

Country report on animal welfare during long distance transport by land and sea

# BRAZIL

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Multi-regional Whole Journey Scenario workshop on long-distance  
transport by land and sea between  
Europe, the Middle East, and North Africa

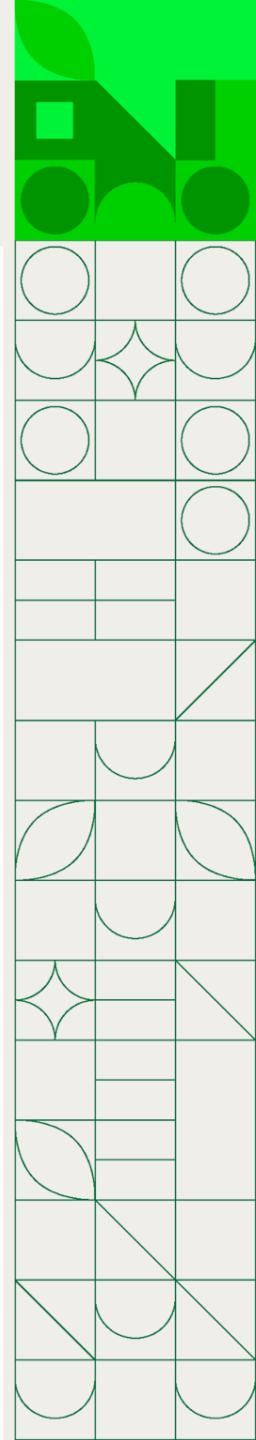
13- 15 January 2026, Amman, Jordan

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World Organisation  
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# Overview of country livestock transport and trade



