISSION TO THE EUROPEAN  
PARLIAMENT, THE COUNCIL AND THE EUROPEAN ECONOMIC AND SOCIAL  
COMMITTEE

on the European Union Strategy for the Protection and Welfare of Animals 2012-2015

(Text with EEA relevance)

[SEC(2012) 35 final]  
[SEC(2012) 36 final]

Available:

[http://ec.europa.eu/food/animal/welfare/tranSPORT/docs/10112011\\_report\\_en.pdf](http://ec.europa.eu/food/animal/welfare/tranSPORT/docs/10112011_report_en.pdf)



European  
Commission



## EU Animal Welfare strategy: 2012–2015



Better welfare for animals:

Under the guiding principle “Everyone is responsible,” the Strategy takes a multi-layered approach that includes:

- dealing with Europewide problems with a set of general principles that will simplify rules and improve enforcement;
- improving the training of animal keepers and veterinarians who inspect farms;
- supporting EU countries in their compliance with EU rules;
- building international cooperation toward improving animal welfare;
- improving consumer information and their empowerment.

[http://ec.europa.eu/food/animal/welfare/docs/brochure\\_aw\\_strategy.pdf](http://ec.europa.eu/food/animal/welfare/docs/brochure_aw_strategy.pdf)



# Milestones in improving animal welfare

- The application of animal welfare is a priority for the EU
- EU is proud of achievements and widely recognised as a global leader in animal welfare
- EU laws based on scientific knowledge
- EU standards have been able to improve the quality animal lives matching with citizens expectations and market needs

[http://ec.europa.eu/dgs/health\\_consumer/information\\_sources/docs/ahw/milestones\\_aw\\_en.pdf](http://ec.europa.eu/dgs/health_consumer/information_sources/docs/ahw/milestones_aw_en.pdf)

# Milestones in improving animal welfare

- The EU Lisbon treaty recognised animals as “sentient beings” and welfare of farmed animals became valued the European Union
- New strategy for Protection and Welfare of animals 2012-2015 aims to ensure that farm animals are kept, transported under conditions that do not subject them to maltreatment, abuse, pain or suffering



# Milestones in improving animal welfare

- Around 4 million cattle, 28 million pigs, 4 million sheep, 1 billion poultry and 150 thousand horses are transported within EU each year
- Between member states 65-70% are short journeys, 30% long journeys and 5% very long journeys
- Rules for animal welfare during transport were first implemented in 1977

