

# Better Training for Safer Food Initiative

Training course on "Animal Welfare during transport"

**Title of the presentation:** The application of Council Regulation EC/01/2005: - critical interpretation issues;- controversial issues .

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**Slovenia/Italy, 24-27 June, 2014**

# Critical issues of interpretation and controversial issues- EC/1/2005 Outline

- Risk Based
- NGOs/ Veterinary inspectors 2009
- Commission - FVO and Impact Report 2011
- EFSA report 2011
- Council of Ministers report 2012
- European Parliament statement 2010
- Council of Ministers statement 2014

# Critical issues for welfare during transport

## RISK BASED

- SHORT JOURNEY

### VEHICLES



### ROAD



### DRIVERS

### SPECIES AGE

- LONG JOURNEY



### Feed & water



### Handling

### DISEASE RISK

# EFSA Report 2011 risks

Risks were analysed according to the following sections of Annex I (Technical Rules) to Regulation (EC) No 1/2005:

- | Fitness for transport;
- | Means of transport;
- | Transport practices;
- | Watering and feeding interval, journey times and resting periods;
- | Additional provisions for long journeys of domestic equidae and domestic animals of bovine, ovine, caprine and porcine species;
- | Space allowances.

## Inspectors Issues for clarification

- | The exact start of a journey
- | minimum amount of space above the highest point of the animal for each species.
- | educating the persons involved in and dealing with live animal transport, precluding shortcomings in dealing with living beings,
- | Define correctly non-suitable equipment .. and situations of poor animal welfare,
- | forcing transporters fastest route
- | more effective measures to avoid repeated violations.

## Inspectors perceived needs Vehicle standards

must define and set standards  
for Drinking devices,  
for moving floors,  
for ventilators,  
for navigation systems and  
other equipments used on-board vehicles designed  
for live animal transport.

# Critical issues of interpretation/ Controversial issues

- Economic activity
- Vehicle approval GPS water ventilation
- Journey length and time
- Temperature
- Harmonisation of education and training
- Journey plans
- Horses



# •Journey times

•Preconditioning – preparation

•Curfew - withdrawal feed

•Loading

•Journey part 1

•REST 1

•Journey part 2

•REST 2

•Journey part 3

•unload

•Post transport recovery

C  
Y  
C  
L  
E  
1

C  
Y  
C  
L  
E  
2

•Place of  
departure  
assembly centre

•Neutral time ?

•Control post

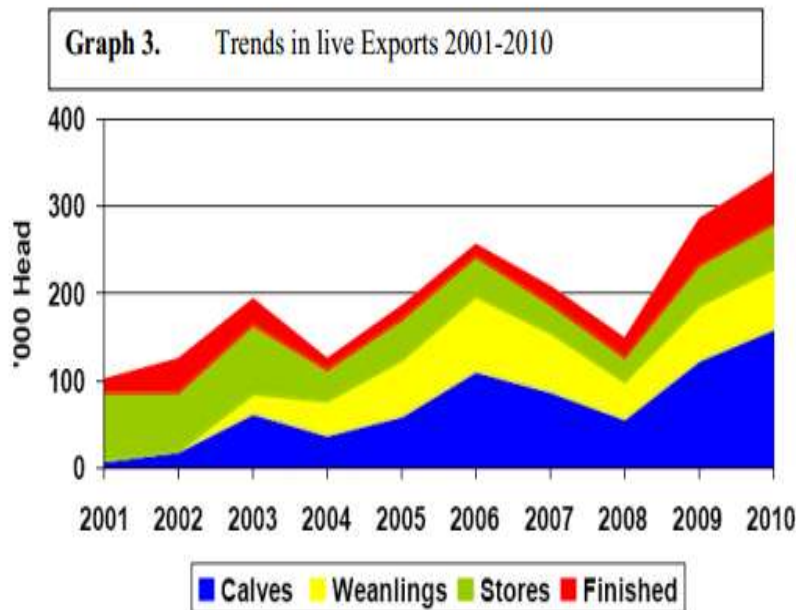
•Place of  
destination



# EC 2011 - impact report SCOPE

- | The Regulation applies to the transport of vertebrate animals transported in connection with an economic activity.
- | However, since the details of the Regulation mainly concern farmed animals such as cattle, pigs and horses, the content of this report mainly focuses on the transport of these animals.
- | It does not take the transport of other species, such as dogs and cats, poultry, animals kept for scientific purposes, and exotic species, into account.

