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HEALTH & CONSUMER PROTECTION DIRECTORATE-GENERAL  
Directorate F - Food and Veterinary Office

DG(SANCO)/8678/2002 – MR Final

FINAL REPORT OF A MISSION  
CARRIED OUT IN IRELAND  
FROM 25/11/2002 TO 29/11/2002  
IN ORDER TO EVALUATE THE SYSTEM OF CHECKS  
FOR ANIMAL WELFARE DURING TRANSPORT  
AND AT THE TIME OF SLAUGHTER

*Please note that factual errors in the draft report have been corrected in bold, italic type. Clarifications provided by the Irish central authorities are given as footnotes in bold, italic type at the relevant part of the report.*

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ABBREVIATIONS & SPECIAL TERMS USED IN THE REPORT

AWIS	Animal Welfare Inspection System
CA	Competent Authority
CCA	Central Competent Authority
CVO	Chief Veterinary Officer
DAF	Department of Agriculture and Food
DCVO	Deputy Chief Veterinary Officer
DVO	District Veterinary Office
FMD	Foot and Mouth Disease
FVO	Food and Veterinary Office
SVI	Superintending Veterinary Inspector
SSVI	Senior Superintending Veterinary Inspector
SCAHAW	Scientific Committee Animal Health and Welfare
TAO	Technical Agricultural Officer
VI	Veterinary Inspector

## 1. INTRODUCTION

The mission took place in Ireland from 25/11/2002 to 29/11/2002. The mission team comprised 2 inspectors from the Food and Veterinary Office (FVO) and 1 member state expert.

The mission was undertaken as part of the FVO's planned mission programme

The inspection team was accompanied during the whole mission by a representative from the central competent authority Irish Department of Agriculture and Food.

An opening meeting was held on 25 November 2002 with the central competent authority Irish Department of Agriculture and Food. At this meeting, the objectives of, and itinerary for, the mission were confirmed by the inspection team, and additional information required for the satisfactory completion of the mission requested.

## 2. OBJECTIVES OF THE MISSION

The objective of the mission was to evaluate the system for checks of animal welfare during transport and at the time of slaughter, in the framework of Council Directive 91/628/EEC<sup>1</sup> (as amended) and Council Directive 93/119/EC<sup>2</sup>. It formed part of a wider series of missions to all Member States (MS) evaluating control systems and operational standards in this sector.

In pursuit of this objective, the following sites were visited:

COMPETENT AUTHORITY VISITS			Comments
Competent authority	Central	2	Opening and closing meetings
	District	2	
<b>Other sites visited.</b>			
Slaughterhouses		4	4, one for cattle, one for pigs, one for cattle, sheep and horses, and a small abattoir controlled by the local authorities.
Assembly centres		1	
Markets		2	
Ports (welfare controls)		1	

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<sup>1</sup> OJ L 340 of 11.12.1991, p. 17 (amended by Council Directive 95/29/EC, OJ L 148 of 30.06.1995, p. 52)

<sup>2</sup> OJ L 340 of 31.12.1993, p. 21

### **3. LEGAL BASIS FOR THE MISSION**

The mission was carried out under the general provisions of Community legislation and, in particular:

- Council Directive 91/628/EEC of 19 November 1991 on the protection of animals during transport
- Council Directive 93/119/EC of 22 December 1993 on the protection of animals at the time of slaughter or killing;
- Commission Decision 98/139/EC of 4 February 1998 laying down certain detailed rules concerning on-the-spot checks carried out in the veterinary field by Commission experts in the Member States<sup>3</sup>.

### **4. BACKGROUND**

#### **4.1. Summary of previous mission results**

##### Animal welfare during transport

A previous FVO mission took place during the last quarter of 1998 and first quarter of 1999 (report DG XXIV 1491/98). A recommendation was made in this report to the CCA to enforce Community and national legislation, with regard to deficient means of transport, and to take immediate action to remedy the deficiencies with regard to drawing up route plans.

##### Animal welfare at slaughter

No previous mission had focused specifically on this issue. However, mission report 3362/2001 mentions several deficiencies related to animal welfare in the slaughterhouses visited in that mission.

Both of the above reports are available on the DG (Health and Consumer Protection) Internet site at <http://europa.eu.int/comm/dg24/>.

#### **4.2. Production and trade information**

Ireland is an important exporter of livestock, in particular cattle. The figures supplied by the CA were for 2001, which was not a typical year due to disruptions to trade due to FMD.