## Long-distance TRANSPORT OF LIVE ANIMALS BY SEA – for exports

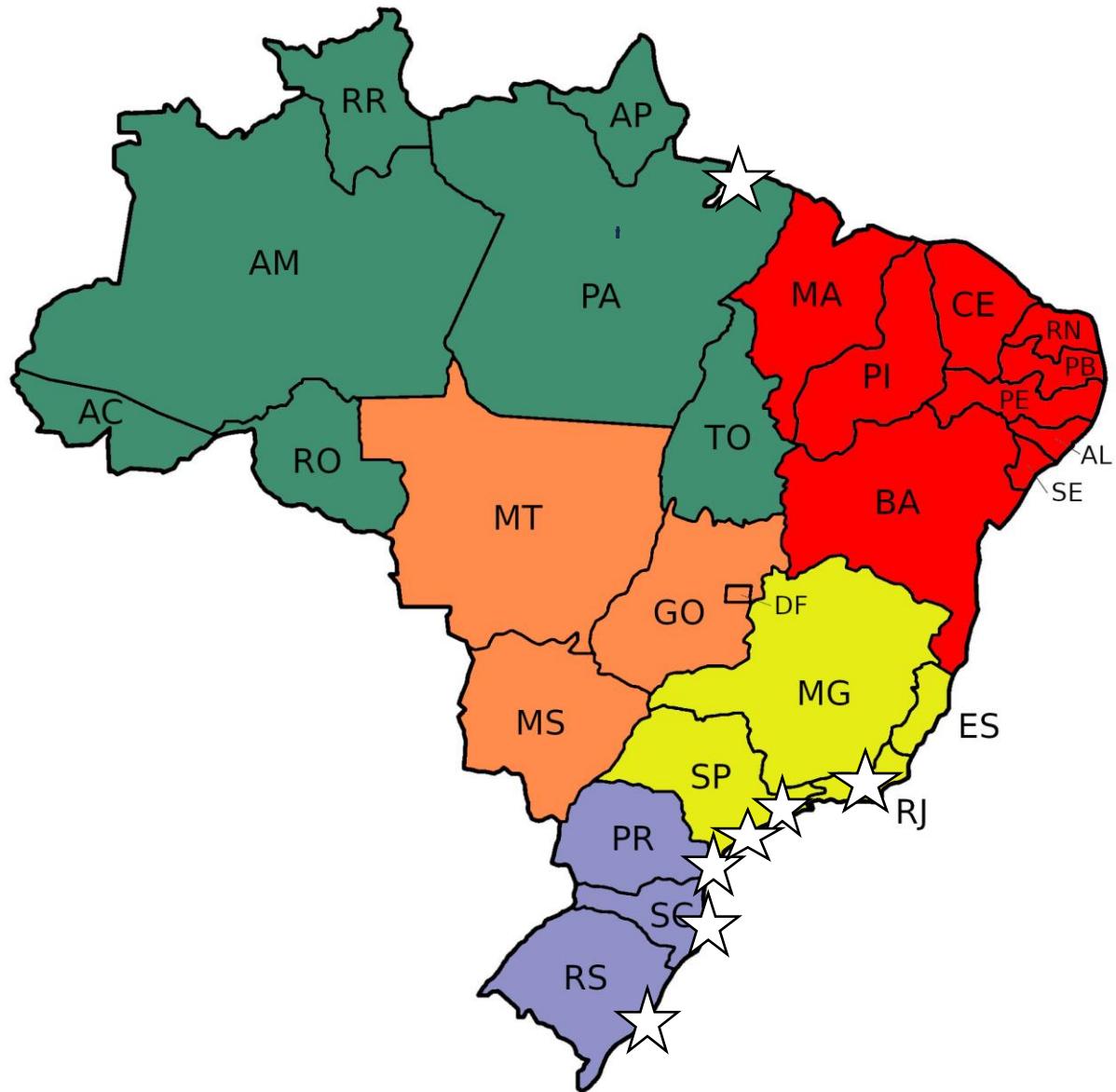
## • Background and volume

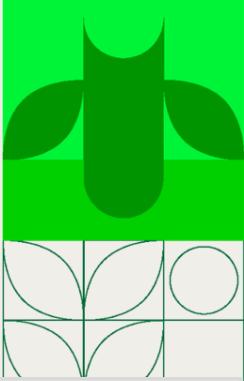
- Main border control posts = 7