# EC report 2011 impact of Regulation 1/2005 on Trade



Source: Bord Bia

Until 2009, no impact on regional animal production in remote areas are detected. Also slaughterhouses still operate in remote areas. No impact on the trade flows of live animals; International trade of live animals especially of pigs and poultry steadily increased in the period 2005-2009;

•[http://www.teagasc.ie/publications/2011/475/BEEF\\_CONFERENCE\\_PROCEEDINGS\\_050411.pdf](http://www.teagasc.ie/publications/2011/475/BEEF_CONFERENCE_PROCEEDINGS_050411.pdf)

# COMMISSION REPORT 2011 I

## Definitions

### •GLOSSARY OF TECHNICAL TERMS USED IN

- Consignment:** Animals of the same species, covered by the same veterinary certificate, conveyed by the same means of transport and grouped from same place of departure to same place of destination.
- Journey:** The entire transport operation from the place of departure to the place of destination, including any unloading, accommodation and loading occurring at intermediate points in the journey.
- Short (distance) transport:** A journey that does not exceed 8 hours.
- Long (distance) transport:** A journey that exceeds 8 hours but is shorter than a *Very long transport*.
- Very long transport:** A journey that exceeds 19 hours for young animals, 24 hours for horses and pigs and 29 hours for adult cattle (described as 19/24/29 in the text).
- Intra-Union trade:** Trade between EU Member States.

# EC 2011 report – Impact of 1/2005 -Implementation

- **Huge differences** exist between MS in the
- method and speed of implementation of the and enforcement of Regulation 1/2005;
- The **penalties** for infringements. For some countries the penalties are not dissuasive according to FVO missions;
- **Actions plans**. Some countries have no action plans, some restrict the action plans to training and development of guides to good practices ;others based the action plan on an analysis of the major deficiencies detected.

# Commission report 2011 Impact of 1/2005 – quality of animal transport

...since 2005 the overall quality of animal transport on long journeys has improved, notably due to improved vehicles and better handling of the animals ( due to stricter training obligations for personnel handling animals)

....% of transported animals with lameness, injuries, dehydration and exhaustion decreased, or remained unchanged..

.. Decrease in both "dead on arrival" and those "unfit to travel" on arrival at destination from 2005 to 2009.

..was greater for long transport than shorter transport.

# EC 2011 report on impact of 1/2005 – Income of transporters

- ..Improving animal welfare in a limited but beneficial manner
- ... the installation of **satellite navigation system** BUT.... use by transport companies ..and by National Competent Authorities is still in development;
- Possibly **reducing the income** of transport companies....complying with the regulation had higher administrative costs and higher cost for the mandatory investment in means of transport. Market price for transport of live animals stayed on the same level or decreased which leads to lower incomes for those transport companies complying the law.

# Commission report 2011 Impact of 1/2005 – Poor compliance

...**Market distortions** and other difficulties for operators due to differences in interpretation and enforcement..

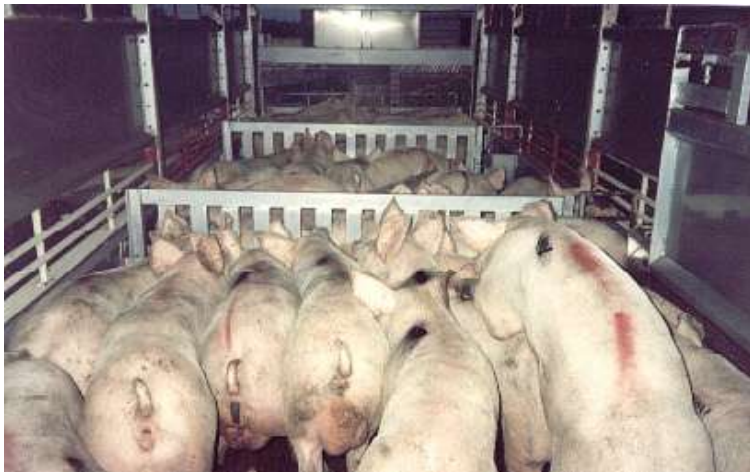
...**Poor compliance and improper enforcement lead to poor animal welfare..**

ISSUES?

- (1) transport of unfit animals;
- (2) overstocking of vehicles;
- (3) transport of animals in vehicles with inappropriate the internal height of compartments
- (4) animals not receiving enough water during the journey
- (5) animals being transported longer than the maximum allowed travelling time



# VEHICLES - PIGS Space Allowance Regulation EC/1/2005



- *Transport by road and by rail*
- All pigs must at least be able to lie down and stand up in their natural position, the loading density for pigs of around 100 kg should not exceed 235 kg/m<sup>2</sup>.

