



Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations and amending Directives 64/432/EEC and 93/119/EC and Regulation (EC) No 1255/97

Annual report from Germany pursuant to Article 27(2) of Regulation (EC) No 1/2005 on the inspections of animal transport

Annexes: 3 tables

Under Article 27(2) of Regulation (EC) No 1/2005, Member States must submit an annual report to the European Commission on the inspections of animal transport carried out the previous year together with an analysis of the major deficiencies detected and an action plan to address them.

The report on the inspections of animal transport carried out in Germany in 2014 is set out in the three tables annexed.

The data on bovine animals include all animals of the bovine family kept as domestic animals, including bison, wisent and water buffalo. Equidae comprise all domestic equine animals (horses and ponies), asses, mules and hinnies. The data on poultry include ducks, pheasants, geese, chickens, ratites (ratitae), guinea fowl, partridges, pigeons, turkeys and quail. Other species were also inspected in 2014 but they have not been included in this report.

Analysis of the major deficiencies detected and measures to address them

A total of 1 884 603 inspections were carried out at the place of departure and after the animals were unloaded at the slaughterhouse, and 154 751 inspections were carried out during transport. During the inspections at the place of departure and after unloading at the slaughterhouse, 296 328 212 animals, 141 199 means of transport and 153 321 accompanying documents were inspected. The inspections during transportation covered 39 177 598 animals, 58 726 means of transport and 62 075 accompanying documents. In addition, 94 531 document inspections were carried out after completion of transport without examining the animals or means of transport.

The inspections of animal transport carried out in Germany detected a total of 4 764 cases of non-compliance (infringements). 68 % of cases were discovered during inspections at the place of departure and after unloading at the slaughterhouse. 23 % were detected in inspections during transport and 9 % in the document inspections on conclusion of transport without examining the animals or means of transport.

For the transport of bovine animals most infringements concerned the fitness of the animals for transport. For the transport of porcine animals, infringements concerning the fitness of the animals for transport, transport practice, space allowances and height were all equally apparent. For the transport of sheep, goats and equidae, comparatively few infringements were discovered. For the transport of poultry, most infringements concerned transport practice, space allowance and height, and various other infringements such as the injuring of poultry for slaughter at the place of destination.

An increased trend towards overloading was to be expected, whereas the increase in the number of cases of animals unfit for transport was possibly due to the improved training of the inspection staff with the resulting increase in the frequency of detection.

In addition to the categories of non-compliance mentioned, infringements were repeatedly documented regarding the rules on transport papers, the correct separation or tethering of the transported animals, the identification of the means of transport and the provision of bedding in the means of transport.

As examples, we would refer here to two serious infringements and outline the measures taken. In one case, during the inspection of the transport of bovine animals for slaughter, two cows were discovered that were not fit for transport. They were loaded off, euthanised and a necropsy was carried out. A complaint was filed against the transport company and the farmer. In another instance, the attention of the official veterinary surgeon at the place of departure was drawn to a loaded pig transporter by the loud squealing of the young pigs on board. Some of the pigs were standing on top of each other; the vehicle was overloaded. In this case non-compliance procedures were initiated.

In total 4 156 measures were taken to address the most important deficiencies detected. 85 % of the measures consisted of sanctions and 15 % of

enforcement measures and information exchange. Most of the sanctions involved recommendations and cautions. Non-compliance procedures were also initiated. Administrative orders and criminal proceedings were less frequent.

The action plan to address the main deficiencies identified includes the following measures, which also serve other purposes:

- continuation of the usual inspections to check whether the stricter inspections and measures introduced (previous year's action plan) have led to an improvement in transport quality;
- priority checks on specific motorway routes (in conjunction with the police) and at slaughterhouses;
- development of a plan for transnational priority checks of animal transport;
- increase in penalties; raising of the veterinary authorities' awareness of the need to take appropriate action when animal welfare rules are infringed;
- passing on of pertinent information (infringements) to other relevant authorities in Germany and between Member States (to allow among other things better monitoring of the firm's registered office and the condition of the vehicles of the carriers in question);
- further training measures particularly for the municipal veterinary authorities (sometimes together with the police) but also for transport staff;
- consultation with veterinary officials and representatives of other authorities to discuss critical issues, study national and Community regulations in detail and examine further possibilities for cooperation in transport inspections;
- training sessions for police, judges and public prosecutors with specialised talks on animal transport issues;
- work on improving the use and performance of navigation systems;
- stricter checking of transport schedules regarding plausibility (driving hours, rest periods, feeding and watering) if necessary calling for a schedule change (e.g. in accordance with ECJ judgment C-424/13 including the section in third countries);
- more intensive tracing of missing entries in the journey logs;
- spot checks of journey log entries by technical supervisors;
- stricter, risk-oriented technical checks of the administrative procedures and measures applied in animal transport checks;
- revision of the animal transport manual which ensures uniform enforcement in federal Germany; and

- development and testing of a more efficient transport monitoring system together with the system manufacturers and individual administrative districts in a regional pilot project.