# European Union Types of laws

## Article 288( TFEU)(ex Article 249 TEC)

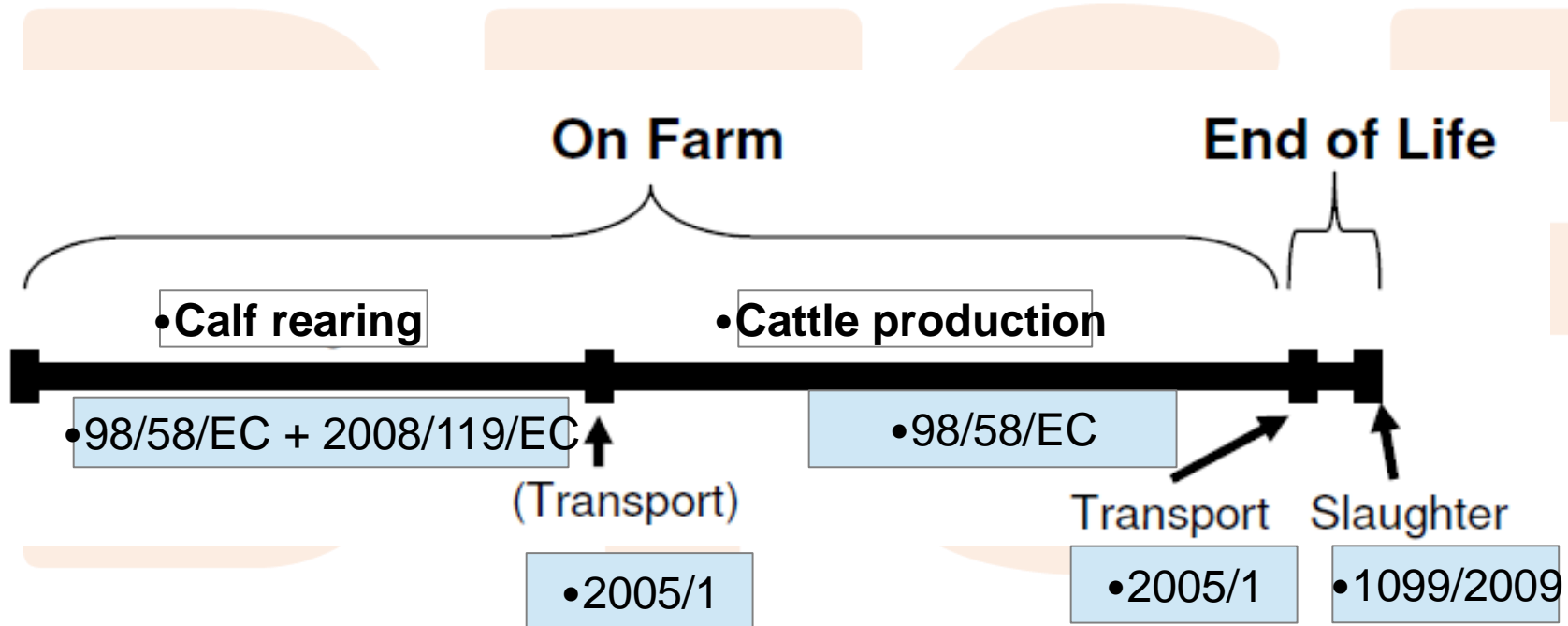
- To exercise the Union's competences, the institutions shall adopt regulations, directives, decisions, recommendations and opinions.
- A regulation shall have general application. It shall be binding in its entirety and directly applicable in all Member States
- A directive shall be binding, as to the result to be achieved, upon each Member State to which it is addressed, but shall leave to the national authorities the choice of form and methods.
- A decision shall be binding in its entirety. A decision which specifies those to whom it is addressed shall be binding only on them.
- Recommendations and opinions shall have no binding force

# EU laws on animal welfare

## European Union (EU) laws

- protect farm animals on-farm, during transport and at slaughter, Laboratory animals and animals in zoos.
- provide a comprehensive framework to support animal welfare and ensure that member states implement and make checks for compliance.
- provide for the Food and Veterinary office to audit and make on the spot checks of Members States implementation.

# EU welfare laws for cattle







European  
Commission



# Commission Decision 2013/188/EU

## Annual reports on non-discriminatory inspections. Proforma electronic model

- No of inspections
- No of animals physically checked
- Means of transport
- Accompanying documentation
- Non-compliance – category & No.
- Actions taken

Health and  
Consumers

Consumers,  
Health And Food  
Executive Agency

17.4.2017



Official Journal of the European Union

L 101/087

### COMMISSION IMPLEMENTING DECISION

of 19 April 2013

on annual reports on non-discriminatory inspections carried out pursuant to Council Regulation (EC) No 1308/2006 on the protection of animals during transport and related operations and amending Directive 609/1986 and 111/1986 and Regulation (EC) No 1259/07

(notified under document C(2013) 2006)

(Text with EEA relevance)

(2013/188/EU)

THE EUROPEAN COMMISSION,

having regard to the Treaty on the Functioning of the European Union,

having regard to Council Regulation (EC) No 1308/2006 of 12 December 2006 on the protection of animals during transport and related operations and amending Directive 609/1986 and 111/1986 and Regulation (EC) No 1259/07, and in particular Article 18(2) of that Regulation,

Whereas

(1) Regulation (EC) No 1308/2006 lays down rules for the protection of the animals carried out within the Union, including the specific checks to be carried out by official or competent authority or having the same capacity of the Union. Article 17(1) of Regulation (EC) No 1308/2006 provides that the competent authority is to check the requirements of that Regulation have been complied with, by carrying out non-discriminatory inspections of animals, means of transport and accompanying documents (non-discriminatory inspections).

(2) In addition, Article 17(2) of Regulation (EC) No 1308/2006 provides that Member States are to submit to the Commission by 15 June each year an annual report for the previous year on the non-discriminatory inspections (the annual report). The annual report as to be accompanied by an analysis of the most deficiencies observed and to avoid plan to address them.