The breed, size and physical condition of the pigs may mean that the minimum required surface area given above has to be increased; **a maximum increase of 20 %** may also be required depending on the meteorological conditions and the journey time. ( 304 kg/m<sup>2</sup>)



# Commission report 2011 Impact of 1/2005 – Poor compliance due to Competent authorities?

...Often, poor compliance appears to be related to improper enforcement.

For example, CAs approving the journey logs before long journeys, ..are.. unrealistic journey logs have been approved by assuming an average speed of over 100 km/hour.

...leads to lack of space and lack of water, the outcome has been proven to be detrimental to the welfare of the animals.

...Penalties and sanctions

# BTSF booklet 2013 – Critical points

Factor	Critical control points
Journey Preparation	Approval by CAs of journey logs use models with realistic average speeds and include delays for loading, mandatory stops and delays at ports Contingency plans
Driver	Experienced for the type of livestock and journey Skilled compassionate handling Sufficient drivers to ensure both drivers meet social legislation and animals have required rest periods Verify journey times from drivers records and /or GPS records
Control Posts	Suitable for type of stock Have effective veterinary supervision bio-security and hygiene Record of actual use

# BTSF booklet 2013 – Critical points

Factor	Critical control points
Training and Competence	Driver and Attendants trained records of non-compliance
Own Checks	Has transporter an aide mémoire to ensure all checks are completed which is understood and used by drivers/ attendants
Official Controls.	Sufficient staff available in suitable places at times required for vehicle checks Cooperation between local officials, police and veterinary services
Member State Co-operations	Good communication and collaboration between local and national services Common interpretation of Regulation

# BTSF booklet 2013 – Critical points

Factor	Critical control points
<b>Welfare Indicators.</b>	<p>Slips and falls</p> <p>Baulks and reversals</p> <p>Dead during transit</p> <p>Downers</p> <p>Animals giving birth in transit</p> <p>Animals injured or diseased</p> <p>weight losses and poor body condition</p> <p>Weak and dehydration</p> <p>Dirty animals</p> <p>Animals showing pain or distress or inability to move /walk/bear weight on all four limbs</p> <p>Otherwise unfit to travel for the intended journey</p> <p>Will transport/ further transport cause injury or unnecessary suffering?</p> <p>Can journey be continued subject to particular precautions being taken based on veterinary advice? (Slightly injured or an ill animal)</p>

# BTSF booklet 2013 – Critical points

Factor	Critical control points
Technology	Inspectors able to access and understand journey records of vehicles using tachographs and/or electronic records of journey and temperature and loading sensors.



# **EU Commission CIRCABC Database of Guidance notes of Competent Authorities**

*Improved application of rules result from better understanding and several Member States have issued detailed easy to read guidance notes. All relevant CAs in the MSs have access to the Commission database CIRCABC where many of these guidance notes are stored in addition to being available on the CAs' own websites.*

*<https://circabc.europa.eu/faces/jsp/extension/wai/navigation/container.jsp>*



# EU Council conclusions 2012 economic activity

*ENCOURAGES the Commission to pursue, in the near future, the additional actions outlined in the report on the Transport Regulation and in doing so take into account scientific evidence, such as the EFSA opinions. Priority should be given to dissemination of **Commission guidance on interpretation of different aspects of the Regulation**, which have given rise to uncertainty when interpreting the Regulation, such as the term "economic activity".*

## UK view of economic activity

Council Regulation (EC) No. 1/2005 on the protection of animals during transport and related operations applies to all those involved with the transport of live vertebrate animals in connection with an economic activity ie a business or trade.

This includes amongst others:

- livestock and equine hauliers ; farmers ; commercial pet breeders;

The regulation also applies to those working at:

- Markets; assembly centres ; Slaughterhouse

The regulation does not apply ...where this is not in connection with economy activity. These journeys can be broadly described as those which are:

- not in the course of business or trade;
- not for hire or reward.

# EFSA opinion on transport 2011



European Food Safety Authority

EFSA Journal 2011; 9(1):1966

## SCIENTIFIC OPINION

### Scientific Opinion Concerning the Welfare of Animals during Transport<sup>1</sup>

EFSA Panel on Animal Health and Welfare (AHAW)<sup>2, 3</sup>

European Food Safety Authority (EFSA), Parma, Italy

This scientific opinion replaces the previous version published on 12 January 2011<sup>4</sup>.

