

## FACT FILE LONG DISTANCE LIVESTOCK TRANSPORTS

### Background

According to the 2011 European Commission's report<sup>1</sup>, there was a record of 1 billion poultry and 37 million live cattle, pigs, sheep, goats and horses transported crossborder within EU Member States and to Third Countries in 2009 alone. Scientific evidence shows that animal welfare tends to get worse as journey length increases - expressed, inter alia, by the Scientific Committee on Animal Health and Animal Welfare (SCAHAW) in 2002<sup>2</sup> and by European Food Safety Authority (EFSA) in 2011<sup>3</sup>: "In order to reduce the risk of transport-associated disease outbreaks, strategies should be developed to reduce the volume of transport (e.g. replacing the transport of breeding animals by using semen or embryos), and long distance transport of animals for finishing or slaughter (e.g. by the transport of carcasses and food products) or reducing journey times (e.g. by slaughtering animals as close as possible to the site of production)". Despite the '8-hours-campaign' which managed to collect more than 1.1 million signatories Europe-wide against the long distance transport of live animals, the adoption of written declaration 49/2011 in the European Parliament and the evident gap between the requirements of the legislation and available scientific evidence mentioned in the independent study conducted in 2011 by IBF consulting<sup>4</sup>, the Commission has so far estimated that there was no point revising the legislation as "A steady legal situation will allow Member States and stakeholders to focus on enforcement within a stable legal framework".

### Live animals transport within the EU

Live farm animals are transported thousands of kilometres to places where they will be further fattened or slaughtered: animals often have to endure journeys across vast distances before long voyages at sea to reach their final destination.

The phenomenon registered in the last years in Europe regarding the closure of small slaughterhouses, has a cost in terms of animal welfare, since the concentration of the slaughter activities in a few big abattoirs expands the duration of the journey that animals have to undertake for being slaughtered and in the meanwhile increases all the negative side effects of transport. A study<sup>5</sup> analysing the concentration of the slaughterhouses in Germany, that every year import around 15 million of piglets, reports the tendency (from 2004 to 2011) to concentrate the slaughter activities in the biggest slaughterhouses, with an increase of 16,1% in the market share of the 10 largest German abattoirs. In Denmark Danish Crown, a giant among the meat processing companies, has closed the smaller slaughterhouses in the past years<sup>6</sup> and it has

<sup>1</sup> [http://ec.europa.eu/food/animal/welfare/index\\_en.htm](http://ec.europa.eu/food/animal/welfare/index_en.htm)

<sup>2</sup> [http://ec.europa.eu/food/fs/sc/scah/out71\\_en.pdf](http://ec.europa.eu/food/fs/sc/scah/out71_en.pdf)

<sup>3</sup> <http://www.efsa.europa.eu/en/efsajournal/doc/1966.pdf> see page 86

<sup>4</sup> [http://ec.europa.eu/food/animal/welfare/transport/docs/study\\_report\\_en.pdf](http://ec.europa.eu/food/animal/welfare/transport/docs/study_report_en.pdf)

<sup>5</sup> [https://www.pig333.com/latest\\_swine\\_news/germany-%E2%80%93-larger-concentration-of-slaughterhouses\\_4151/](https://www.pig333.com/latest_swine_news/germany-%E2%80%93-larger-concentration-of-slaughterhouses_4151/)

<sup>6</sup> <http://www.globalmeatnews.com/Industry-Markets/Talks-of-slaughterhouse-closure-in-Danish-Crown-Tican-merger>

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concentrated the activity in the biggest plants. The Conseil général de l'alimentation, de l'agriculture et des espaces ruraux<sup>7</sup> reports that the same tendency is taking place in France, where the number of slaughterhouses passed from 330 in 2007 to 263 in 2015<sup>8</sup>. Also Assocarni, the national association representing the Italian meat industry and trade, reports a progressive closure of small slaughterhouses in Italy<sup>9</sup>. In UK, as reported by RSPCA<sup>10</sup>, smaller abattoirs have been closed over last years and animals must be transported increasingly long distances to centralised locations to be slaughtered<sup>11</sup>.

Journeys to slaughter and/or to further fattening take over 30 hours, the worst over 70 hours, and involve extensive suffering for animals. There is evidence that long-distance transport (over 8 hours) of animals (especially pigs) has increased since the Transport Regulation (EC) 1/2005 came into force in 2007 and some data collected by Eurogroup for Animals shows the magnitude of the phenomenon: The Netherlands exports two million pigs a year to Spain, Italy and Eastern Europe; some are going to slaughter, but most of them are young pigs being sent for fattening. The mortality rates on the pig transports to southern Europe are high: 40 pigs died on a journey from the Netherlands to Italy (2005), 263 piglets died on a journey from the Netherlands to Greece (2006), 190 piglets died on a journey from the Netherlands to Italy (2007), 13 Dutch piglets dead on arrival at Spanish farm (2007). Could also happen that animals are obliged to suffer the negative side effects of long transport twice: It is the case of the Danish pigs, which are sent to Germany for fattening and then sent back to Denmark for being slaughtered. Animals are sent to Italy from Spain for being slaughter; Animals' Angels has monitored the export of animals from Spain to Italy over 2 years: More than 250 000 horses, pigs, sheep and cattle are sent each year to Italian abattoirs and during these journeys (over 2000 km) animals are regularly transported for over 35 hours without any proper rest, food or water.

The situation gets even worse when at being transported are animals too young for undertaking these journeys, such as calves. Scientific evidence indicates that these animals are not well adapted to cope with transport: Their immune systems are not fully developed and they are not able to control their body temperature well, thus they are susceptible to both heat and cold stress. Weight loss following transit is indicative of exposure to a variety of stressors and is greater for longer journeys or greater stress, including cold or heat stress and exposure to vibration and acceleration. Morbidity and mortality following transport can be high; the mortality rates of young calves following transport is between 1% and 23% and compared with the transportation of other types of farm animal, mortality rates of these magnitudes would appear to be unacceptable.

