



IRELAND

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3rd meeting of WOA regional network of National Contact Points on long-distance transportation in Europe

20 - 21 June 2023, Dublin, Ireland



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



Cattle: integral to the Irish economy since ancient times

- https://en.wikipedia.org/wiki/Táin_Bó_Cúailnge

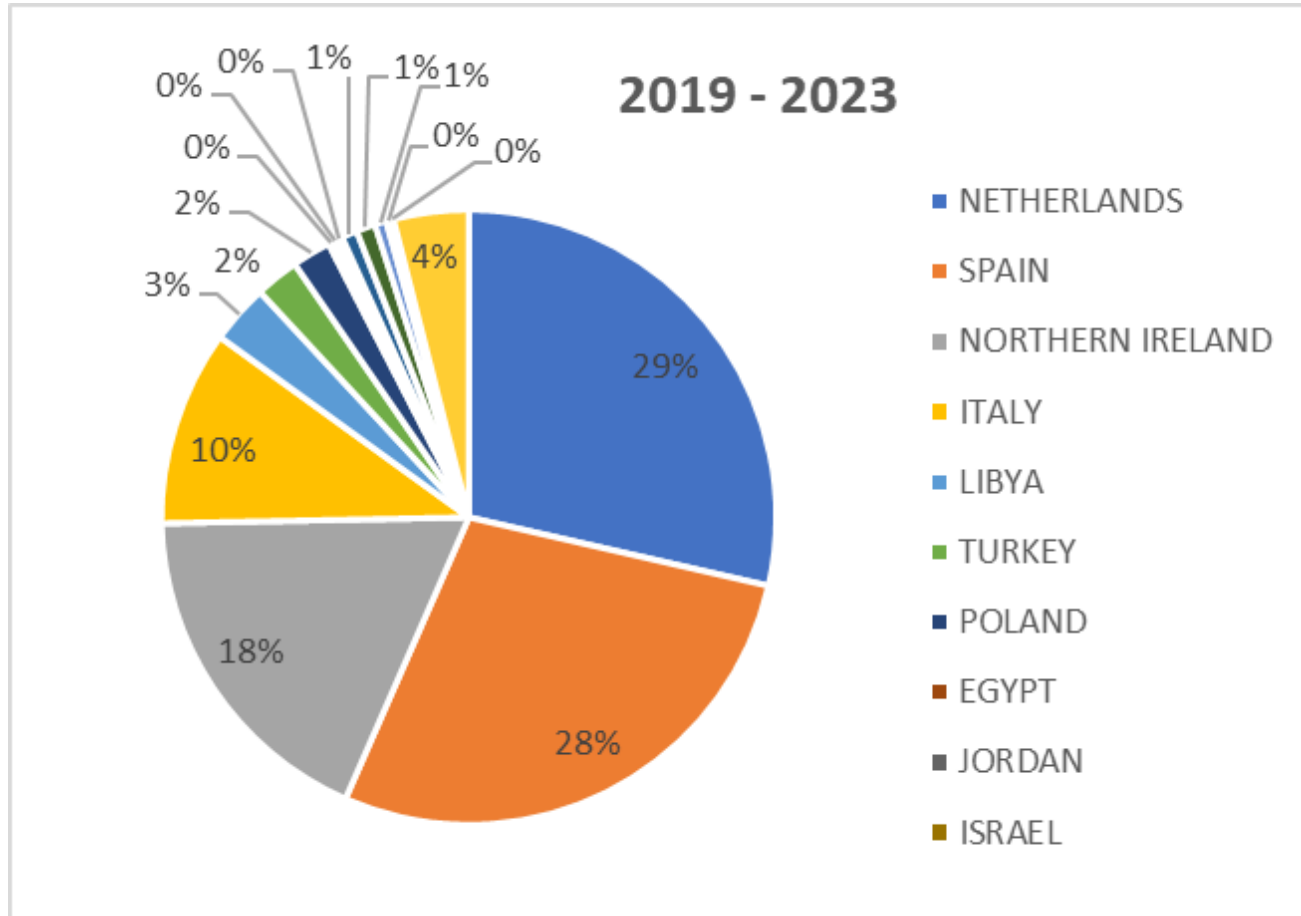


Cattle traded out of Ireland 2019 – 2023

Country	2023 to June 10th	2022	2021	2020	2019
NETHERLANDS	102,545	97,776	49,178	48,865	84,525
SPAIN	56,324	73,239	73,538	81,278	90,827
NORTHERN IRELAND	23,126	48,775	72,781	64,222	33,645
ITALY	26,210	29,846	29,754	21,836	30,145
LIBYA	130	9,196	6,467	13,009	13,123
TURKEY	2,219	5,571		11,826	11,305
POLAND	12,088	3,973	1,544	3,132	6,648
EGYPT		3,617			
JORDAN		3,387			
ISRAEL	3,443				
GREECE	954	2,653	2,245	2,651	2,495
ENGLAND	727	2,566	2,939	3,560	3,623
HUNGARY	3,257	1,463	1,863	205	1,367
SLOVAKIA	968	1,293	121		1,884
LEBANON		791			155
Others	6,720	2,181	7,123	15,080	21,814
Overall Total	238,711	286,327	247,553	265,664	301,556