(3) The Report from the Commission to the European Parliament and the Council on the impact of Council Regulation (EC) No 1308/2006 on the protection of animals during transport (1) considered that implementing measures should be adopted concerning the reports to be performed by the competent authority of the Member States in accordance with Article 17(1) of Regulation (EC) No 1308/2006.

(4) This report also considered that the inclusion of the reporting system should be further harmonised, in a manner possible between and more comparable data.

(5) Accordingly, the Decision should establish a harmonised model form for the annual report and, in order to

replace the administrative burden on Member States, it should also provide for the annual report to be submitted electronically to the Commission.

(6) Non-discriminatory inspections are carried out by the competent authority or official representative of a journey. They are carried out before departure, during the journey, or arrival at the place of destination and after the completion of the journey. During a non-discriminatory inspection, the competent authority may carry out a number of checks to verify compliance with these provisions. This may include checking the animals are fit for being transported, checking the the means of transport is fulfilling the requirements of Union legislation or other the equipment for the necessary requirements. The competent may or may not be informed beforehand.

(7) Inspections often anticipate the non-discriminatory inspections will be carried out before departure on long journeys between Member States and with short distances and after arrival at the place of destination where it is a high-risk and such non-discriminatory inspections may involve checks of large number of animals. Accordingly, in the annual report those non-discriminatory inspections should be listed separately from random and risk-based non-discriminatory inspections which are usually not anticipated and may cover a smaller number of animals.

(8) Non-discriminatory inspections carried out before or during journeys include checks by the competent authority of any accompanying documents that are required to be made available to them non-discriminatory inspections should be conducted for regularly from non-discriminatory inspections carried out after the completion of a journey, which include checks of journey logs or physical book, transport documents, with the sole purpose of verifying compliance with the requirements set out in paragraph 1, 4, 15, 17 and 18 of Article 1 of Chapter V of Annex I to Regulation (EC) No 1308/2006 concerning journey time and resting periods.

(9) Accordingly, in order to ensure a proper completion of the information collected during the non-discriminatory inspections, this Decision should provide for three different types of non-discriminatory inspections to be reported separately for the purpose of the annual report. These three types of non-discriminatory inspections should cover: non-discriminatory inspections carried out at place of departure before the

Available: <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2013:111:0107:0114:EN:PDF>

# Commission Decision 2013/188/EU

## Data collection and reporting

PART 2

[Member State]  
[yyyy]

Table 1  
Types of non-discriminatory inspections carried out pursuant to Article 27(1) of Regulation (EC) No 1/2005

Section A: number of non-discriminatory inspections carried out by the competent authority

Section B: number of animals, means of transport and accompanying documents checked during the non-discriminatory inspections

Species (*)	Bovine			Porcine			Ovine ~ Caprine			Equidae			Other Species (specify and add columns as necessary)		
	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3
Types of non-discriminatory inspections (**)															
Section A:															
Number of non-discriminatory inspections															
Section B:															
Animals															
Means of transport															
Accompanying documents															

(\*) List the number of non-discriminatory inspections in Section A and list the number of animals, means of transport and accompanying documents checked in Section B, separately for the different species of animals.

**COMMISSION IMPLEMENTING DECISION of 18 April 2013 on annual reports on non-discriminatory inspections carried out pursuant to Council Regulation (EC) No 1/2005 on the protection of animals during transport and related operations and amending Directives 64/432/EEC and 93/119/EC and Regulation (EC) No 1255/97**