An investigation carried out by Eyes on Animals on a truck transporting calves from Latvia to Netherlands revealed the very poor welfare conditions of the animals and the violations that normally occur during these journeys, where animals at the arrival are not "fit for transport", the duration of the journey itself exceeds the time provision of the Council Regulation No 561/2006, the drinking systems of the trucks are not suitable

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<sup>7</sup> [http://agriculture.gouv.fr/sites/minagri/files/documents/CGAAER\\_10227\\_2011\\_Rapport.pdf](http://agriculture.gouv.fr/sites/minagri/files/documents/CGAAER_10227_2011_Rapport.pdf)

<sup>8</sup> [http://www.errefom.fr/sites/default/files/errefom\\_etudes\\_files/ABATTOIRS-OK-BD.pdf](http://www.errefom.fr/sites/default/files/errefom_etudes_files/ABATTOIRS-OK-BD.pdf)

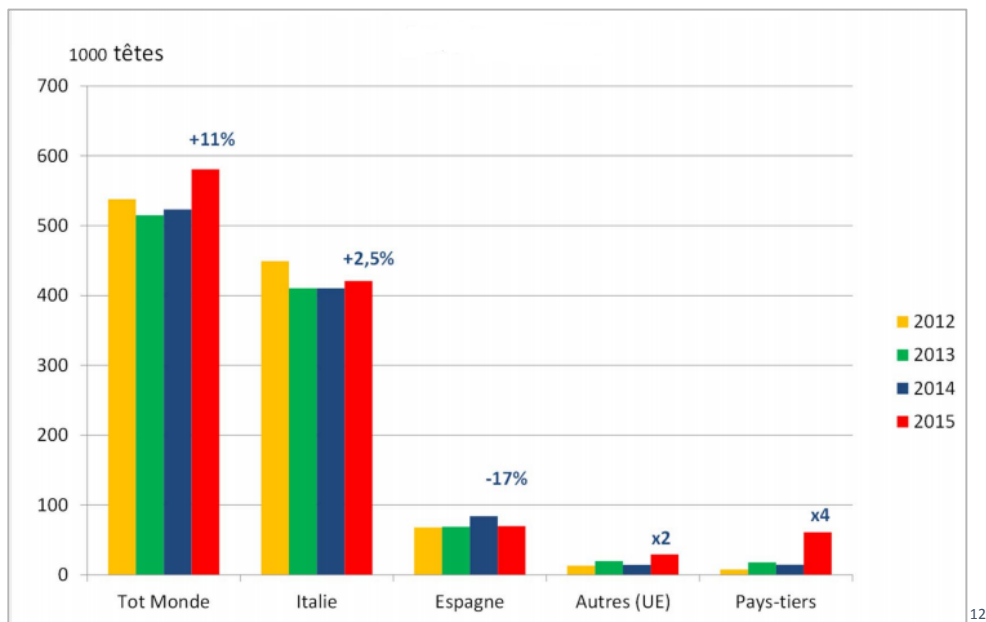
<sup>9</sup> <http://www.eurocarne.it/it/allarme-di-francois-tomei-direttore-di-assocarni-rischiamo-che-la-carne-bovina-italia-scompaia>

<sup>10</sup> See Annex I.

<sup>11</sup> <http://farmsnotfactories.org/articles/the-grizzly-growth-of-british-abattoirs/>

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for calves and downer calves are dragged by their legs and lifted by their tails animals. Despite the SCAHAW opinion (2002) recommending that journeys exceeding 8 hours should be avoided in the case of calves being transported for slaughter, there has been an upsurge of the export of young cattle from France from 2012 to 2015.



Reports received by some Members of Eurogroup for Animals (ANNEX I) stressed that serious breaches of the Council Regulation (EU) No 1/2005 on the protection of animals during transport occur routinely during these journeys, due to the fact that lorries are not fit for transport, animals handlers are often unskilled and transportation practices rough:

- **Malfunctioning** of the drinkers as well as of the ventilation system;
- Often **transport certificates are wrong, missing, false or expired**;
- ID documents have been found **wrong or missing**;
- **Procedures are not transparent** and lorries do not always stop to the rests stop. The journey logs are not realistic and drivers' breaks during long distance transport affect the animals that have to spend more hours load in the truck.
- Trucks are **overcrowded** and there is not enough space for animals to lay down comfortably, to get up and to stand in a normal position: They are often stepped on by the other animals and they normally stay in their excrements instead of in good bedding;
- The mix of unknown animals of different age and sex leads to **aggression**.

<sup>12</sup> Source: GEB - Institut de l'élevage d'après Douanes. The analysis focuses over 7 months period (January-July) 2015/14.

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All these factors have a great negative impact on the health and welfare of animals transported

- **Exhaustion and dehydration:** Animals can be in transit for days, suffering extremes of temperature and often without sufficient food, water or rest. A truck transporting sheep from UK to Germany (during summer) was found to travel for over 23 hours without rest; the vehicle's water system was not working correctly limiting the amount of water available to these animals;
- Animals' **immune system is often reduced** as a result of the hardship of long distance transport and stress increase the possibility of transferring pathogens, resulting in diseases being caught more easily. There is a risk of rapid spread of infectious diseases over large distances through the long distance transport of live animals (e.g the 2001 Food and Mouth outbreak was transmitted across the UK and spread to France, Ireland and the Netherlands through the transport of live animals);
- Animals experience **stress and distress**;
- Animals often get **injured**. In the export of horses from Poland to Italy, the fractures at the animals' bones are so frequent that even drivers claimed that these animals should not be transported<sup>13</sup>.
- Animals crammed into vehicles are injured or trampled to **death**. In 2007 in Germany blood was seen dripping from a Dutch truck carrying pigs; the truck was overloaded and 127 pigs had severe biting wounds.

The Report<sup>14</sup> that the Italian Ministry of Health submitted to the EC under the Art 27 of the Regulation 1/2005, provides an interesting analysis (Annex II) of the incidence of the category of infringements over the last years (2010-2013): The overall picture that emerges, shows the progressively consolidation of critical issues; for example the infringements related with the welfare of animals shows that the frequency increased over the years, with an incidence of 8.5% in 2013, while in the four previous years had remained below 8%, with a minimum reached in 2012 by 5.8%.

## Live animals transport from EU to Middle East and North Africa

The journeys that bring animals from the EU to Middle East and North Africa, last hundreds of hours and animals face brutal treatment on arrival. According with the EC figures<sup>15</sup> in the 12 months period from December 2014 and November 2015, export values for live animals registered an increase of +25,2 % and the difference between November and October of the past year is about 22 %.

The graphic below shows how the EU export of beef live animals increased in the past 5 years.