Cattle traded out of Ireland



- Most trade consists of calves traded to EU countries, in truck & ferry.
- However, although lower in number, many stronger and more valuable animals are exported in dedicated livestock vessels to countries such as:
 - Turkey,
 - Lebanon,
 - Israel,
 - Jordan,
 - Egypt,
 - Libya,
 - Tunisia,
 - Algeria,
 - Morocco



Transport to countries outside the European Union

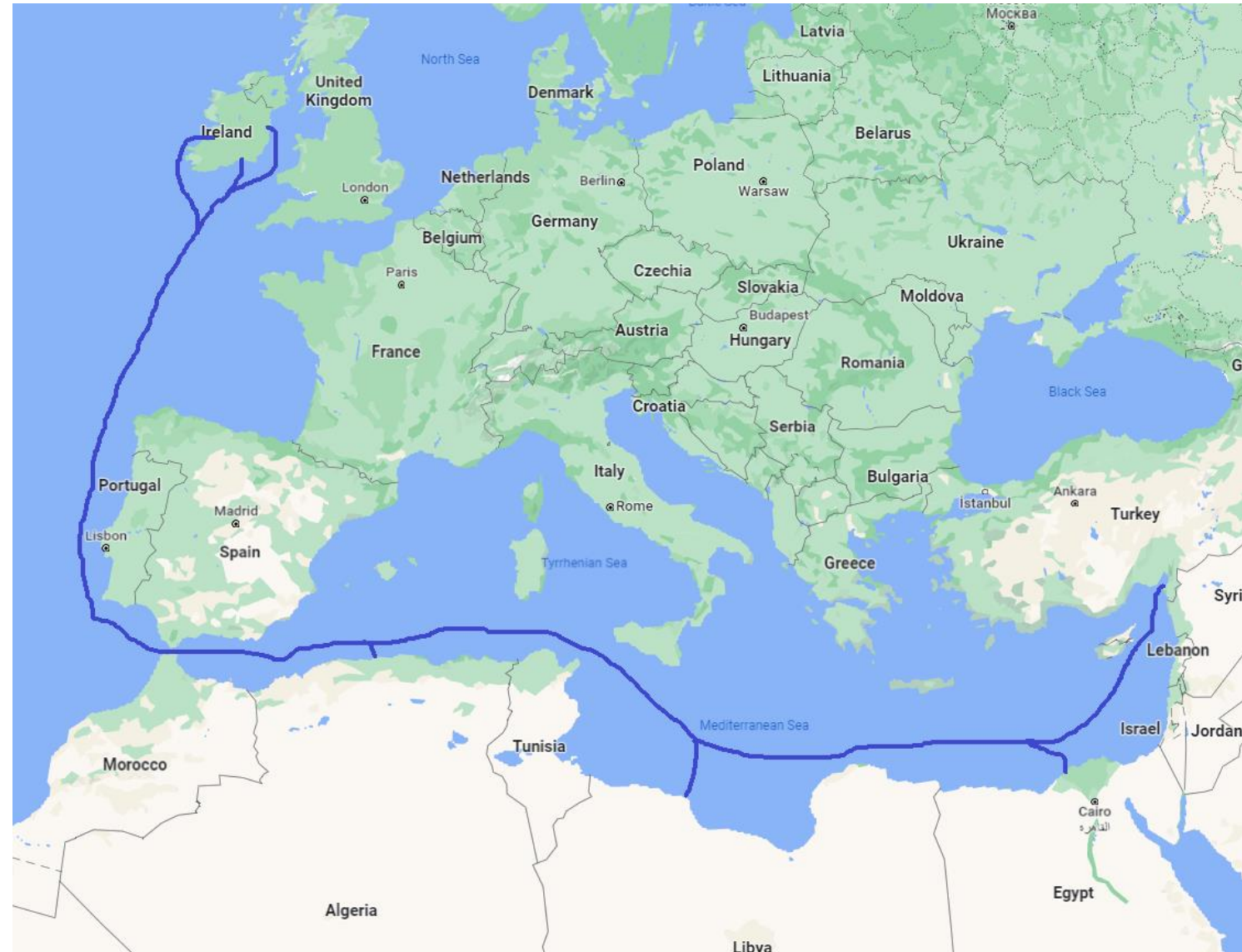
- Adult cattle primarily in dedicated livestock vessels
- Typically 8-10 voyages per year of cattle exports from Ireland aboard dedicated livestock vessels
- Average of approx 1800 cattle per voyage (922 to 3131)
- Countries in Mediterranean region
- Journey approx 10-11 days





