

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 MAJOR DEFICIENCIES DETECTED DURING THE NON-DISCRIMINATORY INSPECTIONS

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

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

- 1) In one Regional Unit it was found during a non-discriminatory inspection that the driver had not had his certificate of competence of transporters' and assembly centres' personnel renewed by the central competent authority. The renewal of the certificate of competence was requested immediately. It should be noted that this non-compliance has not been included in the above tables, as no provision has been made for the relevant field.
- 2) In another Regional Unit it was found during non-discriminatory inspections that the vehicle did not have a certificate of suitability for journeys of up to 65 km. There was also found to be inadequate loading and unloading equipment, inefficient disinfection of the vehicle and no health certificate in one case.
- 3) In another Regional Unit the following were revealed during two non-discriminatory inspections:
The vehicles had exceeded the maximum permissible loading density for bovine animals of various ages and moreover were not marked. The drivers were not in possession of a certificate of suitability for a vehicle used to transport livestock, nor did they have the necessary documents for the movement of animals.
- 4) In another Regional Unit, certificates of suitability for transport up to 65 km were not provided for eleven vehicles.
- 5) The following points were raised in another Regional Unit:
 - According to the random check carried out on the veterinary centre files, it was found that, during the inspection carried out by the competent authority, the entire journey log was missing for one consignment of animals. Specifically, the transporter did not hand it over at the destination and the keeper was therefore unable to '*keep the journey log, except Section 4, for at least three years*' (Annex II, point 5).
 - According to the random check carried out on the veterinary centre files, and after checking the GPS printouts relating to the transportation of a consignment of bovine animals, it was noted that the temperature fell below 0 °C, specifically:
 - between 15:05 and 16:30 it fell from -3.6° C to -4.2° C, and

- between 18:10 and 18:35 it fell to -1.5° C.

6) The following points were raised in another Regional Unit:

- According to the random check carried out on the veterinary centre files, the temperature within the animal transportation compartments exceeded the permissible limits between 16:29:18 and 18:04:33, reaching a maximum of 36.60 °C for approximately 5 minutes.
- Checks on the GPS printouts established that the speed limit was slightly exceeded for a limited period.

7) In another Regional Unit it was found, during the administrative check on documents for a consignment of bovine animals, that the transporter had not complied with the necessary one-hour stops and 24-hourly stops as required under Regulation (EC) No 1/2005. No information was given in section 2 of the journey log or boxes 3, 4 and 5 to indicate the time the first animal was loaded, the number of animals loaded or details of the vehicle.

8) In another Regional Unit, in the course of the non-discriminatory inspection carried out during transportation on a national road, the following infringement was found with respect to a vehicle transporting live animals: the appropriate one-hour stop for rest and for feeding and watering after 14 hours of travel was not made, as confirmed by the GPS printout.

In addition, during the administrative check on the documents of three consignments of animals, the journey logs were not provided.

ACTION PLAN TO ADDRESS THE DEFICIENCIES DESCRIBED UNDER POINT 1

1) For the first Regional Unit:

It was immediately requested that the driver's certificate of competence of transporters' and assembly centres' personnel be renewed. It should be noted that this instance of non-compliance has not been included in the above tables, as the relevant field has not been provided.

2) For the second Regional Unit:

Written warnings were issued, pointing out the penalties, and rechecks for verification of compliance were scheduled. In 75 % of the above cases the shortcomings were remedied later in the year.

There was also an exchange of information with the authorising service of another Regional Unit, and a schedule was drawn up for frequent rechecks specifically in relation to accompanying documents.

3) For the third Regional Unit:

The following documents were drawn up:

a report which recommends imposing administrative penalties and carrying out an on-the-spot inspection on the farm of the livestock farmer/transporter concerned where the animals would arrive; (1st case)

a report which recommends administrative penalties and an exchange of information with the authorising service of another Regional Unit of the country of the livestock farmer/transporter concerned, and an on-the-spot inspection of the farm where the animals would arrive; (2nd case) a decision by a three-member committee imposing an administrative fine.

4) For the fourth Regional Unit:

Written warnings were issued, pointing out the penalties, together with a schedule for compliance within one month.

5) For the fifth Regional Unit:

- For the purposes of document inspection, the veterinary check and the infringements were recorded in the TRACES system.
- A verbal warning was given to the transporter and information was shared with the authorising service of another Regional Unit in order to brief it.

6) For the sixth Regional Unit:

- A written warning was given to the transporter about having the ventilation system checked.
- A document was drawn up on fully complying with the speed limit.

7) For the seventh Regional Unit:

The infringements were recorded in the TRACES system. A request was made for mutual assistance by the relevant Regional Unit to the central competent authority of the country.

8) For the eighth Regional Unit:

The infringements were recorded in the TRACES system. A request was made for mutual assistance by the relevant Regional Unit to the central competent authority of the country.