

Transport data 2013

Table 1: Total performed inspections

This table indicates the total numbers combining all relevant species and all inspections, checks etc. The tables 2-6 give more detailed information where applicable and available.

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 it is considered that all departed consignments are in compliance with the requirements (on welfare, but also on international trade) just prior to departure. Vehicles or animals which are non-compliant and therefore not allowed for transport are not always registered. In some cases, there is the opportunity to repair the vehicle or make certain corrections (fill the water tank), after which the transport can take place at a later stage.

Slaughterhouse inspections related to animal welfare during transport 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 present at the time of loading appropriate actions are taken. This may lead to corrective measures to the transporter and/or the keeper at the place of departure.
- 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. Verbal warnings are not centrally registered.

TABLE 1

	At point of departure (going abroad) (1)		During the journey (national & international)		At point of destination (slaughter-house)		At point of destination (other)		>8 hrs with journey log
	Number of consign- ments	Number of animals	Number of consign- ments	Number of animals	Number of consign- ments	Number of animals	Number of consign- ments	Number of animals	Number of journey logs
Total checks/ inspections OF which	65.729	13.242.081(3)	1.990	1.218.869	40.775	224.670.054	2.635	8.543.453	7.878
- bovines	5.754	226.358	468	15.928	2.568	69.318	1.054	76.687	1.902
- caprines/ovines	1.522	222.140	90	7.040	130	12.755	13	1.647	370
- porcines	43.896	12.096.140	591	163.318	3.076	480.934	262	40.412	5.495
- equines	1.190	10.431	150	503	1	5	246	332	111
- poultry	12.360 (2)	73.118.499(2)	89	1.012.943	35.000	224.107.042	50(6)	438.310(6)	
- other	1.007	687.012	14	19.137	0	0	1.010	7.986.065(7)	
Empty	-	-	588	0	--	--	--	--	
Total number complying	65.729	13.242.081(3)	1.641		(5)	(5)	(5)	(5)	
Total number not complying			347		(5)	(5)	(5)	(5)	
Unknown			2 (4)						

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 This number represents all poultry, excluding day-old chickens. Only a sample of day-old chicken consignments are checked.

³ Excluding poultry

⁴ "Unknown" addresses the column with "during the journey". Exact information on compliance is lacking here.

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

⁶ Excluding Slaughter poultry and Day-old chickens.

⁷ Includes also birds and live oriental fish arriving from third countries.

Table 2: Notifications

There is a central mailbox for international complaints and questions regarding trade in live animals: vwapoddierklacht@vwa.nl

Through this mailbox we send and receive notifications. Several categories of non compliances can be distinguished to characterise the main aspects of notifications. Often combinations of more than one category can be found in a single notification. Therefore 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.

Category	Received notifications 2013	Still under scrutiny	Sent notifications 2013
<i>Total received/sent in 2013</i>	63	3	122
Non-compliance of the means of transport	4	0	8
Transporter authorisation invalid	3	0	3
Incomplete journey log	25	2	32
Stocking density exceeded	18	0	5
Journey time exceeded	8	0	22
Cruelty or negligence to animals	18	1	32
Other (<u>requests</u> for records of the navigation system, sometimes resulting in sanctions)	2	0	38
<i>Total sum of the different categories</i>	78	3	140

Table 3: Journey log

A 100% check of journey logs accompanying consignments that depart from the Netherlands is performed prior to departure. In addition, journey logs from transporters with a Dutch authorisation under article 11 of Council Regulation (EC) 1/2005 are checked, either risk based or upon request or signals from competent of other EU Member States, for example. The table below does not indicate the severity of the infringement; 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 do not lead to any action at all. In other cases the transporter receives a letter explaining the infringement and a warning for future journeys.

The table below includes the number of journey logs with infringements leading to an intervening action. In a large number of cases the infringements are pooled (i.e. multiple infringements together, leading to a certain intervention). 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) ¹
Dutch transporter	13	165	429
Non-Dutch transporter	555	139	153
Total	568	304	582

¹ This number is different from the number of requests mentioned in table 2 because it only refers to the first request to the transporter which is sent by the inspectors who analyse the GPS data. Should the transporter not reply, a reminder is sent through the central mailbox for international complaints and questions regarding trade in live animals: vwapoddierklacht@vwa.nl

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 are found on slaughterhouses during or after unloading. Official veterinarians 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	308	69	0	4	381

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. This is partly because only official warnings are registered, but if 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	1990	284	88	181
- bovines	468	178	64	37
- caprines/ovines	90	5	1	2
- porcines	591	80	5	61
- equines	150	0	14	1
- other	12	0	1	0
- poultry	89	16	0	74
- empty	588	4	3	6
Total complying	1641	197	57	107
Total not complying	347	87	31	74
Unknown	2			
Official Warning	329	70	28	55
PV (Official declaration for prosecutorial law)	27	6	1	6
Minor infringement	25	2	0	7
Reports for Administrative fine ⁽¹⁾	66	9	2	6

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 found 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 arriving at a slaughterhouse which was clearly not fit to travel at the time of loading will result in taking appropriate actions against the transporter and keeper at the place of departure alike.

The possible sanctions during 2013 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. Notifications can be sent to another member state (or third country) for requesting assistance or action.

	Transporter	Keeper	Organiser/driver	Assembly Centre	Slaughterhouse
Official warning	60	106	40	13	17
Imposing duty	-	-	-	1	-
Forfeiting duty	-	-	-	-	-
Temporary suspension			NA	NA	NA
Withdrawal authorisation			NA	NA	NA
PV					
ADMINISTRATIVE FINE	98	5	0	6	2
Notification to competent authority abroad (concerning non-Dutch transporter)	24				

NA = not applicable