- The majority of cattle were sent to the UK (67,816 cattle for production and 29,325 cattle for slaughter in 2001), although significant numbers were also sent to Spain (31,733 cattle for production in 2001). Lebanon was the third country which received the most exports (9,122 were sent there in 2001).

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<sup>3</sup> OJ L 38 of 12.02.1998, p. 10

- Pigs are sent to the UK (39,931 for slaughter and 8,559 for production in 2001). Smaller numbers of pigs were sent to the continent in 2001 for either breeding or production.
- The numbers of sheep transported out of Ireland in 2001 were small, with France the most significant destination (5,166 sheep for fattening).

## **5. MAIN FINDINGS**

### **5.1. Competent authority.**

The organisation of the competent authority (CA) is described in report 3383/2001. In relation to the scope of this mission, one Deputy Chief Veterinary Officer (DCVO) is responsible for transport carried out at a national level and another DCVO is responsible for international trade. Responsibility for animal welfare at slaughter lies with a third DCVO, in charge of the Veterinary Public Health Inspectorate.

In addition to the field services of the Animal Health and Welfare Inspectorate, Local Authorities, under The Department of the Environment, are responsible for monitoring the day-to-day hygiene operation and compliance with welfare legislation in low through-put abattoirs licensed by the Department of Agriculture and Food.

### **5.2. Applicable legislation.**

The CCA provided legal texts corresponding to the relevant E.U. legislation. Although a comprehensive check of this legislation was not carried out, the following points were noted:

- Relevant Irish legislation includes The Diseases of Animals (Carriage of Cattle by Sea) Order, 1996, which has been amended several times and introduces provisions for transport of live cattle beyond those of Council Directive 91/628/EEC (by amendment these provisions are now also applicable to sheep).
- The requirement for authorisation for transporters as required by Article 5.A of Council Directive 91/628/EEC, as amended, is not adequately transposed into Irish legislation. In this, the S.I. no. 98 of 1995, Article 10, only requires this in the case of transport of animals beyond the territory of the State.
- Regarding feeding of animals in the slaughterhouses, the First Schedule.II.9 of the S.I. No. 114 of 1995, which transposes into Irish legislation Council Directive 93/119/EEC, states that “animals which have not been slaughtered within 24 hours of their arrival shall be fed”. This does not comply with Annex A.II.9 of the aforementioned Directive, which requires feeding after a maximum period of 12 hours.

### **5.3. Training**

Training has been organised at different levels. The CCA has produced checklists, guidelines and circulars providing guidance and information for the VI. Apart from that, there is a system for induction training and on-the-job training.

Leaflets for farmers and transporters are available in the DVOs, regarding animal welfare during transport, and videos are used in some markets to provide information. Posters with information are also displayed in markets and slaughterhouses. The CA has produced guidelines for manufacturers of vehicles dedicated to transport animals within Ireland, advising which requirements should be met.

Training has also been organised by the Local Authority visited regarding animal welfare during transport and at the time of slaughter.

## **5.4. Control of Animal Welfare during International Transport**

### *5.4.1. Organisation of inspections*

The majority of animals exported to the continent from Ireland pass through approved assembly centres in Ireland where checks are carried out, route plans are checked and endorsed, and appropriate certification issued. In all cases, prior to loading, both truck and animals are inspected and a detailed checklist is used. If the VI notes a non-compliance, this is required to be recorded together with the action taken. In some instances, the VI may decide to require that the infringement is rectified immediately or the transport is prevented. ***In other cases, consultation may take place with the DVO SVI and the regional SSVI, and some cases with the competent central inspectors, to agree a course of action appropriate to the non-compliance noted. In all cases, the VI is required to report in writing to the DVO SVI all instances of non-compliances and the action taken.*** Livestock in Roll on/Roll off vessels are subject to another check in the port of departure.

For international transport, a system for authorisation of transporters as required by Article 5.A of Council Directive 91/628/EEC, as amended, is in place. Additionally, vehicles to be used in international transport are inspected, and if found adequate, approved. This approval of vehicles is valid for a period of two years only, after which re-inspection is mandatory. According to its specification, a truck will be authorised to transport the appropriate class of animals (e.g. pigs, adult cattle). This inspection for approval of vehicles is carried out in two locations. A list with the approved vehicles is available in all DVOs, and is updated monthly. During the mission livestock was not sent to the continent due to the adverse weather conditions, and the FVO team was able to inspect only one truck, which was of a high standard.

