



# Better Training for Safer Food *Initiative*

**Training course on "Animal Welfare during transport"**

**The evolution of official veterinary  
controls on animal welfare during  
transport: major strengths and future  
expected improvements**

**Manlio Palei**

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In 1993, when I started working at the BIP in Prosecco, the transition from rail to truck animal transport had just occurred.

About one hundred trucks per day carrying out cattle, dairy calves, sheep and goats, lambs, pigs, horses, dogs and cats entered the EU from Eastern Countries.

The animals were merely considered commodities and transported in the following way:







## Tied animals



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At the checks, we found overcrowding, injured and tied animals. Mortality was high, trucks were not appropriate and there was no concern for animal welfare.

Over the years, with the application of Legislative Decrees 532 and 388, payment of fees, awareness campaigns, information and training to transporters and drivers, the situation has definitely improved.

With the entry into force of the EC Reg.1/2005 there has been a significant improvement of the transport conditions and the mortality during transport is now near to zero.













**Tabella 1.** Numero e frequenza percentuale delle infrazioni riferibili all'automezzo, al benessere animale e alla documentazione d'accompagnamento accertate nel 2009.

	BOVINI		SUINI		OVI- CAPRINI		EQUINI	
	N°	%	N°	%	N°	%	N°	%
<b>Infrazioni relative a:</b>								
- automezzo	19	15,2	10	23,8	3	15,0	26	33,8
- benessere animale	32	25,6	14	33,3	8	40,0	17	22,0
- documenti accompagnatori	74	59,2	18	42,9	9	55,0	34	44,2
<b>Totale infrazioni</b>	<b>125</b>	<b>100,0</b>	<b>42</b>	<b>100,0</b>	<b>20</b>	<b>100,0</b>	<b>77</b>	<b>100,0</b>

The most frequent infringements concern accompanying documents, in particular non-compliance of the journey log (absent, incomplete, irregular)



**Tabella 2.** - Incidenza e frequenza percentuale delle tipologie d'infrazione riferibili al mezzo di trasporto accertate nel 2009.

Infrazioni relative all'automezzo	Bovini		Suini		Ovi-caprini		Equini	
	N.	%	N.	%	N.	%	N.	%
<b>Divisori:</b>								
assenti	3	2,4					9	11,7
non regolari	3	2,4					2	2,6
<b>Dispositivi d'abbeveraggio:</b>								
assenti			1	2,4				
impianto chiuso			3	7,0	1	5,0		
insufficienti							2	2,6
serbatoi senz'acqua	2	1,6	1	2,4	1	5,0	1	1,3
impianto non adatto alla specie	1	0,8	1	2,4			2	2,6
<b>Ventilazione:</b>								
insufficiente	1	0,8						
<b>Piani di carico:</b>								
altezza insufficiente							2	2,6
rampa non conforme	1	0,8					5	6,5
illuminazione non presente	1	0,8					1	1,3
non accessibili per il controllo degli animali	3	2,4	1	2,4	1	5,0		
<b>Sistema controllo temperatura:</b>								
non funzionante	2	1,6	1	2,4				
<b>Lettiera:</b>								
insufficiente	1	0,8					1	1,3
<b>Sistema posizionamento satellitare:</b>								
non funzionante			1	2,4				
<b>Automezzo non idoneo</b>	1	0,8	1	2,4			1	1,3
<b>Totale</b>	<b>19</b>	<b>15,2</b>	<b>10</b>	<b>23,8</b>	<b>3</b>	<b>15,0</b>	<b>26</b>	<b>33,8</b>

The irregularities of vehicles concerned more the absence of devices required by the previous legislation (partitions, bedding, lighting, plant watering) than by the Regulation (EC) N. 1/2005 (thermometers, satellite navigation system)

**Tabella 3.** - Incidenza e frequenza percentuale delle tipologie di infrazioni riferibili al benessere animale accertate nel 2009.

Infrazioni relative al benessere animale	Bovini		Suini		Ovini- caprini		Equini	
	N.	%	N.	%	N.	%	N.	%
Eccessiva densità di carico	13	10,4	9	21,4	4	20,0	7	9,1
Tempi di sosta non rispettati	12	9,6	2	4,8	3	15,0	3	3,9
Animali non idonei al trasporto	7	5,6	1	2,4	1	5,0	4	5,1
Animali morti			2	4,8			2	2,6
Temperatura eccessiva							1	1,3
<b>Totale</b>	<b>32</b>	<b>25,6</b>	<b>14</b>	<b>33,3</b>	<b>8</b>	<b>40</b>	<b>17</b>	<b>22,0</b>

The excessive load density and the non-respect of resting periods are the most frequent infringements concerning animal welfare.



The general conditions of the animals transported have definitely improved.

Checks carried out in 2009 found incorrect completion of travel documents, overcrowding and no respect of journey times.

## **WHAT TO DO IN THE FUTURE**

- high level road checks
- training
- checks for journey times and resting periods



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**Thank you all  
for your attention!!**



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## **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*