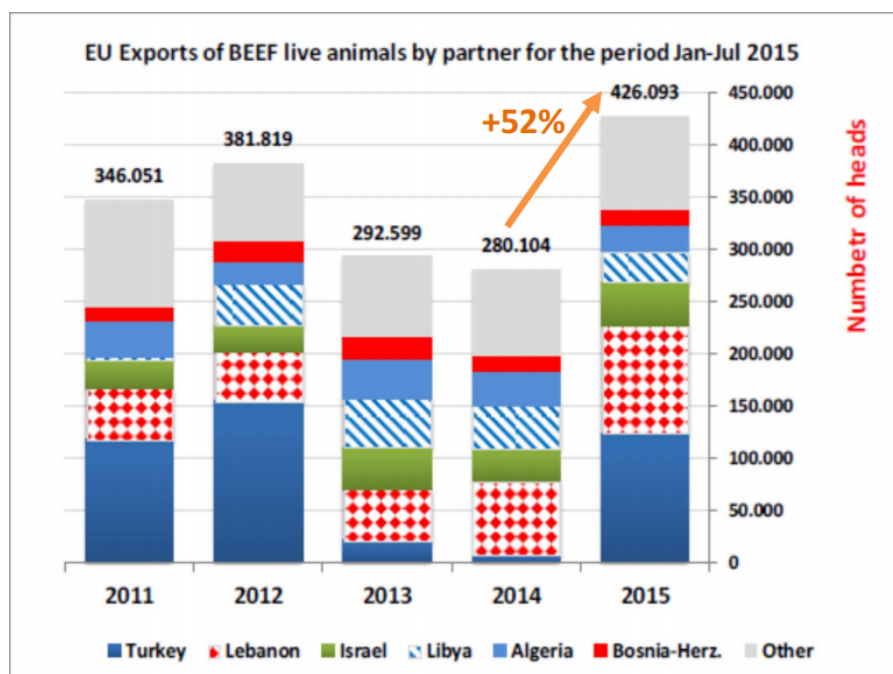
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<sup>13</sup> Source: Stowarzyszenie Otwarte Klatki

<sup>14</sup> [http://ec.europa.eu/food/animals/docs/aw\\_transport-inspection\\_2013\\_report\\_it\\_en.pdf](http://ec.europa.eu/food/animals/docs/aw_transport-inspection_2013_report_it_en.pdf)

<sup>15</sup> Monitoring EU Agri-food trade.

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Eurostat figures (ANNEX II.a) for live cattle exports from the EU to Turkey, Middle East and North Africa show that, for the year 2013, 2014 and 2015, France is largest exporter (292.237 cattle exported), followed by Spain (228.486 cattle exported), Romania (189.130 cattle exported), Hungary (147.723 cattle exported), Slovenia (131.534 cattle exported), Croatia (103.653 cattle exported), Germany (101.061 cattle exported), Czech Rep (39.362 cattle exported) and Ireland (36.448 cattle exported); Turkey has become a huge importer (318.798 cattle imported, with a huge increase in 2015 compared with the previous year), followed by Lebanon (374.103 cattle imported) and Israel (218.604 cattle imported). Imports to Egypt (39.819 cattle imported) also increased a lot, mostly from Slovenia. When animals are exported from Europe to countries outside the EU they leave behind them all the legal protection they once received; this means they can face terrible abuse during transport and at the time of slaughter. Animals will often be shipped alive, only to be slaughtered at journey's end using inhumane methods. In the period 2013-2015 this problems affects 1.5 million of cattle and 5.7 million of sheep (ANNEX II.b) that have been exported live to third countries (Turkey, Lebanon, Libya, Israel).

Turkey is the major exporting country for the EU. According with the EU database of 2010 to 2014 among other 1,5 million bovine and ovine (850.000 sheep and 650.000 head of cattle) has passed Kapikule<sup>17</sup>, the check point between Bulgaria and Turkey: After thousands of kilometres trip across EU the animals arrive in this shadowless land where they cannot be discharged or supplied with feed; during winter they are without protection against cold and they are completely expose to high temperature during summer. In 2015 the export of live animals rose with 39% compared to 2014 (source: Eurostat)<sup>18</sup>.

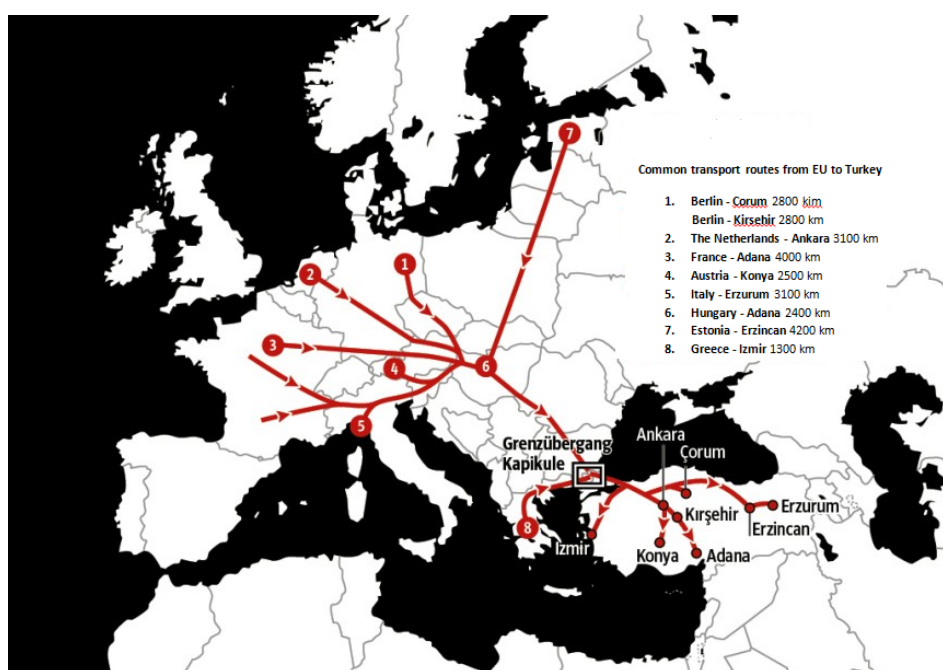
<sup>16</sup> Source: EU Directorate General for Agriculture and Rural Development.

