



European Commission
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Ref.No.: BMG-74800/0162-II/B/6/2009
Date: 10.06.2009
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Report of Austria on inspections according to Art. 27 of Regulation (EC) No 1/2005 carried out in 2008

Dear Sirs or Madam,

Please find the Austrian report on animal transport inspections carried out in 2008, according to Article 27 of the Regulation No 1/2005 enclosed to this e-mail.

As provided in Article 27 (2) I would like to present an analysis of the major deficiencies detected and inform you about the actions planned to address them:

1. During the working group on the 28th of April the Commission provided a report model for the protection of animals during transport. Austria would like to thank the Commission for this work. As the provided report model focusses on the number of transported animals, it does not comply with Austrian system which records numbers of consignments. Therefore it's not possible to provide all data as requested in that model.

Action to address this deficiency:

During the meeting the Commission asked member states to express their opinion and their experiences using the model. Austria has taken this opportunity and suggested a report model to support the Commission in finding proper solutions. This model forms the basis of the 2008 annual report of Austria.

2. The percentage of infringements detected in the course of controls during transport on road (16%) was much higher than the percentage at places of destination, markets, places of departure and transfer points (1 - 2%). We see that especially long distance transports passing Austria still compromise animal welfare. Nevertheless a reduction of infringements detected during transports on roads from 27% to 16% compared to 2007 can be seen.

Action to address this deficiency:

Measures were already taken within Austrian Animal Transport Act:

Every year a control plan is provided by the Ministry of Health, coordinating the inspections of animal transports and giving the competent federal authorities a minimum number of inspections to be carried out. For 2008 the minimum number of inspections was increased and it was determined, that 10% of these inspections have to be carried out during transport on road.

For a more sufficient coordination of these "on the spot" inspections, the mandatory declaration of "transit countries" in TRACES would be very helpful. This would be an appropriate measure to support "on the spot"-inspections to check that requirements of the Regulation (EC) No 1/2005 have been fulfilled.

3. One of the most frequently detected deficiency was the non compliance of total expected duration of journey - recorded in Section 1 Point 2 of the journey log - with the effective duration of the journey. It was observed in several cases, that for the transporter it will be impossible to finalize the transport within the declared span of time and that the effective duration will be longer than the maximum journey time as limited in the Regulation No 1/2005.

Action to address this deficiency:

Council Regulation No 1/2005 demands that all vehicles used for long journeys must be equipped with a navigation system. OBU data would be a helpful device for the inspection staff. A harmonization of the technical specifications for navigation systems to assure international readability has to be provided. Therefore Austria would support every effort on finding agreement on harmonized specifications acceptable for most Member States.

The route planner of TRACES Vers.3 automatically provides mandatory minimum time for long transports, which can not be reduced. It would make sense to reduce the base rate for calculating the transport time to realistic limits (max.90 km per hour).

Austria likes to thank the Commission for its work and hopes this report will support our common interest on improving animal welfare during transport.

Best regards.

For the Minister:
Mag. Ulrich Herzog

Enclosure: 1

signed electronically