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FINAL REPORT OF A MISSION  
CARRIED OUT IN  
THE NETHERLANDS  
FROM 06 TO 10 SEPTEMBER 2010  
IN ORDER TO EVALUATE THE IMPLEMENTATION OF CONTROLS FOR ANIMAL  
WELFARE DURING TRANSPORT

*In response to information provided by the Competent Authority, any factual error noted in the draft report has been corrected; any clarification appears in the form of a footnote.*

### ***Executive Summary***

*This report describes the outcome of a Food and Veterinary Office (FVO) mission in The Netherlands, which took place between 6 to 10 September 2010 and evaluated the implementation of national measures for animal welfare during transport.*

*It is concluded that overall, the official controls on animal welfare during transport are in line with the requirements of Regulation (EC) No 1/2005. Effective action is taken to deal with cases of transport of unfit animals and extensive controls are carried out by the CA, including a dedicated office for issues related to animal welfare during transport and combined teams in different areas (including roadside checks). However, weaknesses in the system for approval of vehicles lead to the approval of means of transport that do not fully comply with the requirements of Regulation (EC) No 1/2005 for long journeys.*

*In addition, the lack of official controls on animal welfare at the farms of destination undermines the possibility of enforcement action in the event of non-compliances during long-distance transport of animals, in particular young calves, in which there is significant trade in the Netherlands. The CA's audit system does not yet include animal welfare during transport.*

*The report makes a number of recommendations to the competent authorities from The Netherlands, aimed at rectifying the shortcomings identified and enhancing the implementing and control measures in place.*

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## 1 INTRODUCTION

The mission took place in The Netherlands from 6 to 10 September as part of the FVO's planned mission programme. The inspection team comprised three FVO inspectors and was accompanied throughout the mission by a representative of the Central Competent Authority, the New Food and Consumer Product Safety Authority (nVWA; hereafter: CCA).

An opening meeting was held on 6 September 2010 with the CCA, where the mission team confirmed the objectives of the mission as well as the mission itinerary, and information required for the successful completion of the mission was requested.

## 2 OBJECTIVE

The objective of the mission was to evaluate the measures taken to implement the requirements for EU legislation for animal welfare during transport. Progress with the implementation of recommendations from previous FVO reports was also assessed.

In pursuit of these objectives, the following meetings were held and sites visited:

Visits			Comments
Competent Authority	Central	2	Opening and final meetings
	Regional	2	Locations: Zwolle, Groningen, BVT ( <i>Bureau for Livestock Transport</i> )
Assembly centres		2	Two assembly centres approved for intra-union trade, one for bovine animals, the other for pigs. The sites were selected by the mission team.
Slaughter houses		1	One slaughterhouse for veal calves.
Roadside checks		2	One truck transporting horses and one truck transporting pigs were stopped and checked on a motorway.

## 3 LEGAL BASIS

The mission was carried out under the general provisions of Community legislation, in particular Article 28 of Regulation (EC) No 1/2005 and Article 45 of Regulation (EC) 882/2004.

A full list of the legal instruments referred to in this report is provided in the Annex and refers, where applicable, to the last amended version.

## 4 BACKGROUND

A previous mission concerning animal welfare took place from 3 to 7 November 2003 (ref.: DG (SANCO)/9214/2003 — MR Final). That report concluded that the enforcement of route plans and checks on assembly centres and slaughterhouses were not fully effective and that although there had been progress, as indicated by the reduction in complaints from other Member States, the recent complaints (mostly on overcrowding and lack of water) had not always been satisfactorily followed

up. It suggested that the system of controls should be further intensified.

Report DG(SANCO)/9214/2003 and the central competent authority's (CCA) action plan addressing the recommendations made in it are available on the DG SANCO website at: [http://ec.europa.eu/food/fvo/index\\_en.cfm](http://ec.europa.eu/food/fvo/index_en.cfm).

## 5 FINDINGS AND CONCLUSIONS

### 5.1 COMPETENT AUTHORITY

#### 5.1.1 Designation of Competent Authorities

#### Legal Requirements

Article 4(1) of Regulation (EC) No 882/2004 requires Member States to designate the competent authorities responsible for official controls.

#### Findings

The organisation of the competent authorities (CAs) is described in the country profile of the Netherlands on food and feed safety, animal health, animal welfare and plant health (ref. DG(SANCO)/7455/2007), which is available at: [http://ec.europa.eu/food/fvo/country\\_profiles\\_en.cfm](http://ec.europa.eu/food/fvo/country_profiles_en.cfm).

