

Long distance transport: future challenges for the industry



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WHAT IS UECBV?

UECBV is the **European Livestock and Meat Trades Union**. It represents the national federations of the:

- livestock traders
- livestock markets
- meat industry: slaughterhouses, cutting and preparation plants
- wholesale meat traders
- international meat traders

UECBV focuses on **live cattle, pigs, sheep, goats and horses and its meat**

European Livestock and Meat Trades Union – UECBV

Today, **UECBV** represents **50 associations** out of :

- **24 EU Member States** as well as certain EFTA countries.
- Other countries, EU trade partners in the meat sector, are also associated to the UECBV (**Japan and Ukraine**)

3 European Associations

Livestock markets (AEMB)

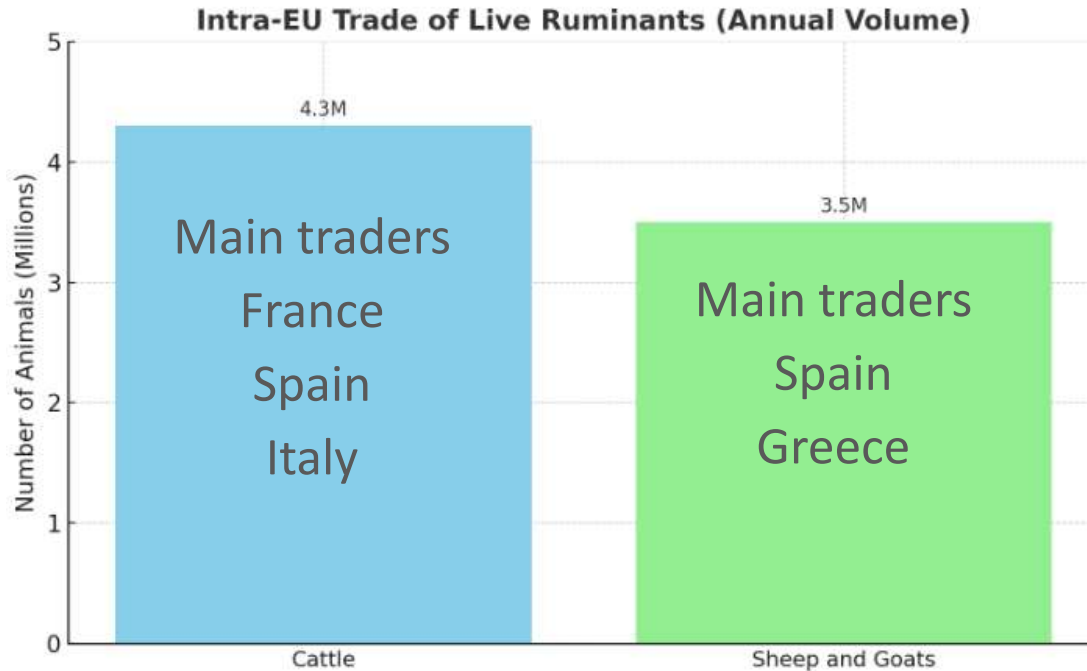
Casings industry (ENSCA)

Ship suppliers (OCEAN)

In total, some **20,000 firms** of all sizes and over **230,000 jobs** are represented within the UECBV through its national member federations.



Livestock trade – a key activity European farmers



Why long-distance transport is needed?