European  
Commission

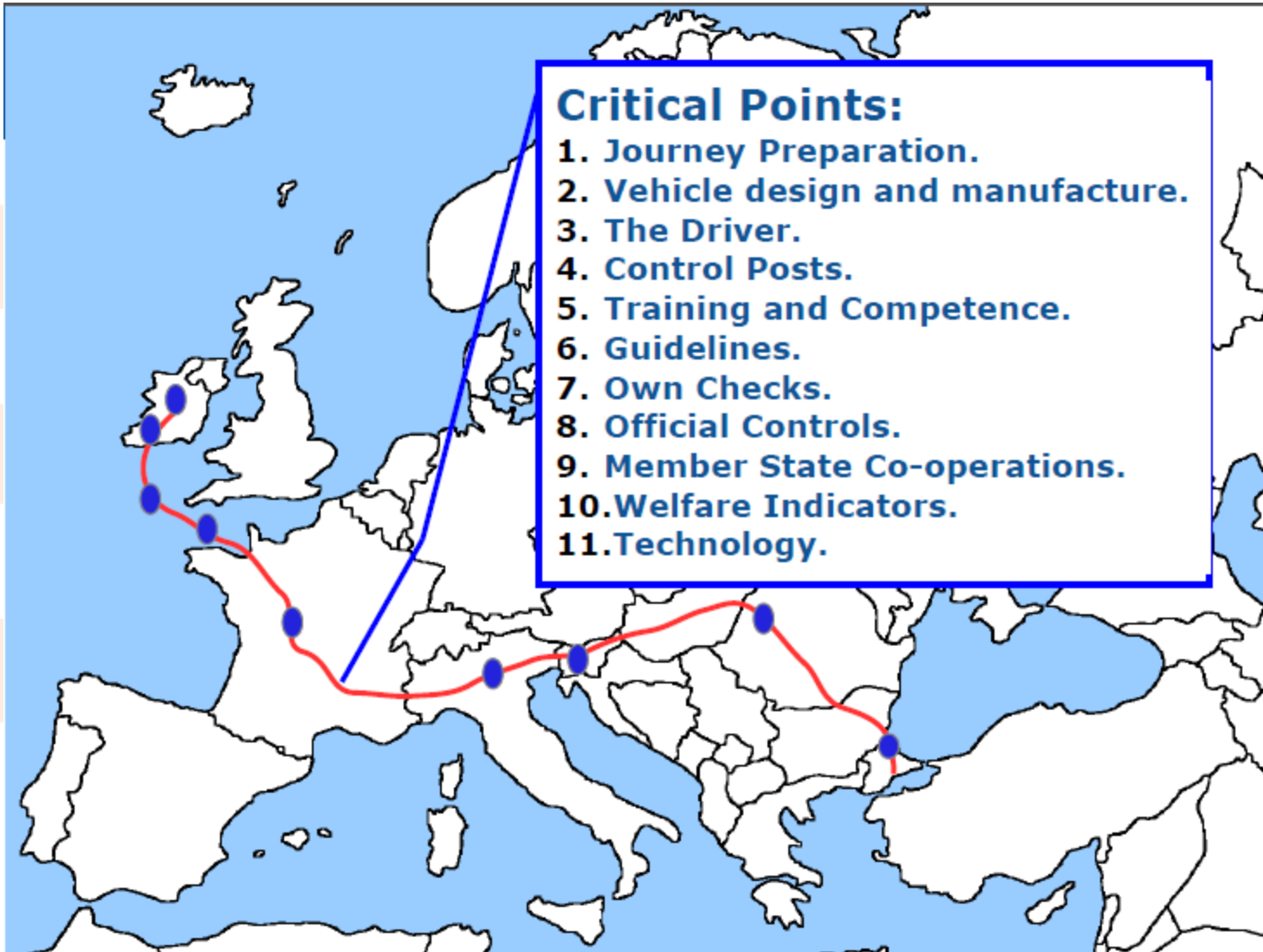
# Virtual Journey



Executive Agency



European  
Commission



### **Critical Points:**

- 1. Journey Preparation.**
- 2. Vehicle design and manufacture.**
- 3. The Driver.**
- 4. Control Posts.**
- 5. Training and Competence.**
- 6. Guidelines.**
- 7. Own Checks.**
- 8. Official Controls.**
- 9. Member State Co-operations.**
- 10. Welfare Indicators.**
- 11. Technology.**



# Commission report on the impact of Regulation EC 1/2005 on the protection of animals during transport 2011

## Report on Animal transport Regulation

- ☐ Its impact on animal welfare during transport;
- ☐ Impact of the Regulation on trade within the EU;
- ☐ Socio-economic and regional implications;
- ☐ Implementation of the navigation systems;
- ☐ Enforcement of EU rules on animal welfare during transport.

# Commission report 2011 conclusions

1. The Regulation has had beneficial impacts on the welfare of animals during transport.
2. The Regulation introduced the requirement for vehicles approved for long journeys to be equipped with navigation systems. However, it appears that the full potential of the systems to decrease the administrative burden for the industry or to improve official controls is not being utilised.
3. According to the available data, the Regulation has not had any impact on the volume of the intra-Union trade in live animals.

