

## Annual Transport Report, in accordance with article 27 of Council Regulation (EC) No 1/2005

### Abbreviations used in this document.

DAFM	Department of Agriculture, Food and the Marine
CCA	Central competent authority
CA	Competent authority
DVO	District Veterinary Office
AWTD	Animal Welfare and Transport Division
VPHIS	Veterinary Public Health Inspection System
MS	Member State

### 1. OVERVIEW

Member State: **Ireland**

Year: **2011**

Name and contact information to the authority responsible for the information in this report:

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Total number of authorised transporters, according to Article 6 of 1/2005, in the Member State on the 1<sup>st</sup> of January 2011: **629**

- For short transports (Type 1: issued in accordance to Art. 10): **429**
- For long transports (Type 2: issued in accordance to Art. 11): **200**
- Transporters from third countries: **0**

Total number of approved means of transport, according to Article 7 of 1/2005, in the Member State on the 1<sup>st</sup> of January 2011: **286** \*

Road vehicles, including containers, (issued in accordance to Art. 18): **277**

Livestock vessels, including containers, (issued in accordance to Art. 19): **0**

\* Includes 9 approved roll-on, roll-off vessels (not all currently in use).

## 2. OVERVIEW OF TRANSPORT DATA

**Table 1: Number of animals transported within Ireland and number of animals transported to other member states and third countries**

Animals transported consignments (T)/in number of animals (A)	Equidae		Bovine		Porcine		Ovine Caprine		Poultry		Other species	
	Consignments/ Number of animals	Consignments/ Number of animals	Consignments/ Number of animals	Consignments/ Number of animals	Consignments/ Number of animals	Consignments/ Number of animals	Consignments/ Number of animals	Consignments/ Number of animals	Consignments/ Number of animals	Consignments/ Number of animals	Of significant numbers	Consignments /Number of animals
	T	A	T	A	T	A	T	A	T	A	T	A
<i>a</i> For the purpose of slaughtering (<8 hours duration)	NA*	17816	NA	1,643,258	26123	2769473	109827	2360575	NA	83 million	NA	NA
<i>b</i> For purposes other than slaughtering (such as breeding or further fattening) (<8 hours duration)**	NA	NA	NA	2,683,056	3093	378480	229550	305502	NA	NA	NA	NA
Transport > 8 hours [(number of approved journey logs)]	NA	NA	NA	215,780	480	105743	106	17196	902	9642987	NA	NA
<b>Total:</b>	NA	NA	NA	4542094	29696	3253696	339483	2683273	NA	NA	NA	NA

\*NA: Indicates data not currently available

\*\* The data provided in row (b) does not include certain animal movements such as internal farm movements which take place as part of the normal operational management of any farming enterprise.

**2: SUMMARY OF ALL TRANSPORT INSPECTIONS CARRIED OUT IN 2011  
(ALL SPECIES)**

Table 2

Type of inspection	Total number of inspections
Journeys < 8 hours for the purpose of slaughtering	245
Journeys < 8 hours for purposes other than slaughtering (movements to internal markets etc)	370
Journeys > 8 hours (exports)	571
<b>Totals:</b>	<b>1186</b>

### 3. INSPECTIONS CARRIED OUT IN 2011 BY LOCATION AND SPECIES

Table 3:

Location	No. of inspections carried out (T) and no. of animals (A)											
	Bovine		Ovine/ caprine		Porcine		Poultry		Horses		Other	
	T*	A*	T	A	T	A	T	A	T	A	T	A
Place of departure (excluding assembly centres)	9	1409	2	111	66	39537	1	5500	12	2	0	0
During transport (by road)	0	0	0	0	0	0	0	0	0	0	0	0
At place of destination (excluding slaughter plants)	347	2175	19	870	0	0	0	0	0	0	0	0
At slaughter plants	170	1604	23	1279	23	2502	28	153481	2	10	0	0
At border inspection posts or exit points	269	27799	19	4704	20	2188	0	0	7	52	0	0
At control posts and assembly centres	151	24511	3	1066	0	0	0	0	0	0	0	0
<b>Total number of inspections</b>	<b>946</b>	<b>57498</b>	<b>66</b>	<b>8030</b>	<b>109</b>	<b>44227</b>	<b>29</b>	<b>158981</b>	<b>21</b>	<b>64</b>	<b>0</b>	<b>0</b>

T: Refers to inspection of a means of transport, A: refers to the number of animals inspected.

