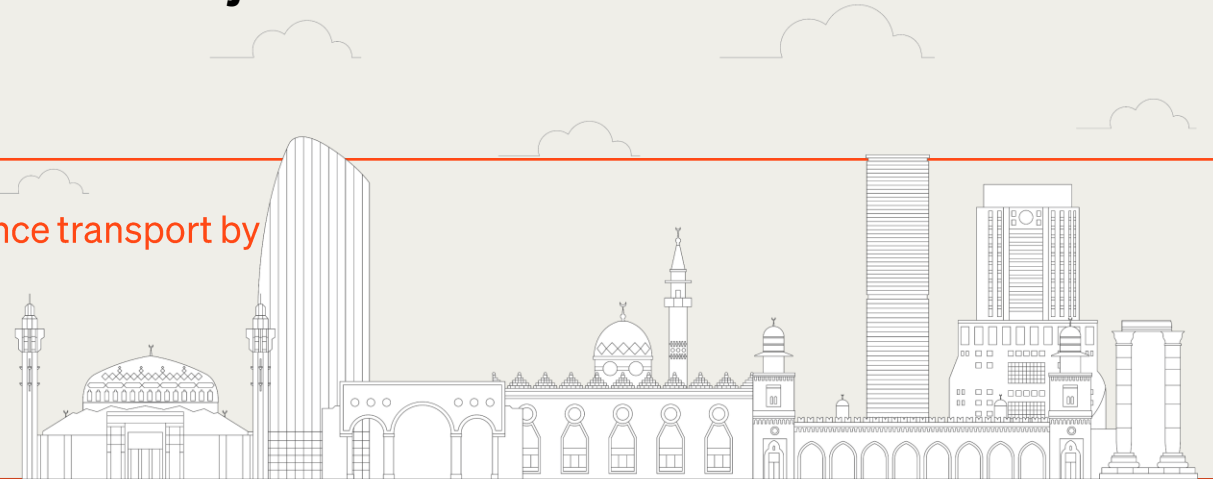


Situation regarding animal welfare during long duration transport - FRANCE

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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



World Organisation
for Animal Health

France has a central position in Europe



Terrestrial borders : only with EU member states or Switzerland and United Kingdom



But 2 designed maritime exit points

Overview of country livestock transport and trade

France mainly exports live cattle to Member States or Third Countries.



| | cumul 2023 (Têtes) | cumul 2024 (Têtes) | cumul 2025 (Têtes) |
|------------|-----------------------|-----------------------|-----------------------|
| Monde | 1 219 029 | 1 162 212 | 1 122 962 |
| UE27 | 1 170 015 | 1 125 391 | 1 096 008 |
| ITALIE | 740 864 | 723 582 | 667 199 |
| ESPAGNE | 365 549 | 355 294 | 380 115 |
| BELGIQUE | 12 077 | 8 996 | 18 032 |
| GRÈCE | 10 599 | 10 692 | 11 589 |
| PAYS-BAS | 15 884 | 7 892 | 5 886 |
| ALLEMAGNE | 4 646 | 3 747 | 4 301 |
| POLOGNE | 3 153 | 8 360 | 4 080 |
| HONGRIE | 1 749 | 1 144 | 1 308 |
| BULGARIE | 4 526 | 1 466 | 1 145 |
| LUXEMBOURG | 982 | 305 | 867 |
| TIERS | 49 014 | 36 821 | 26 954 |
| MAROC | 3 545 | 16 797 | 15 932 |
| TUNISIE | 3 176 | 8 956 | 6 459 |
| SUISSE | 2 349 | 2 477 | 1 599 |
| KOSOVO | . | 528 | 1 270 |
| SÉNÉGAL | 1 134 | 1 277 | 1 217 |

*The FranceAgrimer (visiotrade) data as of 01 nov. 2025

Overview of country livestock transport and trade

France mainly exports live sheeps to Member States or Third Countries.



| | cumul 2023 (têtes) | cumul 2024 (têtes) | cumul 2025 (têtes) |
|--------------------|-----------------------|-----------------------|-----------------------|
| Monde | 263 274 | 277 827 | 272 042 |
| UE27 | 244 178 | 275 469 | 271 009 |
| ESPAGNE | 127 407 | 137 652 | 132 360 |
| ITALIE | 64 281 | 81 830 | 76 790 |
| ALLEMAGNE | 9 544 | 6 746 | 36 277 |
| GRÈCE | 32 044 | 28 414 | 20 943 |
| BULGARIE | 1 327 | 1 394 | 2 078 |
| PAYS-BAS | 1 324 | 2 373 | 1 147 |
| PORTUGAL | 85 | 646 | 466 |
| BELGIQUE | 511 | 1 607 | 338 |
| HONGRIE | 2 519 | 9 818 | 300 |
| ROUMANIE | 806 | 230 | 285 |
| LUXEMBOURG | 16 | 124 | 22 |
| RÉPUBLIQUE TCHÈQUE | 296 | . | 3 |
| TIERS | 19 096 | 2 358 | 1 033 |
| SUISSE | 2 173 | 826 | 712 |
| ALBANIE | 33 | . | 320 |
| TUNISIE | . | . | 1 |