## Authorized ports by MAPA:

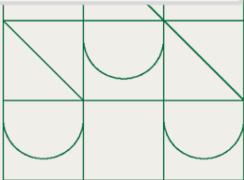
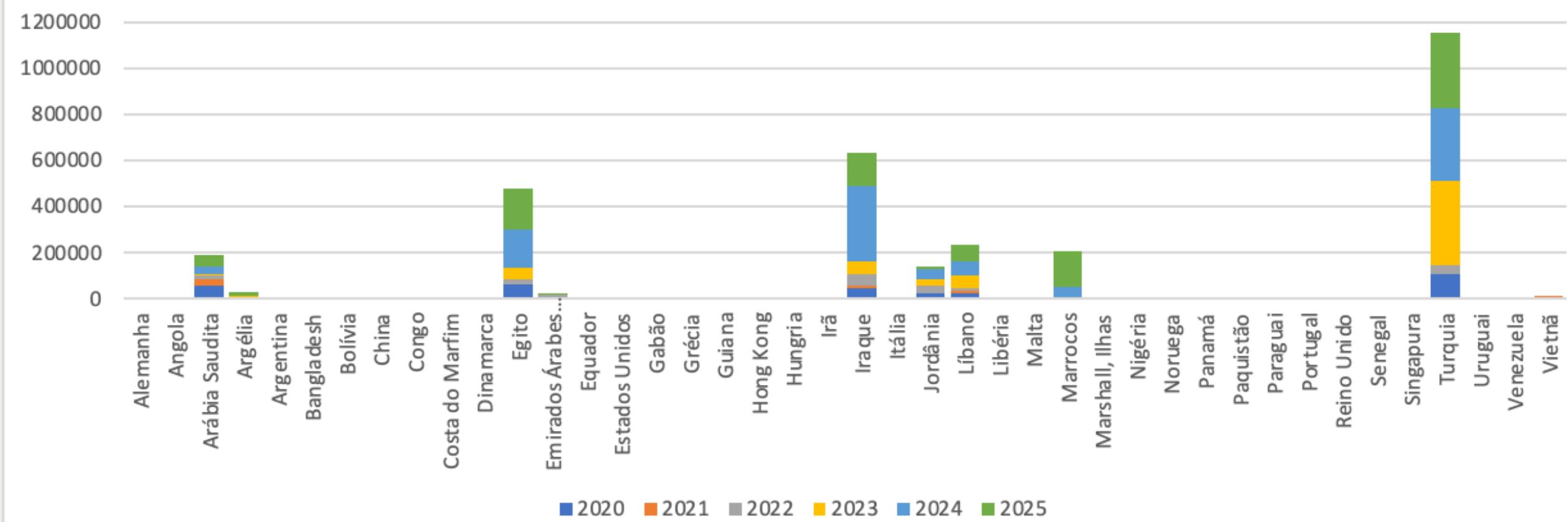
- Vila do Conde/PA,
- São Sebastião/SP
- Santos/SP
- Açu/RJ
- Imbituba/SC
- Rio Grande/RS
- Antonina/PR

