

Annex to the Annual Report on checks carried out in FRANCE in 2015

Commission Decision 2013/188/EC

Additional information

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Part I – Explanation of the data contained in the official report

I.1. Interpretation of the data in column 1 of the tables

Column 1 (½): concerning checks after unloading at slaughterhouses

All inspections in France pursuant to Regulation (EC) No 1/2005 carried out at slaughterhouses, either at the time of arrival of the lorry or after unloading (i.e. a total of 1 589 inspections in 2015 for all species), are recorded without any particular differentiation. As a result, the checks at slaughterhouses in column 1 within the meaning of Decision 2013/188/EC are included in column 2 of the tables by species.

Column 1 (2/2): checks prior to departure on long journeys (intra-EU trade and exports)

For checks carried out in 2015, instructions regarding the arrangements for recording checks in connection with the journey logs were distributed at the end of 2014 in order to permit a breakdown by species of the results of these checks for this report, and thus include them in the tables by species (unlike the previous year's report).

- systematic inspection of fitness for transport prior to departure (Article 15(2)) is not recorded as such at national level. The number of validated journey logs was therefore used for the report, in the first line in column 1 of the tables. This figure is probably underestimated for this year too, as some *départements* have not recorded their validated journey logs in 2015 despite the instructions (for the annual report).

– only validating journey logs during programming is considered compliant and realistic; there is no non-compliance in column 1.

I.2. Interpretation of the data in column 2 of the tables

A – As with the 2014 reports, the result given in each line relating to a ‘category of non-compliance’ (within the meaning of Decision 2013/188/EU) corresponds to the sum total of non-compliances noted. One inspection may thus give rise to several non-compliances in a number of non-compliance categories, but also to several non-compliances in the same category.

This is why the number of non-compliances by species is in practice much higher than the number of inspections which revealed non-compliances, as set out below by species:

	BOVINES	PORCINES	SHEEP/GO ATS	EQUIDAE	POULTRY	OTHER	Total
Number of checks	1 568	282	225	88	358	28	2 549
Number of checks resulting in NCs	197	26	41	7	45	3	319
% of checks with NCs from total number of checks	12.56 %	9.22 %	18.22 %	7.95 %	12.57 %	10.71	12.51 %

B – It should also be noted that **208** inspections during transport, out of the 2 707 inspections carried out in France in 2015 (column 2 in the official report), involved **carriers from other Member States** of the European Union (**7.68 %** of checks or, proportionally, half the number carried out in 2014).

C – **158** inspections out of 2 707 did not provide usable results, mainly because the species was not indicated (impossible to break down the results in one or other of the six tables by species). Other recording errors made it impossible to fully exploit the data; for that reason the total number of inspections set out in column 2 in the first six tables is **2 549** instead of 2 707.

I.3. ‘Sanctions imposed’

Criminal penalties could not be broken down by species: of the 319 inspections showing non-conformities, **123** proposals for criminal penalties (PV) were recorded in the national veterinary database (SIGAL).

Part II – Additional data

Checks carried out in the context of issuing administrative authorisations

		2015
Authorisations: ‘carriers’ (Articles 5 and 6)	Total number of ‘carrier’ authorisations issued:	1 976
	for transports < 8 h (Type 1: Article 10)	1 675
	for long-distance transport (Type 2: Article 11)	301

Approvals: 'means of transport' (Article 7)	Approvals: road vehicles (Article 18)	435
	Approvals: livestock vessels (Article 19)	6
Certificates: 'attendants' (Article 6.5)	Certificates of competence (Article 17.2)	1 859

Place of performance of checks during transport

TOTAL INSPECTIONS CARRIED OUT		2 707
Involving:	number of carriers:	1 469
Place of performance of checks:	slaughterhouses	1 589
	markets	241
	inspection posts	12
	assembly centres	126
	on the road	148
	airports	0 recorded
	Ports (except exit points)	28
	exit points	273
	farms	46
	other	120
		places not mentioned

Results of checks during transport (%)

In addition to the tables in the official report, which give the number of non-compliances by category, the table below shows the results in terms of percentages of non-compliances by category.

		Compliances (number)	Non-compliances (number)	Compliances %	Non-compliances %	(remainder 2014)
Fitness for transport (details in table below)		2 570	21	99.19 %	0.81 %	0.60 %
Transport practices	Practices	16 903	224	98.69 %	1.31 %	1.61 %
	Densities, heights	9 312	106	98.87 %	1.13 %	1.01 %
Means of transport	Means of transport	1 427	39	97.34 %	2.66 %	1.90 %
	Add. conditions > 8 h	2 616	27	98.98 %	1.02 %	1.92 %
Watering, feeding, travel/resting periods		2 528	29	98.87 %	1.13 %	1.07 %
Documents	Transport authorisation	2 240	142	94.04 %	5.96 %	5.89 %
	Driver certification	4 680	181	96.28 %	3.72 %	3.78 %
	Journey log	382	11	97.20 %	2.80 %	1.44 %
	Documents to be carried	4 211	251	94.37 %	5.63 %	3.91 %

Part III – Analysis and Action Plan

- Comparative analysis 2014/2015:

The total number of checks during transport recorded in 2015 (2 707) is lower than in 2014 (3 032 inspections). This fall in the number of checks during transport arises from the deployment of officers under other animal protection priorities for 2015, particularly relating to rearing and slaughter or the management of health crises.

While the percentage of non-compliances is lower compared with 2014 (see table above) as regards vehicles and the additional provisions for long journeys, it is higher with regard to fitness for transport, duration of transport, journey logs and travel/resting/watering periods.

This increase is presumably due to an increased focus in 2015 on monitoring these provisions rather than an increase in the frequency of infringements.

Documentary non-compliances (authorisations, certificates, approvals, documents to be carried on board) are still the most significant.

The recording of checks in connection with journey logs is improving: **26 190** validations (recorded by species in 2015), compared with 22 822 in 2014.

The number of return checks registered has increased very significantly: **6 055** return checks (recorded by species in 2015) compared with a total of 1 635 in 2014.

This means that in absolute terms many more non-compliances were found in return journey logs (**429** in 2015 compared with 252 in 2014), but fewer in percentage terms in relation to the number of checks carried out (**7.08 %** NC in 2015 compared with 15.41 % NC in 2014).

- Action Plan 2016

As the results show no significant differences compared with the previous year as regards the type of inspection site, the 2015 instructions were renewed for 2016.

The pressure for checks on journey logs continued in 2016 (registration should be improved in *départements* that have not been able to provide the relevant information).

Given the transportation of French cattle to Turkey by road in recent years, beginning towards the end of 2014, departments have been given specific recommendations for stepping up checks at departure of exports to third countries (particularly Turkey) during 2016, and a posteriori checks of records (temperature and duration of transport): technical instruction DGAL/SDSPA/2016-43 of 2 August 2016.