# Commission report 2011 conclusions

1. The Regulation appears not to have provoked any impact on the animal production in remote regions. The introduction of the Regulation has led to an increase of transport costs but, likely due to competition in the transport sector, this increase has not been evenly distributed along the food chain and transport operators are mainly bearing the extra costs.

# Commission report 2011 conclusions

1. According to the EFSA opinion it appears that parts of the Regulation are not fully in line with the current scientific knowledge.
2. Enforcement of the Regulation remains a major challenge, partly because of differences in interpretation of the requirements and because of lack of controls by the Member States. Furthermore, the quality of monitoring data, submitted to the Commission by Member States, is often insufficient to provide a clear analysis of the situation and to allow planning of specific corrective measures at EU level.

# Commission report Controls by Member states

- If the Regulation had been properly enforced through the rigorous application of the journey planning and travelling time requirements, its impact on the welfare of animals would have been greater than is shown in this report
- The analysis indicates specific and different control needs and responsibilities in Member States from which the animals are sent, and those mainly responsible for controls on transit or at destination

# EC Report 2011 lack of enforcement

- Can have severe negative impact on animal welfare, some recurring examples of poor compliance such as:
  - (1) transport of unfit animals;
  - (2) overstocking of vehicles;
  - (3) transport of animals in vehicles in which the internal height of the compartments is inappropriate;
  - (4) animals not receiving enough water during the journey  
and
  - (5) animals being transported longer than the maximum allowed travelling time.



## Commission report enforcement

- Often, poor compliance appears to be related to improper enforcement
- ..... competent authorities are responsible for checking and approving the journey logs before long journeys, to ensure that they are realistic and indicate compliance with the Regulation on several occasions unrealistic journey logs have been approved.
- Some such journeys logs unrealistically assume an average speed of over 100 km/hour in order to reach the destination as indicated in the journey log.
- This may lead to journeys lasting for several hours more than the limits provided for in the Regulation
- When this occurs along with lack of space and lack of water, the outcome has been proven to be detrimental to the welfare of the animals.

# Understanding the legislation

Enhancing the advantages of complying with the law

Animal welfare is socially respectable

**Bad welfare=bad business**, animals are exhausted, loss weight, more exposed to diseases

**Good welfare=long term good business**

Risks of penalties = inform stakeholders of the sanctions

# Understanding the legislation

Implementing is not only about official checks

- The legislation possesses a logic that has to be explained
- Each stakeholder has to see their own interests in complying with the law

# Understanding the legislation

- Right message =
  - Translating in core messages
  - Adapt messages to the audience
  - Enhancing the advantages of complying with the law

# Understanding the legislation

- Translating the legislation in core messages
- Fitness = walk on 4 feet alone
- Proper vehicle = not dangerous for the animals
- Travel times = need to rest and water
- Space allowances = need to lie down, to move to access to water
- Etc.

# Communicating the legislation

- Right message to the right people:

- Officials
- Stakeholders
- Opinion leaders



# Communicating the legislation

Officials are at the fore front to explain the legislation

- Specialists on AW at central level
  - Specialists on AW at local level
  - Non specialist officials
- 
- **Vets in livestock markets, slaughterhouses, practitioners working for the government**
  - **Road police, customs officials, etc.**
  - **Magistrates**

# Communicating the legislation

- People who transport animals
  - **Specialised transporters**
  - **Farmers**
  - **Livestock market operators**
  - **Slaughterhouse operators**
  - **Livestock traders**

# Communicating the legislation

- People who send or receive animals

- Farmers
- Livestock market operators
- Slaughterhouse operators

# Communicating the legislation

- People who influence opinion
  - Leaders of influential groups (politicians, leaders of associations, etc.)
  - Scientists
  - Journalists

# Communicating the legislation

- Administrative means
  - Official journal
  - Administrative notes
- But many other media...
  - Internet pages
  - Press release
  - Leaflets
  - Professional assemblies and meetings
  - Special events

## Conclusion

- Implementing legislation is not only about organising official checks
- Implementing legislation is also about communicating the right messages to the right people at the right time



# Transport conference 2012 Ireland



- 1 For the sustainability of EU agriculture production and the wider economy, the transport of live animals is necessary. Consequently, a respect for the rules in place is essential, whereas non-respect cannot be tolerated.
- 2. Since the application of Regulation 1/2005 there has been concrete improvement to the welfare of animals during transport. Yet the situation is far from satisfactory. Many shortcomings are due to poor enforcement. These shortcomings are not solely confined to the long distance transportation of animals.