Apart from checklists, the CCA has produced detailed guidelines about the control of international transport. Maritime authorities are also involved and the shipmaster will not allow cattle or sheep in walk-on walk-off vessels to leave the State unless a favourable 96 hours weather forecast is available.

### *5.4.2. System of reporting and exchange of information.*

The results of the inspections, including infringements detected and actions taken, are sent monthly to the CCA. The request for monthly reports was introduced in June 2002, and in one of the offices was only implemented in October 2002. This system when fully implemented will allow an accurate annual report on international trade as demanded by Article 8 of Council Directive 91/628/EEC.

### 5.4.3. Route plans and journey times.

According to national legislation, the transporter must return part B of the route plan in a period of 7 days after completion of the journey. Part B is completed by the person in charge of the means of transport, and states the actual itinerary. In the offices visited, a follow up action was taken in cases where plan B had not been returned, and a reminder letter sent to the transporter. But no further or more stringent action was taken when even after the reminder letter the route plan was not returned.<sup>4</sup>

According to the Irish transposition of the Directive, an assembly centre may only be regarded as a “place of departure” where the animals have been unloaded, watered and fed and accommodated for 24 hours (unless the animals were first loaded at a place less than 50 km from the assembly centre). In the assembly centre visited, considered as a “place of departure”, the VI acknowledged there was not a system enabling him to know when animals had arrived, and therefore it became difficult to ensure that livestock remained there for the prescribed 24 hours.

For cattle sent to the continent via France, on roll on/roll off ferries, the CA is endorsing route plans in which after a period of 14 hours journey time (including time already aboard the ship), two hours are foreseen for rest, feed and water on ferry. After that, a second journey leg of up to 14 hours starts, (also aboard the ferry) and continues after arrival at the port with no rest period in the port or its immediate vicinity. Before the end of this second journey leg of 14 hours, the truck arrives to a staging point where a 24 hour resting period is provided. Including a “rest period” in the time spent at sea does not comply with Article 2.2(h) of Council Directive 91/628/EEC, as amended. “Rest period” is defined as a continuous period in the course of a journey during which animals are not being moved by a means of transport and Article 2.2.(a) of Council Directive 91/628/EEC, as amended, includes a ship as a means of transport.<sup>5</sup>

With regard to the approval of route plans, and point 7b of Chapter VII of the Council Directive 91/628/EEC, as amended the DAF has interpreted “at the port of destination or in its immediate vicinity” as meaning within two hours driving time of the port. Guidelines to this effect have been issued.

Pigs intended for production were sent to a staging point authorised for bovine animals. When the mission team pointed this out, it was explained, and later corroborated in the final meeting, that pigs would not be unloaded, but rested and fed in the truck. This is contrary to paragraph 48.5 of Chapter VII of the Council Directive 91/628/EEC, as amended, that states that “after the journey laid down (24 hours maximum for pigs) animals must be unloaded”. Furthermore, Annex I.C.1 of Council Regulation 1255/97 on staging points<sup>6</sup>, establishes that animals shall be

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<sup>4</sup> *In the response to the draft report, the CA stated that a system of sanctions is currently being set up to address problems with proper completion and return of route plans.*

<sup>5</sup> *In the response to the draft report, the CA stated that a strict interpretation of the definition of rest period, would lead to Ireland not being able to transport animals directly to the continent of Europe. It also points out that according to the Report of SCAHAW, March 2002, there is some evidence that a sea crossing may be considered as a rest period under certain conditions.*

<sup>6</sup> CR 1255/97, OJ L 174, 02.07.1997, p.6

unloaded without delay after arrival at the staging point<sup>7</sup>. In addition, feeding pigs on the floor of a truck, especially where stocking densities were close to the maximum in Annex of Council Directive 91/628/EEC, as amended, could be contrary to Annex.2.b of Council Regulation 411/98<sup>8</sup>, which states that feedingstuffs must be protected from contaminants such as animal urine and dung.

