

Transport data 2011

Table 1: Total performed inspections

This table indicates the total numbers combining all relevant species and all inspection, checks etc. The other tables give more detailed information where applicable and available.

Inspections during transport (on the road, on market places etc.) are not performed by the same inspection teams as the inspections at slaughterhouses or prior to departure. Two inspection services were in the process of merging during the year 2011. The inspections prior to departure and at slaughterhouses (and part of the inspections at other destinations) are performed by the former veterinary service. Both services as a result of their different origin are using different registration systems and methods, which makes comparing the numbers difficult.

Prior to departure of a transport destined to go abroad, there is a 100% control of all consignments at the spot. If there are any infringements found which can not be solved prior to departure the consignment is not allowed to leave. Therefore all departed consignments are complying with the rules just prior to departure. However these refused transports or animals are not completely registered. The applied IT-system is still under construction.

Slaughterhouse inspections are comprised of:

a) All arriving animals are checked on fitness to travel.

If an animal is considered to be not fit for travel and if this condition was clearly apparent at the time of loading appropriate actions are taken;

b) A smaller proportion of the arriving consignments are checked on loading density, condition of the vehicle etc. This is performed either on indication or risk based. Non-compliances are registered and the more severe infringements lead to interventions centrally registered. Since the end of 2010 the administrative fine became available. It replaces the prosecutorial sanction in most cases. Verbal warnings are not centrally registered.

TABLE 1

TABLE 1

	At point of departure (going abroad) ¹		During the journey (national & international)	At point of destination (slaughterhouse)	At point of destination (other)	>8h with journey log
	Number of consignments	Number of animals	Number of consignments	Number of animals	Number of transport units	Number of journey logs
Total checks/ inspections	55449	14878526	1874	507079259	1060	11482
Of which						
- bovines	6212	223407	516	1994148	624	2660
- caprines/ovines	1498	239411	60	1195185	22	484
- porcines	45250	11681213	543	12930736	59	8180
- equines	799	8601	159	3672	122	158
- poultry	<15333 ²	<92711023 ^{2,6}	60	490955788	4	0
- other	1690	2725894	18	3502	229	0
Empty						
Total number complying	55449 ⁴	14878526	1649	.5	.5	7884
Total number not complying	-		223	.5	.5	3598
Unknown			2 ³			

¹ If the official veterinarian is not satisfied the transport will not receive a certificate and will not be registered in TRACES. The number

of refused certificates/animals is not registered in national systems or databases.

² It is not possible to differentiate between one-day-old chickens and other poultry. Other poultry is all checked prior to the journey. A sample of one day old chicken consignments are checked. Therefore the numbers in this column are maximum numbers. It is not possible to give a bandwidth or minimum.

³ "Unknown" addresses the column with "during the journey". Exact information on compliance is lacking here.

⁴ Excluding poultry.

⁵ Infringements are only registered if severe enough to lead to an intervention. See also table 4-6 for more details

⁶ Source: TRACES.

Table 2: Notifications

We receive and we send notifications. We distinguish several categories to characterise the main aspects of notifications. Often combinations of more than one category can be found in a single notification. Thus the total number of received and sent notifications is smaller than the sum of the numbers in the different categories.

This table includes all notifications ranging from minor to severe.

Notifications included in the table are sent by competent authorities of other Member States and bodies e.g. NGO's alike. Both types of notifications are investigated. However the information provided by NGO's can not be used directly and has to be backed by our own (additional) findings. Furthermore the reply sent back to NGO's concerning their notification is usually more limited due to privacy legislation. Due to changing of the IT-system these data are not yet complete, but are representing the period from January-October 2011.

Category	Received notifications 2011	Justified	Not justified	Still under scrutiny	Sent notifications 2011
<i>Total received/sent in 2011</i>	57				51
Non-compliance of the means of transport	7	4	0	3	2
Transporter authorisation invalid	0				
Incomplete journey log	18	14	1	3	310
Stocking density exceeded	9	3	0	6	3
Journey time exceeded	14	8	1	5	7
Cruelty or negligence to animals	7	2	1	4	8
Other	2		1	1	0
<i>Total sum of the different categories</i>	57	31	4	22	330

Animal Transport Enforcement
The Netherlands 2011
Netherlands Food and Consumer Product Safety Authority

report according to Art. 27 (2) of Council Regulation (EC) No 1/2005

Table 3: Journey log

A 100% check of journey logs accompanying consignments that depart from the Netherlands is performed. Also other journey logs from transporters with a Dutch authorisation under article 11 of Council Regulation (EC) 1/2005 are checked. Risk based and upon request or signals further investigations are performed on part of the journey logs.

In the numbers of the table the total number of infringements does not discriminate for the severity of the infringement. Therefore small administrative infringements and severe infringements alike are included.