In addition<sup>1</sup>:

- The CCA, the new VWA (nVWA), is being restructured by a merger of three different services: the VWA (*Food and Consumer Product Safety Authority*), the AID (*General Inspection Service*) and the PD (*Plant Protection Service*). The CCA issues the certificates of approval of transporters in accordance with Articles 10 and 11 of Regulation (EC) No 1/2005.
- Approvals of means of long-distance transport for live animals are issued by the RDW (*Department for Road Transport*), which is part of the Ministry of Transport.
- The CA for issuing certificates of competence for drivers and attendants is the CCV, which is a division of the CBR (*Driving Test Organisation*).

#### 5.1.2 Co-ordination between Competent Authorities

#### Legal Requirements

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<sup>1</sup> *In their response to the draft report the Competent Authority noted that since the FVO's mission there has been a change in the structure of the Dutch Government and the Ministry of Agriculture, Nature and Food Quality was merged with the Ministry of Economic Affairs: the new ministry is known as the Ministry of Economic Affairs, Agriculture and Innovation.*

Article 4.3 of Regulation (EC) No 882/2004 provides for efficient and effective co-ordination and co-operation between competent authorities.

## **Findings**

Regarding cooperation and coordination between the nVWA and the RDW on approval of means of transport, the RDW had carried out the approval of vehicles, but for certain requirements subsequently checked by nVWA it has been necessary to suspend the approval given to conduct further investigation (see 5.2.1).

Regarding cooperation and coordination between the nVWA and the CCV on certificates of competence for drivers and attendants:

- The nVWA had informally approved the content of the training courses organised by the CCV and the matrix for the examination which is required before issuing the certificate of competence.
- The CA stated that they have not found it necessary to instruct CCV to withdraw any certificates of competence for drivers and attendants (Article 17 of Regulation (EC) No 1/2005) because there has not been so far no reason for withdrawal.

### *5.1.3 Coordination within Competent Authorities*

## **Legal Requirements**

Art 4 (3) and (5) of Regulation (EC) No 882/2004 requires efficient and effective coordination and cooperation to be ensured between the different units carrying out official controls. Coordination required by Directive 89/608/EEC is also applicable (as indicated in Article 24 of Regulation (EC) No 1/2005).

## **Findings**

- The activities of the contact point (Article 24 of Regulation (EC) No 1/2005) are recorded in a database which integrates all the notifications for intra-union trade in live animals. Animal welfare issues cannot however, be easily separated from notifications of other trade-related cases. The information received from other MSs was used by the CA in order to improve the effectiveness of official controls on transport of live animals.
- In addition to regular supervision by the official veterinarian (OV), combined teams (called ‘flying squads’) — which involve coordinating a pool of 28 inspectors, with one inspector from the AID and one from the VWA in each team — carry out controls on transport at strategic locations (arrival, departure and roadside).
- Enforcement meetings are held every two weeks between the VWA and the AID: the objective is to discuss, in particular, serious infringements in connection with intra-union trade in live animals, including problems relating to animal welfare during transport

### *5.1.4 Staffing provision and facilities*

## **Legal Requirements**

Article 4 of Regulation (EC) No 882/2004 requires the competent authority to ensure that they have access to a sufficient number of suitably qualified and experienced staff; that appropriate and properly maintained facilities and equipment are available; and that staff performing controls are free of any conflict of interest.

## **Findings**

Combined teams have special vehicles enabling them to stop vehicles on the motorway and have equipment such as ladders, torches and hazard lights to facilitate roadside checks. There are four to six teams operating at any one time at national level.

### *5.1.5 Staff training*

#### **Legal Requirements**

Article 6 of Regulation (EC) No 882/2004 requires competent authorities to ensure that staff receive appropriate training, and are kept up-to-date in their competencies.

Article 16 of Regulation (EC) No 1/2005 requires competent authorities to ensure that staff are duly trained to check data recorded on the recording equipment for road transport as provided for by Regulation (EC) No 3821/85 and navigation systems.

## **Findings**

- The CA staff met were qualified and knowledgeable and had suitable equipment to carry out routine animal welfare checks.
- The CA (the AID) has good expertise in reading tachograph records; a limited number of staff have the expertise to read records from the satellite navigation system (SNS).