Transport to countries outside the European Union

- Detailed provisions on vessel approval and operation are laid down in EU and Irish National legislation.
- Atlantic portion of journey – potential for high waves.
- Mediterranean portion – potential for high temperatures.
- Ireland has national legislation that is more stringent than EU rules (primarily Council Regulation (EC) No 1/2005)





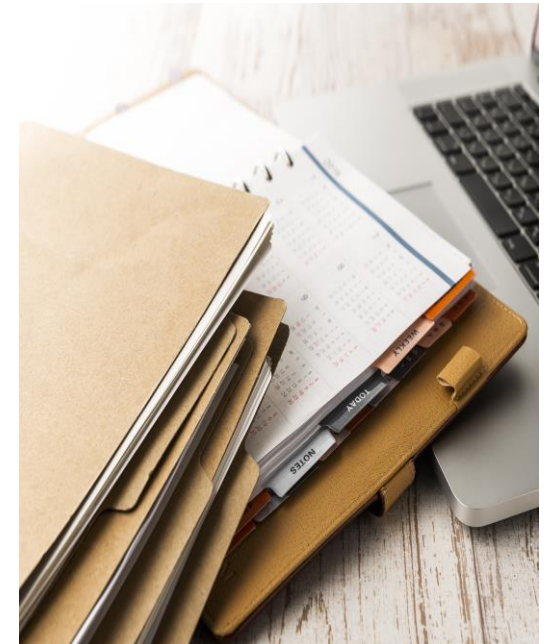
Ireland's National Rules

- [Statutory Instrument no 356 of 2016](#) - Sets out:
 - Vessel inspection and approval
 - Weather conditions
 - Voyage Plan
 - Inspection before loading
 - Duties of the Master of the vessel, and loading and care of livestock, stocking densities
 - Stability requirements, design of pens, stalls & passageways, ventilation, electrical, drainage, lighting, fire-fighting systems
 - Master's Report
 - Feed, water, patrols of crew



Conditions for vessel approval (Irish national rules)

- **Documentary check first – document review fee €900**
 - To screen out the lowest quality vessels:
 - ❖ **Flag State must be on White List** as published annually by the Paris Memorandum of Understanding on Port State Control
 - ❖ **Performance Level** of the **Recognised Organisation (RO)** issuing statutory certificates on behalf of Flag state must be recorded as **High** in the RO performance table published by the Paris MoU
 - ❖ **Performance Level** of the International Safety Management (ISM) **operating company** must **not** be listed as “**Low or Very Low**”





Conditions for vessel approval (Irish national rules)

Documentary check:

- History of vessel, crew profile (relevant experience and competence), Stability information
- International Convention Certificates
 - International Convention Certificates
 - Safety Construction certificate
 - Safety Equipment certificate
 - Safety Radio Certificate
 - International Load Line Certificate
 - International Oil Pollution Certificate
 - International Air Pollution Certificate
 - International Sewage Pollution Certificate
 - Maritime Labour Convention Certificate
- Detailed plans, livestock pen plan, test results, power systems, ventilation, drainage, fuel capacities, storage, fire-fighting, lighting, drinking water, emergency backup systems



Physical Inspection of Vessel

- Vessel Inspection – **€10,000 deposit** to cover inspection fee & travel costs
 - Only if document review is satisfactory.
 - Usually not in Ireland
 - **Joint inspection with specialised Veterinary Inspector and Marine Surveyor.**
 - Opening meeting – important to meet the officers. Outline plan for inspection.
 - Extremely detailed – all systems – can take 1-2 days
 - May require additional documents or additional stability calculations
 - Detailed inspection and demonstration of machinery, alarm tests, pens, all required equipment.
 - Deck surface non-slip, easily cleaned; Fittings safe & suitable