#### ABSTRACT

The Scientific Opinion on the welfare of animals during transport reviewed the most recent scientific

# What did EFSA say was critical and controversial?

*! On fitness for transport, recommendations for cattle and poultry were focused on repeated humane handling and careful inspection prior to transport*

*! How many calves can you inspect in an hour?*

*! On the means of transport, use of partitions in horse transport*

*! Compulsory fasting of pigs*

*! Provision of water at stops, and*

*! Temperature limits for poultry were major recommendations.*

*! Journey times for caged rabbits include lairage*

# EFSA 2011 Poultry

## •RISKS

- Both type and age of bird determine its potential for reduced welfare
- Presence of metabolic disease and injuries in both broilers and laying hens may be exacerbated by poor transportation conditions and inappropriate handling.
- Current commercial conditions allow birds with both old injuries and catching/induced injuries, as well as those with pre/existing pathologies to be loaded and transported.

## •RECOMMENDATIONS

- To reduce these incidences, careful inspection of both broiler chickens and laying hens prior to transport
- specific thermal limits should be defined for broilers, laying hens and end of lay hens, e.g. the upper limit in a transport container for broilers should be 24-25 °C assuming a relative humidity of 70% or higher and that a lower limit temperature limit for broilers in containers should be 5 °C.
- When transporting poultry for 4 hours or more, vehicles should be equipped with mechanical ventilation systems.
- Introduce Temperature limits for newly hatched chicks
- Limits for stocking densities of broilers in transport containers should be related to thermal conditions. Numbers should be limited in conditions when external temperatures exceed the proposed acceptable range (e.g. > 22 °C) and on long journeys.

# EFSA horses and partitions and RORO ferries, slaughter horses

- *Equidae find it relatively difficult to maintain their posture during sudden vehicle movements, therefore it is recommended that partitions used between stalls should protect and physically isolate each animal*
- *In the case of horses space allowances should be given in terms of kg/m<sup>2</sup> instead of m<sup>2</sup>/animal where animals are likely to differ significantly in weight or body condition.*
- *On the additional provisions for sea transport, in horses it is recommended that the time spent on a **lorry loaded onto a vessel should be considered as journey time.***
- *In horses, when untrained horses of uncertain health status are transported for **slaughter**, the journey time should not **normally exceed 12 hours.***
- *Horses should have continual access to an unrestricted supply of clean drinking water for a period of one hour before transport and for one hour immediately following transport.*

## EFSA pigs fasting, Stable group vs Group size of 6, Journey times

- *Pigs should be fasted before transport and 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 but it is unnecessary to provide water continuously while the vehicle is in motion*
- *In relation to the transport practices it is recommended that wherever possible, animals should be kept in **stable social groups**.*
- *Pigs should be loaded onto vehicles in groups **no greater than six**. Sows and boars should be handled separately and transported in separate compartments*
- *In pigs, for journeys exceeding 24 hours, feed should be available every 24 hours at staging points followed by 6 hours rest.*



# EFSA 2011 Sheep and Cattle

- *In the case of sheep, acceleration, braking, stopping, cornering, gear changing and uneven road surfaces should be avoided and driving quality on long journeys monitored and recorded using accelerometers in the vehicles.*
- *Cattle should be provided with **sufficient space to stand without contact with their neighbours and to lie down if the journey is more than 12 hours.** Space allowances should be calculated according to **an allometric equation** relating size to body weight in cattle and sheep. For cattle with horns, space allowance should be 7% higher.*

## EFSA cattle - sea transport

- *In cattle, ventilation systems in vessels should have the capacity to prevent excessive heat load and electrolyte solutions should be made available on long sea journeys when there is a risk of heat stress*
- *Cattle should be offered water during rest periods on journeys of 8 to 29 hours. Adult cattle should not be transported on a journey of longer than 29 hours. After this time there should be a 24 hour recovery period with access to appropriate food and water.*
- *Cattle should be provided with sufficient space to stand without contact with their neighbours and to lie down if the journey is more than 12 hours. Space allowances should be calculated according to an allometric equation relating size to body weight in cattle. For cattle with horns, space allowance should be 7% higher.*

## EFSA rabbits

- *During transport of rabbits adequate ventilation has to be ensured to maintain the inside crate temperature within a range of 5-20 °C.*
- *In rabbits, time spent inside the containers during lairage should not be considered as a resting period but as journey time.*
- *In the case of rabbits transported in containers and kept at arrival for lairage journey time should be defined as commencing when the first animal is loaded into a container and as ending when the last animal is unloaded from a container*

# EFSA 2011 controversy Welfare assessment

- Identification of animal-based indicators of welfare during transport for their possible use as an alternative to the present legislative requirement
- An approach to risk/benefit
- assessment in animal welfare that is focused on defined welfare outcomes, rather than driven by input factors, is consistent with current thinking as exemplified by the Welfare Quality® project (Botreau et al., 2007).