## **Conclusions on Competent Authorities**

The CA is clearly designated and has a sufficient number of qualified and experienced staff who have appropriate and properly maintained facilities and equipment. However, insufficient coordination between the RDW and the nVWA leads to approval of means of transport that do not fully comply with the requirements of Regulation (EC) No 1/2005 for long journeys.

## **5.2 AUTHORISATION OF TRANSPORTERS**

### **Legal Requirements**

Article 10 of Regulation (EC) No 1/2005 lays down the requirements for authorising transporters carrying out journeys up to eight hours. In particular, the applicants must demonstrate that they have sufficient and appropriate staff, equipment and operational procedures to comply with this Regulation and that they do not have records of serious infringements of EU legislation and/or national legislation on the protection of animals in the three years preceding the date of the application.

Article 11 of Regulation (EC) No 1/2005 laying down the provisions for authorising transporters carrying out long journeys, in addition to the documentation mentioned in Article 10, requires

further documents, such as the certificates of approval of vehicles, procedures to trace and record the movements of road vehicles and to contact drivers, a contingency plan in the event of emergency, and the certificates of competence for drivers and attendants.

### *5.2.1 Approval of means of transport by road*

#### **Legal Requirements**

Article 18 of Regulation (EC) No 1/2005 lays down the requirements for CAs to grant certificates of approval of means of transport by road for long journeys.

#### **Findings**

- The RDW's technical assessment of means of transport is based on verification of compliance with Chapters II and VI of Annex I to Regulation (EC) No 1/2005. This assessment is carried out using a check-list which does not cover requirements such as the suitability of the drinking devices for different species/categories (see point 5.1.2) nor compliance with other legal requirements (such as Article 3(c) of Regulation (EC) No 1/2005).
- Some converted meat trucks had been approved by the RDW, in accordance with Article 18 of Regulation (EC) No 1/2005, for long-distance transport of multiple species, including pigs and adult bovines. However, the nVWA had recently established that the drinking devices on one such trucks were not suitable for all these species. The mission team noticed that a truck transporting pigs had also been approved for bovine animals, even though it was not equipped with the appropriate drinking devices (non-compliance with point 2.2 of Chapter VI of Annex I).
- A recent nVWA investigation into three converted means of transport for meat (which had been the subject of notifications from two different MSs) suggested that the current approvals of trucks did not take sufficient account of the requirements for ventilation and drinking equipment for different categories of animals. The nVWA has suspended the approvals of these means of transport for long journeys (Article 18 of Regulation (EC) No 1/2005); the assessment of these three particular vehicles was still ongoing. One suspension followed the case of a consignment of piglets to Spain, of which about 300 out of 800 arrived dead on 9 July 2010. The temperatures recorded did not exceed the legal limit, and the CA is conducting an investigation on this case.
- The CCA had already commissioned a report on the suitability of drinking devices but had been challenged by transporters to prove that the drinking devices currently used were unsuitable for unweaned animals.

### *5.2.2 Records of infringements*

#### **Legal Requirements**

Art. 10 (1)(c) of Regulation (EC) No 1/2005 requires that an applicant for transporter authorisation has no record of serious infringements of EU legislation and/or national legislation on the protection of animals in the three years preceding the date of the application

#### **Findings**

The assessment of compliance with this requirement is based on a self-declaration by the transporter that no infringements have been committed. No formal system for verifying these declarations is in place.

### *5.2.3 Contingency plans*

#### **Legal Requirements**

Art. 11.1 (b)(iv) of Regulation (EC) No 1/2005 requires the competent authority to grant authorisation for long journeys upon application, provided that the applicant submits contingency plans in the event of emergencies.

#### **Findings**

The contingency plans seen mostly related to emergency procedures for road accidents, but they did not take into account possible delays or other situations such as a change of means of transport (in particular, transporters using roll-on/roll-off vessels).

### *5.2.4 Certificates of competence*

#### **Legal Requirements**

Articles 6(4) and 6(5) of Regulation (EC) No 1/2005 require that personnel of transporters receive training on the provisions of Annexes I and II to this Regulation. Drivers and attendants of road vehicles transporting Equidae or domestic animals of bovine, ovine, caprine or porcine species or poultry must hold a certificate of competence, granted according to the conditions laid down in Article 17 and Annex IV to this Regulation.

#### **Findings**

The CA systematically checks whether drivers are in possession of a valid original certificate of competence and action is taken if the certificate is not readily available or if only a photocopy is shown.