#### **4. RESULTS OF INSPECTIONS (ROAD TRANSPORT ONLY)**

Table 4: Categorisation of Transport Non-compliances

<b>Category of non-compliance</b>	<b>a) In number of inspections</b>	<b>b) In % of inspections</b>	<b>c) Of importance for the protection of animals*</b>	<b>d) Percentage of importance for the protection of animals**</b>
General conditions for transporting animals <i>(Art 3(1)(a))</i>	0	0	0	0
Transporter's authorisation <i>(Art 5 (1) and 6(1, 2))</i>	2	0.16%	0	0
Driver certificate of competence <i>(Art. 3(e) and 6(5))</i>	2	0.16%	0	0
Vehicle approval <i>(Art 3(c) and 7)</i>	5	0.42%	0	0
Means of transport <i>(Art 3(b) and annex I ch II)</i>	83	7.0%	6	7.2%
Fitness for transport <i>(Art 3(c) Annex I, Chapter I)</i>	12	1.0%	12	100%
Transport practices <i>(Art 3(e) Annex I, Chapter III)</i>	1	0.08%	1	100%
Journey time limits incl. watering and feeding intervals <i>(Art 3(h) Annex I, Chapter V)</i>	0	0	0	0
Additional provisions for long journeys incl. nav systems and temp. monitoring. <i>(Art. 3(h) Annex I, Chapter V)</i>	39	3.2%	34	87%
Space allowances including height <i>(Art. 3(g) Annex I, Chapter III, point 1.2 and Annex I Chapter VII)</i>	10	0.84%	10	100%
Journey logs <i>(Art. 5(4) and Annex II)</i>	17	1.4%	0	0
Other	3	0.25%	0	0

\* Non-compliances that had (at the time of the inspection) or were likely to have, a direct negative effect on the welfare of the animals being transported. This categorisation does not take into account the timeframe in which the non-compliance was addressed-many of these were detected and corrected before the journey commenced.

\*\* As a % of the total number of non-compliances in each category.

## **5. ACTIONS TAKEN FOLLOWING DETECTION OF NON-COMPLIANCES**

Table 5

<b>Sanctions and other actions</b>	<b>Number</b>
Prosecution	0
Regulatory or enforcement actions, other than prosecutions (e.g. oral/written warnings, cautions, statutory notices served)	160*
Suspension of, or other measure related to, the driver certificate of competence	0
Suspension of, or other measure related to, the transporter's authorisation	0
Suspension of, or other measure related to, the vehicle's approval	0
Contact with other Member States (Art. 26)	
Other sanctions or actions Such as:	0

\* Includes 152 verbal warnings, 6 legal notices served, 1 formal warning letter, 1 case where alternative vehicle used for the transport.





**6: Non-compliances notified to CCA as a result of inspections carried out by other MS relating to journeys originating in Ireland.**