Physical Inspection of Vessel

- Vessel Inspection

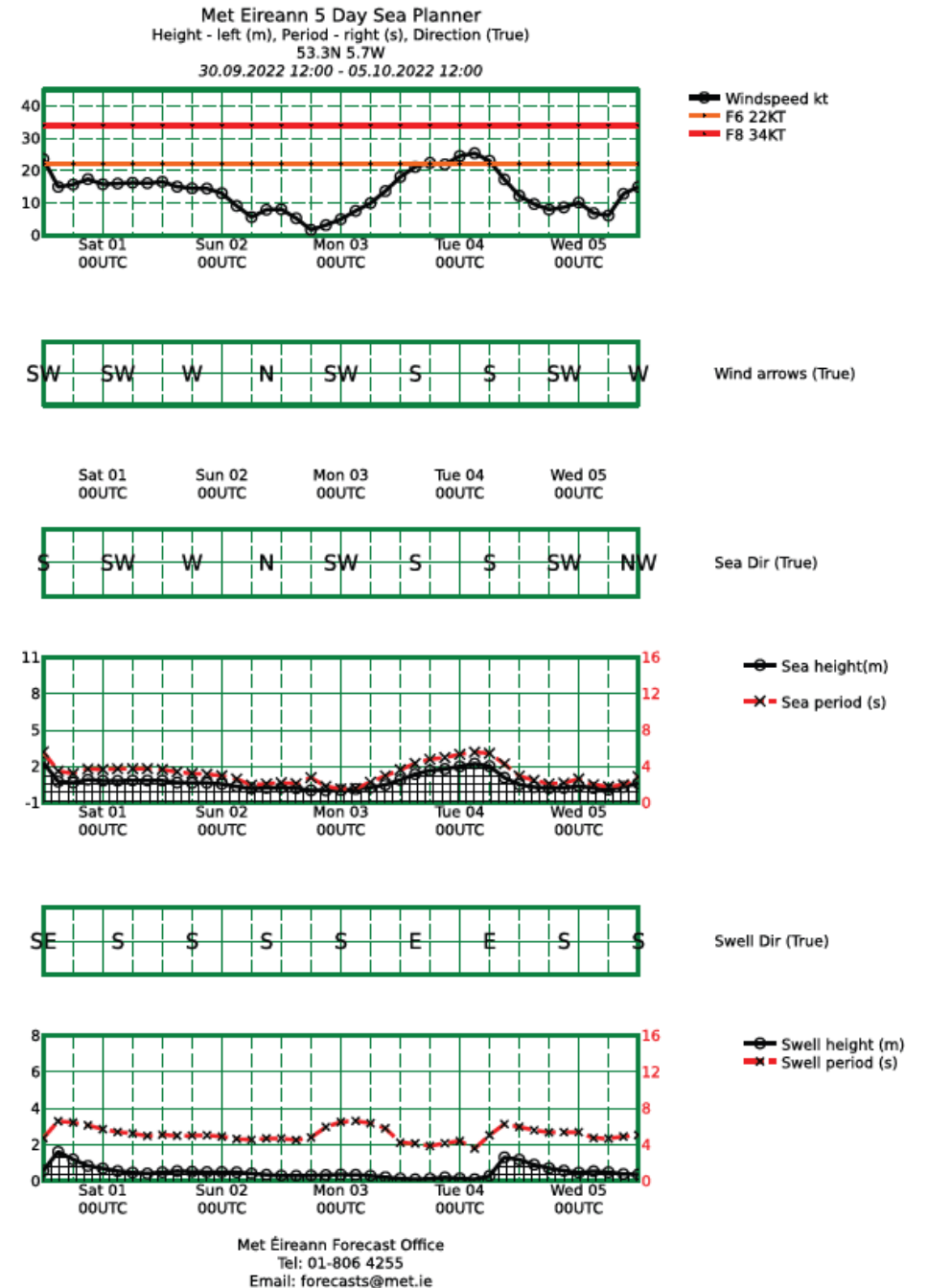
- Insulation provided for engine room bulkhead, tank-top floor, uppermost roofs
- Electrical cables and electrical fittings safely secured
- Design, dimensions and strength of pens and passageways, pen numbering, hospital pens
- Loading arrangements –ramps, slopes, foot battens, side protection and surfaces
- Ventilation, lighting, drainage, firefighting, feed, fresh water
- Engine room, electrical generation, water storage/generation, backup systems all inspected.
- Closing meeting with officers – outline preliminary findings.
- Two independent inspection reports; re-inspection of any non-compliances, final reports
- Approval Certificate, with conditions