<sup>17</sup> Susanne Ellner, Maladministration in EU animal transport to Turkey. The suffering of animals in the no man's land. Rene Burcher Beitung. February 2016

<sup>18</sup> <http://www.eyesonanimals.com/stop-tolerating-systematic-violations-international-law-exporting-livestock-third-countries/>

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The Human society of Zurich (TSB) together with other Animal Welfare Organization<sup>19</sup>, inspected a total of 352 animal transports from 13 different EU countries to Third Countries and, despite the European Court of Justice judged that EU animal transport rules should also apply to the transport of live animals from the EU to third countries<sup>20</sup>, the 70% of the truck inspected were discovered “not compliant” with the EU transport Regulation EC 1/2005: Animals were found thirsty for hours and with the watering system empty (Hungarian cattle trailer), sheep waited for 5 days before continuing their journey and they were standing on carcasses of lambs that were trampled to death (in a Greek trucks) and cattle were found eating filthy litter - a muddy mixture of faeces and urine (in a Dutch truck). The most reprehensible infringements came from Hungary, Bulgaria and France, followed by Germany, Austria, Estonia and Czech Republic.



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There is also a trade on which no EU country reports exist: the export of live animals to the Gaza Strip or anywhere else in the Occupied Palestinian Territories (OPT); even if EU data makes it look like this trade doesn't exist, according to figures obtained from the Israeli authorities, in the first 10 months of 2014 alone, 27,000 European animals crossed into the OPT. An investigation, carried out by Compassion In World Farming (CIWF)<sup>22</sup> in 2014 on the cattle trade from the EU being sent alive into war-torn Gaza to be slaughtered, revealed that animals, after having travelled thousands of miles by land and sea from Romania and Hungary – via Israel – to Gaza, they had to suffer in Gazan slaughterhouses: here no proper restraint equipment are available and the workers appear to have no training in correct slaughter practice. The cattle

<sup>19</sup> A five years investigation conducted by Eyes on Animals (NL), Animal welfare Foundation (DE) and Tierschutzbund Zurich (SW), with the collaboration of CIWF France, at the EU/Turkey border.

<sup>20</sup> <http://curia.europa.eu/jcms/upload/docs/application/pdf/2015-04/cp150043en.pdf> and <http://curia.europa.eu/juris/document/document.jsf?text=&docid=163872&pageIndex=0&doclang=en&mode=req&dir=&occ=first&part=1&cid=303901>

<sup>21</sup> Source: Animal Welfare Foundation.

<sup>22</sup> <http://action.ciwf.org.uk/ea-action/action?ea.client.id=119&ea.campaign.id=36220>

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are normally dragged with ropes from the back of trucks, tied to pillars, and have their throats stabbed and slashed at multiple times. The cattle desperately fight to stay standing even once their throats are cut, but once they collapse they endure seconds, even minutes, of agony as workers continue to hack at their throats.

This kind of treatments would be totally in breach of EU law, but when animals leave Europe they are no longer protected: no government official really knows where the animals go, how they are treated, or how they are killed.

## **Conclusion**

A huge number of animals continue to be transported in Europe and to Third Countries over long distance and in very bad conditions: Animal suffering during transports is an evidence and data from EU Member States show that at national level no actions have been systematically taken to enforce the EU Regulation on the protection of animals during transport.

The reports submitted by the Member States to the European Commission under the Art 27 of the EC Regulation 1/2005 and meant to check the real conditions of the animals transported within EU, should present “an analysis of the major deficiencies detected and an action plan to address them”; but the data retrieved throughout these reports are different country by country and year by year, and therefore are difficult to use either for monitoring the situation of the countries over the years or for analysing the gaps of the system and improving the situation.

Since the Regulation 1/2005 is not effective in reaching the scope for which was created, a revision of the regulation itself as well as a socio economic impact assessment of the negative consequences of long distance transport is needed.

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## ANNEX I\_ Eurogroup questionnaire

A questionnaire was sent by Eurogroup for Animals to its members for defining the situation in the EU countries in relation with live animal transports (magnitude of the problem, the political situation) as well as for identifying the key stakeholders to be involved in the campaign.

Below the results obtained from Austria, Belgium, Cyprus, France, Germany, Greece, Italy, the Netherlands, Poland, Spain, Sweden and United Kingdom are reported.

**Austria: VIER PFOTEN Austria** reports that in Austria, additionally to the Transport Regulation EC 1/2005, are in place the following regulations with regard to national live animal transports:

- Animals meant for slaughter transported within Austria have a max transport duration of 4,5 hours. This duration can be extended to 8-8,5 hours in special cases;
- Farm and breeding animals as well as laying hens meant for slaughter cannot be transported longer than 8 hours. Under certain exceptions this can be prolonged to 10 hours.

Due to its size national transports do not require very long distances and, due to its geographical position, Austria is rather a transit country for long distance transports of live animals: it is the live animal transport in and out of the country that might be problematic.

In 2014 140.085 animal transport controls<sup>23</sup> were carried out in Austria, from which 1.168 were contingency controls on the roads. Infringements were detected in 1.757 transports, that means only in 1,3% of the total controlled cases. Main infringements were referring to wrong documentation and transport practice. In 99 transports infringements referring to animal suffering of at least one animal were specified. In total 204 notifications were made.

In the table below is reported the number of live animals transported from and to Austria in 2013:

Species	Import	Export
Cattle	122.430 animals (from which 122.213 (99,82%) from EU)	134.725 animals (from which 118.876 (88,2 %) to EU)
pigs	550.113 (from which 550.093 from EU)	45.215 animals (from which 42.108 (93,1%) to EU)
sheep and goats	329	14.915 from which 53% to Italy and 38% to Germany
poultry	13.278.619 almost 100% EU	19.640.890 from which 18.361.615 to EU

From a political point of view in Austria the ruling coalition is formed out of ÖVP (Cristian democrats) and SPÖ (social democrats). Animal welfare, as well as the enforcement of the Transport Regulation EC 1/2005, lies in the responsibility of the Ministry of Health (SPÖ); however the Ministry of Agriculture is also involved

<sup>23</sup> The following species were part of the controls: cattle, pigs, horses, sheep, goats, poultry, cats, dogs, peacocks, birds of prey other wild animals and exotic animals.



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in many issues regarding farm animals especially when it comes to EU topics. The SPÖ is leads by Sabine Oberhauser who is showing a strong interest in animal welfare: in answering to a recent parliamentary question regarding live animal transport (23.11.2015) she declared that “Austria is of the opinion that only a revision of EC Regulation 1/2005 can lead to an improvement and to the aspired EU harmonization. This position was communicated multiple times in written and oral by Austria to the EC and is being supported also by other MSs. Austria will continue to raise this issue in Brussels. It is believed that the EC is blocking a change of the regulation based on concerns that other MS or stakeholders might influence a revision by aiming at introducing looser provisions”. Previously in answering to a parliamentary question (18.12.2014) Sabine Oberhauser declared: “The ministry of health supports a limitation of maximum 8 hours transport duration for animals meant for slaughter.” MEP Karin Kadenbach (SPÖ) also publicly stated that there is need for a reduction of transport duration in the EU, however supported the EC point that transport duration limitation should be differentiated according to species.

