

Analysis of major deficiencies detected during the non-discriminatory inspections and action plan to address them
as provided for in Article 27(2) of Regulation (EC) No 1/2005

Member State SE
Year 2018

1. ANALYSIS OF THE MAJOR DEFICIENCIES DETECTED DURING THE NON-DISCRIMINATORY INSPECTIONS

Still over-stocking of pigs and cattle transported for slaughter, inadequate ventilation (and wet animals) in transports of poultry for slaughter and lacking documents are common deficiencies detected by the County Administrative Boards. Severe cases of infringements have been reported by the CABs for formal prosecution. At slaughterhouses the non-compliances reported by the OVs concerned the state of the animals upon arrival. As last year, the major deficiencies detected were fitness of the animals (mostly cases of lame cattle or pigs), and cases where the means of transport most probably had caused injuries to the animals when they had become stuck and in gaps between floor and wall or by the moving floors in multi-decked vehicles. There were also cases where animals (mostly cattle) had injured their backs, probably caused by insufficient height on the deck. The figure reported for pigs – as Other – mainly concerns cases with seemingly young, healthy pigs dead on arrival, without no sign of mechanical injury or illness. For lambs there were several cases of sexmixing, which caused unrest and injuries in the group. In severe cases of animals suffering when arriving at the slaughterhouse, they were immediately killed (sometimes on the vehicle) and there were reports for formal prosecution.

2. ACTION PLAN TO ADDRESS THE DEFICIENCIES DESCRIBED UNDER POINT 1.

Compared to the last few years, the number of transport controls performed by the County Administrative Boards in 2018 has decreased (e.g. by 30% as compared to in 2017). One explanation may be that the CABs have got increased responsibilities concerning animal welfare that they have had to prioritize.

The deficiencies detected by the OVs at the slaughterhouses are reported to the CABs for investigation – especially if there are cases of unfit animals being transported, as the health problems often are caused by bad farm environment and lacking care. As earlier years, the CABs will continue their work with risk based controls and information to transporters. This, apart from educating transporters, has a great value also because it may increase the legislative compliance, as word goes around about controls being performed. The controls on road are always performed together with the Police Authority, and CABs also cooperate closely with the Customs at the boarder posts. There are on-going dialogues between the Swedish Board of Agriculture, the CABs and parts of the industry, e.g. the hauliers, organized by the Swedish Association for Road Transport Companies, in order to solve problems underlying the detected non-compliances. The SBA organized a meeting with the organisations/schools that provide training for certificates of competence in 2018 and continue to work in close contact with them. The handbook for transporters has been up-dated together with TYA (the Vocational Training and Working Environment Council) and the up-dating of the National Regulation and transport guidelines for the CABs is a project planned to start later in 2019.