# Welfare Quality assessment

## Good idea? Does it work

- *There are, however, several conceptual and practical problems associated with the use of animal-based assessments of welfare outcomes as a basis for legislation, codes of practice, or professional advice*
- **SUBJECTIVITY** *Any assessment of animal welfare based on observations of appearance, attitude and behaviour is likely to carry an element of subjectivity, especially when observers are required to "score" the intensity of an adverse (or beneficial) effect. It is necessary therefore to select animal-based indicators and a scoring system that will produce consistent results when used in practice by trained observers*
- **RISK** *that observation causes stress Further disturbance to the animals at an already stressful time (e.g. unloading) may exacerbate the stress.*

# Welfare Quality adjusted to practice

- They should, in most cases, be sufficient to provide inspectors with the necessary evidence to:
  - identify individuals at the point of departure that are unfit to travel;
  - provide evidence of adverse effects of the journey on some or all of the animals observed at their destination

# EFSA Inspections of animals as fit to travel

**Table 4. Summary of observations and clinical measurements that can be used as practical indicators of adverse effects of hazards associated with transport on animal welfare.**

<b>Adverse effect</b>	<b>Observations</b>	<b>Clinical measurements</b>
Heat stress	Thermal panting, drooling Extreme thirst Prostration, collapse, mortality Sweating (horses, cattle) Gaping, gular flutter (poultry)	Body temperature
Cold stress	Shivering, huddling Piloerection of feather erection Skin colour (pig, poultry) Prostration, collapse, mortality	Body temperature
Dehydration	Extreme thirst 'Skin-pinch test' Prostration, collapse, mortality	Haematocrit Blood pCO <sub>2</sub> , pH Urine colour, specific gravity
Exhaustion	Apathy, reluctance to move Prostration, collapse, mortality	Dark, firm dry carcasses Blood enzymes (CK, CPK)
Disease	Prostration, collapse, mortality Nasal, ocular discharge Abnormal respiration Diarrhoea, blood in faeces Vomiting (motion sickness in pigs)	Elevated body temperature Abnormal respiratory sounds Presence of pathogens
Pain & injury	Lameness, reluctance to move Abnormal body posture Skin lesions Swollen joints, feet	Inspection of affected areas (e.g. feet, suspected fractures) Hypersensitivity to touch
Fear	Vocalisation Escape behaviour Aggression (stamping, kicking) Urination and/or defaecation	Plasma corticosteroids Tonic immobility (poultry)



•Adverse effect	•Observations	•Clinical measurements
•Heat stress	<ul style="list-style-type: none"> <li>•Thermal panting, drooling</li> <li>•Extreme thirst</li> <li>•Prostration, collapse, mortality</li> <li>•Sweating (horses, cattle)</li> <li>•Gaping, regular flutter (poultry)</li> </ul>	•Body temperature
•Cold stress	<ul style="list-style-type: none"> <li>•Shivering, huddling</li> <li>•Piloerection of feather erection</li> <li>•Skin colour (pig, poultry)</li> <li>•Prostration, collapse, mortality</li> </ul>	•Body temperature
•Dehydration	<ul style="list-style-type: none"> <li>•Extreme thirst</li> <li>•“Skin-pinch test”</li> <li>•Prostration, collapse, mortality</li> </ul>	<ul style="list-style-type: none"> <li>•Haematocrit</li> <li>•Blood pCO<sub>2</sub>, pH</li> <li>•Urine colour, specific gravity</li> </ul>

# EFSA 2011 Controversial issues

- Space allowance
- Journey time
- Slaughter journeys horses
- Control posts
- Time at sea
- Drivers rules -Quality of training
- Compliance level



# Council of Ministers 19 May 2014

## Sweden Netherlands and Austria

### (2014 9395/14 AGRILEG 101 VETER 5)

1. establishment of a simplified version of the **journey log** and  
2. measures concerning **navigation system**

3. **report on the impact of the regulation** on the protection of animals during transport, and in doing so, . take into account scientific evidence, such as EFSA's opinions.