- Pre-shipment Quarantine facilities = 43





# Number of cattle exported (heads) - for breeding or slaughter - from 2020 to 2025, by importing country

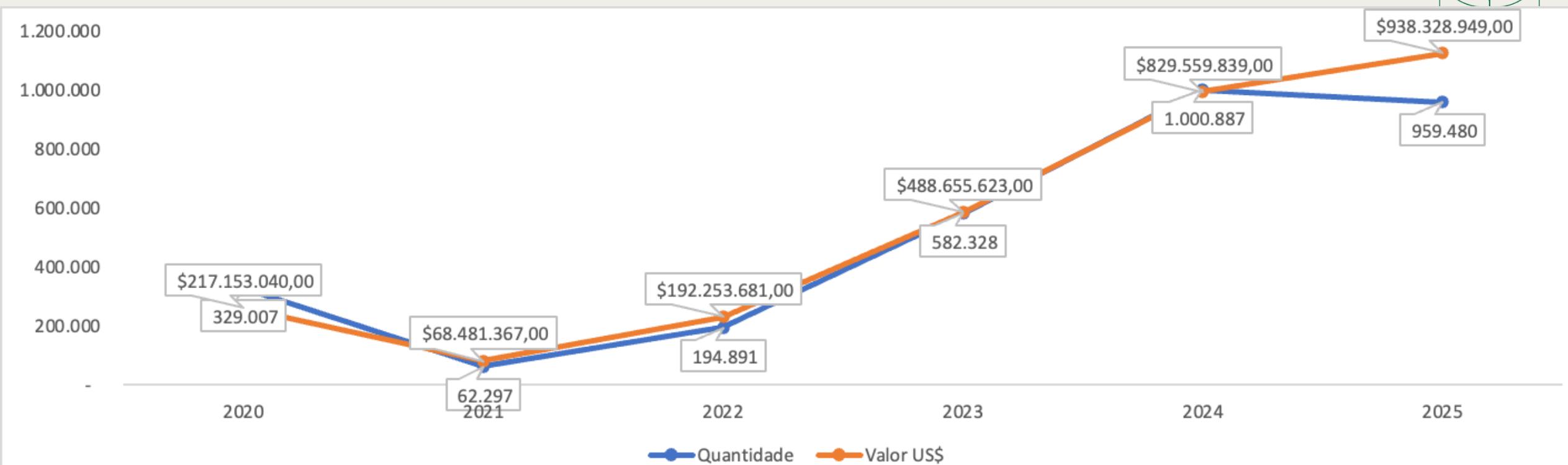


# TRANSPORT OF LIVE ANIMALS BY SEA - long distances – for exports



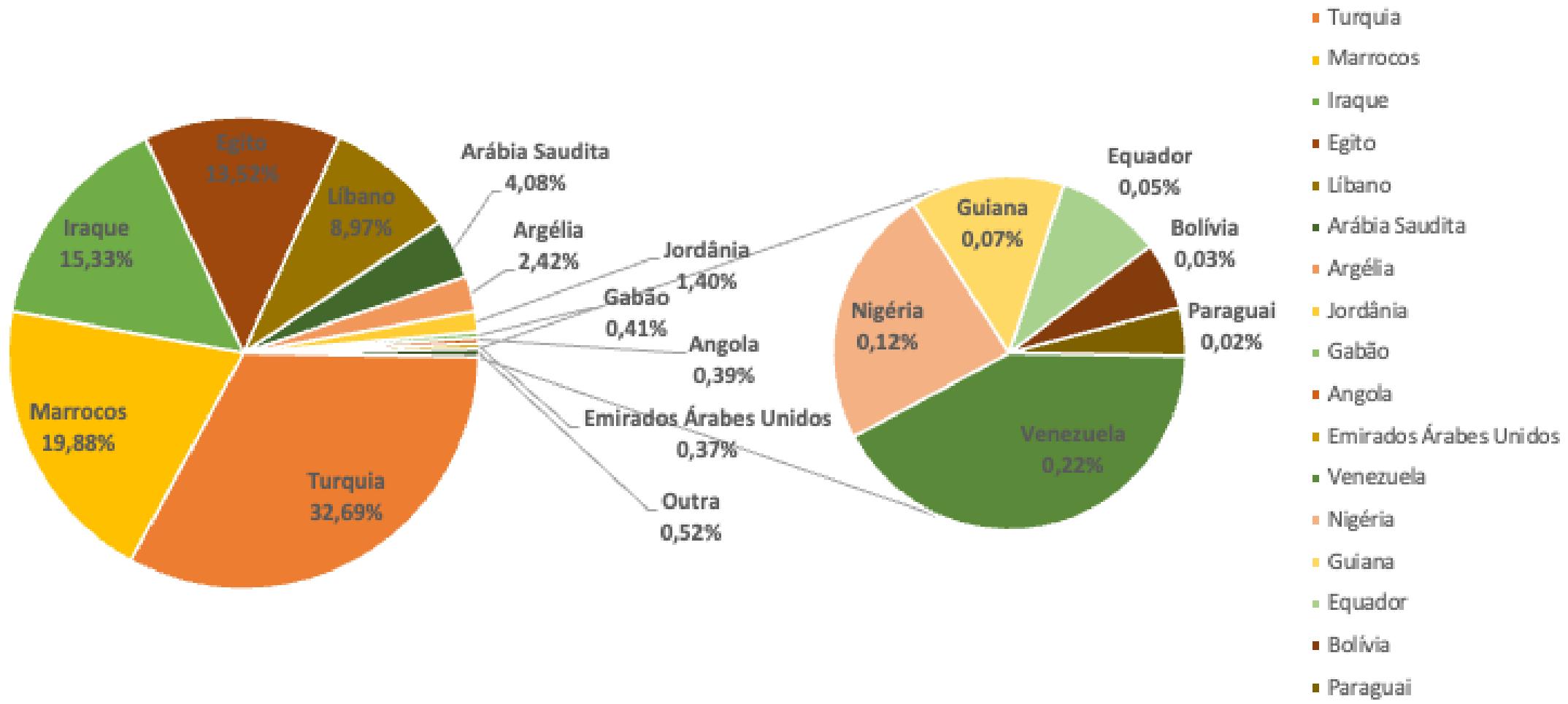
