



Export of live animals challenges and perspectives

*Whole Journey Scenario Workshop
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Animal transport in the EU

Short journeys up to 8 h represent 63% of all transports

Long journeys up to 24 h are 33% of all transports

Long journeys of over 24 h are 4% of all transports

Exports represent less than 10% of all transports

- Overall high compliance rate
- Occasional incidents still occur

Export of ruminants

Countries exporting bovines		Countries of destination	
1	Hungary	1	Turkiye
2	Czech Republic	2	Israel
3	Lithuania	3	Lebanon
4	Romania	4	Egypt
5	Slovakia	5	Morocco
6	Croatia	6	Libya
7	Germany	7	Iraq
8	Bulgaria	8	Tunisia

Countries exporting ovines		Countries of destination	
1	Hungary	1	Israel
2	France	2	Lebanon
3	Bulgaria	3	Morocco
4	Romania	4	Turkiye
5		5	Libya
6		6	Jordan
7		7	Iran
8		8	Tunisia

Based on data for 2021, 2022 and 2023 from TRACES

Current legislation



Regulates mainly intra EU transport.



Court of Justice of the EU 424/13 requiring application of EU animal welfare rules until destination including outside the EU.



Limited tools to control application of EU rules outside its borders (i.e. retrospective checks).



The process to revise the current EU legislation is ongoing.

Challenges at departure

Checks, planning and preparation of documents are crucial.

Main challenges are associated with:

- Insufficient information from the countries of transit and of destination;
- Import requirements – access and regular updates;
- Facilities for resting animals outside the EU;

Extreme weather conditions

Challenges during transport

Unforeseen events:

- delays;
- heavy traffic;
- lack of fast lanes and procedures at the border control posts:
- working times of border control posts.

Facilities at the borders to accommodate and take care of animals;

Challenges at destination



Rejection of consignments (i.e. animal welfare is not the reason, but it becomes a victim of such situations)



Lower animal welfare standards and practices at destination



Lack of feedback – only when something goes wrong

Responsibility challenges

- When a consignment is rejected:
 - Who is responsible?
 - Who must take action?
 - Who pays the losses?
 - Who pays the reputational damage?

Crisis situations

Engine failures, various maritime safety issues at sea

Blockage of the Suez channel

Military and war situations at destination

Rejected consignments by land and by sea

Can contingency planning cover everything?


Possible solutions

? There is no single solution!

 Not approving a journey at departure if no guarantees to ensure animal welfare for entire journey.

 Electronic certification.

 Pre-approval systems prior departure.

 Mutual checks before exit by land.

 Mechanisms to return at departure – quite often not possible.

 Need for reliable mechanism for fast exchange of information and action.

 **More ideas are very welcome...**

Future perspective

The EU is currently revising its animal transport legislation

WOAH is also reviewing its animal transport chapters

WOAH National Contact Points on long distance transport have an important role to play

WOAH Platform on Animal Welfare for Europe – transport activities involving EU, Middle East and North African countries

Now is the moment for such a debate and for finding a solution



**Thank you for
your attention!**