

Long distance transport in Europe NGO perspective



- Animals' Angels is a German NGO dedicated to documenting the transport of animals at international level.
- It started in 1998 and has more than 25 years of experience with animal transports in the field.
- It is member of ICFAW, coalition collaborating with WOAHA to improve AW globally

According to our perspective:

- ❖ Laws/practices push the risks on AW during transport to the limits.
- ❖ The economic interests are too strong.
- ❖ Animal transports are too complex.
- ❖ Consequently, also controls are complex.
- ❖ **Keeping transports short reduces risks, makes transports less complex as well as controls.**



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 WAOH develops guidelines and assist countries with implementing the agreed WAOH guidelines.

<https://www.icfaw.org/>

- A comprehensive chapter on animal welfare during transport was introduced in the Terrestrial Animal Health Code in 2000.
- Chapters 7.2, 7.3, 7.4 set standards on AW during transport by sea, land and air, covering the most critical aspects. Currently chapters 7.2 and 7.3 are under revision.

In our perspective serious risks on AW are pushed to the limit

Transport duration

Terrestrial Animal Health Code, article 7.3.5, points 3 and 8. b

A maximum duration must be determined considering the other risks which complicate and worsen the condition of the animals: the type of animals, the need to drink and eat, the available space, the type of vehicle and road, the climate etc.

In our perspective:

Current duration limits and practices are too long, pushing the other risk factors to the limit.

Good practices:

Defining shorter maximum time limits

Limiting the approval of long transports

Collecting data for studies and risk analysis

Carrying out surveys involving drivers

Space

TAHC article 7.3.5, points 2. a., 3, 5, 6

should be regulated according to duration, climate, road quality, vehicle design, should allow animals to lie down, to move to feed and water, to stand naturally with headroom for airflow.

In our perspective:

- The animals are crowded in transport, independently of long routes, if animals are vulnerable, or of extreme heat.
- Animals have to stand and cannot all lie, the few lying are trampled, the animals have no space to move to feed and water, it is impossible to count and inspect each of them being too many.
- We saw good space in very few transports of high value animals.

Good practices:

- ❖ Keeping duration short
- ❖ Increase space
- ❖ Clear indications of space that are not pushed to the limit
- ❖ Collecting data and photos for research







Temperature

TAHC, article 7.3.5, points 4, e. and 11

vehicles should have ventilation systems meeting climatic variations.

In our perspective:

- The vehicles do not have systems capable to meet the climatic variations (with few exceptions)
- No effective temperature limits
- We see animals experiencing heat stress but also cold stress (espec. pigs/chickens)
- Animals are transported in any extreme climatic condition despite heat alerts, snow torments, heavy rain, with elements entering the compartments
- Animal transports wait in full sun with extreme heat for many reasons (burocratic delays, drivers rest, traffic, even at the slaughterhouses premises)

Good practices:

- ❖ Reducing transport duration (i.e. exposition)
- ❖ Setting clear temperature limits without pushing the limits
- ❖ Approving vehicles built to protect animals from weather elements
- ❖ Significantly increasing space in summer and allowing only night-transport
- ❖ Creating/sharing a list with official websites of all countries, where to find weather alerts







Water and food in transport

TAHC, article 7.3.5, points 1., b. VII, plan water and food, 2. a., adapt animals to new food and water provision method, plan rest stops long enough to fulfill needs of all, 3. e. determine the maximum duration according to the need of feed and water, 7. water and feed should be appropriate o species, age and condition of the animal, to the duration, climate etc., article 7.3.6. document the access to feed and water prior and during transport, estimating the consumption

Our perspective:

- Laws push the limits of food and water withdrawal
- Animals don't receive water nor food in transport or very little
- There is no idea of quantities needed
- To give food and water in a truck is complicated, it takes time and space
- Inadequate and unfamiliar drinkers
- Food is rarely present in trucks
- Too many animals loaded compared to the number of drinkers installed
- Impossible to ensure and verify that feeding/watering happens
- Complicated to refill the truck with water or food

Good practices:

- ❖ Reducing transport time so to not to have to feed and water the animals
- ❖ Adapting loading density to the number of drinkers
- ❖ Approving correct species-specific drinkers
- ❖ Contingency plans
- ❖ Food on board





Emergencies and cross-border transports

TAHC, articles 7.3.3, point 6, h. priority avoiding delay, 7.3.5, point 10 emergency plans, 7.3.11 AW priority and care for animals in case of import refusal

Our perspective:

Different laws involved i.e. complex controls, emergency actions, contingency plans

Borders and custom controls are incompatible with live animals due to:

Unforeseeable waiting times on board, risks of import refusal

Lack of emergency plans, agreements, facilities, measures

Conflict between AW laws and health laws

Animal welfare/animal transport is not the priority

Lack of communication/collaboration among countries

Good practices:

- ❖ Reducing transport time (lower risks)
- ❖ Not approving export for too high risks on AW
- ❖ More space, stricter temp. limits, food on board, manual water devices
 - ❖ Detailed emergency plans for transporters
- ❖ Emergency plans for borders providing AW as a priority, facilities, vets:
 - ❖ unloading the animals a.s.a.p.
 - ❖ maximum time of confinement in vehicles
 - ❖ constant assessment of welfare and health tests
- ❖ Trade agreements must include emergency plans as a condition









Controls

TAHC: article 7.3.3, point 6, e., f. standards should be monitored and implemented

In our perspective

- Long/crossborder transports/more complex controls
- Too many high risk transports
- Insufficient resources (in general and specialized)
- Lack of dissuasive sanctions
- Complex and long sanctioning procedures

Good practices:

- ❖ Reduce long transports, more space, temp. limits
- ❖ Less risks, less controls
- ❖ Empowering and training police, border police and customs
- ❖ Apply dissuasive monetary sanctions
- ❖ Easy sanctioning procedures
- ❖ Creating groups of experts/expertise



Thank you for your attention!

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