From a market point of view, a list of largest retailers was reported: REWE International - Billa, Penny, Merkur, Adeg -, Spa and Hofer are the most important retailers following the strategy to offer mostly local/regional meat products in their fresh meat sector. The voluntary label “AMA Gütesiegel” is widely spread on meat products and guarantees the animal is born, raised and slaughtered in Austria and respects Austrian legal standards. Moreover FOUR PAWS does have an animal welfare label for chicken that includes a maximum of 4 hours transport, strict transport requirements and controls at slaughterhouses. However products with the FOUR PAWS label are available only in selected supermarkets in Germany, while in Austria the label is not on the market yet.

**Belgium: GAIA** reports that being a small country, Belgium is mostly crossed over by live transports, but the total number of animals transported either for import and export purpose was not reported. What has to be noticed is that Belgium imports (and resell) a lot of horse meat from Latin America, where horse abuse is a major concern.

Animal welfare is a political competence of the Regions (Wallonia, Flanders and Brussels) and since 2014 each of them has its own minister of animal.

From a market point of view was reported that Belgian supermarkets tend to sell mostly meat from animals that are raised in Belgium. This is even a selling point for some retailers (local meat); however this is often not the case for horse meat. The list of retailers active in Belgium was reported (Aldi, Carrefour, Delhaize, Match, Cora, Spar, Intermarché, Makro, Lidl, Renmans - butchery chain). Specific labels with animal welfare standards were not indicated.

**Cyprus: THE DONKEY SANCTUARY** reports that considering the limited extension of the island (240 km long and 100 km wide) any animals being transported should not be on a vehicle for more than 4-5 hours. A high percentage of meat is imported to Cyprus (due to the climate and terrain being mainly unsuitable for cattle and large numbers of pigs). A low number of sheep are resident and the main meat produced is goat: Local and small butchers obtain supplies from local farmers who may have small numbers of goats. Normally in Cyprus farm animals are transported either in fairly large, typical open slat sided vehicles; however local, small farmers will often transport the animals in small trucks or pick-ups with railed sides. Occasionally, if only two or three animals are going to the slaughter house or being moved they will be tied in the back of a

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pick-up truck either by the neck or legs (animal will be standing). There is no equine live meat transport to or from Cyprus. The main concerns related to animal transport in Cyprus were reported (high temperatures especially during summer months, unsafe/inappropriate form of transport and uncomfortable methods of tying animals in the back of vehicles).

In the table below is reported an approx. number of animals being exported live to other EU countries in 2007. Figures of other years are not available. No figures available for live farm animal transport completed within Cyprus published or available.

Species	Number of animals exported (mainly to Greece)
Farm animals (cattle, sheep, pigs and goats)	just over 9.000

The Cypriot Agricultural Department has advised that no animals are transported to Europe for slaughter – only to Libya, Jordan and the Lebanon – for either slaughter or breeding. There are several animal welfare organizations in Cyprus; however most of them dealing with companion animals (cats and dogs) related issues and no welfare organizations for farm animals are active in this island. The Donkey Sanctuary (Cyprus) is the only equine welfare organization on island dealing purely with donkeys and mules. One other charity rescues a smaller amount of equines. From a market point of view the largest retailers to be addressed are Lidl<sup>24</sup>, Carrefour<sup>25</sup> and Alphamega (Αλφάμμεγα)<sup>26</sup>, which is a Cypriot supermarket chain that imports several Tesco products.

**France: WELFARM** reports that the main problems associates with animals transport are the ones related with the loading and unloading of animals and the density; the situation is complicated by the fact that the requirement regarding rest time and transport time, height of cages and ceiling settled down in the EC Regulation 1/2005 are not harmonized with the ones reported in the EU Regulation 561/2006.

The number of animals involved in long transport in 2003 is reported in the table below.

Species	Number of animals transported (not specified if for export and/or import purpose)
Cattle	1.156.000 to Spain, Italy, Lebanon...
Ovine	583.700 to Spain, Italy, Greece...
Horses	14.200 to Italy...
Porcine	487.200 to Spain, Italy...

From a market point of view a list of the largest retailers was reported (Auchan -Groupe Auchan, Carrefour - Groupe Carrefour, Cora - Groupe Louis Delhaize, E.Leclerc - Groupe Casino, Système U, Les Mousquetaires and Société coopérative Migros Genève); even if the organization WELFARM has not work with those actors

<sup>24</sup> [www.lidl.cy](http://www.lidl.cy)

<sup>25</sup> [www.carrefour.com.cy](http://www.carrefour.com.cy)

<sup>26</sup> [www.alphamega.com.cy/en](http://www.alphamega.com.cy/en)

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so far, the existing Label Rouge integrates provisions on transport, indicating specific length of journey for bovine (<8h and <14h in particular conditions), porcine (200km or <6h) and broilers (150km or <3h).

**Germany: VIER PFOTEN/FOUR PAWS International** reports that the movements of animals within German borders are normally done from south to north: since the majority of the slaughterhouses are in the North in the Federal States Niedersachsen and Nordrhein-Westfalen, most of the producers from all over Germany transport their animals to these big slaughterhouses. Moreover around 15 million of piglets are imported every year in Germany mainly from The Netherlands and Denmark.

Looking at slaughter numbers we can have an estimation of the number of animals that have been at least once in their life transported. In the table below have been reported these figures and some data related with the Import and export of live animals:

Species	Overall estimation based on slaughterhouses database	Import	Export
Poultry	725 Mio.	202.000	264.000
Bovines	3,5 Mio.	150.000	667.000
Pigs	59 Mio.	13 Mio. - mostly piglets	2,6 Mio.
Sheep	1 Mio.		

From a political point of view the German government is a coalition of conservatives (CDU/CSU) and Social democrats (SPD); Christian Schmidt (CSU), leading the Ministry for Food and Agriculture, signed the Declaration on Transport with the Netherlands and Denmark, with the aim of improving the conditions of live animal transports in Europe and for reducing the durations to the journeys to maximum 8 hours. CDU/CSU has the majority of seats in the Parliament, but The Council of the 16 Federal states has a majority of Green and Social Democrats.

