



World Organisation
for Animal Health
Founded as OIE

Whole Journey Scenario workshop on long-distance transport in Europe

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FESASS fact sheet on animal welfare during transport

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Live animal exports – legislative framework on different levels

- International standards (WOAH)
 - notably chapters 7.2, 7.3 and 7.4 of the TAHC
- within the EU
 - Regulation 1/2005 and Regulation 1255/97
 - Implementing Regulation 2023/372 (*records of official controls performed on livestock vessels, contingency plans*) and Delegated Regulation 2023/842 (*performance of official controls, livestock vessels*)
- national legislation
 - including handbooks and guidelines (non-legislative)

A) Revision of the EU animal transport regulation

Farm to fork strategy, Communication of the Commission (COM(2020)381), 20 May 2020

Chapter 2.1 „Ensuring sustainable food production”: “The Commission will revise the animal welfare legislation, including on animal transport and the slaughter of animals, to align it with the latest scientific evidence, broaden its scope, make it easier to enforce and ultimately ensure a higher level of animal welfare”

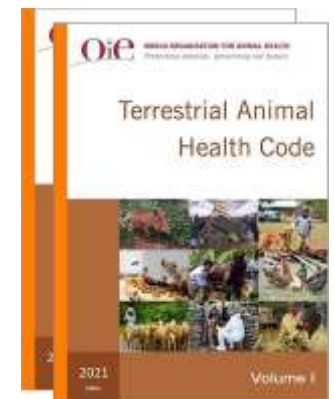
Proposal published on 7 December 2023 (COM(2023)770), legislative process ongoing



B) Revision of the WOAAH Code

merge Chapters 7.2 (Transport of Animals by Sea), 7.3 (Transport of Animals by Land) and 7.4 (Transport of Animals by Air), into a single chapter, titled ‘Animal Welfare During Transport’,

Ongoing discussions (working group, Standards Commission)





EFSA opinions as scientific basis

- EFSA was requested to give an independent view on the welfare of animals during transport
- A) free moving animals (four opinions)
 - horses, cattle, pigs, sheep (+ short sections on donkeys and goats)
- B) animals transported in containers
 - Domestic birds (chickens for meat, end-of-lay hens, day-old chicks, turkeys, ducks, geese, quails and game birds) and rabbits
- published on 7 September 2022
- > Sufficient for EU, but not necessarily on global level!



FESASS analysis and proposals

- set appropriate standards for animal transport!
 - no „one size fits all”-approach, take into account specific needs of different categories of animals, e. g. male / female or young / old
 - clear and easy to implement
 - feasibility, affordability
- eliminate conflicting rules in relevant laws (inside and between different levels, see slide before)
- better controls and enforcement of AW standards (*cooperation and coordination between competent authorities in EU and TC*)



General remarks (II)

- support further research on animal welfare during transport and dissemination of results
- Scientific evidence is important and a valuable input, however:
 - Check model specifications (are they realistic or more experimental?)
 - The real world is more complicated (or complex) than the “world of the model” (although we must rely on simplified systems to understand it)
 - Do we have reproducible results (e. g. under different climatic conditions or in different Member States)?
 - Can the scientific recommendations be easily implemented (without scientific knowledge and without research funding)?
 - Can compliance with the scientifically derived conditions/ requirements easily be verified by (official) controls?



- Ensure animal health status during transport
 - FESASS perfectly aligned with WOAHA approach to guarantee “safe” transport
 - consider derogations for animals with high health status (like e. g. breeding livestock, avoid unnecessary unloading during transport)
- Minimise stress
 - Proper and careful loading without time pressure
 - Give the animals enough time to recover from the transport (optimisation of housing conditions during this critical phase)
- Good hygiene practice
 - Cleaning and disinfection in order to control possibly increased excretion of pathogens and reduce the risk of spread

FESASS analysis - specific remarks:

- Temperatures: EFSA recommends temperatures inside vehicles transporting cattle should not exceed 25 ° C (upper critical temperature, UCT)
 - UCT should not be derived from a change in respiration rates alone
 - Microclimate inside is more important than outside temperatures, need good truck equipment; support research into new technologies
- Stocking density: scientific basis for suggested k-values seems insufficient
 - Investigations in k-values should include different ages, duration of transport and different microclimate conditions
- Journey times: the proposed limits are only partly supported by literature review, transport conditions in the various studies differed significantly, hampering clear conclusions.



FESASS analysis – concluding comment on the enforcement of standards:

- Regulations are better adhered to and implemented if those involved have understood and, at best, internalised them
 - *Timely and participatory involvement of all stakeholders*
- specific challenge for transports involving various countries: legal culture and traditions, different legal systems
- discuss (intended or unintended) Extraterritorial Effects of Legislation
 - governing principle in international law: one state cannot take measures on the territory of another state by means of enforcement of national laws without the consent of the latter
 - there are, however, reasons to justify exceptions to the general rule
 - more prominent role of WOAHA Code as facilitator!



FESASS
Fédération Européenne pour la Santé Animale
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