

Swedish Board of Agriculture

Department for Animal Welfare and Health
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Analysis and Action Plan according to article 27 (2) of Council regulation (EC) No 1 /2005 for animal transports controlled during 2013

Analysis and Action plan of the 2013 Swedish Annual Report on the Protection of Animals during Transport.

Analysis

According to the statistics reported to the Swedish Board of Agriculture (SBA) by the County Administrative Boards (CABs) the number of controls of animal transports carried out, according to Article 27 in regulation (EC) No 1/2005, during 2013 is 405. This is less than the figure for 2012, which was 650, but more than the number of controls reported by the CABs in 2011, which was 165. Until now, no other controls than the spot-checks performed by the CABs have been included in this report, as there is no obligation in the legislation to report the compulsory inspections required by the regulation to the SBA. However from now on the controls carried out by the official veterinarians at slaughterhouses (OVS) will be included: 631 such controls have been carried out during 2013. (Infringements detected at these controls are reported to the CABs.) Therefore the total number of transport controls reported for 2013 is 1036.

Of the 21 CABs in Sweden, all but three have carried out a varying number of controls (from 1 to 158) 2013. This is less than last year, when all the CABs carried out controls – however in the report from 2012 the figures from one of them were missing. It is more CABs than in 2011, when only 67 percent, or 14 out of the 21 performed checks - and the years before that, when it was even less. So unfortunately this upwards trend is now broken. It seems as even though many of the CABs investigated a lot of energy and resources in the common transport project in 2012, some of them have now gone back to a lower control level. However this may not be as worrying as it might seem, as, in terms of risk assessments, the one CAB that deals with most of the border crossing transports, Skåne, has increased the controls since last year (from 116 to 158). They also carried out a follow up project to the project 2012 in November 2013, together with the Swedish Customs (see below). Furthermore, some of the other CABs plan for special transport projects during 2014.

Of the controls, 122 have been on-road checks, 148+631* at the place of destination (often a slaughterhouse, the OVS figure is marked here, as well in the template, by an asterisk), 26 at markets and similar events (e.g. competitions as there are practically no animal markets in

Sweden anymore), 28 at the place of departure and a further 80 at assembly centers (where the animals are grouped for further transport). The most common transports controlled are transport of animals destined for slaughter (pigs, cattle, poultry and sheep) and transport of horses. Other transports controlled are for example transports of pet animals.

The most common infringements that the CABs found at 211 of the 405 controls, were lacking transport documents (transporter authorization, certificate of competence and certificate of approval of means of transport and journey log). Lack of proper signs and temperature monitoring were also quite common. Infringements with direct consequences for the animals, such as not enough ventilation capacity, not enough bedding, animals not separated, rough handling at loading were few. This pattern is similar to earlier years. However exceeded transport times, over-stocking, incidents concerning multi-deck vehicles and lacking health documents were more common than in years before. (Not valid health documents may have animal welfare consequences as the animals can be sent back to the place of departure.) This could of course be a result of more risk based controls.

Of the 631 controls carried out by the OVS at slaughterhouses, 38 infringements of the regulation were found. Of these 65 percent concerned poultry, 19 percent pigs, 13 percent cattle and 3 percent sheep. The most common infringement were overloading/deadly incidents during transport (chickens getting caught or crushed in the container system or frozen/choked to death because of oxygen deficit)/unfit animals/bulls and cows transported together. The infringements detected, were reported to the CABs.

Concerning measures taken, the CABs have used the legislative powers they are entitled to, in order to handle the infringements reported; i e, extra controls, formal commands, fines and consideration for formal prosecution. However, in many cases the problems have been solved after information given by the CAB to the transporter.

Actions taken or planned by the County Administrative Boards

- In November 2013 the transport project carried out in 2012, where all CABs participated, was followed up by a two-day control together with the Swedish Customs at two border points: Malmö and Trelleborg harbours. As in 2012, the main infringements were lack of valid health certificates, vaccinations- and ID-documents, and also dogs not secured in the vehicle. The general animal welfare during the transports was, however, assessed as good.
- Some of the CABs have had info meetings with transporters and at slaughterhouses and also some contacts were inspectors accompanied drivers/ keepers during one day, to learn about their work. Several of the CABs intend to continue the animal transports controls in the form of projects during 2014.

Actions taken or planned by the Swedish Board of Agriculture

- **Risk basing:** The process at the SBA of revising checklists and manuals and the data system for the animal welfare controls at the CABs, will be continued during 2014. The purpose is to make the controls even more effective, uniform and risk based in all parts of the country (see also the last point below).
- **Education:** The SBA is planning a meeting during 2014 (or early in 2015) with the approved organizations giving courses for transporters. SBA is continually up-dating the hand book used and are giving advice and info asked for. However a meeting with all education bodies to discuss specific issues (e g manuals for assessing fitness for transport) as well as common problems, would enhance the quality of the courses, at the same time as being a part of the evaluation/quality securing process at the SBA.
- **2013/188/EU:** During 2014 the system of information between the SBA and the CABs, the OV's and the National Food Administration, will be further developed and used so that the demands in the Commission Implementing Decision 2013/188/EU, can be met.



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