In table 1 the total number of journey logs which did not comply were stated. A large amount consists of minor administrative flaws. Part of these minor administrative flaws don't lead to any action at all. In other cases the transporter receives a letter explaining the infringement and is requested to pay attention to it in future journeys. Such a letter is not considered to be an intervention.

In this table is included the number of journey logs with infringements leading to an intervening action. In a large number of cases the infringements are pooled. An intervention is in those case based on infringements found in several journey logs. Therefore in Table 6 the number of interventions is far less than the number of journey logs leading to an intervention as stated in table 3.

When a severe infringement is found, after scrutiny, the appropriate intervention is taken immediately, overruling the normal pooling of infringements procedure.

Journey logs	Non returned journey logs	Journey logs with infringement leading to intervention	Transporter requested to provide additional information (sat nav, temperature etc)
Dutch transporter	35		74 (GPS)
Non-Dutch transporter	373		50
Total	408	310	124

Table 4: Fit to travel

If a veterinarian encounters an animal which is not fit to travel and was clearly not so prior to the journey, he will draw up an official veterinary declaration. As all animals are checked prior to slaughter most unfit animals will be found on slaughterhouses.

An official veterinarian will also perform on the spot checks prior to border-crossing journeys. If he finds an animal unfit on an assembly centre he may also draw up an official veterinary declaration.

The veterinary declaration may in most cases result in administrative interventions (official warnings, administrative fine), sometimes in prosecutorial sanctions. Furthermore all people involved in a particular infringement may be sanctioned, like e.g. keeper at place of departure or organiser of the transport.

Veterinary declarations unfit animal	Slaughterhouse	Assembly centre	Market place	Other	Total
Number of vet. Declarations	181				181

Table 5: Checks during the journey (incl. during unloading at slaughterhouses and assembly centres)

Part of the organisation focuses on the checks during the journey and at those moments prior to the official veterinarian arriving (e.g. night arrivals slaughterhouse) or after the official veterinarian has left (export certification). Furthermore market places and assembly centres are inspected.

The total number of not complying differs from the added numbers of interventions.

Official warnings are registered. Sometimes an infringement is dealt with by giving a verbal warning, these are not registered.

In other cases more than one infringement is found during the inspection of one consignment. The transgressor will receive one intervention combining all infringements.

The inspections at slaughterhouses and assembly centres are additional to the inspections stated in table 1 and table 4. The inspections stated in table 5 are always of the more elaborate type including checking of the vehicle and loading density.

Checks during the journey	Road-side checks	Slaughterhouse	Assembly centre	Farm
Total number of consignments	1874	700	70	53
- bovines	516	364	34	23
- caprines/ovines	60	17	2	1
- porcines	543	301	28	6
- equines	159	1	1	9
- other	18	0	0	1
- poultry	60	0	0	4
- empty	518	11	5	9
Total complying	1649	574	49	40
Total not complying	223	126	21	13
Unknown	2	-	-	-
Official Warning	81	48	4	3
PV (Official declaration for prosecutorial law)	34	8	1	4
Minor infringement	35	4	3	2
Reports for Administrative fine ¹	71	66	13	4

¹ Reports for administrative fines, like veterinary declarations do not always do lead to an administrative fine. Sometimes it leads to an official warning, depending on the history of the offender. Sometimes, due to lack of evidence, it does not lead to intervention.

Table 6: Interventions

If an infringement is noticed by the NVWA or brought to the attention of the NVWA, an suitable intervention will be taken. First and foremost if possible, the line of action will be discontinuation of the infringement. If necessary and if possible sanctions can be imposed. These sanctions can be imposed on all actors involved in animal transport. For one infringement several actors can be sanctioned. E.g. an animal which was clearly not fit to travel at the time of loading arriving at a slaughterhouse will result in taking appropriate actions against the transporter and keeper at the place of departure alike.

The sanctions available during 2011 are:

Notification, official warning, administrative fine (since September 2010). Duty backed by astreinte (imposing & forfeiting), temporary suspension, withdrawal, PV (official declaration for prosecutorial law) are used less then in former years, since the administrative fine is considered to be more effective. Notification can be sent to another member state (or third country) for requesting assistance or action.

	Transporter	Keeper	Organiser/driver	Assembly Centre	Slaughterhouse
Official warning	183	114	162	2	4
Imposing duty	-	-	-	-	-
Forfeiting duty	-	-	-	-	-
Temporary suspension	-		NA	NA.	NA
Withdrawal authorisation	-	-	NA	NA	NA
PV	47		47		
ADMINISTRATIVE FINE	184	11	2	3	0
Notification to competent authority abroad (concerning non-Dutch transporter)	51				

NA = not applicable

Animal Transport Enforcement
The Netherlands 2011
Netherlands Food and Consumer Product Safety Authority

report according to Art. 27 (2) of Council Regulation (EC) No 1/2005