

Country report on animal welfare during long distance transport by land and sea

Country Name

FRANCE

Speaker(s) name

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Multi-regional Whole Journey Scenario workshop on long-distance transport
by land and sea between Europe, the Middle East, and North Africa

8 - 10 November 2022, Cairo, Egypt



**World Organisation
for Animal Health**
Founded as OIE



French Maritime Exit Points (x 2)



SETE (livestock vessels)

MARSEILLE (ro ro vessels)



No Land Exit Point (x 0)



Borders with EU Countries
and Switzerland only

Overview of country livestock transport and trade

France exports different species of animals towards 97 countries

- Maritim exports on livestock vessels (*example 2019/2022*)=> towards :
 - Algeria ++ (main destination), Tunisia, Libya, Morocco, Egypt, Senegal (x1)
 - Israel, Lebanon, Qatar (x1)
 - (in the past : Turkey)
 - non-exhaustive list
- Exports by land (sometimes with a part on roro vessels)
 - Morocco (via Spain / exit point Algeciras)
 - Russia, Belarus (transit),
 - Georgia, Azerbaijan, Iran, Uzbekistan, kazakhstan, ...
 - (in the past : Turkey)
 - non-exhaustive list

(...)

Competent Authority(ies)

Competent authority for the transport of live animals : **ministry in charge of agriculture (veterinary services)**.

The **police and customs** have the power to issue fines during road transport controls, but use it quite marginally (police/gendarmerie) or even never (customs). In matters of animal protection, there is no other competent administration.

For exports : the control of the fitness for transport by a certifying veterinarian is systematic at the place of departure, but not necessarily at the very moment when the animals are loaded (it can be done within 24 hours preceding this loading).

In the case of exports by sea, an official control of fitness for transport is also carried out at the road/sea transfer.

Competent Authority(ies) controls

Maritim transports :

Close to 100% of livestock vessels are controled before the loading.

The operations of loading of the vessel are also officialy controled (near 100% ; some exceptions remain, some weekends in particular : we are in the process of setting up a mandate for private veterinarians)

National animal welfare standards

We apply regulation (CE) n°1/2005.

We have no additional national regulation yet.

However, we want to impose the presence of temperature and humidity recorders on board all livestock vessels departing from France (and a template of captain report), but the regulatory text has been delayed.

National animal welfare standards

Road transport

We have a system for training drivers of road vehicles (authorized training organisations), which has been in operation since 2000 and has been regularly improved, for example in terms of evaluation system at the end of training.

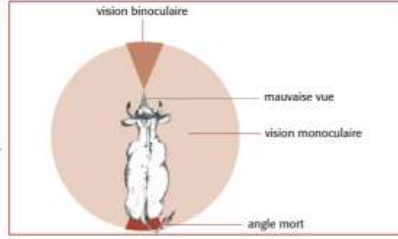
Maritim transport

We do not yet have an equivalent official system with regard to the crews of livestock vessels, but the operator of the cattle park (which is the official approved control post at Sète) is in the process of providing training for around twenty conveyors who will be responsible for accompanying sea crossings in livestock vessels.

We probably will work with him to develop a official training sytem for the maritime crews.



طريقة العرض

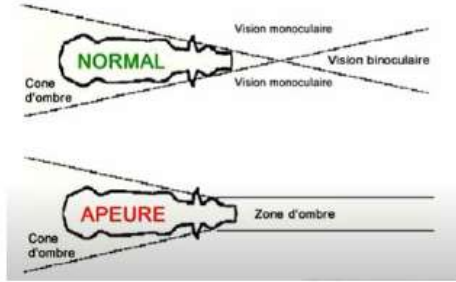
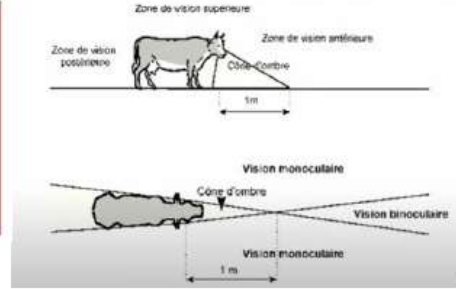
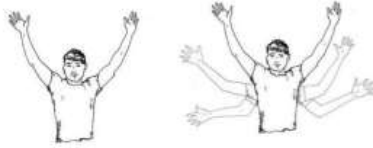


طيف ألوان مختلف عن البشر

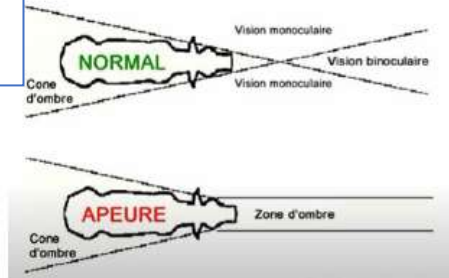
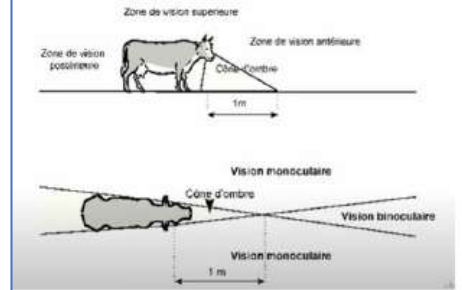
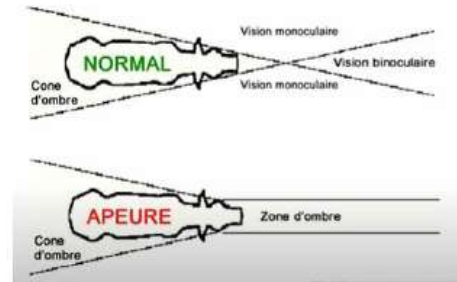
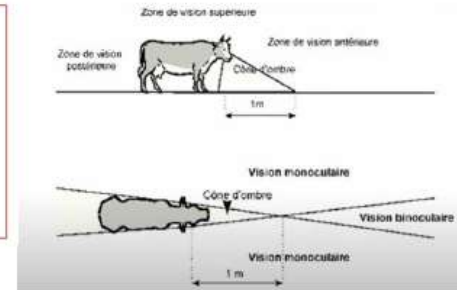
رؤية بانورامية بدون راحة (33 درجة مقابل 180 درجة للبشر ومناظير 25 درجة مقابل 120 درجة للبشر))

حدة بصرية منخفضة

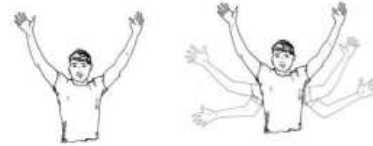
للبشر) مقابل min 30 حساسية عالية للضوء (التكيف من 3



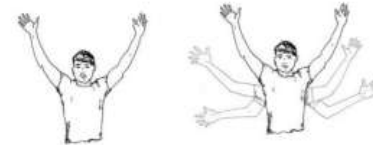
AR / FR / EN



- Faible acuité visuel
- Forte sensibilité à la lumière (adaptation de 3min contre 30s pour l'homme)



- High sensitivity to light (adaptation of 3min against 30s for humans)



Implementation of the standards

Classical official controls of the planification on « Journey log », as provided by R(CE)1/2005.

And retrospectif checks according to a targeted program/frequency, based on a risk analysis.

Monitoring and evaluation

Road transport *(including the part on ro ro vessels, when applicable)*

Classical retrospectif checks based : on the recording part of the journey log (Section 4 completed by the drivers) + geolocalisation data + temperature data.

In some cases, for very far destinations, CA at the places of departure manage to obtain photos or videos of the unloading of the animals, at the places of intermediate third countries resting points or destinations.

Maritim Transport

Most of the time now, we manage to obtain Captain records (of more or less good quality). And temperature recording when available.

Cross-border transport of animals

Animal Rest Facilities at the French Maritim Exit Points

There is a very wide stabulation as « control post » at the exit point of Sete (and a smaller one at the exit point of Marseille).

Animals can ben unloaded there :

- in case of long duration road transport before the sea crossing,
- or in the event of delays in boarding operations on board livestock vessels (trucks arriving from the surroundings being supposed to arrive in a staggered manner at the exit point to avoid waiting in the parking lot)
- or in case of any non compliance detected during official controls or even reported by operators.

Conclusions

Ruminants exported from France are often expensive ones, so we do not have particular problem regarding fitness for transport (of course, accidents may occur sometimes).

Challenges for France

Considering the very important flows, we don't have sufficient number of official veterinarians and assistants to control 100% of the export at the very moment of loading at the place of departure (more often : during the previous 24h).

Thanks the initiative of the operator of the cattle park of Sète, we are starting to get informations on what is happening on board livestock vessels leaving France.

Regarding the fact that these informations come from professionals (who are financially involved in these exports) it would be very useful for us to have the possibility to compare them with the results of official controls carried out by the competent authorities of the third countries of destination.

Conclusions (2/2)

We sometimes have information from the Israeli authorities (about animal fitness for transport at the arrival, but also practices), but the French services in charge of animal protection do not have the possibility of direct exchanges with the veterinarians at destination.

The information passes through several diplomatic intermediaries, which delays the efficiency of the potential corrective measures to be implemented.

We would like EU NCPs to have (at least) the possibility of exchanging directly with OMSA's animal welfare transport NCPs.

Thank you

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