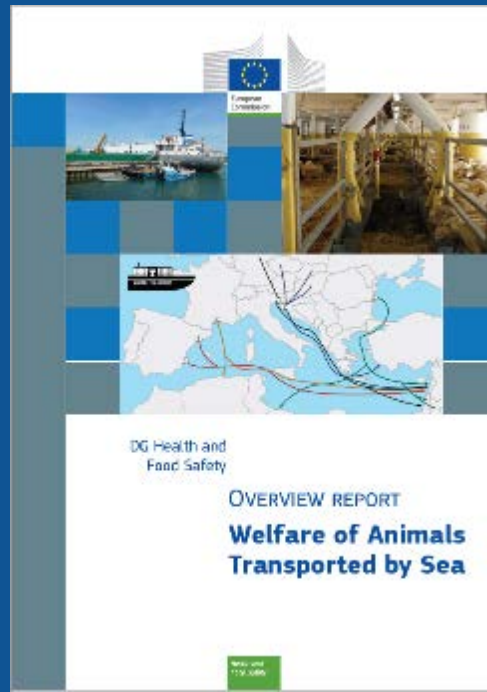




Overview Report: The welfare of animals transported by sea



DG SANTE
Unit F2 - Animals

PAFF Committee
Animal Health and
Welfare & Controls
and Import Conditions
July 2020

CONTEXT

- *Second part of SANTE F2's project on the welfare of animals transported to non-EU countries (2017-2019)*
- *NGO reports. Official complaints in 2018.*

2017	
Cattle	655,203
Sheep/Goats	2,239,864
2018	
Cattle	625,690
Sheep/Goats	2,242,886



BACKGROUND

- *Only livestock vessels (no roll-on roll-off vessels)*
- *Only ruminants*
- *Audits*
 - **SI, ES, HR in 2018;**
 - **RO in 2019;**
 - **FR planned for 2020.**
- *March 2019 presentation at PAFF*
- *Sept. 2018 presentation at PAFF*
- *Revision of the National Contact Points' Network Document on Livestock Vessels (2014)*





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ONE JOURNEY

- The largest livestock vessel can transport approximately 18,000 cattle
- 30-60 cattle on one vehicle
- At least 300 trucks arriving at the port
- How many organisers?
- Animals come from the same Member State (ES, FR, IE, PT, RO) or from other Member States (SI, HR)

CONCLUSION

Authorities at Departure

- *At place of departure, many competent authorities administratively authorize the journey with **incomplete or incorrect documentation** and **without considering the weather conditions** during the route and at the EU exit port. This increases the likelihood of animal welfare problems.*
- *You are also causing problems to colleagues in the ports!*

At Departure



- *Same situation as March 2019:*

- Identify an organiser responsible for the **entire** journey
- Identify an **approved livestock vessel**
- Identify an authorised transporter for the livestock vessel

Health and

(some improvement: SI notifies Member States)

- *Also:*
 - Logistics for vehicle arrivals at the port must be planned accurately taking into account facilities at the port.

CONCLUSION

Authorities at Ports

- *With the exception of Ireland and Portugal, **the controls in place to approve livestock vessels and to inspect them before each loading are insufficient** to minimise the risks, which can negatively affect the welfare of the animals exported on livestock vessels.*

Official veterinarians are aware of the requirements

Even a veterinarian can do this!

- Space requirements
- Lighting and emergency lighting

Expected areas of veterinarian expertise???

- Forced ventilation system (specific air changes)
- Storage or production capacity for fresh water and alternative pumping equipment





Official veterinarians are aware of the requirements

Expected areas of veterinarian expertise???

- Drainage systems – with pumps or ejectors – and alternative pumping equipment
- A fire-fighting system that complies with SOLAS standards
- Monitoring, control and alarm systems in the wheelhouse
- Primary source of power sufficient for the above systems for livestock and a secondary source sufficient for three days



Ask yourselves:

- *Suitably qualified staff?*
- *Sufficient staff, equipment and facilities?*
- *Central Competent Authority support?*
- *Contingency plans if something goes wrong?*
- *Notifications of non-compliances to the Member States?*

Much to be done...



THREE MESSAGES

1. MEMBER STATES OF DEPARTURE HAVE RESPONSIBILITIES TOO!

2. VETERINARIANS AT THE PORT NEED A SIGNIFICANT AMOUNT OF TECHNICAL AND HIERARCHICAL SUPPORT

3. CONTINGENCIES FOR THE ANIMALS

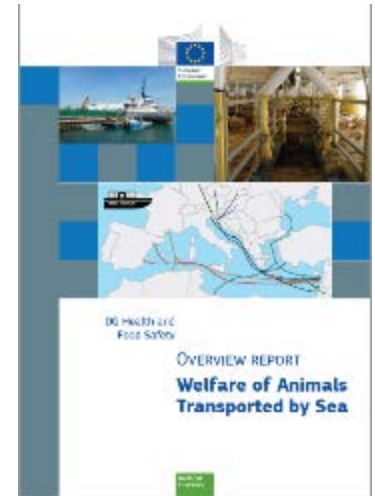


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Overview report

- *Exports by sea (livestock vessels):*

https://ec.europa.eu/food/audits-analysis/overview_reports/details.cfm?rep_id=137



Updated Network Document

- *In CIRCA-BC's MSAWN:*

[Updated Network Document on Livestock Vessels FINAL EN.pdf](#)

