

PART 3

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

[GREECE] [2015]

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

For the purpose of this annual report, the following have been considered to be major deficiencies:

I) Two cases of non-compliance were found in a Regional Unit concerning documentation for sheep/goats on departure. The vehicle certificate had expired and there was no certificate of suitability of the vehicle. In addition, non-compliance was observed after the journey of sheep/goats was completed (as regards watering and feeding, journey times and resting periods).

II) The following were observed in another Regional Unit:

1. An inspection found that:

- a. there was not sufficient quantity of feed (Annex I, Chapter VI, paragraph 1.3 of Regulation (EC) No 1/2005);
- b. some fans were not in a very good condition;
- c. according to the GPS, the period of 24 hours at a staging point was not respected and the duration of the other stops does not comply with the requirements of the Regulation.

2. Another inspection found that:

- A. the lorry had no sign indicating the transport of live animals and the surface area of each of its levels (Annex I, Chapter II, paragraph 2.1 of Regulation (EC) No 1/2005);
- B. the route plan showing the stops and their times was not fully completed by the driver (Article 14(1)(a) and Article 15(4) of Regulation (EC) No 1/2005);
- C. the departure time on the route plan (23:00) was deleted and manually changed to another time (6:00 am) by the driver. This departure time cannot be verified since the GPS printout was not submitted, as mentioned below (Article 15(4) of Regulation (EC) No 1/2005);
- D. the driver did not give a GPS printout, as requested, because he said that the GPS was new and he had not learned how to use it (Article 6(9) of Regulation (EC) No 1/2005);
- E. there was only one driver throughout the journey, instead of two under the legislation (Article 11(1)(b)(i) and Article 17(2) of Regulation (EC) No 1/2005).

III) An inspection in another Regional Unit revealed that the journey log was not returned within the prescribed deadline (sheep/goats on departure).

In another Regional Unit it was found, upon the arrival of poultry at the slaughterhouse and after consulting the tachograph, that the speed of the vehicle was 85 km/h. A recommendation was made to the transporter.

IV) In another Regional Unit a case of non-compliance was detected concerning cattle on departure: A. Incorrect completion of the journey log by the Authority at the place of destination In particular:

According to the relevant certificates of intra-Community trade as regards the transfer of 25 cattle from France to Greece, an administrative check carried out by our department pursuant to Regulation (EC) No 1/2005 found the following:

- 1) In section 1 (Planning) of the journey log the following fields had not been completed: 1.2, 1.3, 2, 3.3, 4.2, 4.3, 5.4 and 5.5.
 - 2) In section 2 (Place of departure) of the journey log, the time of first animal loading in field 3., hence the start time of the journey, had not been completed, according to the veterinarian who carried out the inspection at the place of departure.
 - 3) Field 1. of section 3 (Place of destination) of the journey log, which was completed at the checking point in Italy, indicates the final recipient in Greece. Moreover, fields 3, 4.2, 4.3, 4.4, 4.5, 4.6, 5.1 or 5.2. have not been completed. There is no Section 3 for the place of arrival in Greece which would be signed by the final recipient or the veterinarian who would carry out an inspection on arrival.
 - 4) The journey log has been issued in French and Hungarian even though the consignment did not pass through Hungary.
- B. The one-hour stop has not been recorded correctly by the transporter.

V) The following were observed in another Regional Unit: a case of non-compliance concerning the means of transport and other cases concerning cattle during transport. The necessary transport documentation (health certificate, certificate of entry from third countries and journey log) kept in the transporter's vehicle was not duly completed or of the correct type. Penalties were imposed for animal health issues.

VI) The following were observed in another Regional Unit:
A. in one case there was no certificate of suitability of the vehicle;
B. in another case wrong information was found in the journey log (section 1) and there were insufficient data in the GPS printout.

VII) In another Regional Unit:

1) during an inspection, the transporter (although he was asked again later):
- failed to present section 2 (III.8.7): place of departure in the journey log (Hungary);
- only sent a map of the journey with some recorded times, instead of GPS printouts (III.8.9), which is neither clear nor informative.

2) During another inspection, the journey log (country of origin: France) was found to be insufficiently and incorrectly completed, as follows:

Section 1 (III.8.5) - Planning: the one-hour stop that should be made after 14 hours of travel following a 24-hour stop was missing. In addition, the organiser shown in the TRACES planning is the Polish transporter, whereas the journey log indicates that the place of origin is the centre of France.

Section 3 (III.8.9) - Place of destination signed at the checking point in Italy: the animals mentioned in the certificate concerned are 54 and not 25.

Section 4 — Declaration by transporter: the one-hour stop that should be made after 14 hours of travel following a 24-hour stop is missing. Finally, the time of first animal loading in Section 2 (signed by the veterinarian) is different from the one in Section 4 (signed by the driver).

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

As regards the above cases of non-compliance, our department received requests for mutual assistance, the infringements were recorded in TRACES, letters with clarifications were exchanged with the transporters, and written recommendations were sent to the transporters to prevent repeated infringements.

Only two requests for mutual assistance at central level were dealt with, because of a shortage of staff. No fines were imposed.

Six inspections were carried out at the port of Patras; no cases of non-compliance were detected.

Specifically in Epirus in December 2014, three inspections were carried out at the Igoumenitsa port and one at the Egnatia motorway.