### *5.2.5 Records of transporter authorisations and of means of transport approved for long journeys*

#### **Legal Requirements**

Article 13(3) of Regulation (EC) No 1/2005 requires the competent authority to record authorisation of transporters in a manner enabling them to be identified rapidly.

Articles 13(4) and 18(3) of Regulation (EC) No 1/2005 require the competent authority to record authorisations for long journeys and certificates of approval of means of transport in an electronic database, and to make the transporters' name and authorisation number publicly available during the period of validity of the authorisation.

Article 13(3) and (4) of the same Regulation require the database to also include decisions notified under Article 26(4)(c) and (6) of Regulation (EC) No 1/2005.

## Findings

- A list of transporters authorised for long journeys is available on the nVWA website<sup>2</sup>. The list of transporters does not include decisions regarding the suspension or withdrawal of the authorisation.
- Means of transport are approved by the RDW; each approval is recorded in a database and indicates the date of validity; however, withdrawals or approvals of means of transport are not clearly reflected in the records on the RDW's website.

## Conclusions on authorisation of transporters

Although authorisation of transporters is, overall, carried out in line with Articles 10 and 11, contingency plans seen were too generic and the verification of no record of previous infringements of animal welfare legislation is based on a self-declaration. As the current system for the approval of means of transport for long journeys does not take sufficient account of all the legal requirements, means of transport which do not fully comply with Regulation (EC) No 1/2005 have been approved for long journeys. The list of transporters is not kept up to date and does not include decisions notified under Article 26(4)(c) and (6) of Regulation (EC) No 1/2005, contrary to Article 13(3) and (4) of the same Regulation.

### 5.3 CHECKS ON TRANSPORT

#### 5.3.1 Checks at departure

## Legal requirements

Article 3 of Regulation (EC) No 1/2005 requires that animals are transported in a way unlikely to cause injury or undue suffering to them and are fit for the journey. Article 6(3) requires transporters to transport animals in accordance with the technical rules set out in Annex I to the Regulation.

Article 2, r) of Regulation (EC) No 1/2005 states that assembly centres approved in accordance with Community veterinary legislation may be considered as place of departure provided that the distance travelled between the first place of loading and the assembly centre is less than 100 km; or the animals have been accommodated with sufficient bedding, untied, if possible, and watered for at least six hours prior to the time of departure from the assembly centre.

Article 14 of Regulation (EC) No 1/2005 requires the competent authority at the place of departure to check, prior to long journeys, the validity of the transporter's authorisation, of the approval of the means of transport and of the certificates of competence for drivers and attendants. The competent authority must check that the journey logs submitted are realistic and indicate compliance with the Regulation and, where the outcome of the checks is satisfactory, must stamp the journey log.

Article 15(2) of Regulation (EC) No 1/2005 requires that in the case of long journeys between MSs

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<sup>2</sup> *In their response to the draft report the Competent Authority noted that the list is also a dump file generated from a database and there would appear to be a problem with the query used. The list on the website contained all the transport authorisations that had ever been issued instead of all the valid ones. The department that generates the list has looked into this and thinks it has solved the problem.*

and third countries the checks on fitness for transport, as referred to in Chapter I of Annex I, are performed before loading.

Point 8 of Annex II to Regulation (EC) No 1/2005 requires a copy of the completed journey log to be returned to the CA of the place of departure within one month of completion of the journey, unless the systems referred to in Article 6(9) of the Regulation were used, which allows the CA to check if the journey times specified in point 1 of Chapter V of Annex I to the same Regulation are observed.

## Findings

In both assembly centres visited by the mission team the OV checked the fitness of animals for transport, the approval of the vehicles, the authorisation of the transporters, the certificate of competence of the drivers and the journey log. However, it was noted that:

- in one of the assembly centres the OV did not follow the national CA instruction on assessment of the state of pregnancy of heifers via the insemination records. Notifications from another MS concerning a previous consignment confirmed that animals had given birth a few days after arrival (non-compliance with Annex I, Chapter I, point 2.c).
- at one of the assembly centres the OV failed to notice that the surface area indicated in the journey log was incorrect. In another case the OV did not verify that the temperature monitoring equipment was in working order nor confirm that the inward journeys of the pigs observed the six-hour rest period for animals travelling more than 100 km<sup>3</sup>.
- in both assembly centres visited the OVs verified important requirements, such as the water supply of the means of transport, and both means of transport complied with the Community requirements for long journeys.

