



Outcome of FVO missions on controls of animal welfare during transport of Equidae

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Series of five missions

- Regulation 1/2005 in force since 5.1.2007
- Due to results of missions prior to 2007 we gave priority to transport of horses for slaughter.
- Missions to:
 - HUNGARY
 - ITALY
 - LITHUANIA
 - POLAND
 - ROMANIA



Outcome of mission series

- Progress on
 - the fitness of horses for transport and
 - training for persons working with the transport of animals.
- The lack of compliance with journey times and space allowances
- Newer elements from Regulation 1/2005 not yet implemented.

c2



Slide 3

c2

remained a particular concern as the same requirements have been applicable within the EU since 1996.
cassitc; 18/10/2010

HU – Findings 2007

- The CA has no legal power to collect fines on the spot, foreign transporters do not pay.



Slide 4

c3

Watered for 6h ?
cassitc; 3/11/2010

HU – action on recommendations

- Database flagging transporters with infringements.
- More guidance and training for officials
 - All officials trained and carried out an inspection under supervision of a trainer. The use of tachographs was also explained.
- More contact with Police and customs.

Slide 5

c4

Database developed which allows flagging of those transporters with infringements.

More guidance and training for officials (including specific clarification on the use of partitions)

All officials trained and carried out an inspection under supervision of a trainer. The use of tachographs was also explained.

Improved co-ordination of information between the different levels of the CA and more contact with Police and customs to target these transported animals.

cassitc; 4/11/2010

IT – Findings 2007

- Widespread non-compliance at the time of the mission
 - Veneto: stop for 6 h rest form new consignments for journey within the country (with internal movement documents).
 - Puglia: no checks of animal welfare at arrival in one slaughterhouse, and in a second these were insufficient.
- Sanctions up to € 15,000 (custody of vehicle registered abroad until sanction paid).
 - Overstocking and exceeded journey times resulted in fines of €7,500 and €3,098 in a few cases.

IT – action on recommendations

- Creation of a national database of transporters.
- Production of an operating manual for carrying out checks.
- Further training (e.g. Puglia)
- Working group of the State/Regions Conference identifying critical points to be included in a National Control Plan for Animal Welfare during Transport.

Slide 7

c5

Regions at varying stages of development in relation to inspection plans.

cassitc; 4/11/2010

LT - Findings 2007

- Ban on >12h transport
- Sanction 100 Lt (30 euros) for multiple offences
 - OVs can directly deliver sanctions if the amount is less than 100 Lt

Slide 8

c6 (lack of journey log for a journey of more than eight hours, insufficient space allowance, lack of individual stalls and injuries of one horse) following a report from a Slaughterhouse in Poland.

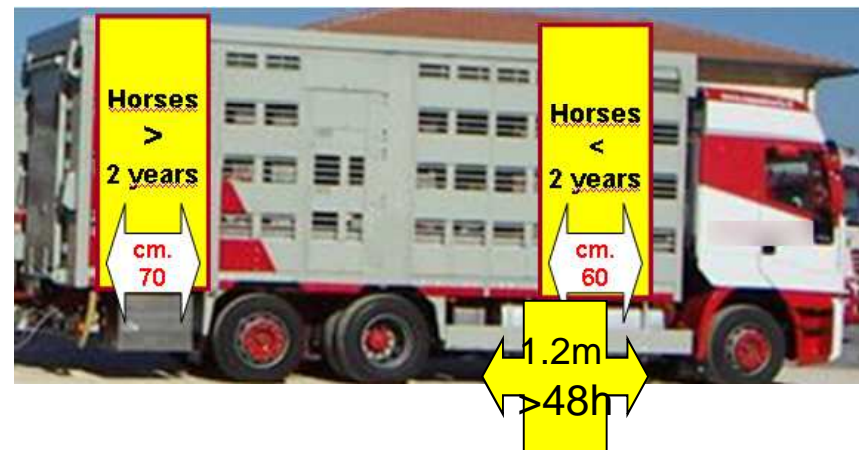
The fines range from
20 to 1000 Lt (approximately 6 to 300 euros) for physical persons
from 100 to 5000 Lt for legal entities (approximately 30 to 1500 euros).
cassitc; 4/11/2010

LT – action on recommendations

- Ban on >12h transport withdrawn.
- Although 19 assembly centres now only one approved for long distance transport.
- Procedures and training further developed
 - for authorisation (incl vehicle approval) and carrying out checks.
 - Tachograph reading and software for journey times.

PL – Findings 2007

- Adequate training of transport personnel (27 training centres)
- RTI officials can directly impose a fine up to 15,000 PLN (circa €4,100)
- OV's however did not take action to prevent non-compliant transport taking place.
- Weakness in vehicle approval



c1

Slide 10

c1

22 horses per truck and trailer

illegal to transport horses in multi-tier vehicles

as not based on Reg 1/2005 (so partitions, temperature monitoring and ventilation capacity not included)

cassitc; 4/11/2010

PL – action on recommendations

- OV's made aware of their powers to prevent transport taking place which isn't compliant.
- Subsequent mission 2010 (didn't look at horses) but found SNS data not checked.

c7



Slide 11

c7

The CA point out that as trucks now equipped with SNS no longer necessary to return journey logs.
cassitc; 4/11/2010

RO – Findings from 2007

- Vehicles not adequately equipped
- Vehicles overstocked
- Inadequate (journey log) planning accepted by the CA.

RO – follow up

- The law on sanctions modified in 2009.
- One mission specifically on health and welfare of horses in 2009
 - Poor outcome on animal health.
 - Still problems with vehicle standards and control of journey times (intermediate stops in Hungary not indicated).
- In 2010 trade voluntarily suspended (EIA controls to be improved). Regarding other spp. progress with
 - Verification of the effectiveness of checks
 - Procedures for controls (including checks of journey times).

Current level of compliance?

- Now some progress being reported with watering equipment and individual stalls.
- FVO missions continue to find problems with control of journey times and space allowances for young horses.



Also report of transport of horses by sea



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