From a market point of view most of the retailers do have an Animal Welfare policy, but they do not have any specific requirements related with the length of the journeys: they just report a commitment in keeping as short as possible the transport of live animals, without providing any further explanations. However they have single premium brands which seem to limit live animal transports according to regional production, but it's not 100% clear. Only the retailer *Kaufland* claims to limit the live animal transports to 4 hours. To be underlined is that the German organization FOUR PAWS has an animal welfare label for chicken including max. 4 hours transport and strict transport requirements and controls at slaughterhouses. Also the Deutscher Tierschutzbund does have an animal welfare label for pigs and chicken that also includes max. 4 hours transport. Besides the German Agriculture Ministry and the German retailers started an own animal welfare program called "Initiative Tierwohl": It is based on very low level improvements and doesn't include a limit for live animal transports.

The organization has provided the list of the biggest retailers in Germany, that control the 85% of the retailer market (Edeka (incl. Netto), Rewe (incl. Penny), Schwarz-Group, EUR sales (incl. Lidl and Kaufland) and Aldi Nord/Süd)

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**Greece: COMPASSION IN WORLD FARMING** and **ANIMAL ACTION** identified as main problems related with the transport of live animals the following: long distance journeys, high density, not properly operated vehicles, lacking equipment, journey logs with wrong information and drivers not properly trained; moreover it has been reported that the procedures are not transparent and lorries do not stop at rest stops. The Ministry of Agricultural Development<sup>27</sup> was contacted but no data are available on the total amount of animals transported in Greece.

From a political point of view Greece is experiencing a difficult period and the majority of the resources have been focused on to the economic and refugees' crisis.

From market point of view the major supermarket chain are: AB Vasilopoulos, I & S Sklavenitis, Carrefour-Marinopoulos and Lidl Hellas; however the most important retailers of meat in Greece are the local butcher shops and the ones found in the large open markets.

**Italy: THE DONKEY SANCTUARY** reports that the transport inspections carried out in 2013 by Italian Government reveal that the most common violations are: the exceeding number of animals, the lack of space (e. g height and width) and the malfunctioning of the drinker and ventilation systems; moreover lorries are often not fit to transport and transport certificates are wrong and/or false and/or expired and/or completely missing. Animals are often transported even if not *fit for transport* and with wrong or missing ID documents. In the table below are reported the numbers of animals transported within EU from and to Italy in 2014 (also statistic regarding the total amount of animals transported on world basis for import and export purpose in Italy are available and are reported in brackets in the table below). Statistics from 2003 to 2015 are available in the ISTAT website<sup>28</sup>.

Species	Import within EU countries	Export within EU countries
Bovine	1.157.054 (1.157.092)	54.897 (58.560)
Swine	1.113.238 (1.113.238)	3.957 (3.957)
Ovine	1.237.772 (1.237.772)	-
Caprine	5.516 (5.589)	2 (42)
Equine	34.496 (34.536)	708 (160,1)
Poultry	11.323.444 (11.323.444)	15.869.389 (19.143.358)

Italy is the biggest consumer of equine meat in Europe. Equines come from Poland 44%, France 20%, Spain 16% in some cases after very long trips, over 46 hours, with no stop. [Destination about equines: Puglia 32%; Lombardia; 14%; Piemonte 11%; Emilia Romagna 9%; Veneto 7%; Lazio 5%].

The political landscape was not reported, but a list of potential stakeholders was indicated (LAV<sup>29</sup>, Italian Horse Protection<sup>30</sup>, Essere Animali<sup>31</sup>, ENPA<sup>32</sup> and Animal Equality<sup>33</sup>) as well as a list of the largest retailers (Carrefour, Coop, Esselunga, Conad, LIDL, Auchan, PAM, Penny Market and SELEX).

<sup>27</sup> <http://www.minagric.gr/index.php/el/for-farmer-2/animal-production/metaforeis>

<sup>28</sup> [http://agri.istat.it/sag\\_is\\_pdwout/jsp/dawinci.jsp?q=plCER0000010000010000&an=2015&ig=1&ct=744&id=8A|72A](http://agri.istat.it/sag_is_pdwout/jsp/dawinci.jsp?q=plCER0000010000010000&an=2015&ig=1&ct=744&id=8A|72A)

<sup>29</sup> <http://www.lav.it/>

<sup>30</sup> [www.horseprotection.it](http://www.horseprotection.it)

<sup>31</sup> <http://www.essereanimali.org/>

<sup>32</sup> [www.enpa.it](http://www.enpa.it)

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**The Netherlands: DIERENBESCHERMING** reports that in the Netherlands the EU regulation fails to protect the welfare of animals during transport and it legalizes ill practices: the animals are often too young or otherwise not fit for the journey, are handled by people that are often unskilled and rough, are mixed with unknown animals of different age, sex, (un)horned; all these factors lead to aggression, stress and transfer of pathogens. In the majority of case trucks have slippery floors and there is not enough space per animal to keep balance, to lay down comfortable, to get up and to stand in a normal position with the result that they are often stepped on by others; moreover they stay in their own excrements instead of good bedding. During long transport animals are exposed to noise and vibrations (bad driving behavior of the drivers makes worse the situation) as well as to extreme temperatures and humidity levels with little or completely missing access to water and food during the journey; the longer the journey lasts the more the animals have to cope with problems like exhaustion, dehydration and falling and getting wounded.

The number of animals transported in 2014 in the Netherlands is reported in the table below:

Species	Import	Exports
Pigs	1.189.000	11.476.000
Cattle	1.229.000	352.000
Poultry	96.872.000	312.501.000

From a political point of view there is two parties' coalition of right wing liberals and social democrats governing the Netherlands for 3 years now. These two parties disagree on almost everything, so they either made compromises on issues or they exchanged issues (you get this although I don't like it, I get that although you don't like it). They only have a majority in the House of Representatives, not in the Senate, so they need support of at least two other parties to get proposals through the Senate.

Concerning animal welfare the two parties in government did what they agreed to do and now they do as little as possible as they don't agree on animal welfare issues.

From a market point of view there is an animal welfare label called "Better Life" that plays a leading role and includes provisions concerning transport. There are no other animal welfare labels, however there are some other labels that include animal welfare provisions.