4. **Dissemination of Commission guidance** on interpretation of different aspects of the animal transport regulation including economic activity

5. adopting implementing rules in relation to **livestock vessels and**  
6. other areas where it is particularly important to ensure adequate and uniform enforcement of the legislation  
7. June 2012, more than 1.1 million Europeans had signed a petition to limit the transportation time of animals for slaughter to a **maximum of 8 hours**

8. March 2012, the European Parliament adopted a declaration on a maximum 8-hour journey limit for animals for slaughter transported in the EU

## Neutral time **CARGO SHIPS**

- Open Deck
- Shipments

- Scottish Livestock Containers







## Partitions

- Equidae shall be transported in individual stalls except mares travelling with their foals.
- The means of transport must be fitted with partitions so that separate compartments may be created, while
- providing all the animals with free access to water.
- The partitions shall be constructed in such a way that they can be placed in different positions so that the size of compartment can be adapted to specific requirements, and to the type, size and number of animals.



Partitions

# FVE/BEVA Horse transport meeting 2010

•The plight of horses sourced for slaughter was the main focus for discussion:

•**Key Issues :**

1.The a **practical enforcement** of the current Regulation at the beginning, middle and end of journeys

2.**Consistent enforcement** of the current Regulation across all Member States

3.That horses transported for **slaughter** should receive the same regard for their welfare as **competition and leisure horses**

# FVE/BEVA Horse transport meeting 2010

## •Key Issues:

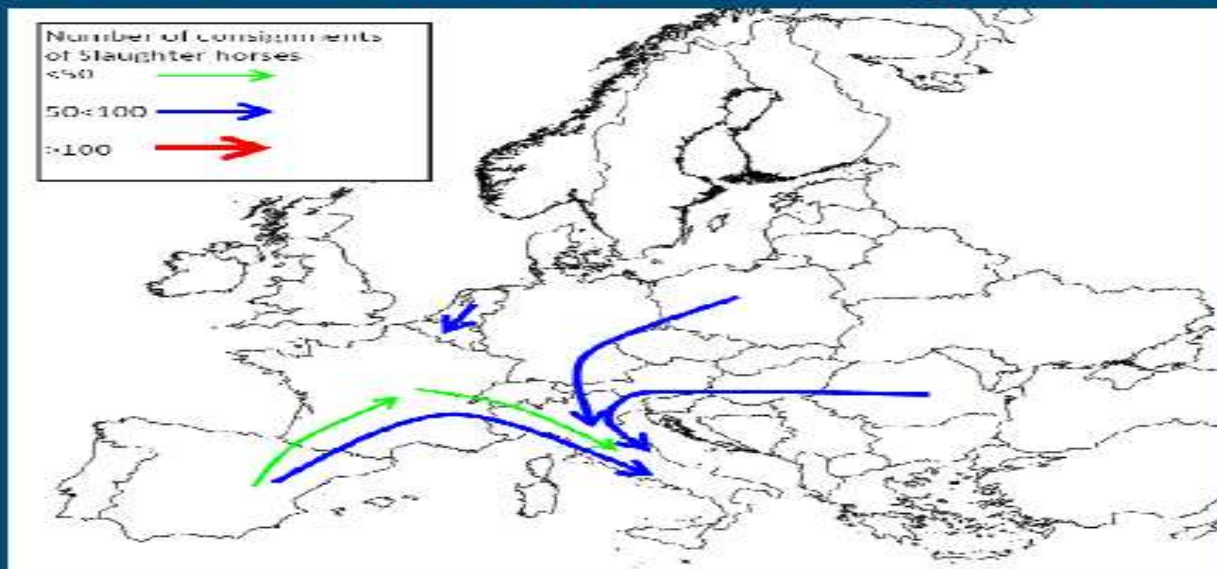
4.The lack of adequate assessments of fitness to travel, leading to diseased horses being transported greatly increasing the risk of transmitting infectious diseases across Europe.

5.These non-compliant shipments should be tackled through robust and thorough veterinary examination at each stage of the journey, coupled with rigorous identification procedures for every horse to ensure traceability.



# EU study on horse transport 2010

Trade flows of slaughter horses in 2008 (Jan-Sept)  
(>5% of total intra EU trade of slaughter horses)



Source: TRACES,  
October 2008

# EU study on horse transport 2010

## Costs

- Horses from Barcelona (ES) to south of Italy
- Compliance with rules
  - 22 horses
  - €5,000 (incl VAT) + €500 euro control post
  - Costs per horse: €250
- Non compliance with rules
  - 30 horses
  - €4,000 for a consignment
  - Costs per horse: €132

# EU study on horse transport 2010

## •Main results

- ✂ □ □ Horse are mainly transported alive to Italy;
- ✂ □ □ Main reason is that meat is 'stamped' as Italian horse meat realizing a much higher price;
- ✂ □ □ Many horses are imported in Italy from Poland, Spain and Romania;
- ✂ □ □ High 'profits' can be realized by NOT complying the rules (Regulation (EC) No 1/2005).



