

ITALY

2015

1 ANALYSIS OF THE MAJOR IRREGULARITIES DETECTED DURING THE NON-DISCRIMINATORY INSPECTIONS

For the purpose of this annual report, the main irregularities identified are shown in **Table 4**:

Table 4. Number and prevalence of irregularities recorded during inspections for each category of non-compliance

<i>Category of non-compliance</i>	Number of irregularities	% of total non-compliances	% of total inspections
1. Fitness of animals for transport	106	21.4	0.6
2. Transport practices, space allowances, height	111	22.4	0.6
3. Means of transport and additional provisions for livestock vessels or vessels transporting sea containers and for long journeys	40	8.1	0.2
4. Watering and feeding, journey times and resting periods	34	6.9	0.2
5. Documentation	177	35.8	1.0
6. Other cases of non-compliance	27	5.4	0.1
Total number of non-compliances	495	100.0	--

Analysis of the above table shows that the irregularities most frequently encountered in the course of the inspections related to documentation (35.8 % of the total), transport practices (22.4 %) and fitness of animals (21.4 %). There were fewer occurrences of irregularities concerning means of transport (8.1 %) and watering/feeding/journey times and resting periods (6.9 %), while the category 'other cases of non-compliance' accounted for 5.4 %. The overall prevalence of irregularities (495) found during all inspections (18 275) was 2.7 %. In 2014, the irregularities concerning documentation, transport practices and fitness of animals stood at 34.5 %, 27.8 % and 15.8 % respectively. It should be noted that there was a slight fall in the occurrence of non-compliances belonging to the category of 'Transport practices, space allowances, etc,' and a rise in relation to the category of 'Fitness of animals for transport' in 2015 in comparison with the previous year. Also in comparison with 2014, the other categories did not change significantly and the overall occurrence of non-compliances remained essentially the same (2.6 % in 2014; 2.7 % in 2015).

Table 5 shows the percentage frequency of irregularities broken down by type of inspection conducted by the competent authority in 2015. For type 1 inspections, the most frequent non-compliances were in the 'Fitness of animals for transport' category, accounting for 45.9 % of the total irregularities, followed by 'Transport practices' at 23.6 % and 'Documentation' at 17.6 %. The percentage of irregularities in the categories 'Means of transport and additional provisions for livestock vessels, etc.', 'watering and feeding, journey times and resting periods' and 'Other cases of non-compliance' were much lower. For type 2 inspections, the most frequent irregularities were in the 'Documentation' category, which accounted for 40.4 % of the total irregularities identified for this type of inspection. Incomplete supporting documentation when transporting animals is still one of the most significant sources of non-compliances recorded in the course of inspections carried out during transport. The irregularities in the 'Transport practices' category accounted for 20 % of irregularities, while

over 10% of irregularities related to fitness for transport and means of transport. Type 3 inspections can only include non-discriminatory inspections based on the verification of accompanying documents (journey logs and/or recorded data) after completion of transport and only produce non-compliances concerning 'Documentation', which obviously account for 100 % of non-compliances in this category. The most obvious change in relation to 2014 concerned the type 1 inspection and the 'Fitness of animals for transport', category of non-conformity, which increased from 22.3 % in 2014 to 45.9 % in 2015, with a corresponding fall in 'Transport practices, etc.'. No significant changes in type 2 inspections between 2014 and 2015 were observed, with a clear prevalence of non-compliances in accompanying documents. Non-compliances concerning documentation accounted for all the type 3 non-compliances in 2015.