Long distance transport: more than 8 hours

Intra EU

- Journey time includes loading and unloading from 8h transport → 5 hours effective journey → 300km can be “LDT”
- LDT can be performed within a member state
- Specialised regions – clustered regions

Exports:

- Not possible to replace by meat exports

EC proposal: protection on animals during transport

Main goals

- Limitation in journey times – no LDS for slaughter (loading unloading time included)
- Increase of space allowance
- Extreme temperatures
- Minimum age for unweaned animals
- Veterinarians at loading and unloading
- Export: stricter measures



Challenges

- **Limitation in journey times – no LDT for slaughter (loading unloading time included)**
 - restructuring of the meat industry, by closing some existing SH and opening new ones. Investments done in the last 10 years. Highly specialised in international markets. High technology for high efficiency on energy, waste, emissions, animal welfare, food safety and hygiene.
 - Reduction of the whole livestock trade activity (intra EU and to TC)
 - Loss of number of farms / employees
 - Loss of competitiveness.
 - **Loading** and **unloading** operations should **not** be **considered** in journey times
 - Not aligned with drivers' regulations

Challenges

- **Increase of space allowance:**
 - Risk of accidents (4 paws animals) → balance
 - For pigs only: 1500 trucks and 2500 drivers at EU level
 - For cattle: 2 to 3 times journeys needed (and drivers...)
 - Increase of costs
 - More carbon print for animal products
 - Welfare gain not demonstrated /no recent scientific evidence
 - Allometric equation not adapted for all species / categories



Challenges

•Extreme temperatures

- **In-truck temperature is not taken into account**
 - investment in better trucks is not stimulated
- **One single temperature window for all species from all EU countries**
 - adaptation of animals to the weather of different regions is not taken into account
- **Limitations for transport**
 - high number of working days affected in southern and northern countries
 - Closure of farms / loss of fattening farms activity (up to 40% for cattle in ES)
 - More trucks on road during night → road safety / lack of drivers / cost increase / slaughterhouses shifts and social aspects

Challenges

Minimum age for unweaned animals

- From 10 to 35 days
- Behaviour – difficult to handle
- Increase of costs (i.e global cost in Spain: 55M€)
- Dairy farms: organisative impact
- **But on the other hand:**
 - Animals in better conditions at arriving



Need for exploring a middle ground: i.e 21 days minimum age

Challenges

Veterinarians at loading and unloading (at every loading/unloading operation)

- Positions impossible to cover in the EU
- Increase of the overall cost
- Irrelevant when handlers/farmers are well trained



Challenges

- **Export: stricter measures**
 - Yes!
 - Better journey conditions for animals
 - Better conditions of animals at arrival
 - Happy costumers
 - Better reputation for livestock traders
 - But...
 - Even when operators perform very good practices, blocage situations happen due to AHL restricions and decisions of importing countries → consequences on operators and animals!



EC proposal: protection on animals during transport

- **Export: is it possible to replace animals exports by meat exports?**
 - **It would better for**
 - Animals
 - Environment
 - Operators costs
 - Added value in the EU (more industries, more employees, more activity)
 - Burden: administrative procedures for meat are easier
 - No blocage situations: no significant concerns if a container of meat is blocked (it may come back)
 - No ethical concerns, no reputation crisis
 - **But...**

EC proposal: protection on animals during transport

- **But, it is not realistic to believe that is it possible to replace animals exports by meat exports**
 - Demand of live animals instead of meat
 - Problems in cold chain for meat
 - Different use of carcasses and cuts
 - Easier market access for live animals
 - Import duties
 - A ban on export is not compensated by meat demand animals will be imported from other origins.

Conclusions

- Transport of animals is a key activity for livestock farming and connected activities
- Live transport is necessary for maintaining the activity in many rural areas of Europe, with a high level of specialisation, in particular for small producers.
- COM's proposal follows the results of an unharmonised implementation of Regulation 1/2005
- The scientific evidence on which the proposal is prepared is scarce, as EFSA recognises in its opinions
- Significant challenges for livestock farmers, traders and industry
- Journey time limitations would transform farming and industry landscape, with a deep social impact.
- Temperature limits should take into account differences between kinds of animals and geographic situation. Temperatures inside vehicles should also be considered.
- Veterinarians at loading and unloading operations: no positive impact for animals and high cost.
- Exports of live animals have room for improvement but need to keep going.
- More knowledge is still needed for redefining the requirements for transporting animals without jeopardising the internal market.



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Thank you very much for your attention!