

PART 3

Analysis of major deficiencies detected during the non-discriminatory inspections and action plan to address them as provided for in Article 27(2) of Regulation (EC) No 1/2005

1. ANALYSIS OF THE MAJOR DEFICIENCIES DETECTED DURING THE NON-DISCRIMINATORY INSPECTIONS

A. general findings

The total number of checks is considered to be satisfactory, the percentage of transports non-compliant with Regulation (EC) No 1/2005 was 0,79 %.

Quantitative ranking of non-compliances:

Ranking	Category	total number	percentage related to total number of checks
1	Documentation	606	0,4
2	Fitness of animals for transport	292	0,2
3	Transport practices, space allowances, height	235	0,2
4	Means of transport and additional provisions for livestock vessels or vessels transporting sea containers, and for long journeys	153	0,1
5	Other cases of non-compliance	273	0,2
6	Watering and feeding, journey times and resting periods	25	0,0

Lack of definitions in Regulation (EC) No 1/2005 (i.e. internal heights, provisions for SNS, transport duration between assembly centers, economic activity, harmonized technical details for approval of livestock vessels according article 18, feeding of unweaned calves and lambs on transports longer than 8 hours, duration of transport of animals for slaughtering, plausibility check of route planning in third countries, etc.) remains a legislative and logistical challenge for controlling personnel.

Nonconformity between Regulation (EG) 561/2006 and Regulation (EC) No 1/2005 constantly results in unsatisfactory tensions between stakeholders and authorities.

Therefore Austria sustains the demand to put Regulation (EC) No 1/2005 under revision at the earliest.

B. technical issues

As the tables for the national reports have been introduced in 2014 for the first time, some interpretation gaps within the controlling personnel occurred resulting in varying data. Problems were identified and were considered in the 2017 report.

2. ACTION PLAN TO ADDRESS THE DEFICIENCIES DESCRIBED UNDER POINT 1.

The responsible authorities will hold up to the high number of checks to keep infringement rates on a satisfactory level. Despite the high administrative effort to carry out checks on the road, the number of roadside checks needs to be maintained.

In order to continuously lower the number of non-compliances all authorities have been instructed to apply strict sanctions in any case of violation concerning fitness for transport and for all transports that resulted in suffering of animals.