*The FranceAgrimer (visiotrade) data as of 01 nov. 2025

Overview of country livestock transport and trade

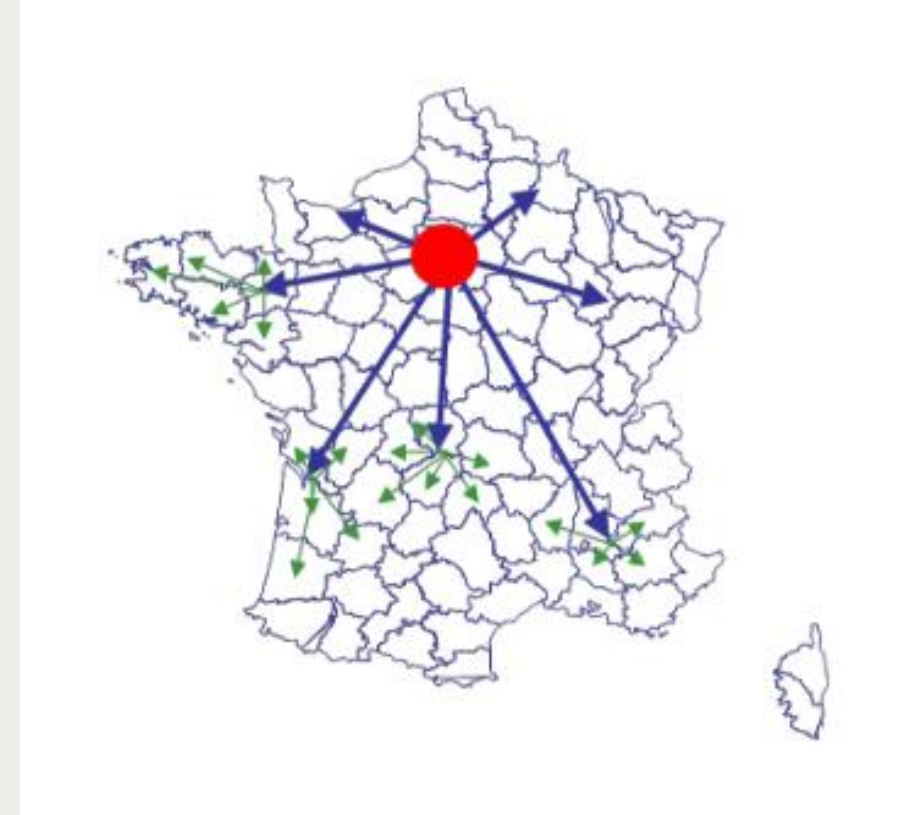
France also exports horses, goats, rabbits and pigs to Member States or Third Countries.



| flux ▲ | pays source ▲ | groupe de produits ▲ | Periode ▲ | 2025 |
|--------|---------------|--|---------------------|-----------|
| | | | pays partenaire ▼ | Quantités |
| Export | France | Chevaux destinés à la boucherie | * Groupe UE28 | 3 409 |
| | | | * Groupe pays tiers | 332 |
| | | Chevaux vivants, à l'exclusion des reproducteurs de race pure et des chevaux destinés à la boucherie | * Groupe UE28 | 2 761 |
| | | | * Groupe pays tiers | 962 |
| | | Chevaux, ânes, mulets et bardots, vivants | * Groupe UE28 | 7 847 |
| | | | * Groupe pays tiers | 2 146 |
| | | Lapins domestiques, vivants | * Groupe UE28 | 1 134 |
| | | | * Groupe pays tiers | 4 840 |
| | | total caprins vivants | * Groupe UE28 | 4 615 |
| | | | * Groupe pays tiers | 400 |
| | | total porcins vivants | * Groupe UE28 | 336 781 |
| | | | * Groupe pays tiers | 4 849 |

*The FranceAgrimer (visiotrade) data as of 01 nov. 2025

Competent Authorities



National animal welfare standards

Regulation (EU) 2017/625 on official controls performed to ensure compliance with the rules on animal health and welfare

Regulation (EC) No 1/2005 on animal protection during transport:

He gives the technical expectations regarding:

- means of transport (including ships)
- during loading operations.
- the criteria for fitness to continue the transport of animals

Delegated Regulation (EU) 2023/842

supplementing Regulation (EU) 2017/625 as regards rules for the performance of official controls to verify compliance with animal welfare requirements in relation to the transport of animals by livestock vessels