Controls on journey logs are carried out at two levels: the certifying OV approves the journey log after verification of the proposed length of the journey; and a dedicated office, the BVT (*Bureau for Livestock Transport*), carries out a retrospective check on the copies of the sections (one and two) which are sent by the certifying OV. The BVT notifies the OV and his/her team leader of any inaccuracies in the approved journey logs in order to prevent a recurrence. This verification activity has helped to reduce the level of inaccuracies from 15 % to 5 % in two years. In addition, the BVT carries out a control on the returned journey logs (section four). Regarding verification of the length of journeys, the CA pointed out that the TRACES system was not realistic: in particular, it did not include a realistic duration of transport by sea.

### 5.3.2 Checks during transport

## Legal requirements

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<sup>3</sup> *In their response to the draft report the Competent Authority noted that all parties concerned will continue to be urged to ensure that they follow the instructions. Checking the operation of the temperature-recording system is currently not one of the standard items included in each certification process, but attention is drawn in training to the fact that elements do not just need to be present but must also function properly. The temperature-recording system is no exception.*

Article 27.1 of Regulation (EC) No 1/2005 requires that the CA shall carry out non-discriminatory inspections of animals, means of transport and accompanying documents. Such inspections must be carried out on an adequate proportion of the animals transported each year within each Member State.

Article 15.1 of Regulation (EC) No 1/2005 requires the competent authority to carry out appropriate checks at any stage of long journeys on a random or targeted basis to verify that declared journey times are realistic and that the journey complies with this Regulation and in particular that travel times and resting period have complied with the limits set out in Chapter V of Annex I.

## **Findings**

- Roadside checks are mainly carried out by AID staff (619 roadside checks carried out in 2009) and by combined teams. The mission team observed thorough inspections of means of transport for animals and documents after two vehicles transporting live animals were stopped on a motorway.
- Records from the Satellite Navigation System are checked by the BVT if there are suspicions that journey times might have been exceeded or that the driver's statement in section four of the journey log might be untrue.
- In addition, the BVT records all journey logs in a database and takes action (reminders to transporters and, in the case of foreign drivers, letter to the CA of the relevant MS) in the event of failure to return journey logs (as required by Regulation (EC) No 1/2005, Annex II, point 8).

### *5.3.3 Checks at destination*

## **Legal requirements**

Article 15.1 of Regulation (EC) No 1/2005 requires the competent authority to carry out appropriate checks at any stage of long journeys on a random or targeted basis.

Article 27.1 of Regulation (EC) No 1/2005 requires that the CA shall carry out non-discriminatory inspections of animals, means of transport and accompanying documents. Such inspections must be carried out on an adequate proportion of the animals transported each year within each Member State.

Regulation (EC) 854/2004, Annex I, Section I, Chapter II C requires the official veterinarian at slaughterhouses to verify compliance with EU rules on animal welfare during transport.

## **Findings**

- At the slaughterhouse, 100 % of animals are checked by the OV during the ante-mortem inspection. The mission team saw documented evidence that action was taken in cases where unfit animals were delivered to the slaughterhouse.
- Slaughter at farms of bovine animals which are unfit for transport is widespread in the country, as shown in the data provided by the CA (2832 adult bovines killed on the farm in 2009).

- At the slaughterhouse, additional checks specifically on transport are carried out by combined teams; these include documentary checks and assessment of compliance with the relevant requirements of Regulation (EC) No 1/2005. The assessment of the stocking density is carried out using a linear progression developed from the weight ranges in Chapter VII of Annex I to Regulation (EC) No 1/2005 and laid down in a national AID procedure. The mission team observed that sanctioning procedures were initiated by the CA staff in a case of overstocking during unloading of animals at the slaughterhouse visited.
- The CA carries out random checks on arrival at farms but official controls do not focus on assessing animal welfare requirements: no official check is carried out at farms during unloading of animals, including young calves transported over long distances from other MSs. Checks at farms of destination would be particularly relevant considering the volume of this trade (e.g. according to TRACES data, 54 826 bovine animals were transported from Ireland to the Netherlands between 1 January and 15 June 2010, most of them unweaned calves).
- The CA has stated that they have not addressed checks on the trade on unweaned animals from other MSs.

### **Conclusions on checks on transport**

Although official controls are, overall, carried out in line with Regulation (EC) No 1/2005, there were weaknesses in ensuring that the pregnancy status was within the limit. The CA have not carried out inspections on an adequate proportion of unweaned animals transported from other MSs.

