

PART 3

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

GREECE

2016

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

For the purpose of this annual report, the following have been considered to be major deficiencies:

I. The following information was recorded in one Regional Unit:

A) An inspection found:

The journey log was insufficiently and incorrectly completed as follows:

Section 1 — Planning: the one-hour stop that should be made after 14 hours of travel following a 24-hour stop was missing. Furthermore, the estimated total weight of the consignment had not been entered (as already mentioned).

Section 4 — Declaration by transporter: the one-hour stop that should be made after 14 hours of travel following a 24-hour stop was missing. Finally, the time of first animal loading in Section 2 (signed by the veterinarian) was different from the one in Section 4 (signed by the driver).

B) Another inspection found:

During the sample check of the documents carried out after transportation had been completed, the completed Section 2 (place of departure) and Section 4 (declaration by transporter) were missing from the journey log of the foreign transporter's documents. Furthermore, an elevated temperature was recorded for a long period of time in the last compartment at the back of the vehicle, while the speed of the vehicle at certain points was more than 90 km/hour and reached up to 99 km/hour.

C) The following was observed during another inspection:

During the veterinary inspection of the transporter during the transportation of bovine animals for import into Greece, it was found that one bovine animal had died during transportation to its place of destination. During the check carried out on the documents, it was found that the prescribed loading density for the animals had not been complied with. Specifically, according to the journey

log, the planning section referred to the transportation of 35 bovine animals with a total weight of 20 820 kg, while the transport vehicle provided them with a total area of 33 m². In addition, the estimated total weight of each animal is $20\ 820.00 : 35 = 594.86$ kg which, according to Regulation 1/2005, corresponds to at least 1.60 m² for each animal and not $33 : 35 = 0.94$ m², as indicated by the information recorded in the journey log. The area of 0.94 m² per animal is appropriate for animals that weigh 200 kg and not 594.86 kg.

D) The following was observed during another inspection:

During the sample checks of documents carried out after the completion of transport, the veterinary inspection of the transporter concerning the import of 26 bovine animals for rearing found that the temperature in the last compartment at the back of the vehicle frequently exceeded 35° C over a long period of time. According to the vehicle's temperature recording system, for a period of approximately one hour, the temperature in all compartments exceeded 35° C and in the last compartment, 40° C.

E) Another inspection found:

During the sample checks of documents carried out after the completion of transport that, during the inspection of bovine animals:

a) Section 2 was missing from the journey log while Section 4 did not clearly state the dates and times of travel and stops made on the journey, b) a temperature of 40 °C was recorded in the compartments of the vehicle.

F) Another inspection found the following:

The inspection of the transporter revealed that 14 lambs were transported by a vehicle which did not have a certificate of suitability.

II. The following was observed in another Regional Unit:

An inspection of the transporter identified the following deficiencies:

A) Damage to the drinking system.

B) Errors in the transporter's details on their license.

III. The following was observed in another Regional Unit:

1. One inspection carried out during the control of the transporter found that the driver did not carry a renewed certificate of professional competence in the vehicle and the vehicle had defects which needed to be fixed, while the appropriate actions were not taken when unloading the animals.

2. Another inspection carried out during the control of the transporter revealed that the driver did not carry a renewed certificate of professional competence in the vehicle and the vehicle had defects which needed to be fixed.

3. Another inspection carried out during the control of the transporter revealed that the driver did not have a certificate of professional competence and did not carry a renewed transporter's license in the vehicle, and that the vehicle did not have a cover.

4. During another inspection, the control of the transporter found that the floor for the bovine animals was slippery.

IV. The following was observed in another Regional Unit:

A. During the sample checks of documents carried out after the completion of transportation, it was found that one bovine animal had arrived at the holding of destination injured. Moreover, the information sent by the transport company concerning the recordings of the navigation system was incomplete, while information concerning the possible milking of the animals was not sent, even though it was requested.

B. During the sample checks on documents carried out after the completion of transport, it was found that the transporter had not left a completed copy of the journey log at the place of arrival of the animals.

V. The following was observed in another Regional Unit:

1) The following was found during two inspections of transporters: the presence of dead animals during transportation, an unspecified means of transport, non-compliance with the resting stops, an incorrect and incomplete journey log.

2) The following was found during two other inspections of transporter documentation: the journey log was completed incorrectly and the sex of the animals was written incorrectly on their passports (11 out of 30 passports in total).

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

For the First Regional Unit:

A) For the first inspection, mutual assistance was requested and the infringements were recorded in the TRACES system.

B) For the second inspection, mutual assistance was requested and the infringements detected were recorded in the TRACES system.

C) For the third inspection, mutual assistance was requested and the infringements detected were recorded in the TRACES system.

D) For the fourth inspection, mutual assistance was requested and the infringements detected were recorded in the TRACES system.

E) For the fifth inspection, mutual assistance was requested from the Ministry of Rural Development and Food and the infringements detected were recorded in the TRACES system.

F) For the sixth inspection, the transporter made a sworn statement that they would no longer use that particular vehicle for transporting live animals.

For the Second Regional Unit:

The transporter was given a timetable for compliance for the timely resolution of the problem. The licensing authority was informed in writing and the problem solved immediately.

For the Third Regional Unit:

A. For the first inspection: A written recommendation was issued to the transporter to prevent recurrence of the infringement and assistance was requested from the transporter's competent authority to monitor the correction of the deficiencies.

B. For the second inspection: A written recommendation was issued to the transporter to prevent recurrence of the infringement and assistance was requested from the transporter's competent authority to monitor the correction of the deficiencies.

C. For the third inspection: A written recommendation was issued to the transporter to prevent recurrence of the infringement and assistance was requested from the transporter's competent authority to monitor the correction of the deficiencies.

D. For the fourth inspection: A written recommendation was issued to the transporter to prevent recurrence of the infringement.

Following re-inspection, all four deficiencies above were remedied within the established time periods.

For the fourth Regional Unit:

For the first inspection:

- The foreign transport company was asked to provide the required supporting documents in order to conduct an administrative check and mutual assistance was requested. Additional information was also requested as to whether and when the animals were milked, given that the consignment consisted of nursing bovine animals without their newborns (no reply has been received to date). Mutual assistance was requested.
- The check and the infringements were recorded in the TRACES system.

For the second inspection:

A letter was sent to the transporter and copied to the Veterinary Service of the country of origin which issued the health certificate for the animals. No reply has been received to date. Mutual assistance was requested.

For the fifth Regional Unit:

Mutual assistance was requested while the findings of the control reports on the transporter were also recorded in the TRACES system.