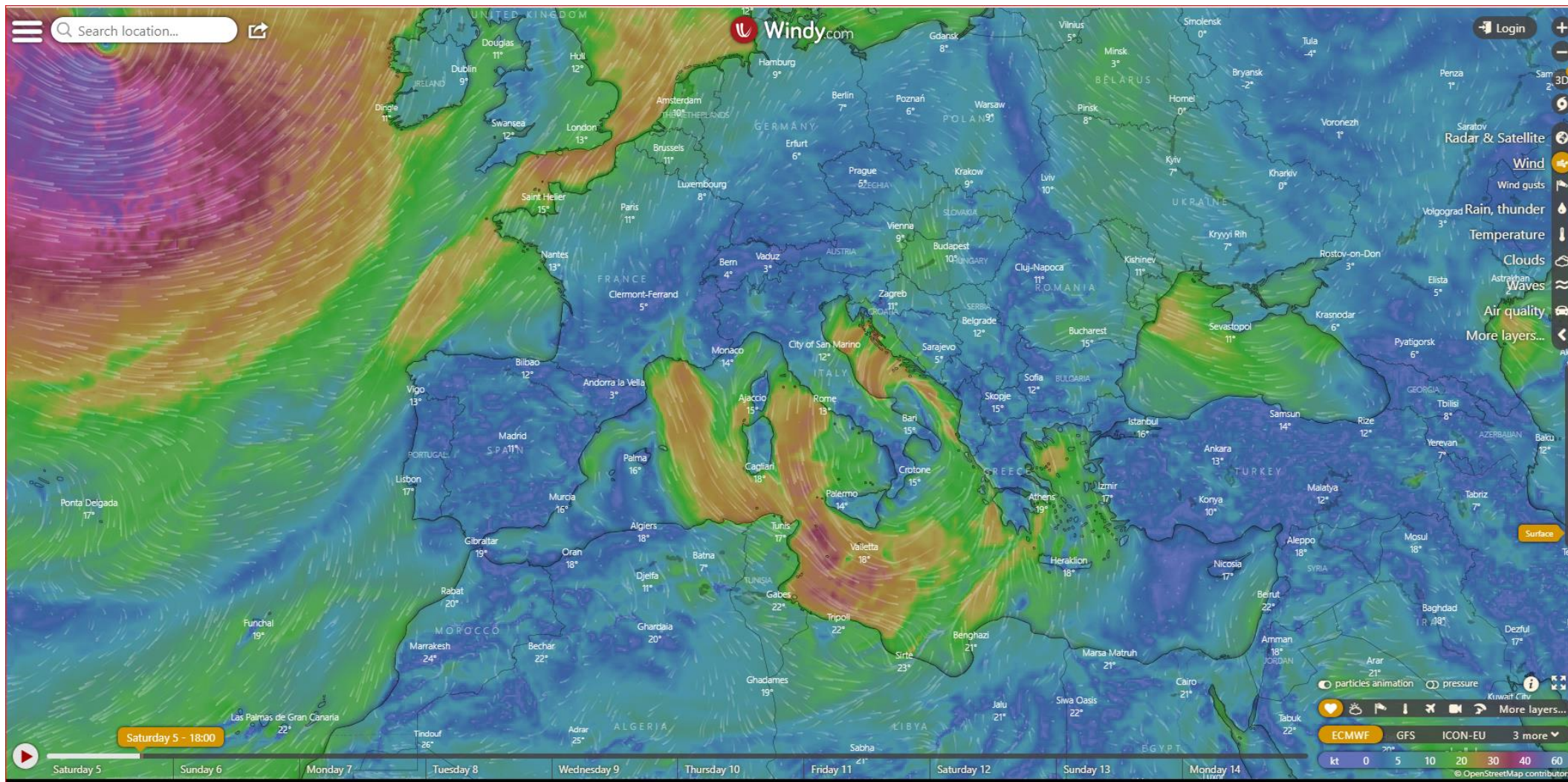




Checks before, during and after loading

- Five days notice of loading required
- Specialised weather report from Met Éireann (Ireland's state weather service)
- Does not depart if predicted wind of F8 on route of voyage
- Vessels of <90m does not depart if predicted wind of F6
- www.windy.com website