## SUMMARY

- Focus urgently on clearly defining what is a registered horse
- Enforce the category that needs it with meaning and with resource
- Registered horses to sign up to
  - ✓ Biosecurity Practices
  - ✓ Transport Codes
  - ✓ Keep competition frequency monitored
  - ✓ Use microchipping data collection opportunities
  - ✓ Work as partners and drivers
- Isolating slaughterhorse and other non registered long distance movements
  - by simple legislation
  - by intelligent enforcement

## World Horse Welfare's aims (2009)

- The introduction of a short, finite journey limit for horses being transported to slaughter;
- Minimum space allowance to properly reflect the size of the horse, pony or donkey;
- Improved partition design for individual stalls;
- Clarification of the definition of 'unbroken equidae';
- Detailed journey plans recording each stage of the journey;
- Compulsory 24-hour rest, off the vehicle for all horses, except registered animals, upon entry into the EU; and
- Robust enforcement of current legislation.



## Fitness to travel



## Fitness to travel: Injury

### Marlin *et al.* (2010):

- 50% of horses observed in Romania at loading had long-standing injuries.
- 25% of horses arriving in Italy had very recent injuries.

### Field observations September 2010:

- 95% of horses had some form of acute injury.
- 24% of horses had at least one acute injury involving subcutaneous or deeper tissues.



## Fitness to travel: Disease

### Field observations September 2010:

- **All** shipments contained horses showing visible signs of disease.
- **93%** of horses showed visible signs of disease.
- **71%** of horses had nasal discharge.
- **79%** of horses had ocular discharge.
- **37%** of horses had abnormal respiration.





## Conclusions – Part one

- Clear issues of compliance.
- The role of the vet is key.
- **Fitness to travel** – assessments before, during, after.
- Shared responsibility.
- **Rest**
  - Enforcement issue to ensure vehicles stop
  - Adequate provisions for rest
- **Water** - Provision before, during, after
- **Feed quality and quantity**

## Conclusions – Part two

- **Handling** –
  - Relate to Certificate of Competence
- **Unbroken**
  - Proper assessment before loading
- **Vehicle Construction**
  - Authorisation
  - Robust checks
- **Space Allowance**
  - Robust checks and action taken
- **Stiff penalties.**

## Science and Practical

"The welfare of animals during transport is limited by their needs not by a fixed maximum transport time if vehicle and transport times are appropriate."

Hartung, Maharens & Holleben 2003

Recommendations for future development in cattle transport in Europe

Dtsch Tierartz Wschr 110 128-130



# Long distance road transport of breeder pigs Scotland to Spain

- Background
- Long distance journeys are a matter of concern in relation to the welfare of the transported animals.
- The vehicle thermal micro-environment is a potential major source of stress and reduced welfare in all transported animals.
- A combination of extended journey durations and exposure of animals to hostile thermal environments may constitute an important welfare concern.