Table 5. Percentage frequency of irregularities by category of irregularity and inspection type

<i>Category of non-compliance</i>	Inspection type:		
	Type 1	Type 2	Type 3
1 Fitness of animals for transport (%)	45.9	11.6	--
2. Transport practices, space allowances, height (%)	23.7	23.1	--
3. Means of transport and additional provisions for livestock vessels or vessels transporting sea containers and for long journeys (%)	4.7	10.0	
4. Watering and feeding, journey times and resting periods (%)	4.7	8.2	
5. Documentation (%)	17.6	40.4	100.0
6. Other cases of non-compliance (%)	3.4	6.7	--
Total number of non-compliances (%)	100.0	100.0	100.0

The percentage frequency of irregularities for the various categories of non-compliance broken down by species and animal category is shown in **Table 6**. In the case of pigs, sheep and goats, Equidae and other animals, the most frequent irregularities concerned the 'Documentation' category, followed by the 'Transport practices, space allowances, height' category. In inspections concerning bovine animals, the largest number of non-compliances were accounted for by the 'Fitness of animals for transport' category, followed by the 'Documentation' category. A similar situation is seen for the transport of poultry, where non-compliances concerning 'Transport practices, etc.' were more frequent than those concerning 'Documentation'. In the inspections regarding dogs, documentation accounted for the largest number of non-compliances, followed by fitness for transport. The latter increased from 20.9 % to 30.9 % for bovine animals, 10.3 % to 15.7 % for pigs, 0 to 4.1 % for sheep/goats and 29.6 % to 33.2 % for dogs in comparison with 2014. As stated above, this increase in non-compliances concerning fitness of animals for transport was apparent in type 1 inspections.

Table 6. Percentage frequency of irregularities by category of non-compliance and species or category of animal transported

Category of non-compliance	Species of animal transported								
	Bovine animals	Pigs	Sheep/Goats	Equidae	Poultry	Rabbits	Fish	Dogs	Other Animals
1. Fitness of animals for transport (%)	30.9	15.7	4.1	2.7	2.9	--	--	33.2	
2. Transport practices, space allowances, height (%)	17.7	27.0	34.7	16.6	42.9	--	--	5.6	
3. Means of transport and additional provisions for livestock	8.3	4.5	16.3	5.6	8.5	--	--	5.6	

vessels or vessels transporting sea containers and for long journeys (%)									
4. Watering and feeding, journey times and resting periods (%)	7.6	9.0	6.1	5.6	2.9	--	--	--	
5. Documentation (%)	29.8	37.1	36.7	63.9	37.1	--	--	50.0	
6. Other cases of non-compliance (%)	5.7	6.7	2.1	5.6	5.7	--	--	5.6	
Total number of non-compliances (%)	100.0	100.0	100.0	100.0	100.0	--	--	100.0	

Table 7 shows the percentage frequency of non-compliances for each type of inspection and each species or category of animal transported. To calculate this, the number of non-compliances were compared to the number of inspections carried out for each type. The greatest frequency was found in type 2 inspections, i.e. inspections during transport. The highest percentages for the various species and categories of animals were seen in transports of dogs (27 %), followed by transports of sheep/goats (12.3 %) and bovine animals (10.3 %), no non-compliances being found in inspections concerning rabbits and fish. In type 3 inspections carried out after completion of transport on accompanying documents, non-compliances were found solely for transports of bovine animals and pigs. The total data show a trend with regard to the division of non-compliances between the various types of inspections that was essentially similar to the trend described in 2014, in which failure to observe the requirements of Regulation EC No 1/2005 was mainly seen in type 2 non-discriminatory inspections. It is also confirmed that although fewer dogs were transported than other animals, particular problems were found in the transport of dogs.

Table 7. Percentage of non-compliances with the requirements of Regulation (EC) No 1/2005 by species or category of animal broken down by inspection type and calculated on the basis of total number.

Species or category of animal transported	Inspection type		
	Type 1 (%)	Type 2 (%)	Type 3 (%)
Bovine animals	1.56	10.31	4.15
Pigs	0.69	4.30	2.94
Sheep/goats	0.74	12.30	--
Equidae	0.88	8.95	--
Poultry	1.47	4.60	--
Rabbits	--	--	
Fish	--	--	--
Dogs	1.41	26.98	--
Other animals	1.56	5.77	--

(-): no non-compliances

Overall, a comparison of the data for 2014 with the data for previous years confirms the consistent difficulty in meeting the requirements concerning accompanying documentation, which is seen regardless of the type of inspection and the species of animal in question. However, when compared with the previous year, the data for 2015 show an increase in non-compliances concerning fitness for transport together with an increase in non-compliances concerning transport practices for some species.