Table 6

Category of non-compliance	Number reported	Action taken *
General conditions for transporting animals <i>(Art 3(1)(a))</i>	0	-
Transporter's authorisation <i>(Art 5 (1) and 6(1, 2))</i>	0	-
Driver certificate of competence <i>(Art. 3(e) and 6(5))</i>	0	-
Vehicle approval <i>(Art 3(c) and 7)</i>	0	-
Means of transport <i>(Art 3(b) and annex I ch II)</i>	2	1- Warning letter issued & meeting held between the CA and the transporter 2 - Cross reported to another MS
Fitness for transport <i>(Art 3(c) Annex I, Chapter I)</i>	0	-
Transport practices <i>(Art 3(e) Annex I, Chapter III)</i>	0	-
Journey time limits incl. watering and feeding intervals <i>(Art 3(h) Annex I, Chapter V)</i>	55	Warning letters issued for 37 alleged infringements (further action to be taken pending receipt of legal advice) 17 cross reported to another MS No action taken in 1 case
Additional provisions for long journeys incl. nav systems and temp. monitoring. <i>(Art. 3(h) Annex I, Chapter V)</i>	0	-
Space allowances including height <i>(Art. 3(g) Annex I, Chapter III, point 1.2 and Annex I Chapter VII)</i>	1	Warning letter issued
Journey logs <i>(Art. 5(4) and Annex II)</i>	2	1 Cross reported to another MS 1 Verbal warning.
Other	-	-

\* Please see action plan below for further detail on the action taken.

## **6. ANALYSIS OF THE MAJOR NON-COMPLIANCES DETECTED DURING THE INSPECTIONS**

For the purposes of this report a major non-compliance is defined as one that has a direct negative impact on the welfare of the animals being inspected or one which is likely to have a direct negative effect on the animals at some point during the planned journey. The decision to define a non compliance as “major” takes into account all relevant issues relating to the journey such as the type of animals being transported (e.g. the effect of wet/insufficient bedding on young animals verses adult animals), the length of the intended journey (e.g. necessity for the provision of water and temperature control on long journeys), the current and expected weather conditions and so on. It does not however take into account the timeframe in which the issue was rectified i.e. a non-compliance could be classified as a major non-compliance, but still be rectified on the spot and therefore not require additional enforcement action or a severe penalty.

For example the majority of the non-compliances detected during inspections relating to short journeys, were not classified as major non compliances as they related almost exclusively to issues such as insufficient cleaning and disinfection of means of transport and minor structural deficiencies which were not likely to have an immediate negative impact of the welfare of the animals.

The majority of the major non-compliances detected in 2011 related to inspections carried out in relation to long journeys (journeys off the island of Ireland). Many of these were detected at the pre-loading inspection carried out by a Veterinary Inspector and hence were corrected on the spot.

For example of the six major deficiencies detected in the category of “means of transport” (see table 4 above), three of these related to sharp projections which were likely to cause injury to any animals being transported and a legal notice was issued to the transporter in each of these cases. The other three related to strained or damaged lashing points in vehicles approved for international transport. Such non-compliances are considered to be of major importance as all long journeys from Ireland involve a sea crossing and it is DAFM’s policy to ensure that all vehicles are lashed irrespective of the expected weather conditions during the sailing.

In relation to fitness to transport, the majority of these incidents of non-compliance (11) related to animals being transported to slaughter plants with injuries, severe lameness or another disease process that would have rendered it unfit for transport. All of these cases were cross reported to AWTD by staff from VPHIS as part of the formal Cross Divisional Reporting system that has been in place since 2010 (see below for further detail). In all cases verbal warnings were issued to the keeper or transporter involved. In cases where there was a suspicion of on farm welfare issues, they were referred to the District Veterinary Office where the animal originated for further investigation. In one case a compliance notice was issued to the haulier involved.

There was one non compliance reported in relation to animal handling technique (“Transport Practices”) where a consignment of animals were subject to excessive use of force during unloading at a slaughter plant. The CA has devoted a lot of resources in recent years to educate both animal handlers and keepers on correct and acceptable

animal handling techniques and the use of excessive force when handling animals is not tolerated at any level. A verbal warning was issued to the person involved in this case.

87% of the non-compliances detected in the category “Additional provisions for long journeys” were classified as major non-compliances. The majority of these related to problems with water supply (malfunctioning or broken water drinkers, inability to assess level of water in storage tanks etc). However in the majority of cases the problems were rectified on the spot by either repairing the fittings or altering the stocking density on the vehicle to take the deficiency into account. In one case the vehicle in question was not used for the journey.