# Number of exported animals and trends

Annual values (US\$) related to exports, from 2020 to 2025



# Main trading countries and routes ( by sea and by land)

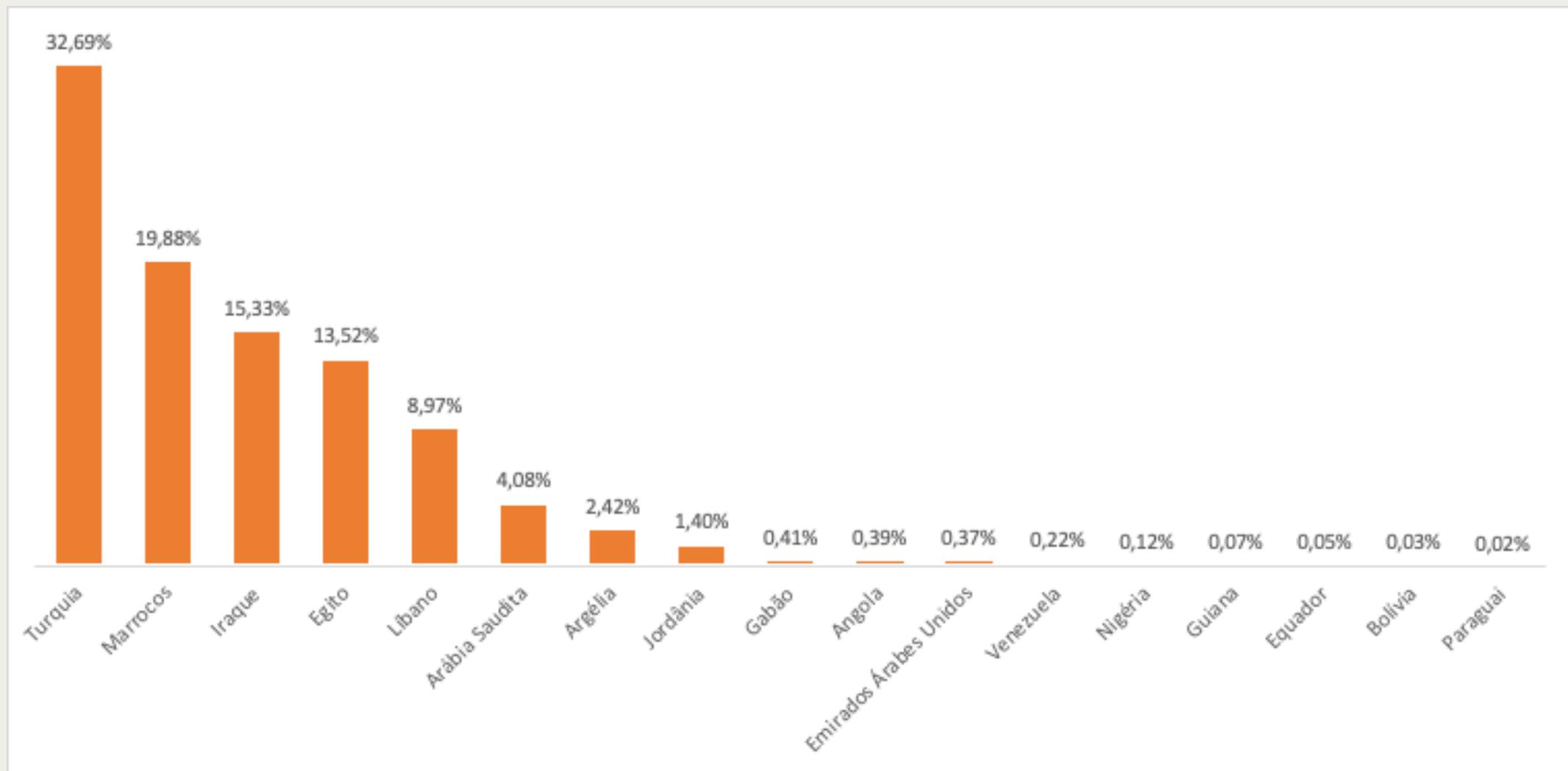
Importing countries/volume of cattle (%) in 2025