## **5.4 AUDITS OF CONTROLS OF ANIMAL TRANSPORT**

### **Legal requirements**

Article 4.6 of Regulation (EC) No 882/2004 requires the competent authorities to carry out audits to ensure they are achieving the objectives of this Regulation.

### **Findings**

The nVWA has a system of internal audits; animal welfare during transport is not covered. The last audit on animal welfare was carried out in 2007 and covered bird welfare in slaughterhouses; transport was not included in this audit.

### **Conclusions on audits of controls of animal transport**

Although an audit system is in place, animal welfare during transport has not yet been covered, contrary to Article 4(6) of Regulation (EC) No 882/2004.

## **6 OVERALL CONCLUSIONS**

Overall, the official controls on animal welfare during transport are in line with the requirements of Regulation (EC) No 1/2005. Effective action is taken to deal with cases of transport of unfit animals and extensive controls are carried out by the CA, including a dedicated office for issues related to

animal welfare during transport and combined teams in different areas (including roadside checks).

However, weaknesses in the system for approval of vehicles lead to the approval of means of transport that do not fully comply with the requirements of Regulation (EC) No 1/2005 for long journeys.

In addition, the insufficient proportion of inspections on unweaned animals transported between MSs limits the possibility of enforcement action in the event of non-compliances during long-distance transport of animals, in particular young calves, in which there is significant trade to the Netherlands. The CA's audit system does not yet include animal welfare during transport.

## 7 CLOSING MEETING

A closing meeting was held on 10 September 2010 with representatives of the CCA. At this meeting, the main findings and conclusions of the mission were presented by the mission team. The representatives of the CA expressed no major disagreements with the findings presented by the mission team.

## 8 RECOMMENDATIONS

The competent authorities are invited to provide details of the actions taken and planned, including deadlines for their completion ('action plan'), aimed at addressing the recommendations set out below, within twenty five working days of receipt of this report.

N°.	Recommendation
1.	Coordination between the relevant CAs should be improved in order to ensure that only means of transport that fully comply with all the requirements for long journeys are approved in accordance with Article 18 of Regulation (EC) No 1/2005.
2.	Authorisation of transporters should include contingency plans that take into account situations such as possible delays at ports in the case of transport by sea, in accordance with Article 11(b)(iv) and in line with Article 3 of Regulation (EC) No 1/2005.
3.	In accordance with Articles 13(3) and 18(3) of Regulation (EC) No 1/2005, authorisations of transporters for long journeys and certificates of approval of means of transport should be recorded in an electronic database, which should be kept up to date. The list of transporters should include decisions notified under Article 26(4)(c) and (6), in accordance with Article 13(4) of Regulation (EC) No 1/2005.
4.	Procedures for verification of the effectiveness of official controls at departure in accordance with Article 8 of Regulation (EC) No 882/2004 should be improved in order to prevent animals which are unfit for long journeys, as defined in Annex I to Regulation (EC) No 1/2005, from travelling.
5.	The CA should carry out non-discriminatory inspections on an adequate proportion of

N°.	Recommendation
	the animals transported each year within each Member State, including unweaned animals, in accordance with Article 15 of Regulation (EC) No 1/2005 and Article 27.1 of Regulation (EC) No 1/2005.
6.	Audits in accordance with Article 4(6) of Regulation (EC) No 882/2004 should include the system of official controls on animal welfare during transport.

The competent authority's response to the recommendations can be found at:

[http://ec.europa.eu/food/fvo/ap/ap\\_nl\\_2010-8400.pdf](http://ec.europa.eu/food/fvo/ap/ap_nl_2010-8400.pdf)

**ANNEX 1 - LEGAL REFERENCES**

<b>Legal Reference</b>	<b>Official Journal</b>	<b>Title</b>
Reg. 1/2005	OJ L 3, 5.1.2005, p. 1-44	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
Reg. 882/2004	OJ L 165, 30.4.2004, p. 1, Corrected and re-published in OJ L 191, 28.5.2004, p. 1	Regulation (EC) No 882/2004 of the European Parliament and of the Council of 29 April 2004 on official controls performed to ensure the verification of compliance with feed and food law, animal health and animal welfare rules
Dir. 89/608/EEC	OJ L 351, 2.12.1989, p. 34-37	Council Directive 89/608/EEC of 21 November 1989 on mutual assistance between the administrative authorities of the Member States and cooperation between the latter and the Commission to ensure the correct application of legislation on veterinary and zootechnical matters
Reg. 3821/85	OJ L 370, 31.12.1985, p. 8-21	Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport