



Long distance transport in EU. The NGOs perspective.

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Point on long-distance transportation for Europe
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ICFAW Members work in 150 countries worldwide, employ over 2,000 members of staff including scientists and veterinarians and have millions of supporters. We work on all the issues on which the WOAHO develops guidelines and assist countries with implementing the agreed WAOH guidelines.



Challenges in terms of animal welfare and enforcement of legislation and standards.

Identification of constraints, challenges and weaknesses and possible solutions.

First statement of the Terrestrial Animal Health Code on animal transport:

article 7.3.1: *The amount of time animals spend on a journey should be kept to the minimum.*

Among the whereas of Regulation EC No. 1/2005:

(6) *For reasons of animal welfare the transport of animals over long journeys, including animals for slaughter, should be limited as far as possible.*

THE MAIN RISK FACTOR
IN LIVE TRANSPORT IS TIME





Responsibilities

TAHC, article 7.3.3, lists owners, managers, business agents, animal handlers, transporters, competent authorities (sending and receiving) and veterinarians involved.

Current European legislation shifts the responsibility of infringements mainly onto the transporter, leaving the door open for imbalance among stakeholders and for differences in the EU.

Human resources and training (TAHC article 7.3.4)

Inability to control all or most transports/Insufficient staff dedicated/Different authorities in charge

Need for control because of many risks inherent in long transport

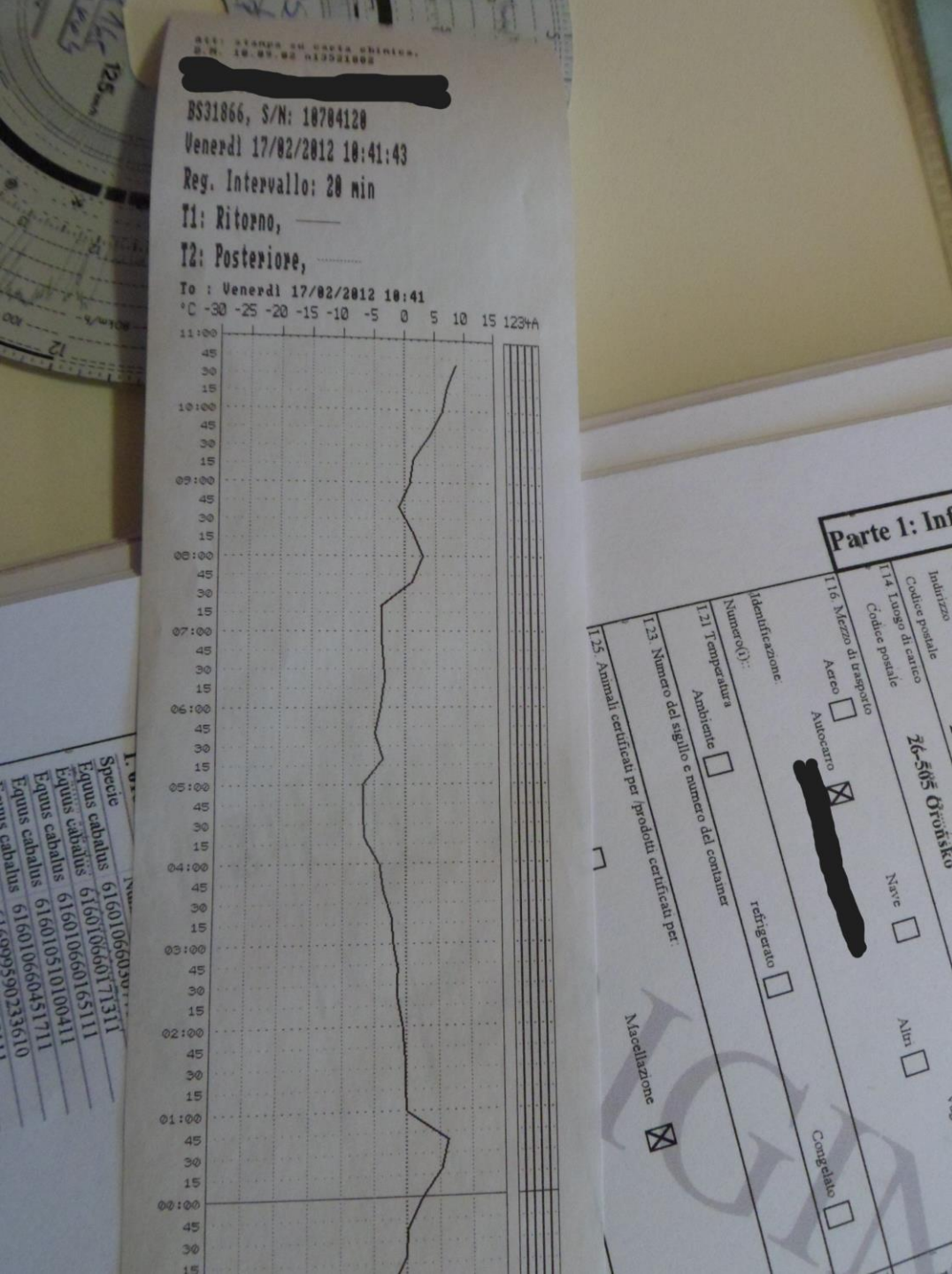
Non standardized and practical training/Non-specialized authorities (too burdened)



Planning and duration of the journey (TAHC, article 7.3.5)

Planning is the key moment to prevent welfare issues and must consider:

- Duration
- Space/Headroom
- Rest, water and feed
- Adaptation to novelties
- Ability to observe each animal
- Emergency response procedures
- Waiting times
- Disease control



The maximum duration of a journey should be determined considering:

Animal categories (ex. vulnerable)

Water/food intake (Efsa 2022)

Increased susceptibility to injury and disease

Onset of fatigue

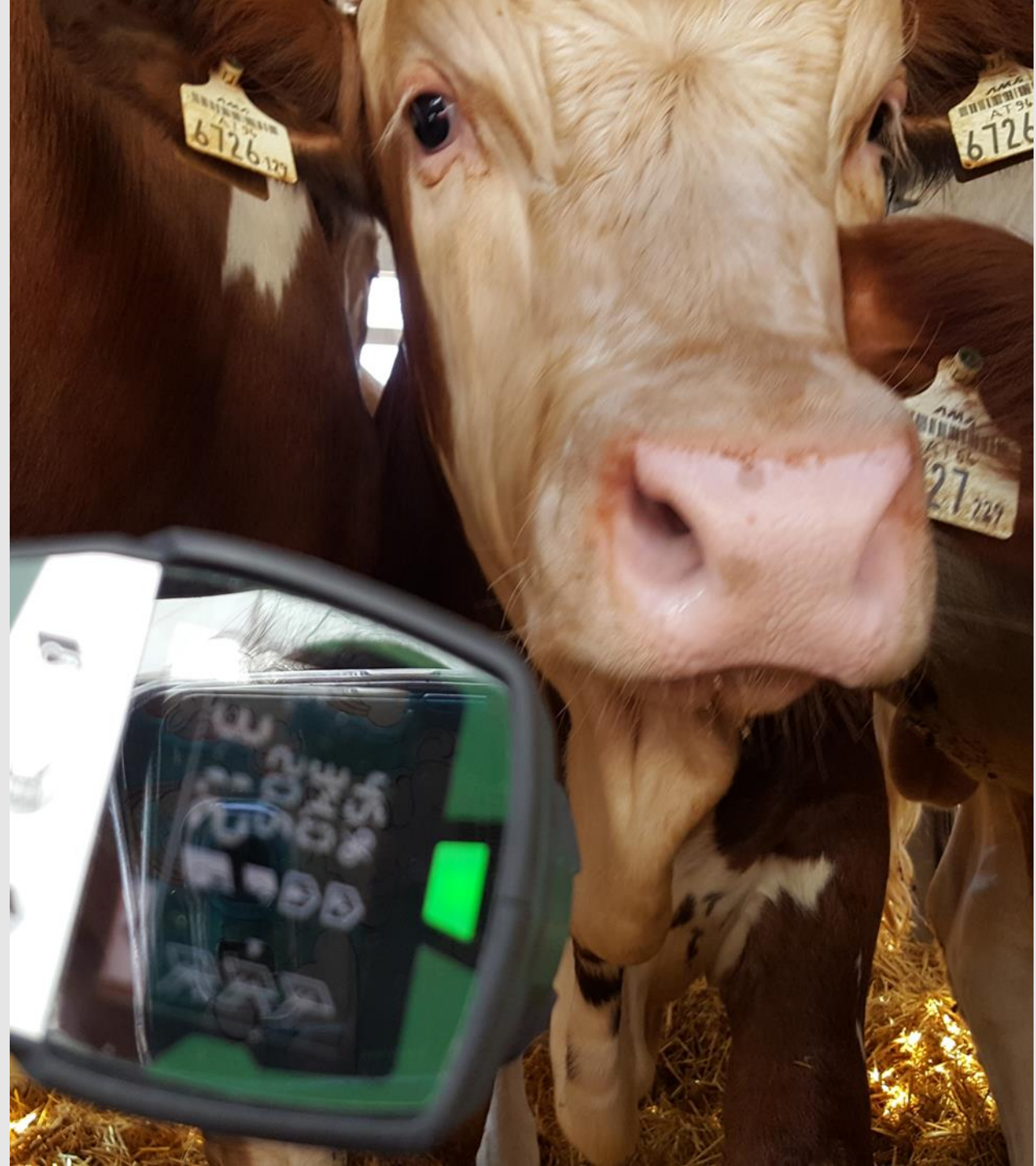
Weather conditions (7.3.5.point 11)

and the risks previously mentioned

(emergencies, delays)

EFSA 2022: 9-12 h

NGOs: 8 h and 4 h



Technical provisions (TAHC, articles 7.3.3., 7.3.5.)

