

**Table 1: Total performed inspections**

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

Inspections during transport (on the road, on market places etc.) are performed by another inspection service than the inspections at slaughterhouses or prior to departure. These inspection services are currently in the process of merging. The inspections prior to departure and at slaughterhouses (and part of the inspections at other destinations) are performed by the veterinary service. Both services 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. However these refused transports or animals are not registered in a central database. Therefore all certified consignments are complying with the rules just prior to departure.

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 (by either the veterinary inspection service or the general inspection service).

If these additional checks are performed by the veterinary service only the more severe non-compliances are registered and lead to interventions other than a verbal warning. Verbal warnings are not centrally registered.

In all tables some cells are left blank. Usually this means the specific row was not intended for that specific column. Various registration systems underlie the provided information. This influences differences in available accessible data.

**TABLE 1**

	At point of departure (going abroad) <sup>1</sup>		During the journey (national & international)	At point of destination (slaughter-house)	At point of destination (other)	>8h with journey log
	Number of consignments	Number of animals	Number of consignments	Number of animals	Number of animals/ transport units	Number of journey logs
<b>Total checks/ inspections</b>	58088	17967160	1426	504226313	2365	13378
<b>Of which</b>						
- bovines	5543	187599	429	2029709	939	-
- caprines/ovines	1745	275198	48	695166	27	-
- porcines	48500	11828358	410	13994048	61	-
- equines	553	7543	184	2460	227	-
- other	1747	5668462	11	7811	1111	0
<b>Poultry</b>	<23098 <sup>2</sup>	<346603928	38	487497119		0
<b>Empty</b>			303			
<b>Unknown<sup>3</sup></b>			3			
<b>Total number complying</b>	58088 <sup>4</sup>	17967160	1199	-( <sup>5</sup> )	-( <sup>5</sup> )	6037
<b>Total number not complying</b>	-	-	227	-( <sup>5</sup> )	-( <sup>5</sup> )	7341

<sup>1</sup> 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.

<sup>2</sup> 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.

<sup>3</sup> "Unknown" addresses the column with "during the journey". In the system the consignments are registered by the inspector not in all cases the species is indicated by the inspector.

<sup>4</sup> Excluding poultry.

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

**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.

Category	Received notifications 2010	Still under scrutiny	Sent notifications 2010
<i>Total received/sent in 2010</i>	82	6	206
Non-compliance of the means of transport	8	1	6
Transporter authorisation invalid	0		0
Incomplete journey log	48	12	188
Stocking density exceeded	15	8	2
Journey time exceeded	9	3	6
Cruelty or negligence to animals	13	6	9
Other	10	3	2
<i>Total sum of the different categories</i>	103	33	213

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<sup>6</sup> In the system notifications are dissected immediately and this sub-notifications are traced individually in the system

**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	366		
Non-Dutch transporter	1326		
<b>Total</b>	1692	1849	Approximately 260

**Table 4: Fit to travel**

If a veterinarian encounters an animal which is not fit to travel and was clearly 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 result in administrative interventions as well as 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.

<b>Veterinary declarations unfit animal</b>	<b>slaughterhouse</b>	<b>Assembly centre</b>	<b>Market place</b>	<b>Other</b>	<b>Total</b>
<b>Number of vet. Declarations</b>	210	1	-	-	211

**Table 5: Checks during the journey**

Part of the organisation focuses on the checks at any point during a journey, including e.g. the time 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 for national and international transport. These inspections are performed additional to the veterinary checks at either slaughterhouses or place of departure prior to an international journey.

The total number of not complying differs from the added numbers of interventions. Only official warnings are registered in contrast to verbal warnings. Sometimes an infringement is dealt with by giving a verbal warning. 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. 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
<b>Total number of consignments</b>	1132	229	65
- bovines	285	119	25
- caprines/ovines	32	9	7
- porcines	285	93	32
- equines	183	1	-
- other	11	-	-
- poultry	32	6	-
- empty	301	1	1
- unknown	3	-	-
<b>Total complying</b>	959	184	56
<b>Total not complying</b>	173	45	9
<b>Official Warning</b>	44	12	2
<b>PV (Official declaration for prosecutorial law)</b>	71	24	6

**Table 6: Interventions**

If an infringement is noticed by the nVWA or brought to the attention of the nVWA, a 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 2010 were:

Notification, official warning, administrative fine (since September 2010) duty backed by astreinte (imposing & forfeiting), temporary suspension, withdrawal, PV (official declaration for prosecutorial law), notification to be sent to another member state (or third country) for requesting assistance or action.

	Transporter	Keeper	Organiser	Assembly Centre	Slaughterhouse
Notification	51	-	43	-	-
Official warning	149	80	-	1	1
Imposing duty	17	-	-	-	-
Forfeiting duty	5	-	-	-	-
Temporary suspension	2	-	n.a.	n.a.	n.a.
Withdrawal authorisation	-	-	n.a.	n.a.	n.a.
PV	101				
Notification to competent authority abroad (concerning non-Dutch transporter)	132				

n.a.= not applicable