- www.windy.com



Checks before, during and after loading

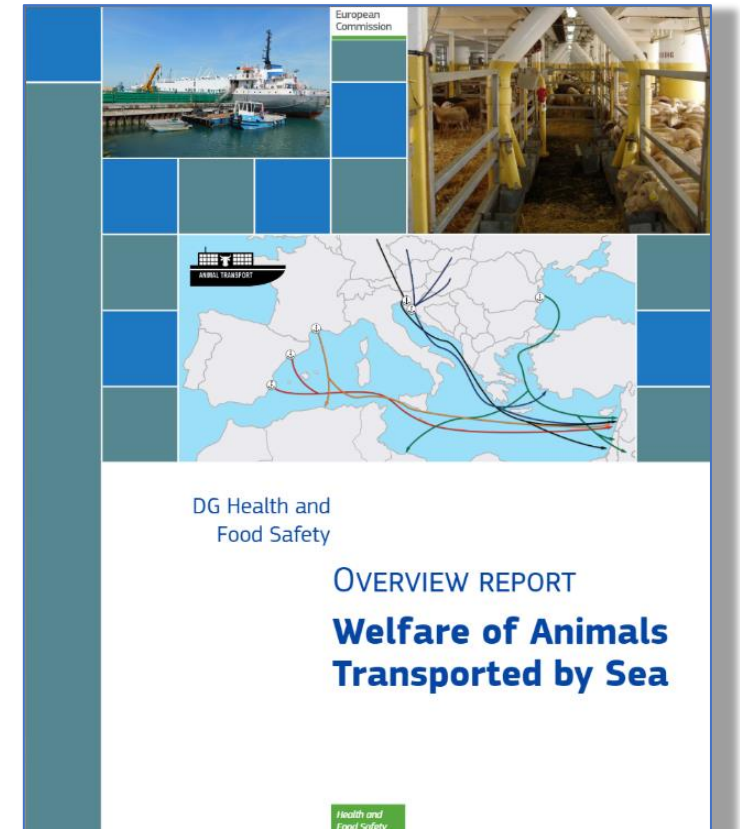
- **Documentary check** – Master’s report of last voyage (mortalities, sick/injured, weather encountered), cleansing & disinfection, crew list, cattle capacity plan, vessel approval certificate –conditions attached? THETIS data, previous inspections / noncompliances.
- **Physical inspection** – important as fittings deteriorate rapidly at sea – cleanliness, ventilation, drainage, feed & water storage & delivery, structure & facilities – pens, ramps, passageways; lighting, bedding
- **Loading Inspection**– Veterinary Inspector with Technical Agricultural Officers monitoring at all times – handling practices, fitness for transport, stocking density





Conclusions on cattle exports by dedicated livestock vessels

- European Commission v supportive of good practice in this area – BTSF courses, support to development of Network Documents, the 2023 [Delegated](#) and [Implementing](#) Regulations on dedicated livestock vessels have laid down certain good practices similar to the above.
- National Contact Point network invaluable for sharing of information and timely problem-solving.
- Certain practices laid down in Ireland’s national rules are cited as examples of good or better practices, in DG SANTE’s [Overview Report, Welfare of Animals Transported by Sea](#)
- WOAHA presents promising opportunities for future co-operation between EU Member States and neighbour countries.





Cattle trade to European Union countries

- Large numbers of bovine animals traded to Netherlands, Spain, Italy – most are unweaned or young dairy-breed calves.
- Travel by truck, on ferry
- Under Regulation (EC) No 1/2005, unweaned calves may be transported from 14 days – vulnerable.
- Annex I, Chapter V (1.7)(b) – following ferry journey, unloaded and rested 12 hours at Control Post in immediate vicinity of port. Fed in CP.