**Poland: STOWARZYSZENIE OTWARTE KLATKI** reports that from a political point of view Law and Justice is the party that currently has majority of votes in the polish Parliament. Janusz Wojciechowski, who is well known as the loud voice for 8-hours transport campaigns, is an important figure in Law and Justice and therefore, even if the issue of animal transport is not politically important in Poland in this moment, there is floor for improving animal welfare laws in cooperation with this party.

The table below reports figures on the numbers of animals transported in Poland in 2014:

Species	Import	Export
poultry	85.235.037 kg (from Slovaka 21.819 tons)	23.670.000 kg ( to Germany 20.084 tons; to Ukraine 2.113 tons; to Jordan 105 tons)
cattle	27.300 tons (99.300 animals);	20.200 tons (160.480 animals); including

<sup>33</sup> <http://www.animalequality.it/>

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	including calves (less than 80kg): 31.900 animals (from Lithuania 27.519, from Slovakia 22.653, from Germany 16.470)	calves (less than 80kg): 119.600 animals ( to Holland 45.800, to Italy 43.200, to Spain 22.400)
pigs	233.700 tons (5.449.000 animals) – from Denmark 105.400 tons (3.427.000 animals), from Germany 82.700 tons (1.106.600 animals).	10.100 tons (90.000 animals) – to Hungary 4.100 tons, to Czech 2.800 tons
lambs under 1 year	none	1199,2 tons ( to Italy 606,5 tons, to Benelux 413,1 tons)

One of the main problems associates with long transport in Poland are the long transport time and the long breaks drivers take during these long distance journey: often they rest for few hours on truck stops and, as a consequence, animals spend few more hours loaded in a truck. The organization that answered to the questionnaire also reports a not effectiveness of animal resting points in ensuring the welfare of animals transported. Few years ago such resting point employed veterinarians who were not totally objective. Another problem are the injuries in which animals occur during transport: the case in which drivers themselves claimed that horses, travelling from Poland to Italy should not be transported, because of frequent bone fractures and damages to „the goods”, was reported<sup>34</sup>. Despite the work carried out by the Inspectorate of Road Transport<sup>35</sup>, a thorough control of animals' welfare is problematic, as few people see their condition on the road. Another problem reported is related with the transport of calves: in this case, even if the restrictions set up are good, loading and unloading of animals are the most stressful moments of transport and when it is done for one hour it causes a huge amount of additional stress for them. In the past, in order to reduce the transportation time, the speed was increased, which resulted in more animal injuries. From a market point of view there is no interest in animal welfare issue among retailers, and therefore would be difficult to consider them as possible stakeholders.

**Spain: THE DONKEY SANCTUARY** reports that in Spain the situation is different for short and long distance transports of live animals: while the first are dealt by national companies, the large majority of long distance transports of live animals from Spain are organized by the buyer in the countries of destination, who are looking for live animals, and are carried out by foreign companies (in the route Spain-Italy by Italian companies, French transport companies to France, German or Dutch companies in the commerce with Denmark/Holland or Irish/Polish companies in the case of cattle coming from those countries, Romanian companies when sending cattle to Turkey). Spanish companies are still involved in the transport of sheep to Greece and of some pigs cargos from Catalonia; moreover they are involved in the internal movement of animals from the place of origin to harbors (as an exit point to the East). This situation, in which Spanish producers are approached by the market, makes difficult to change from exporting live animals to exporting carcasses, as this decision must be taken from abroad and not within Spain.

<sup>34</sup> It is described in details in the Inspectorate of Road Transport intervention reports, in the companies like Polveneta, Bovi, Dampol, Gikpol Bi and few more around Cracow.

<sup>35</sup> This institution helped with controlling the animal transport and placed some abnormalities on their website.

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The organization that answers to the questionnaire reports that 742.555 animals were transported in Spain from January to October 2015. The main problems are associated with long distance transports and therefore with the enforcement of the Directive 1/2005 (densities, temperatures (in summer), water supply and journey logs that are not realistic or not comply with). In short distance transport the main problem is related with the load of unfit animals. Another problem is the lack of official resting points for the animals to be unloaded in case of need after one inspection (if a major failure is checked). Besides, although the environmental police have been trained, this unit is usually in rural areas while the traffic police, much more visible in roads and highways, has not always been trained. Furthermore, the availability of official vets from the local vet units is limited, usually from Monday to Friday in office hours.

From market point of view many companies understand the contradictions of the Directive and would not mind to change it (especially concerning times for animals and drivers). It must be recognized that the large majority of any meat sold in Spain is 100% Spanish: They have more animals, of any kind, that needed to attend the internal market and the surplus is sent abroad. In fact, although it is not written as a policy, all retailers and food chains are already selling meat coming only from animals subjected to short distance transport. There are some exceptions concerning young milking cows (imported from Germany, Denmark and Holland) or piglets (imported from Denmark, Holland), but in both cases the long distance transport concerns to further fattening, not to slaughterhouses.

The large majority of retailers in Spain are foreigners. The three main Spanish Retailers were reported (El Corte Inglés (ECI), Eroski and Mercadona); ANDA is already in touch with one of them.

Officially in Spain there are not animal welfare labels, but there is one case in which one broiler company is using a foreign label, Freedom Food (RSPCA)<sup>36</sup>; however has to be noticed that this production is very small and addressed to British tourist.

**Sweden: DJURENS RÄTT - ANIMAL RIGHTS SWEDEN** reports that about 100 million animals (of which 90 million are chickens in the meat industry) are transported to slaughter in Sweden every year. Many of them have been transported one or several times before their last journey to slaughter. In the table below are reported the amount of animals transported from Sweden in the year 2014 and partially 2015

Species	Export in 2014	Export in 2015
pigs, cattle and sheeps	37.000 exported for slaughter or breeding in other countries	Not reported
poultry	Not reported	5.7 million

The main problems are suffering and death during loading and transport of broiler chickens and spent hens, unnecessarily long transport times due to competition between slaughter businesses, mixing of unknown individuals (especially pigs) and overnight lairage at the slaughterhouse.