Regarding the category and number of actions taken by the competent authorities, the non-compliances that were found gave rise to penalties and the implementation of measures to safeguard animal welfare and exchanges of information between the competent authorities. In

2015 as in 2014, the total number of non-compliances recorded for type 1 and 2 inspections gave rise to fewer penalties, as a penalty may relate to several non-compliances with the requirements of Regulation (EC) No 1/2005. Finally, although there was a 28.6 % reduction in inspections in 2015, very probably due to a higher quality of data through the progressive exclusion of reporting of animal welfare inspections routinely carried out during the pre-slaughter visit to the slaughterhouse, there was also an increase in the percentage of penalties imposed in relation to the inspections carried out (from 1.8 % to 2.3 %), which may be due to a greater capacity of the inspection bodies to make checks on animal protection during transport.

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

The analysis of the main irregularities recorded in 2015 concerning the protection of animals during transport clearly highlights the need for the competent authorities to continue to take the following measures:

- 1) informing and educating all the operators who play an active role in the live animal transport sector and improving the training of persons tasked with enforcing compliance with the rules on the protection of animals during transport;
- 2) stepping up and scheduling checks on the basis of appropriate risk assessment criteria.

With regard to *training and information*, there continue to be organised in the various Italian regions training courses focusing on the issue of certificates of competence for drivers and attendants, as provided for by Regulation (EC) No 1/2005, with the assistance of specifically trained veterinary trainers to ensure that all new operators needing certificates of competence receive the same training.

For persons responsible for enforcing compliance with the rules on the protection of animals during transport (official veterinarians of the Local Health Authorities and police bodies), regular training courses continue to be organised with the active participation of experts from the Ministry veterinary services, the Regions and the Local Health Authorities.

In implementation of the training programme provided for by the Memorandum of Understanding signed between the Ministry of Health and the Ministry of the Interior on 3 October 2011 on coordinating and stepping up checks on the legality of operations in the international animal transport sector, between May and June 2015 the Ministry of the Interior organised and completed three training courses on the transport of live animals for 180 traffic police patrol leaders, with the participation of teachers from the Ministry of Health and the Brescia Animal Disease Prevention Institute's Reference Centre on Animal Welfare. Furthermore, in October 2015, the Ministry of Health and the Brescia Animal Disease Prevention Institute's Reference Centre on Animal Welfare held the second ever training course designed exclusively for official veterinarians of the Veterinary Office for Compliance with EU Requirements (UVAC), who carry out checks on the protection of animals during transport in cooperation with the traffic police, with the aim of improving knowledge of the technical and regulatory issues required for conducting on-the-spot checks, with the participation of teachers from the traffic police and a representative of the European Commission, in addition to teachers from the Ministry of Health and the Reference Centre.

Concerning the protection of animals at the time of killing, the training of food business operators (FBOs) leading to the award of the certificate of competence as provided for in Article 7 of Regulation (EC) No 1099/2009, was completed in 2015. The training programme geared towards training and information for farmers (owners, keepers or holders of animals) continued under the auspices of the Regional Veterinary Services and the local health authorities (AUSL) in collaboration with the Italian Farmers' Association (Associazione Italiana Allevatori).

Concerning the measures geared towards *stepping up and scheduling checks on the basis of appropriate risk assessment criteria*, in addition to implementation of the National Animal Welfare Plan, which covers the minimum checks on the protection of animals during transport to be carried out in Italy each year, the Ministry of Health continues to implement the Memorandum of Understanding signed with the Ministry of the Interior on coordinating and stepping up checks on the legality of operations in the international animal transport sector by means of concerted action on the part of the two authorities intended to standardise – in quantitative and qualitative terms – roadside checking activities on vehicles carrying live animals in Italy. To this end, the Ministry of Health each year invites the offices responsible for implementing joint checks to produce a schedule of checks, taking into account the results obtained the previous year, the strengths and weaknesses revealed and analysis of the live animal trade patterns that characterise movements within the region.