

Annex to the Annual Report on the checks carried out in FRANCE in 2016

Commission Decision 2013/188/EU

Additional information

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Part I – Explanation of the data contained in the official report

I.1. interpretation of the data in column 1 of the tables

Column 1 ^(1/2) : checks on fitness for transport at departure on long journeys (Article 15(2))

As this check is carried out systematically as part of the physical check linked to the health certification, it is therefore the number of validated journey logs that is given in the first row of column 1 of the tables.

As journey logs are only validated when the programming is considered to be compliant and realistic, there is no non-compliance in column 1.

N.B. Once again this year, 6 *départements* (a considerably lower number than last year) stated that they did not have any information on the number of journey logs validated in 2016. The total number of journey logs validated in France is therefore doubtless higher than that shown in this annual report.

Column 1 ^(2/2) : checks after unloading at slaughterhouses

Non-compliances with Regulation (EC) No 1/2005 noted after unloading at slaughterhouses are recorded under the same conditions as checks on unloading. Thus, all the inspections performed under Regulation (EC) No 1/2005 at slaughterhouses appear in column 2 of the table (i.e. a total of 1 462 inspections at slaughterhouses in 2016 across all species).

I.2. interpretation of the data in column 2 of the tables

A – Unlike in the reports for 2013 and 2014, the result shown in each row relating to a given ‘category of non-compliance’ (as per Decision 2013/188/EU) now corresponds to a single record in this category for a given inspection. Reminder: in previous years, the system for recording non-compliances broke down a given category into several possible non-compliances per inspection.

	BOVINE	PORCINE	OVINE/CAPRINE	EQUIDAE	POULTRY	OTHER	Total
Number of checks	1 288	270	180	76	394	38	2 246
Number of checks during which non-compliance (NC) was identified	196	34	46	10	34	6	326
% of checks during which NC was identified	15.22 %	12.59 %	25.56 %	13.16 %	11.93 %	15.79 %	14.51 %

B – It should also be noted that **158** inspections during transport, out of the 2 439 inspections carried out in France in 2016, concerned **transporters from other Member States** of the European Union (i.e. **6.5** % of the checks carried out during transport, down further on the previous year’s figure).

C – **193** inspections out of the 2 439 did not provide usable results, mainly because the species was not indicated when these controls were recorded (making it impossible to assign the results to the correct table by species). Allowing for all recording errors of all types (i.e. errors making it impossible fully to use the data), the sum of the number of usable inspections set out in column 2 of the tables is thus **2 246** rather than 2 439.

I.3. the row ‘Penalties imposed’

It has not been possible to break down the criminal penalties by species. Across the 374 inspections in which non-conformities were found, **46** proposals for prosecution of criminal offences (PV) were recorded in the national veterinary database (SIGAL).

Part II – Additional data

Checks carried out in the context of issuing administrative authorisations

		2016
‘Transporter’ authorisations (Articles 5 and 6)	Total number of ‘transporter’ authorisations issued:	2 023
	for transport < 8h (Type 1: Article 10)	1 738
	for long journeys (Type 2: Article 11)	285
‘Means of transport’ approvals (Article 7)	Road vehicle approvals (Article 18)	429
	Livestock vessel approvals (Article 19)	1
Certificates for ‘attendants’ (Article 6(5))	Certificates of competence (Article 17(2))	2 313

Place of performance of checks during transport

TOTAL INSPECTIONS CARRIED OUT	2 439
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Involving:	number of transporters:	1 306
Place of performance of checks:	slaughterhouses	1 462
	markets	171
	control posts	20
	assembly centres	91
	roadside	131
	airports	20
	Ports (except exit points)	55
	exit points	162
	farms	42
	other	140
		place not stated

Result of checks during transport in 2016 (%)

In addition to the tables in the official report, which give the number of non-compliances by category, the table below shows the results expressed as percentages of non-compliance by category.

	2016					
	Compliances	Non-compliances	Not observed, N/A	Compliances %	Non-compliances %	Not observed, N/A, %
1. Fitness for transport	2 120	20	75	95.71 %	0.90 %	3.39 %
2. Transport practices	2 111	70	34	95.30 %	3.16 %	1.53 %
3. Means of transport	2 103	102	10	94.94 %	4.60 %	0.45 %
4. Watering and feeding	348	16	1 851	15.71 %	0.72 %	83.57 %
5. Documentation	1 907	175	133	86.09 %	7.90 %	6 %
6. Other	1 031	60	1 124	46.55 %	2.71 %	50.74 %

Part III – Analysis and Action Plan

• Comparative analysis of 2015 and 2016:

The total number of checks during transport recorded in 2016 (2 439 inspections) was lower than in 2015 (2 707 inspections). The further reduction observed this year in the number of checks carried out during transport was due to officers being deployed to work on other veterinary public health priorities (managing health crises).

Although the way non-compliances are recorded has been slightly modified for greater consistency with the categories set out in Decision 2013/188/EU, it can still be seen that the percentage of non-compliances observed in 2016 was higher than in 2015 for all categories.

Documentary non-compliance (authorisations, certificates, approvals, documents to be carried on board) remains the most significant category, but vehicle non-compliance is on the rise.

The recording of checks in connection with journey logs has remained broadly stable since 2015 (**26 140** validations across all species in 2016 compared with 26 190 in 2015). However, the number of journey logs checked on return has been increasing sharply (**8 399** in 2016 compared with 6 055 in 2015 and 1 635 in 2014).

The number of non-compliances identified in logs checked on return is also increasing in absolute terms (**596** in 2016 compared with 429 in 2015 and 252 in 2014) but is stable in percentage terms (**7.09 %** failure rate for journey logs checked on return in 2016, compared with 7.08 % in 2015 and 15.41 % in 2014).

The results show a uniform decline in checks (which is independent of the type of place of inspection). As a result of staff being deployed to work on the various health crises, checks at EU assembly centres

also decreased, despite active encouragement to step up the pressure of physical checks at departure for EU trade and exports involving long journeys.

Road exports to Turkey stopped in the second half of 2016 (last departures in late June/early July 2016). Exports by sea stopped at the end of 2016 (the last vessel being in mid-December 2016). No exports of French cattle to Turkey were recorded in the first half of 2017.

- Action plan 2017/2018

The Guide to using journey logs and to checks on journey logs is currently being updated in order to:

- improve the checking of journey planning,
- further improve the checking of journey logs on return, and
- exert a greater pressure of physical checks at departure on long journeys.

Although road exports to Turkey stopped in the second half of 2016, the recommendations sent to the inspection services in August 2016 are going to be renewed at the beginning of the summer of 2017 for exports involving very long journeys to other third countries and to EU countries as part of EU internal trade.

As part of its animal welfare strategy, France already has, or is currently putting in place, working groups comprising professionals, animal protection associations, private veterinarians and the inspection services with a view to:

- improving the checking of fitness for transport, particularly on arrival at slaughterhouses (already in progress), and
- improving the organisation and validation of EU trade/exports involving long journeys (being planned).