From a political point of view animal transport hasn't been fairly discussed at political level in Sweden during the last years. In 2014, when Swedish pig farmers started to send pigs to Germany for slaughter, the Left Party submitted some questions to the Agriculture Minister through an interpellation. The referred party emphasized that the result of the export of pigs to Germany would exceed eight hours of transport time, the

<sup>36</sup> <http://science.rspca.org.uk/sciencegroup/faranimals/standards>

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maximum limit for slaughter animal transport in Sweden. The Agricultural Minister answered that Sweden will continue working in order to have a greater impact within the EU and he mentioned that, according to the EU Transport Regulation, the possibility of stricter rules is bounded to each country's own territory, and that it is not possible to prevent that animals are exported. In the same year, the Social Democratic Party asked the Agricultural Minister what measures would be taken in order to improve transport conditions for chickens. The Minister stressed that Sweden already had a law that regulates that animals should not be subjected to suffering and that the government had undertaken several reforms to strengthen animal protection and animal welfare control. Since the new government took over in 2014 no relevant measures have been taken when it comes to animal transport. There is an 8-hours limit in Sweden today for slaughter transports, though it is allowed to transport animals for 11 hours (poultry 12 hours) when the nearest slaughterhouse is more than 8 hours away. The former government did support an 8-hour limit on EU level and there is the possibility that also the existing government does that as well.

From a market point of view there is not a clear indication of the retailers' position toward ending long distance transport of live animals, however a list of large (Ica, Coop, Axfood) and small retailers was indicated (Smaller retailers: Netto, Lidl, Bergendahls, CityGross). In this landscape the organic label KRAV includes transports in its commitment, but the provisions are few and mostly based on Swedish legislation. One unique rule is that animals should not be mixed with unknown individual.

**United Kingdom:** RSPCA reports that UK was in favor in 2005 of agreeing to 8 hour journey limit for the transport times for horses, but does not have a position of 8 hours for the transport of other animals; UK is also in favor of a trade and transport of carcasses against live animals, but has no proactive strategy to achieve that. Live transportation of animals to the continent has dropped dramatically from 2.500.000 in 1995 (around 500.000 were calves) to around 120,000 today, of which only under 1.000 are calves; this has dropped as the market for veal and beef has expanded in the UK. The UK has some problems with closure of small abattoirs and the distance to the nearest abattoir can be long, especially in the islands of Scotland. In the table below is reported the number of animals exported from UK:

Species	Number of animals exported from UK
Sheep	Belgium 8,827 France 23,670 Ireland 338,682 Netherlands 13,672 388,394
Pigs	Belgium 319 Spain 653 Ireland 5,795 Malta 529 7,643 Cattle Spain 20,472 France 2,022 Ireland 14,830 Italy 973 38,901
Horses	Belgium 1,099 Spain 899 Germany 1,365 Netherlands 1,183 6,973

From a market point of view a list of the main supermarkets in the UK was reported (Tesco, Asda, Sainsbury's, Morrisons, The Co-operative, Aldi, Waitrose, Lidl, Iceland). Among them Waitrose has a welfare requirement for transport (the journey time to the abattoir is shorter than the legal maximum); moreover RSPCA assured meat<sup>37</sup> has a standard provision of 8 hour limit for transport. This label has a market share only under 1% for beef, sheep and dairy, but it has the 27% of the pig market, that would mean that anyone marketing pig meat would have to meet the standard of 8 hours; RSPCA Assured pig meat is sold in all the

<sup>37</sup> <http://science.rspca.org.uk/sciencegroup/faranimals/standards>.



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supermarkets including Sainsburys, Lidl, Tesco so there is not a barrier to the 8 hour limit. RSPCA Assured was set up in 1994 and now set standards for nine different farmed species; in 2014 the number of farm animals reared under RSPCA standards dropped slightly from 5.6% of the farm animals in to 5.2%. There was wide variation in the different species sectors. The number of Freedom Food ducks decreased to zero, after a decision taken by the two duck producers in the UK of do not improve their standards to allow ducks full body access to water. The number of chickens reared to RSPCA welfare standards also continued to decline. However the number of laying hens, turkeys and pigs all continued their upward trend both in terms of animals and percentage of the British herd or flock. An increasing in the coverage of the UK farmed salmon sector was registered, with the large majority of Scottish farmed salmon reared with RSPCA standards, where there is a transport provision for 8 hours.

## ANNEX II\_ Analysis submitted by Italy to the EC under the Art. 27 of the Transport Regulation 1/2005.

The Italian Ministry of Health analyzed the main changes on the incidence of the different types of infringements (Art. 27 of Transport Regulation EC 1/2005) from 2009 to 2013. In the table below a summary of the analysis is reported

Category of infringement	Analysis
Infringements related with animals found unfit for transport:	The frequency of this infringement is not negligible. Measuring its impact on the number of vehicles undergoing administrative procedures, in 2013 this amounted to 8.5%, while in the four previous years had remained below 8%, with a minimum, reached in 2012, by 5.8%.
Transportation practices:	This category, which includes the overload of the trucks, has maintained a high incidence on the total amount of infringements detected and was found in all categories of farm animals transported. In 2013, the incidence of only overload, related to the number of vehicles subject to sanction, amounted to 23.1%, while in 2012 and 2011 it had amounted to 13.6% and 7.2%, respectively.
Means of transport	Among the infringements included in this group, there is a significant frequency of those relating to the impossibility of inspecting the upper floors of the vehicle and the frequent promiscuity (in particular in the carriage of cattle) between subjects not compatible in terms of age, sex and presence of horns. Even the infringements affecting the dividers of the loading platform have presented a non-marginal rate. In particular, it has been recorded by the authorities not only the absence of the partition, but also its misplacement. In fact, an excessive distance from the loading floor creates a space that can be dangerous for animal limbs. Only in sanctioned and/ or reported transports of cattle infringements related with the ventilation system, the control of temperature and satellite positioning were recorded.
Watering and feeding, journey times and rest periods	Within this category was observed, on the total number of infringements, a high incidence of non-compliance in the rest time, particularly in trucks transporting cattle. The frequency, equal to 11.9% of the total number of vehicles subjected to measures, has remained very close to those recorded in the years (11.6% in 2012, 11.4% in 2010 and 12.3% in 2009). The figure for 2011 was not considered because, as previously mentioned, has been strongly influenced by the activity of a single control authority. The presence of watering systems not working or without water was frequent in sanctioned vehicles and / or reported that were transporting pigs.
Documents	Within this category has played a relevant role in 2013 the absence, incompleteness and irregularity of the journey log. The transport authorization was lacking in nearly 8% of vehicles checked. This data appears in growth compared to those of the previous two years, (respectively, to 6.8% in 2012 and

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	<p>4.9% in 2011). The absence of authorizations and the unfitness of the trucks were the 14.7% of sanctioned and / or reported vehicles; this suggests a constant presence of operators do not specialized in the animal transport industry, operating with unsuitable equipment and without the information and training that are established by Regulation (EC) No. 1/2005.</p>
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