## Number of cattle exported in 2025 (heads)



## Countries importing cattle in 2025 (%)



# National animal welfare standards

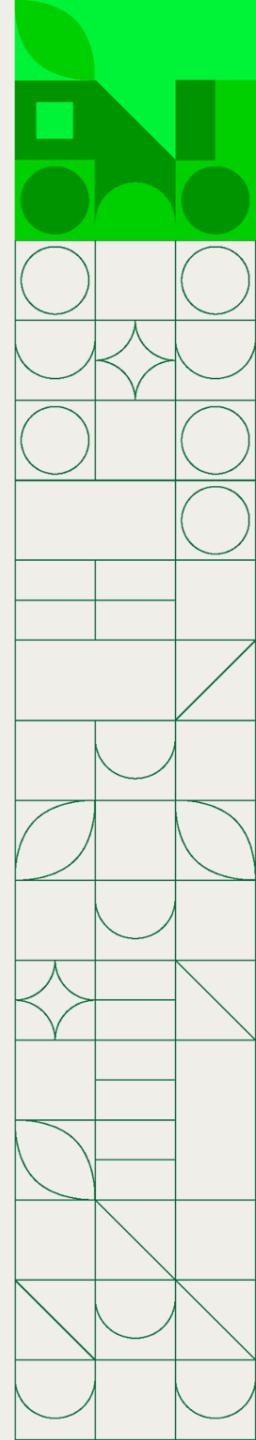
## *MAPA Regulatory Instruction No. 46/2018:*

This Regulation establishes the basic rules and procedures for the preparation of live animals **for export by sea, river, air, or land, from selection at the farms of origin**, handling at quarantine facilities and during loading itself, transport between the farm of origin and the Pre-shipment Quarantine Facility (EPE), and from there **to the point of exit from the country**

The recommendations for animal welfare published by WOAH should be followed at all stages

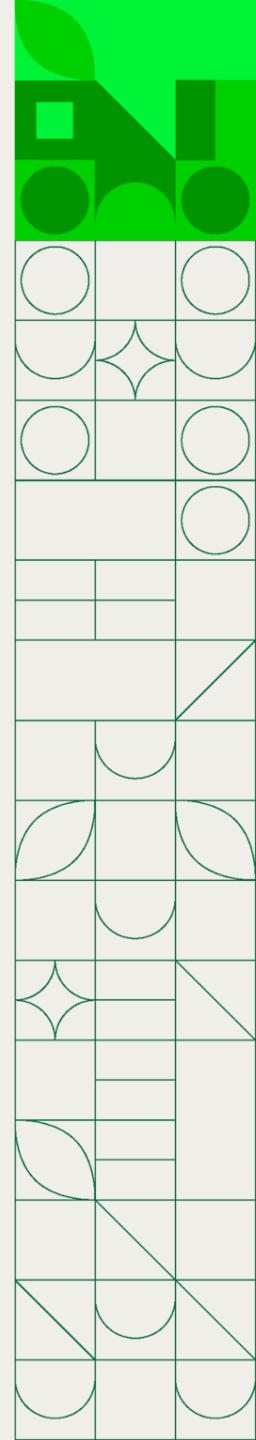
# Implementation of the standards

- **Pre-shipment quarantine facilities**
  - Authorized by MAPA; comply with minimum requirements (facilities and handling)
  - Health requirements compliance of importing countries
  - Quarantine
  - Individual electronic identification
  - Must have qualified personnel trained in animal welfare and health protocols
  - Animals must be selected in good health and welfare from their origin to the EPE or from there to the place of shipment
    - Ex: pregnant females are not allowed
- **Border Control Posts**
  - SVO VIGIAGRO approves departure points (authorized ports)
  - Must have personnel trained in animal welfare protocols
  - SVO VIGIAGRO inspects unloading of trucks and loading onto vessels



## Implementation of the standards

- Exporters must be **registered** by MAPA and present **journey and contingency plans**
- Transport **by air** should follow the **IATA** regulations
- Transport **by land** should last a **maximum road travel time** (12 hrs)
- Follow the **Standard Operating Procedures Manual**: to comply with recommended animal density (on trucks and vessels); water, food and medication supply, etc
- **Journey back report** by exporter to the MAPA
- **Penalties**: warning, suspension; disqualification of the EPEs depending on the **findings** during the process



# Implementation of the standards

When it comes to transport by sea, the **vessels** must:

- be **approved by the Port Authority/Navy** as qualified to transport animals, with drivers trained in the transport of live cargo, driven in such a way as to prevent harm to the animals and minimize travel stress, complying with established animal welfare standards and recommended cargo densities
- be sufficiently **supplied with food, drinking water, and medication** for the journey, appropriate to the species of animal being transported
- comply with **other minimum criteria** and have **contingency plans in place**