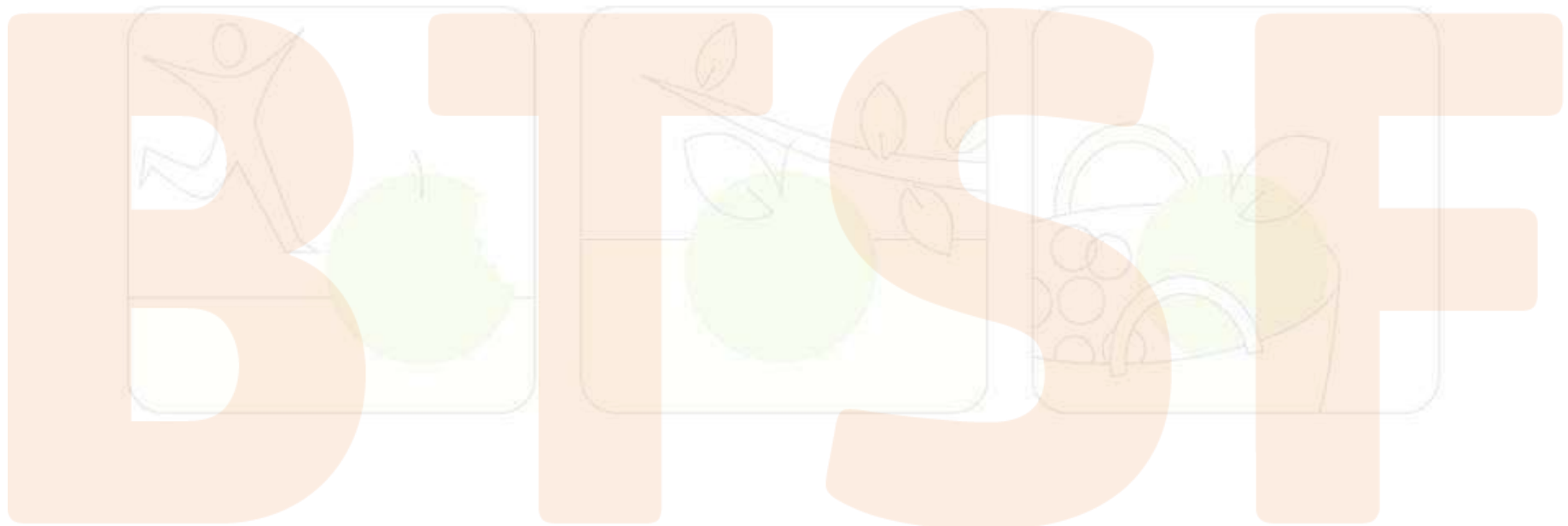


# Transport conference 2012 Ireland



- 3. All parties must continue to work together in an effort to further improve the welfare of transported animals. However, the divergent working conditions and interests of individual parties involved in all stages of the transport – from planning until the animals have been unloaded at the place of destination – must be respected. It is also important to ensure that operators who make a serious and conscious effort to abide by the rules and respect the welfare of animals are supported and encouraged to make further progress.

# •Questions?





*This presentation has been produced under the contract n. 2012 96 04 with the Executive Agency for Health and Consumers ([EAHC](#)). The content of it is the sole responsibility of Istituto Zooprofilattico Sperimentale dell'Abruzzo e del Molise "G. Caporale", Teramo and can in no way be taken to reflect the views of the Executive Agency for Health and Consumers or any other body of the European Union. The Executive Agency for Health and Consumers or any other body of the European Union will not be responsible under any circumstances for the contents of communication items prepared by the contractor.*

*Istituto Zooprofilattico Sperimentale dell'Abruzzo e del Molise  
"G. Caporale"*

*Campo Boario, 64100, Teramo, Italy  
Email: [sancotraining@izs.it](mailto:sancotraining@izs.it)  
Website: [www.sancotraining.izs.it](http://www.sancotraining.izs.it), [www.izs.it](http://www.izs.it)  
Phone: +39 0861 332673*

## **Better Training for Safer Food BTSF**

*European Commission  
Consumers, Health and Food Executive Agency  
DRB A3/042  
L-2920 Luxembourg*