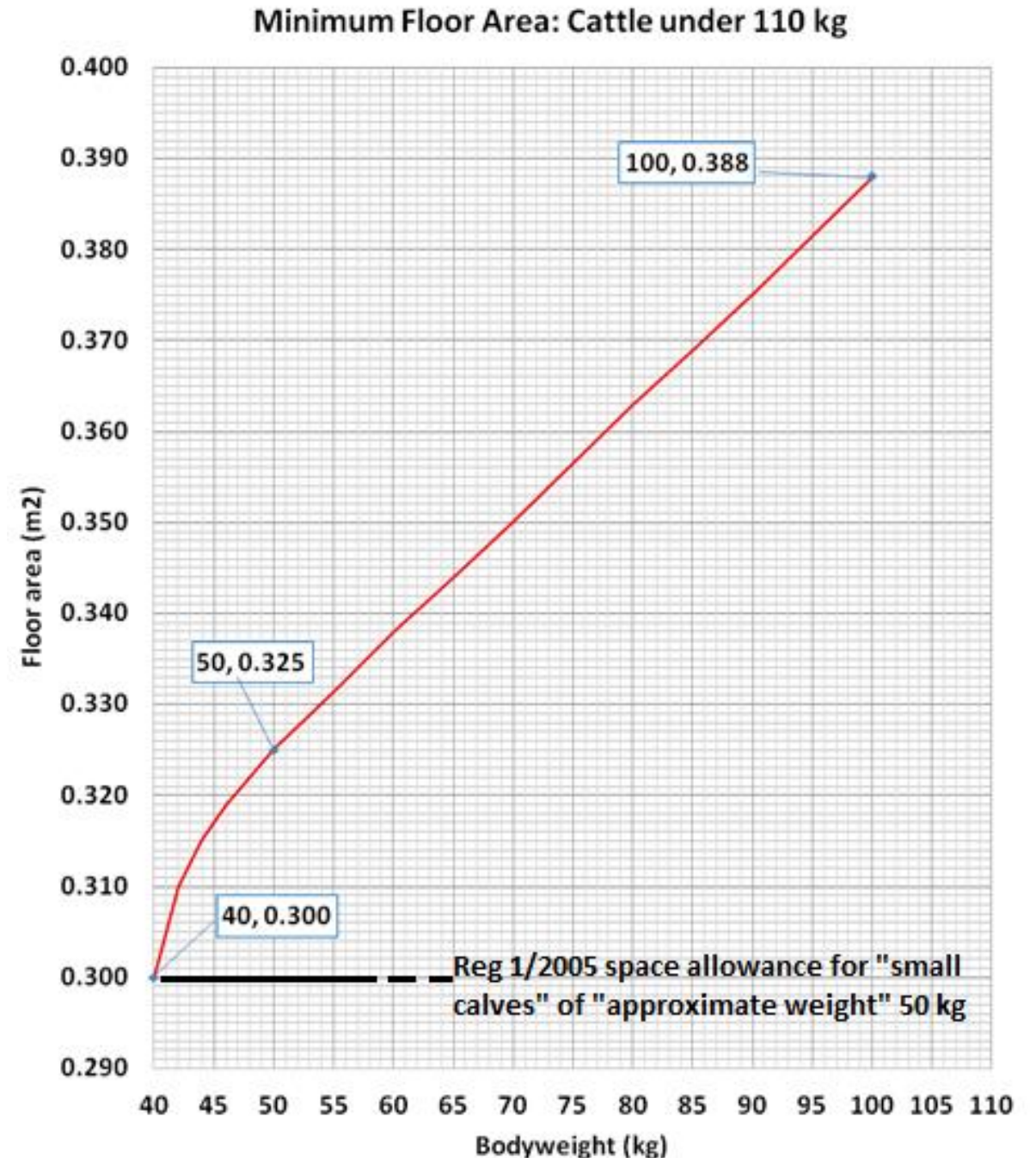




Trade to European Union countries

2019 and 2020 – Introduction of policy measures to provide extra protection:

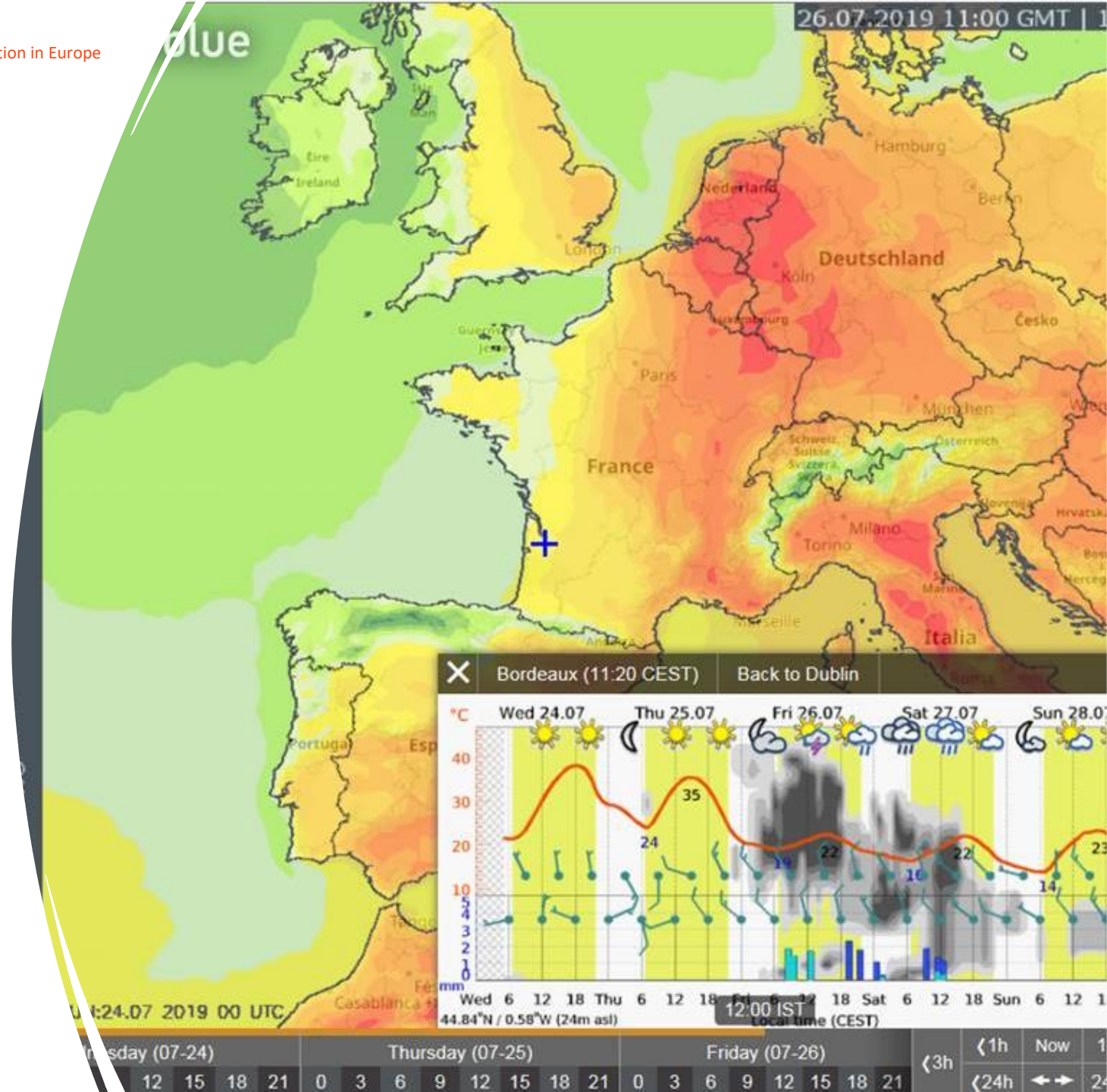
- Driver certificate of competence for livestock now lasts 3 years (was formerly 10 years). Full training required to renew.
- Extra space in vehicles for calves
 - 50kg: min. 0.325m² as opposed to min. 0.3m² laid down in Reg 1/2005;
 - 55kg: min. 0.332m² or 11% more than laid down in Reg 1/2005)