All of the non-compliances in relation to space allowances were classified as major deficiencies as they related exclusively to long journeys and therefore the potential impact on animal welfare was significant in each case. In most cases the deficiency related to insufficient deck height and this was rectified on the spot by raising the decks to an acceptable level before exiting the port of Rosslare. The transporters involved were given a verbal warning in all cases to ensure adequate height is provided for future loads.

In relation to infringements notified to the CCA by other member states (table 6 above refers), the majority of these were notified to the CCA as a result of a system of collaboration that has been in place since February 2011 between the Irish and French authorities (this system has been described in detail in previous reports to the Commission). The majority of the infringements notified (~92%) related alleged non-adherence to journey time and rest period requirements. In the case of all of the alleged infringements notified in 2011 the following action was taken by the CCA:

- Copies of the journey logs for each alleged infringement were collected by the CCA (where available), including a copy of section 4 as completed by the transporter.
- The journey logs were scrutinised for evidence to either support the alleged infringement or for an explanation indicating that there had been a legitimate change to the planned journey e.g. an alternative control post had been used.
- In cases where the transporter was from another Member State (e.g. Northern Ireland) the alleged infringement was reported to the contact point in that member state for further follow up action.
- In the remaining cases where the allegation could not be explained by means of the information recorded in section 4 of the journey log, the transporter involved was written to by the CCA and asked to explain the discrepancy. He/she was asked to provide proof by means of a print out from the vehicle’s tachograph and/or satellite tracking system that the actual journey times and rest periods were in line with the requirements.

In some cases a satisfactory explanation for the discrepancy was provided by the transporter and no further enforcement action was taken. Some transporters responded to the letters by refuting allegations of non-compliance and in some cases by resubmitting copies of relevant journey logs indicating that section 4 was:

- *Completed in full,*
- *Compliant with journey times and rest periods,*
- *Endorsed as such by the control post official*

Before further enforcement action can be considered, the CCA has been advised to seek legal opinion as to whether the information provided by the French authorities, in its current format, is sufficiently robust.

## **7. ACTION PLAN TO ADDRESS THE DEFICIENCIES DESCRIBED UNDER POINT 6**

### **Checks at assembly centres and exit points**

As described at section 6 above the majority of the major deficiencies detected during transport inspections in 2011 related to long journeys (journeys off the island of Ireland), and in the majority of cases the deficiencies were rectified on the spot. Ireland continues to operate an inspection system whereby over 90% of consignments of livestock destined for export are checked by Veterinary Inspectors at an approved assembly centre, just prior to departure. This inspection involves checking the means of transport, the accompanying documentation and inspecting the animals prior to and during loading. In addition to this, livestock vehicles exiting Rosslare Europort are subject to additional spot checks by Veterinary Inspectors before they board the vessel. These checks, which are carried out on approximately 20% of the vehicles exiting the port, include additional checks on the vehicles, documentation and animals.

It is the intention of the CA to continue to prioritise checks in relation to the long distance transport of livestock and to retain the high level of scrutiny described above, despite ongoing pressure on resources. This will ensure in so far as possible that the standard of vehicles, the health and fitness of the animals and accompanying documentation are compliant before any long journey commences.

### **Revision of the transport inspection system**

The overall transport inspection system will be comprehensively reviewed to take into account the new format for the Annual Transport Report, which is currently being discussed in Brussels. The intention is to revise the current transport inspection forms and checklists to ensure that the data gathered during all transport inspections corresponds with what the new report format requires. As with any new inspection protocol the CCA will produce guidelines for staff carrying out the inspections to ensure that the forms are completed in a consistent manner. Training on the new inspection system may be provided if deemed necessary.

