

ROADMAP

Title of the initiative:

Report on the application of the Regulation (EC) No 1/2005 on the protection of animals during transport and on the impact of the Regulation on trade flows of live animals within the enlarged Community.

Type of initiative (CWP/Catalogue/Comitology): CWP

Lead DG/contact person/details: SANCO D5

Expected date of adoption of the initiative (month/year): September 2011

Date of modification:

Version No:

Initial IA screening & planning of further work

A. Context and problem definition

(i) What is the political context of the initiative? (ii) How does this initiative relate to past and possible future initiatives, and to other EU policies?

Article 32 of Regulation (EC) No 1/2005 on the protection of animals during transport foresees that the Commission shall present before January 2011 a report to the European Parliament and the Council on the impact of the Regulation on the welfare of animals being transported and on the trade flows of live animals within the enlarged Community. In particular the report shall take into account scientific evidence on the welfare needs of animals, and the implementation on the navigation system as well as the socio-economic implications of this Regulation, including regional aspects. The report will not be accompanied by a legislative proposal and will aim at establishing the state of play of the situation without policy orientations.

Previous data collected for the impact assessment performed in 2009 for the draft proposal on animal transport will be partly re-used and integrated with new updated information on scientific and socio-economic aspects.

Since the report will be strictly factual, it is not foreseen to affect other EU policies.

What are the main problems identified?

The report derives from a legal obligation. The present legislation foresees an evaluation of the current situation with regards with different aspects of the legislation presently in force, in particular concerning the welfare of animals and the trade flows within the EU. A number of information is also requested concerning the implementation of the provisions on navigation systems that are today in force.

Who is affected?

Business operators who transport animals as an economic activity like farmers, animal traders, slaughterhouses, specialised livestock transporters, etc.

(i) Is EU action justified on grounds of subsidiarity? (ii) Why can the objectives of the proposed action not be achieved sufficiently by Member States (necessity test)? (iii) As a result of this, can objectives be better achieved by action by the Community (test of EU Value Added)?

Transport of animals for economic purposes is subject to detailed EU legislation since 1991 due to the fact that animals are freely traded between Member States within the internal market. Differences of national legislations on animal transport would mainly affect the trade in agriculture, a matter which has been largely under EU competencies.

B. Objectives of EU initiative

What are the main policy objectives?

The objectives of the report are to describe:

- 1) The level of implementation of the current EU legislation on animal transport, in particular concerning the requirements on navigation systems and the effect of the legislation on the welfare of animals;
- 2) The effects of the legislation on traffic flows in the enlarged Community and their socio-economic and sustainability implications for the different sectors concerned, including the regional aspects.

Do the objectives imply developing EU policy in new areas or in areas of strategic importance?

No

C. Options

(i) What are the policy options? (ii) What legislative or 'soft law' instruments could be considered? (iii) Would any legislative initiatives go beyond routine up-date of existing legislation?

No policy options are foreseen since the report will only provide for a collection of data concerning the current situation.

Does the action proposed in the options cut across several policy areas or impact on action taken/planned by other Commission departments?

The report will include a chapter on the use of navigation systems for better enforcement and reduction of administrative burden, a matter which also concern DG MOVE.
The report is mainly focusing on the transport of farm animals and therefore DG AGRI is also an important partner in this field.
DG CLIMA could be affected in relation to the impact of the transport operations and carbon emissions

Explain how the options respect the proportionality principle

No options are envisaged since the report aims at reflecting the current situation without prejudice to possible future initiatives.

D. Initial assessment of impacts

What are the significant impacts likely to result from each policy option (cf. list of impacts in the Impact Assessment Guidelines pages 32-37), even if these impacts would materialise only after subsequent Commission initiatives?

See above. No policy options envisaged in the report.

Could the options have impacts on the EU-Budget (above 5 Mio €) and/or should the IA also serve as the ex-ante evaluation, required by the Financial Regulation?

Not applicable see above.

Could the options have significant impacts on (i) simplification, (ii) administrative burden or on (iii) relations with third countries?

Not applicable but the report will reflect on the current administrative burden (the existing legislation has been identified within SANCO as one of the most burdensome).

E. Planning of further impact assessment work

When will the impact assessment work start?
Not planned.

(i) What information and data are already available? (ii) Will this impact assessment build on already existing impact assessment work or evaluations carried out? (iii) What further information needs to be gathered? (iv) How will this be done (e.g. internally or by an external contractor) and by when? (v) What type and level of analysis will be carried out (cf. principle of proportionate analysis)?

(I, II) A specific IA on the impact of changes in transport time and space allowances in the current legislation has been examined by the impact assessment board in February 2009 (IA board opinion D2009-1491 of 23/2/2009) and several data have been collected on animal transport relevant to the report. Several JRC studies on the application of satellite navigation systems and data collection. Study on traffic flows and economic impacts in the EU. This previous IA accompanied a draft proposal on space allowance and transport time but since the proposal was not adopted the IA has not been published.

(III) Socio Economic information will be collected through the development of a Eurobarometer survey (planned spring 2010 – data available in October 2010). Scientific opinion from EFSA on travel time and densities foreseen in December 2010. Economic data to be collected through stakeholders focus groups. Administrative costs related to the present legislation have already been studied in the context of a more general study on administrative burden. (EU project on baseline measurements and reduction of administrative costs – Priority Area Food Safety – published by DG ENTR)

(IV) See above. No study planned.

(V) Proportionate analysis

Which stakeholders & experts have been/will be consulted, how and at what stage?

Opinion of the European Food Safety Authority has been requested for that purpose but no further consultation has been launched at this stage.

The advisory group on the food chain and animal and plant health will be consulted

Eurobarometer survey for general public opinion

Specific bilateral meetings with the main stakeholders will be organised (including farmers, veterinarians, slaughterhouses, transporters, traders, NGOs, etc.).