Several route plans contained factual errors and had been approved although incorrectly completed:

- Some route plans had been returned from France, with a stamp on the part B by the operator of the staging point. Article 6.1 of Council Regulation 1255/1997 establishes that the official veterinarian shall confirm on the route plan that animals are fit to continue the journey.<sup>9</sup>
- In one case the route plan indicated that the regime of providing the rest period on board the ferry was used. Part B stated that animals only rested 14 hours in a French staging point, instead of the 24 hours foreseen in part A. Part A of the route plan mentioned two places of destination, one town in Spain, and one town in Italy. According to part B, animals were unloaded in Spain (the name of the town is not mentioned in part B). However, the health certificate was issued with Italy as final destination. The CA representatives stated that this case, which had already been brought to the attention of the Commission Services following a complaint by an NGO, was under investigation.

Commission Decision 2001/327/EC<sup>10</sup>, as amended, is being enforced, and the necessary notifications concerning staging points are being made.

The CCA has provided to the DVOs information about the existing staging points in the continent, species accepted and distance to the ports in miles and driving time. Moreover the VI in the DVOs can avail of computer software to check the feasibility of a route plan. There were differences between results obtained with this programme and guidelines provided by the CCA:

- With the computer programme the time to a staging point from the port was 8 hours. In the guidelines provided by the CCA the estimated time was 5 hours 30 minutes.
- The time foreseen in an approved route plan for cattle travelling between the staging point and the town of arrival was 13 hours, but with the computer programme calculated 17h30 minutes.

These contradictory instructions may account for some of the errors made in approving route plans.

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<sup>7</sup> *In the response to the draft report, the CA states that it is acceptable not to unload pigs at a staging point and cites the report of SCAHAW March 2002.*

<sup>8</sup> CR 411/98, OJ L 052, 21.02.1998, p.8.

<sup>9</sup> *In the response to the draft report, the CA mentions that this is a matter for the French authorities.*

<sup>10</sup> 2001/327/EC, as amended, OJ L 115, 25.04.2001, p.12

## **5.5. Control of animal welfare during national transport**

### *5.5.1. Organisation of inspections*

The inspections are carried out in places of destination, mainly markets and slaughterhouses. A target of 20 inspections per inspection site has been set by the CCA. A checklist is used for these inspections. In the form, the deficiencies detected are classified as A, B or C, depending on whether immediate correction is required, or within 1 month, or correction within time specified by the inspecting officer. After that, another inspection would take place. In practice, this is not done in a systematic way, although several cases were found in which a re-inspection had been done, and the deficiencies sorted out.<sup>11</sup>

No road checks have been conducted during 2002. The CA explained that according to the Protection of Animals Act, 1911, only the police are entitled to stop a vehicle, so it would be necessary for a VI to work in co-operation with the police officers. This would be done only in critical situations. Article 8 of Council Directive 91/628/EEC requires the Member States to ensure that non-discriminatory inspections are carried out of means of transport and animals during transport by road.<sup>12</sup>

If in the course of an inspection a serious infringement is detected, the VI may serve on the spot a notice in writing to the transporter or farmer, requesting him

- to unload the animals and remove them to a convenient place
- or prohibit absolutely or for a period the further transport of animals
- or prohibit the transport of animals until the necessary conditions are complied with.

In case of serious infringements, legal proceedings can be taken in the courts, and a fine could be imposed. In the DVOs visited during the mission no prosecutions had been carried out. According to a representative of the CA, a legal proceeding in court could take one or two years.

### *5.5.2. System of reporting and exchange of information*

Every inspection form is sent by the VI to the CCA in Dublin via DVOs or the Regional Public Health inspectorate. However, for national transport there is no system such as used in international transport, and the information is not classified and summarised. Therefore it is not possible for the CCA to fulfil adequately the requirements of 3rd indent, Article 8 of Council Directive 91/628/EEC.

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<sup>11</sup> *In the response to the draft report, the CA stated that the new AWIS database will ensure that the inspections are undertaken in a systematic way, the re-inspections carried out, and the deficiencies rectified.*

<sup>12</sup> *In the response to the draft report, the CA mentions that the DAF will look at the possibility of setting up road checks in conjunction with police.*

At present, there is no feedback to the VI on the inspections carried out by other colleagues in slaughterhouses or markets in different areas. DVOs are not receiving information about notices in writing issued in a different area. Thus there is no system for sharing information on *notices* issued in other DVOs.

The DAF is in the process of producing a computerised system AWIS (Animal Welfare Inspection System) for monitoring the inspections. With this database, it will be possible for a VI to search the data related to a particular transporter, and to get updated information about the latest inspections carried out, including any existing restriction imposed upon the transporter. Collection of information by the CCA and sharing of information between offices will be made easier. The initial training of VIs to use AWIS is scheduled to commence in December 2002, and the system itself is expected to be operational early in 2003<sup>13</sup>.

#### *5.5.3. Documentation for transportation of animals.*

For movement of animals from the farm, a so-called Dispatch Document is required. In this, the owner, holding of origin, and identification of animals are mentioned, and also the date of departure, but not the time of departure. Bovine animals sent to the market were accompanied by their passports, and the movement registered in the database of the Cattle Movement Monitoring System. Article 4 of Council Directive 91/628/EEC, as amended, and part II.9 of SI 98 of 1995, that transposed the Directive into national legislation, require the time of departure to be included in the documentation.

#### *5.5.4. Conditions of transport of animals*

The animals seen during the mission were transported at acceptable loading densities, and the animals themselves were all fit for transport. The handling of the animals was adequate, and the loading and unloading done in a calm and skilful way. However, in one of the markets visited the mission team pointed out to the VI the presence of heifers that had been freshly dehorned. In this case the VI issued a notice in writing for the animals involved, requiring that the animals were sent back to the holding of origin, and stayed there until the wounds were fully healed.

In a pig slaughterhouse an enforcement action had been taken in cases where transport of unfit pigs had taken place. In two cases a fine had been imposed. In similar situations in two slaughterhouses, the VI had opted to report the problem to the company management, who had contacted the transporter involved.

#### *5.5.5. Markets*

The facilities were mostly adequate, and did not pose any risk to the safety of the animals. The period between arrival and departure would be a maximum of 6 hours. Feeding was not provided. Water was only available in some pens.

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<sup>13</sup> *In the response to the draft report, the CA states that this computerised system, AWIS, is now readily available to all inspectors.*

### *5.5.6. Means of transport.*

The lack of a roof is a very common deficiency for vehicles carrying out national transport. In the national legislation, equipment for protection against adverse weather is compulsory no matter the distance to be made. A CA representative commented that the short distances involved and the circumstances in which animals are reared in Ireland make this deficiency less severe. Also there were several vehicles with timber or wooden fixtures, which are difficult to clean and disinfect. In one market, the mission team pointed out to the VI the presence of a car/jeep trailer with a hole in the floor, bigger than a cow's foot. Subsequently the VI made a report on the vehicle and issued a notice in writing prohibiting the transportation of livestock in the vehicle until the deficiency had been solved.

Many vehicles were found in a poor state of cleanliness. Evidence was found of vehicles that had loaded animals without having been properly cleaned after the previous consignment. This would be contrary to Chapter I.A.8 of Council Directive 91/628/EEC, as amended, and moreover could pose a risk to animal health. One of the markets and two of the slaughterhouses had only a system for cleaning vehicles with pressurised water, but not for disinfection. The national legislation, (Article 5 of Irish Livestock Marts Regulations, 1968) requires the presence of cleansing and disinfecting equipment in the markets, to enable the cleaning and disinfection of any vehicle used for the carriage of livestock. The mission team took a sample of reports on trucks carried out in one market, and 6 out of 18 vehicles had been marked by the VI as dirty. In those cases no re-inspections had been carried out. In one assembly centre, when asked about the frequency for cleaning and disinfecting the pens, the VI explained that he thought it was about every 2 weeks. Later the manager said it was after every consignment had been dispatched.

## **5.6. Control of animal welfare at slaughter**

### *5.6.1. Instructions and organisation of inspections*

The Veterinary Public Health Inspectorate issues guidelines in the form of Veterinary Procedural Notices. Inspections of means of transport are also carried out at slaughterhouses, using the same format for checks at marts. At arrival, the condition of the animals and handling are checked and recorded. This task is assigned to the VI, with the assistance of Technical Agricultural Officers.

Transportation of casualty and emergency slaughter animals requires a previous certification by a veterinary surgeon, and such animals have to be transported to the nearest available slaughterhouse. The instructions in the certificate specify that animals must not be transported if they are either suffering from pain, or cannot be loaded without using force, or are suffering from a severe wound or protruding viscera.