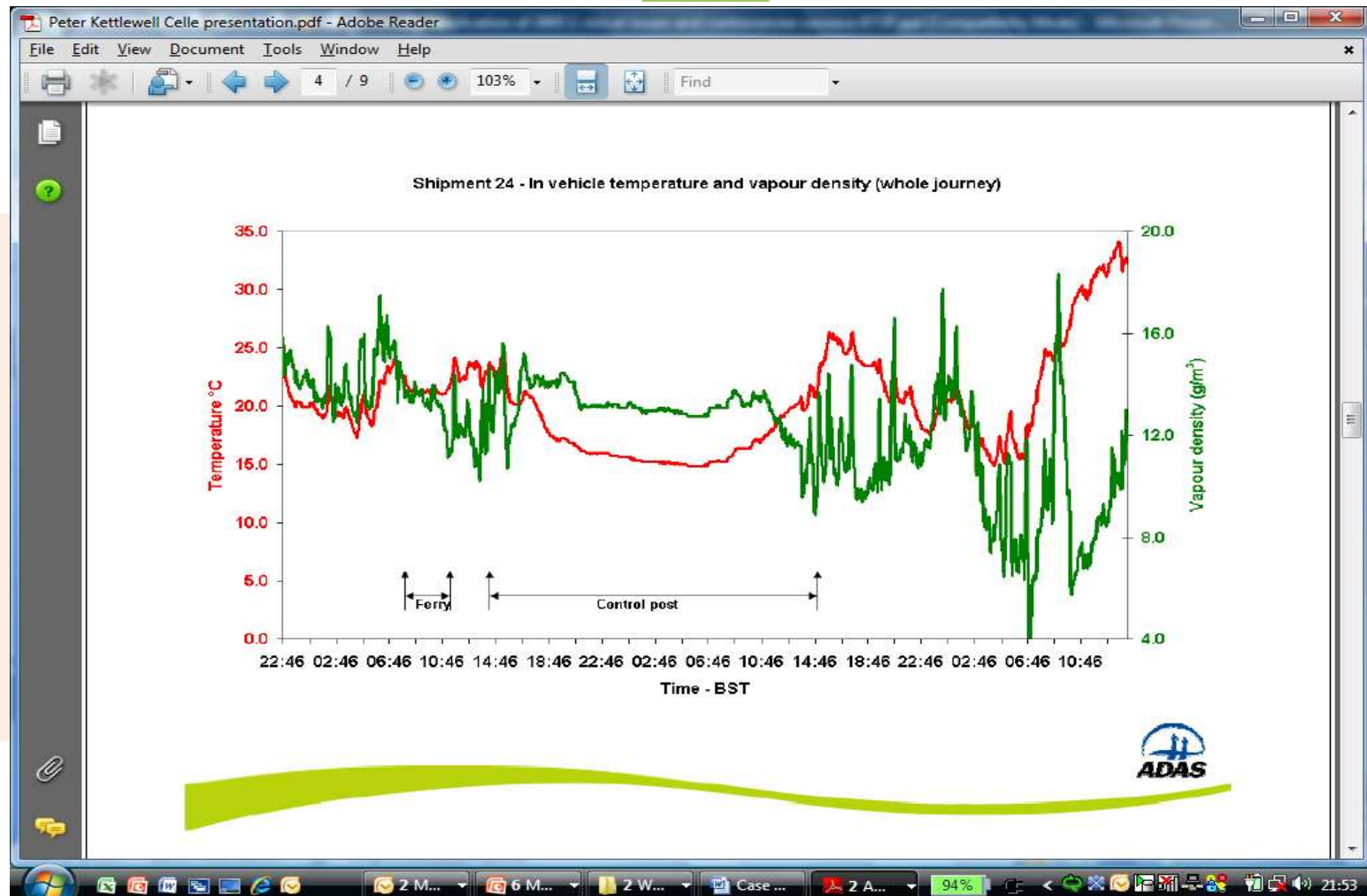


# Scotland to Spain pigs project





European  
Commission





## Scotland to Spain pigs: Summary

- The journeys covered a typical range of thermal conditions and transport micro-environments for Southern Europe
- A number of physiological and behavioural measures and analyses were correlated with the vehicle thermal
- micro-environment
- On none of the journeys was severe thermal stress identified
- All pigs appeared in good health and condition upon arrival

## Scotland to Spain pigs: Conclusion

If transportation is undertaken in a manner consistent with current legislation, on appropriate vehicles and with high standards of personnel and practice there is little threat to the welfare of the pigs even in relatively hot conditions the prescribed legal temperature limits need revising taking account of the animals physiological and behavioural responses and sound scientifically based definitions of acceptable thermal envelopes for transportation



# Do sheep need space to lie down during transport?

- This stated preference appears to be based on observations that sheep lie after about 4 h of transport if provided with the space to do so (a k-value of 0.026, Knowles et al., 1995), a non-significant trend for more sheep to stand at high than low stocking densities during a 24-h period of confinement in pens and not even during transportation (Knowles et al., 1998)."
- "The results make it clear that only at the lowest density, in this case at 0.45 m<sup>2</sup>, does a considerable proportion of the sheep (weight 32–35 kg ) lie down to rest.", Buchenauer (1996)

**CONCLUSION:** Sheep will all lie down during transport but only when there is sufficient space to do so.

**Thank you**



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

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# Fitness for Transport

**1. All animals fit for intended journey and transported so as not to cause injury or unnecessary suffering**

**2. Injured animals or those that present physiological weaknesses are not fit for transport**

pregnant - past 90% of expected gestation period or have given birth in last week

new born mammals in which the navel has not completely healed

pigs less than 3 weeks, lambs less than 1 week and calves less than 10 days - unless less than 100km

# •Fitness for Transport

## •3. Sick/injured animals may be considered if:

- slightly injured or ill and transport would NOT cause additional suffering (veterinary advice)
- transported under veterinary supervision for/following veterinary treatment/diagnosis
- animals that have received veterinary procedures (dehorning/castration) - wounds must be healed

## •4. Lactating females (bovine, ovine, caprine) not accompanied by offspring - must be milked at intervals not more than 12 hours