### **Development of cross divisional reporting system**

As mentioned in section 6 above, a formal system has been in place since August 2010 that allows for the transfer of information between VPHIS and AWTD on significant issues relating to animal welfare and transport. The current instruction requires that the following issues are cross reported to the relevant divisions using a specific form known as the “Cross Divisional Animal Welfare Report Form”:

- Animal welfare issues indicative on animal welfare issues on farm.
- Animal welfare issues associated with transport which have relevance to other divisions (e.g. fitness for transport issues, improper segregation of animals, injury during transport etc)
- Transport vehicle re- inspections, which cannot be carried out at the slaughter plant due to exceptional circumstances

- Transport documentation issues (Transporter authorisation, certificates of competence etc).

This system is currently being revised and refined by VPHIS in order to standardise the action taken by VPHIS inspectors at slaughter plant level and to improve the overall effectiveness of the system of co-ordination between Divisions.

### **Policy in relation to the management of acutely injured animals on farm/fitness to transport**

The CA's campaign to ensure that animals that are acutely injured on farm are not transported under any circumstances is ongoing. In 2009 the Farm Animal Welfare Advisory Council (FAWAC) issued a comprehensive set of guidelines detailing the options available to keepers to manage animals that are acutely injured on farm. These guidelines include details of the legislative requirements in relation to fitness to transport as well as an outline of the procedure for carrying out the slaughter of suitable animals on the farm. This booklet continues to be widely circulated to keepers and transporters. In addition a FAWAC sub-committee was established specifically to deal with the issue of fitness to transport and on farm slaughter of acutely injured animals and meetings were held between the sub-committee and other relevant stakeholders (Irish Farmers Association, Meat Industry Ireland, Veterinary Ireland etc) to progress the issue. This issue remains subject to ongoing review.

In addition, in June 2012, training in animal welfare during transport was provided to all DAFM staff (Veterinary and technical) working at slaughter plants. The session focussed on the area of fitness to transport and DAFM's policy on the on farm slaughter of acutely injured livestock. It also included a specific presentation on the requirements for authorisation of transporters, training, means of transport and fitness for transport.

### **Poultry and Equine transport targets 2012 and 2013**

Ireland has a total of four slaughter plants involved in the slaughter of horses (two are DAFM supervised and two are supervised by Local Authority staff). The number of horses slaughtered for meat in Ireland has increased substantially over the last three years, from circa 2000 in 2008 to 17,816 in 2011. For this reason it is our intention to proportionally increase the number of inspections carried out in relation to equine transporters in slaughter plants in 2012 and 2013 in order to ensure, in particular, that the vehicles used are appropriate and that the rules regarding segregation of animals and fitness for transport are being respected.

Ireland has a relatively small number of authorised poultry transporters as the poultry industry in Ireland is also relatively small. For reasons of convenience poultry transport inspections have traditionally and almost exclusively been carried out at poultry slaughter plants to date. However Ireland does export a significant number of spent hens to the United Kingdom for slaughter. Because of the low monetary value of spent hens in particular, the risk of non-compliance with transport and welfare requirements is perceived to be greater. For this reason is our intention to carry out a number of targeted inspections on poultry transporters in 2012 and 2013 in particular in relation to those involved in the export of spent hens.

### **Follow up of alleged infringements notified by French Authorities.**

The follow up of alleged journey time and rest period infringements reported by the French authorities is a priority for the CCA. As described in section 6 above the CCA is

in the process of seeking legal opinion as to whether the information provided by the French authorities in its current format is sufficient to take further legal action against a transporter in cases where section 4 of the journey log appears to be compliant and has been signed and stamped by the control post owner as such.

### Training

DAFM outlined in the previous transport reports the programme of regional training sessions that were held in 2010 and 2011 in relation to transport, in particular the carrying out of pre-transport checks on animals, means of transport and documentation before they leave assembly centres and transport checks at internal markets. As there have been no changes to the transport legislation in recent times there are no specific plans in 2012/2013 to carry out training in the area of transport. However this is subject to constant review and training will be provided should there be any significant changes to either DAFM policy or any relevant legislation.