If unnecessary pain is caused to an animal, for prosecution purposes the Police (Gardai) should be informed, and a prosecution proceeding could be started. This procedure was followed in the pig slaughterhouse visited. In the other slaughterhouses it was reported that unfit animals did not arrive. In a cattle abattoir the VI explained that it was the policy of the company to accept only fit animals, that had been pre-inspected on farm, as part of their quality assurance scheme.

### 5.6.2. Handling and lairage facilities.

In the premises visited, the handling was adequate. The lairage facilities were mostly adequate. Animals were segregated, when necessary, the stocking density was adequate, and water was available. The pens were also acceptably clean. However:

- in the pig slaughterhouse, some animals remain for more than 12 hours without being fed. It is the company’s policy to require a fasting period of at least 12 hours on farm. A representative from the company mentioned that this was to minimise contamination when dressing the carcase.<sup>14</sup>
- One of the slaughterhouses had no ramps to facilitate the unloading of animals, while Annex A.I.1 of Council Directive 93/119/EC requires all such establishments to have suitable equipment.<sup>15</sup>

### 5.6.3. Stunning and Killing

The animals seen during the course of the mission were properly stunned and the killing was also effectively carried out, with the exception of one pig that reacted to the corneal reflex test and gasped. But the level of CO2 was higher than the legal minimum, and the other pigs were adequately stunned.

The captive bolt pistols used were well maintained, except for those in the low throughput abattoir. Here, the VI carries out the ante-mortem inspection and documentary checks, and afterwards comes back after the slaughter and dressing procedures are finished, in order to go through the post-mortem inspection. Animals in this place after being stunned are not hanged, but go to a “dry landing”, and bled lying on a stool over the floor. This makes it more difficult to gain a quick and effective access to the carotid.

## 6. CONCLUSIONS

### 6.1. Legislation

- (1) The Irish transposition of Article 2.2.e of Council Directive 91/628/EEC is a strict interpretation of the EU requirements.
- (2) The system foreseen for the authorisation of transporters for *national* transport does not fulfil the requirements of Article 5.A.1 of Council Directive 91/628/EEC as amended.
- (3) Irish legal requirement to feed animals only after 24 hours stay in a slaughterhouse is not in compliance with point 9 of Annex A of Council Directive 93/119/EC.

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<sup>14</sup> *In the response to the draft report, the CA states that legislation will be amended, and animals will be fed within 12 hours of arrival.*

<sup>15</sup> *In the response to the draft report, the CA states that remedial action is being taken.*

## **6.2. Animal welfare during international transport**

- (1) There is a good system of surveillance, although *some* route plans are not adequately controlled. There is a good collaboration with other authorities such as maritime authorities. The system of reporting is satisfactory.
- (2) Allowing the rest period for bovine animals to take place during the sea journey of a roll on/roll off ferry does not comply with Article 2.2(h) and Chapter VII of the Annex of Council Directive 91/628/EEC (as amended).
- (3) A 12 hour rest after a 2 hours drive from the port of arrival in France cannot be considered as within “the vicinity of the port” (7b of Chapter VII of the Annex of Council Directive 91/628/EEC as amended).
- (4) Pigs remaining on the truck, instead of being unloaded at the staging point, does not comply with point 5 of Chapter VII of Council Directive 91/628/EEC as amended or Annex I, C1 of Council Regulation (EC) 1255/97.

## **6.3. Animal welfare during national transport**

- (1) The CA has made initial steps to provide a system of surveillance, but this has not yet been satisfactorily implemented. In particular, an effective level of enforcement has not been achieved, as a high number of vehicles do not comply with Community or Irish legislation.
- (2) The CCA has only partly fulfilled the requirements of Article 8 of Council Directive 91/628/EEC (as amended) for collecting information on checks carried out.
- (3) Documentation accompanying animals does not ensure that the requirements of Article 4 of Council Directive 91/628/EEC (as amended) are respected.
- (4) The system for authorisation of transporters does not fulfil the requirements of Article 5.A.1 of Council Directive 91/628/EEC (as amended).

## **6.4. Animal welfare at slaughter**

In the premises directly under DAF, the supervision was adequate. In the local abattoir, supervision was inadequate.

## **7. OVERALL CONCLUSION**

- (1) Regarding international transport, the legislation and system in place for inspections are satisfactory. However the interpretation of several requirements of Council Directive 91/628/EEC (as amended) are not in compliance.
- (2) For national transport, the enforcement of standards for vehicles and the system for exchange of information is not satisfactory, but steps are being taken to improve the system of reporting.