# Implementation of the standards

Responsibilities of the parties involved:

- **Quarantine facilities owners**
  - EPE structure and operation
- **Private MV RT EPEs**
  - animal conditions and on-site monitoring of quarantine, verification of animals' fitness to travel
- **SVO Animal Health Service in the States**
  - Quarantine facilities approvals; supervision of quarantine
- **Transporters**
  - vehicles, aircraft, and transport vessels that must meet current requirements
- **Navy**
  - Vessels' approval for live cargo (in relation to their security rules)
- **Exporters**
  - arrangements of the entire process; transport of animals until their arrival at destination, regardless of subcontracting; reports back the Competent Authority
- **Animal handlers, drivers, and managers of facilities, business operators**
  - no specifics; under the responsibility of the exporter and transporter
- **SVO Border Control Posts (VIGIAGRO)**
  - ports/airports/border points previously designated; vessel pre-inspection before each loading; supervision of the loading process; International Zoosanitary Certificate (CZI) issuance
- **SVO Central Competent Authority (DSA)**
  - Regulation; monitoring of the results; penalties' application

Depending on the commercial transaction adopted (Free on Board - FOB; Cost, Insurance, and Freight CIF), it impacts on the freight responsibilities - costs, risks, and insurance

Exporter x importer



# Cross-border transport of animals

*What are the procedures, including certification, applicable before and at departure, in transit and at arrival for cross-border transport of animals by land and by sea your country?*

- Competent quarantine authority (SVO Animal Health Service in the States)
  - approves the quarantine facility and certifies the quarantine period
- Competent authority at the border (SVO VIGIAGRO)
  - prior inspection of the vessel before each shipment-departure from the EPE; documents check and clearance for shipment of animals on the vessel; monitoring of the shipment of animals and issuance of the CZI after shipment under conformity

**There is no mandatory official or private supervision of the animals during transport by sea (\*international waters) and upon arrival at the destination**



# Cross-border transport of animals

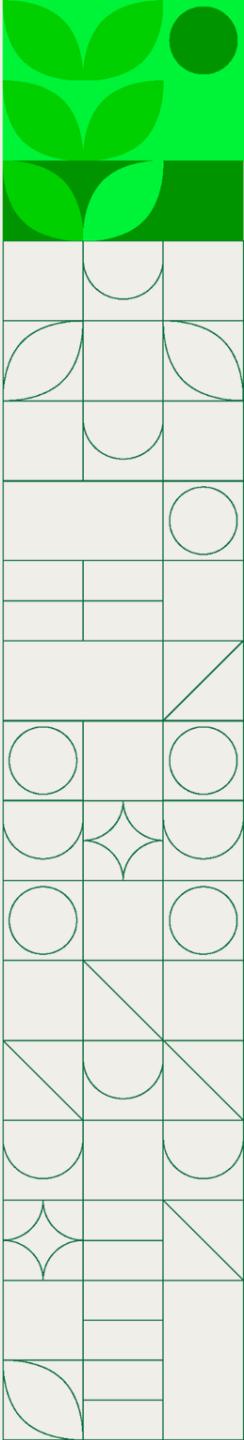
*What is the procedure to report back to the sending Competent Authority significant animal welfare problems which occurred during the journey?*

- Exporters are responsible for formally informing MAPA of the animals' arrival at their destination, including any incidents during sea, river, or air transport, detailing those that resulted in the death or morbidity of animals and their causes, within 10 business days after the animals' arrival at their destination
  - Failure to comply with the deadline described in the previous paragraph will result in the temporary suspension of new exports until the deficiency is corrected, without prejudice to the application of the penalty provided for.