Trade to European Union countries

- Maximum external temperature of 30°C at time of transport – weather forecast en route to be checked by transporter and VI.
- HQ started to issue general weather alerts to industry and regional offices.





Trade to European Union countries

- Minimum overhead height set – for calves, a minimum of 15cms above the withers or tailhead (whichever is the highest) of the tallest calf on that deck.
- All use of sticks on calves banned.
- No-warning veterinary accompaniment of calves to Cherbourg and Control Posts from time to time.
- Enforcement of return of JL Section 4 and sat nav – commencement of sanctions for non-return.





- Calves drinking milk replacer in purpose built lorry with integrated feeding system (Finkl/Berghuis))





Outcomes for Irish calves traded to Netherlands

- M.H. Bokma-Bakker, J.W. van Riel, C.C. de Lauwere, A.F.G. Antonis en M. Kluivers-Poodt, 2017. *Onderzoek naar kritische succesfactoren voor een laag antibioticumgebruik bij vleeskalveren*. Wageningen Livestock Research, Rapport 1068A. Available at <https://edepot.wur.nl/427965>
 - Research into critical success factors for low antibiotic use in veal calves. “Flocks with predominantly Irish calves showed a more than 30% lower use of antibiotics after weight correction than comparable flocks from other origins” (Page 8)
- European Commission, Directorate-General for Health and Food Safety, *Study on shifting from transport of unweaned male dairy calves over long distance to local rearing and fattening – Final report*. Publications Office of the European Union, 2022. Available at <https://data.europa.eu/doi/10.2875/072915>
 - Mortality of calves from Ireland in Dutch veal systems compared favourably with mortality of calves from other countries (see table on next slide)



Outcomes for Irish calves traded to Netherlands

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 - From Table 6 (Page 49). Cumulative mortality rates on Dutch veal calf farms on day 1 and 2, and up to day 7, 14 and 56 of the fattening period by MS of origin in the period 2017-2020 (source: data SBK)

MS of origin	Average number calves received per /year	Up to day 14	Up to day 56
Belgium	22 434	0.74%	1.84%
Czech Republic	17 713	0.31%	1.08%
Germany	545 228	0.64%	1.75%
Denmark	31 423	0.28%	1.23%
Estonia	21 649	0.49%	1.35%
Ireland	57 935	0.42%	1.12%
Italy	103	0.24%	0.97%
Lithuania	7 098	0.82%	2.19%
Luxembourg	18 813	0.50%	1.10%
Latvia	22 608	0.78%	1.97%
Netherlands	920 533	0.43%	1.39%
Poland	610	1.48%	3.81%
Romania	66	0.38%	5.30%
Slovakia	2 109	0.36%	1.34%
Total	1 668 320	0.51%	1.50%

Thanks for your attention

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