- (3) Enforcement of Council Directive 93/119/EC for animal welfare at the time of slaughter is satisfactory, except for the aforementioned legal non-compliance regarding feeding of animals.

## **8. CLOSING MEETING**

A closing meeting was held on 29 November 2002 with the CCA, The Irish Department of Agriculture and Food. At this meeting, the main findings and conclusions of the mission were presented by the inspection team, who thanked the CA for the co-operation during the mission. The representatives of the CCA were of the opinion that route plans indicating that pigs remain on the truck at staging points and bovine animals are rested on board the ferry are legitimate. The CA representative also indicated that their interpretation of “the vicinity of the port” was based on an extension of journey times by two hours as mentioned in paragraph 48.8 of Chapter VII of the Directive.

## **9. RECOMMENDATIONS**

### **To the competent authorities of Ireland**

The competent authorities are requested to inform the Commission services of the actions taken and planned to address the following recommendations and to provide a timetable for the completion of these actions. This should be done within one month of receipt of the final report.

The CA should take adequate measures to ensure that:

- (1) Irish legislation transposes
  - (a) Annex A.II.9 of Council Directive 93/119/EC, which requires that animals which have not been slaughtered within 12 hours of their arrival at the slaughterhouse must be fed.
  - (b) The system for authorisation of transporters required by Article 5.A.1 of Council Directive 91/628/EEC.
- (2) Only vehicles fulfilling the requirements of EU legislation are allowed to transport animals, in particular regarding the presence of a roof (Annex I, C.14 of Council Directive 91/628/EEC, as amended), cleanliness and state of repair (Annex.IA.2.c of Council Directive 91/628/EEC, as amended)
- (5) Only properly disinfected vehicles are allowed to transport animals, and that the relevant facilities for cleaning and disinfecting are present in markets, and in slaughterhouses as required by Annex I, Chapter I.12 of Council Directive 64/433/EEC as amended.
- (6) There is an efficient exchange of information, which also permits the submission of an accurate annual report as required by Article 8 of Council Directive 91/628/EEC (as amended).
- (7) Documents accompanying animals include the time of departure (Article 4 Council Directive 91/628/EEC).

- (8) Only acceptable and feasible route plans are endorsed, and that a rest period is provided as required by Article 2.2.h and Chapter VII of the Annex of Council Directive 91/628/EEC (as amended).
  - (9) Where necessary, animals have been provided with 24 hours rest, when an assembly centre is considered as a place of departure (Article 2.e of Council Directive 91/628).
  - (10) Adequate supervision in slaughterhouses controlled by the local authorities (Article 6 of Council Directive 93/119/EC).
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## **10. ADDENDUM TO MISSION REPORT DG(SANCO)/8678/2002**

### CA RESPONSE TO THE RECOMMENDATIONS IN THE DRAFT REPORT

- (1) With regard to Recommendation 1, the CA confirms that the transposition of Irish legislation as requested in points 1(a) and 1 (b) will be addressed.
- (2) With regard to Recommendations 2 and 5, the CCA indicates that new guidelines for VI's for enforcement of standards of transport vehicles are being drawn up and will be launched at a forthcoming regional meeting (SSVI's and SVI's) in February 2003.
- (3) With regard to Recommendation 6, the CCA indicates that the introduction of the new computerised system (AWIS) since January 2003, satisfactorily address this requirement.
- (4) With regard to Recommendation 7, the CCA considers that documents indicating time of departure are primarily required to control journeys of more than 8 hours, and given the size of Ireland, this only concerns animals being exported to the continent. In the case of such exports, the time of departure is always given and the spirit of the Directive is fulfilled.
- (5) With regard to Recommendation 8, the CCA states that if a strict interpretation of the definition of rest period is followed, Ireland could not transport animals directly to the continent of Europe. The CCA also states that a journey of 2 hours could be considered as within the vicinity of the port and that it considers it acceptable not to unload pigs in staging points.
- (6) With regard to Recommendation 9, the CCA indicates that at each assembly centre, it is possible to determine if animals have been present for 24 hours prior to departure by examination of assembly centre records and interrogation of the Cattle Movement Monitoring System (CMMS).
- (7) With regard to Recommendation 10, the CA indicates that according to the Local Authority VI contacted during the mission, it is not possible to supervise stunning and slaughter in each local abattoir on each day of slaughter.