Vehicle construction requirements (lacks)
SNS

Sanctioning systems

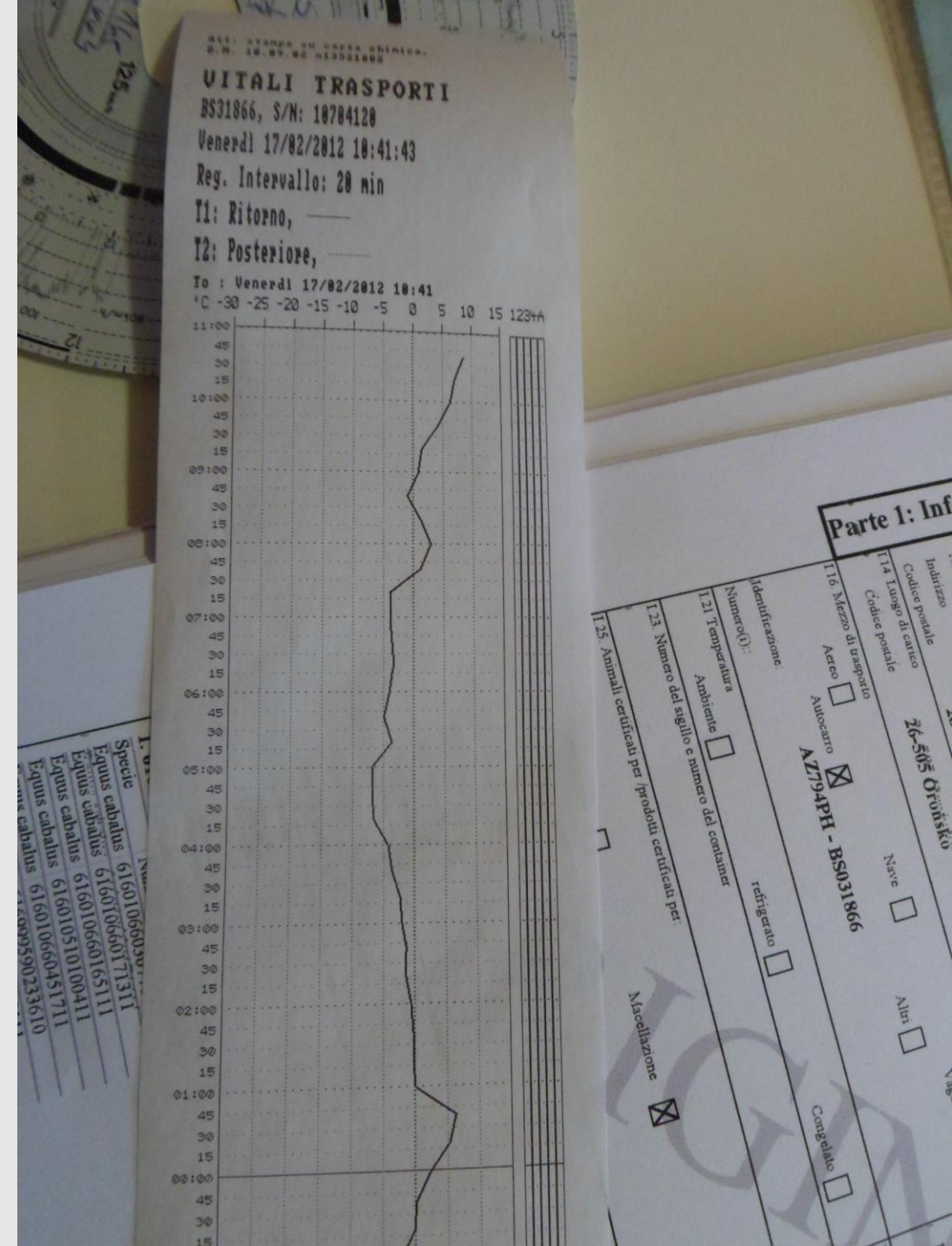
Different control bodies

Different sanctions

Foreign operators

Unfair competition

The myth of enforcement



Live transport outside EU

Complications at borders/customs

Checks and sanctions outside EU

Information exchange

European protection until unloading

Spreading diseases

Due to animal transport, the risk of disease is greater (7.3.10.)

Business needs (derogations) vs Animal and Public health concerns





Wishlist of ICFAW

- ❖ Reduce and replace live transport.
- ❖ Slaughter close to origin place of animals.
- ❖ National legislation implementing WOAH standards.

Thank you for your efforts to
improve animal welfare

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