# Relatório de viagem com transporte marítimo/fluvial de animais de produção vivos

<b>Identificação da Operação</b>		
Exportador	Data:	
Endereço		
CNPJ/CPF	Telefone:	
Nome do Navio		
Empresa		
Porto de Egresso	Porto de Destino	
<b>Informações do Embarque no porto de egresso</b>		
Data de Início	Data de término:	
	Nº de animais embarcados:	
Duração em horas		
Peso total dos animais	Nº de animais feridos durante o embarque	
<b>Ocorrências:</b>		
<b>Informações durante o transporte marítimo/fluvial</b>		
Data da saída:	Data da chegada:	Duração em dias:
Porto de Egresso	Porto de Destino	
Nº de animais feridos:	Nº de animais mortos:	
Ocorrências durante o transporte	Pontos de parada	Motivação
<b>Causas das mortes:</b>		
_____		

<b>Ocorrências</b>	
<b>Informações do Desembarque no porto de destino</b>	
Data de Início	Data de término:
Duração em horas	Nº de animais desembarcados:
Peso total dos animais desembarcados	Nº de animais feridos durante o desembarque
<b>Ocorrências:</b>	
<b>Anotações Adicionais – Registro de ocorrências nos sistemas de suporte à vida animal da embarcação</b>	
Tipo de suporte:	Duração da falha:
Causas:	
Consequências:	Resolução:
Tipo de suporte:	Duração da falha:
Causas:	
Consequências:	Resolução:





# Monitoring and evaluation

*How is the Competent Authority monitoring and evaluating the effectiveness of standards on animal welfare during long distance and cross-border transport?*

- Records and controls of reports received by MAPA/Competent Authority/Animal Health Department are stored in a database and evaluated.
- investigation processes in response to non-compliant or suspicious findings and possible application of penalties provided for in the regulations.



# Conclusions

*Overall, do you consider that your country is in compliance with WOAH standard regarding animal welfare during long distance and cross-border transport of animals by land?*

**Yes** - recognizing there are operational gaps to be faced and solved.

# Operational Gaps, identified by the Brazilian Competent Authorities, related to the implementation of the national legislation and requirements on animal transport **by sea**

CHALLENGES – OPERATIONAL GAPS	SOLUTIONS - ACTIONS
Criteria for approval of live cargo vessels (defined by the Brazilian Navy)	Recent dialogue with the Navy: approval criteria are based exclusively on the safety of the vessel; *handlers onboard = not crew *: it is up to the <u>exporters to choose the best vessels and onboard services provided by the vessel</u> (*handlers onboard = not crew *); Navy/MAPA approval
Differences between freights dependind on the international commercial transactions that were arraged - FOB (importer) (90%) x CIF exporter (10%)	Public-private negotiation to put into practice a <u>contingency plan model agreed with MAPA and Brazilian Navy for the vessels</u> - regardless of the type of commercial transaction (FOB x CIF) - to be signed between the exporter and the captain of the vessel selected in each transport.
SVO actions are limited to the inspection [pre loading-loading-post loading] and there is <b>no provision for a professional on board to monitor the animals</b> ; ineffective accountability of the transporter (vessel's captain)	Big role of the importers valuing animal welfare conditions and being involved in the process
Non-existent rules for the transport of live cargo in <b>international waters</b>	Open debate channel with the Navy to create equality between live cargo and
Ineffective accountability regarding the <b>journey back report presented by the exporter</b>	dangerous cargo regarding the already existing liability flows for dangerous cargo in light of the <u>tripartite agreement ("importer/exporter/vessel flag")</u>
The data recorded in the journey reports are declared by the exporter and <b>cannot be effectively verified by the competent authority</b> (eventually remains limited to act)	Structuring of a network of contacts of CVOs (exporting and importing countries) to receive <u>notes when NC findings are found at the destination</u> – support from OMSA. Big role of the importers valuing animal welfare conditions and being involved in the process,
Theoretical and practical <b>training of private and public professionals at all stages</b> (quarantine; transport by land and/or sea; loading; transport; unloading) <b>in view of the great regional and cultural diversity</b>	Structuring of a short- and medium-term <u>continuous training plan</u> ; application of a checklist on animal conditions at the <u>quarantine facilities and exit points</u> in view of the great regional and cultural diversity

# Thank you

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