Implementing Regulation (EU) 2023/372

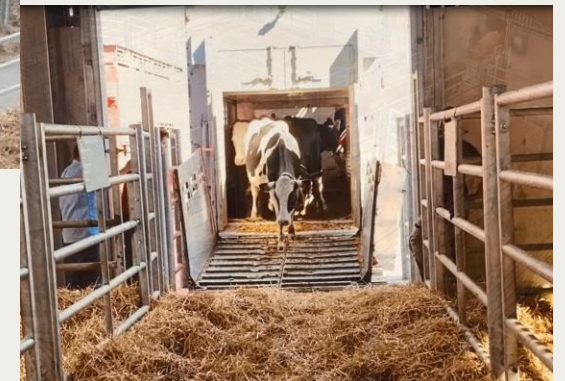
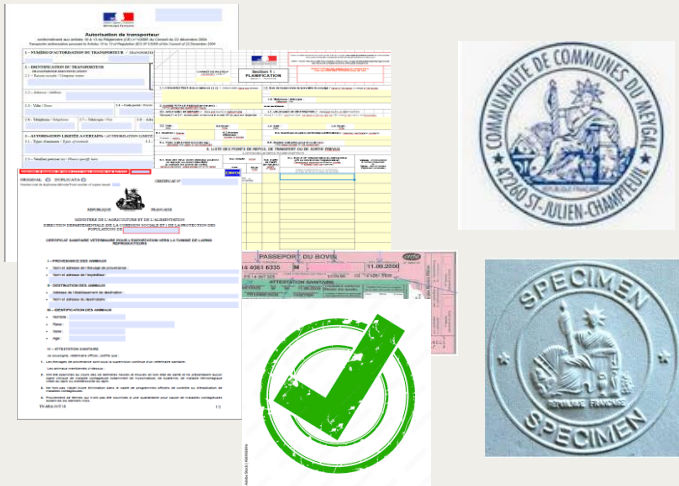
laying down rules for the recording and sharing of official control reports (...) on approval of livestock vessels and minimum requirements for exit points

National animal welfare standards

For all the animal long journey the minimum animal welfare standards on animal transport established in France include the compliance with the expectations of Europeans Regulations(No. (EC) 1/2005)

1) Systematic documentary checks before departures by the departmental authorities (completed journey log and certification)

2) Physical checks of means of transport and animals welfare at place of departure (by a veterinarian within 24 hours before the animals departure)



National animal welfare standards

Road transport :

France have a system for training drivers of road vehicles (authorized training organisations), which has been in operation since 2000 and has been regularly improved, for example in terms of evaluation system at the end of training.

Maritime transport :

In France, at the local level (Sète) by the person in charge of the control post (not equivalent official system) has set up specific training for crews of livestock carriers.

In progress : development of an official training system for maritime crews. Live animal conveyors are on board to accompany the animals during sea crossings

Focus on Cross-border maritime transport of animals

In order to better organize the arrival of animals for loading on the livestock vessel, the operator must provide the local competent authority with all information relating to maritime transport 5 days before loading



Notification de chargement d'un navire bétailier au départ du port de Sète (34200)

Cette notification doit être transmise :

- au Préfet de l'Hérault
- à l'organisme agréé
- à l'organisme agréé de destination
- à l'organisme agréé de destination

I - Organisateur au port / Transitaire : DELOM PORTUAIRE

II - NOM/Numéro IMO de la Compagnie ISM : KALIFEH LIVESTOCK TRADING N° Type 2 :

III - NOM / IMO du navire : KARIM ALLAH / 6519144 N° Agrément : FR34059NB

Date de validité : 10/06/2023 Surface agréée (m²) : 2392,98

► Date et heure prévues d'acostage du navire à Sète : 26/04/2023 à 18H00

IV - DESTINATION - Pays tiers : ALGERIE Port : ORAN

► Date et heure prévues d'arrivée au port de destination : 30/04/2023 à 12H00

V - CHARGEMENT

► Co-chargement : OUI ☐ NON ☒

► Date pour le début du chargement du fourrage : 27/04/2023 14H00

► Quantité (en tonnes) de : Foin 23,6 Aliment concentré Paille 17 Granule de paille

Quantités indicatives d'aliments et d'eau prévues à l'embarquement : chapitre IV, section 2, tableau 1 (jusqu'à 20 % au total) et chapitre IV, section 3, tableau 2 (jusqu'à 20 % au total)

► Date / heure de DEBUT du chargement des animaux : 28/04/2023 08H00

► Date / heure de FIN du chargement des animaux : 28/04/2023 12H00

► Planification du chargement :

| Client-Exportateur | PLANTIER | FENNA | NECB | CHEVAUX | LA RICHAR | | | | |
|--|----------|----------|-----------|-----------|------------|--|--|--|--|
| Page horaire prévue pour le chargement des lots à bord du navire | 10h 12h | 08h 10h | 08h 08H20 | 08H40 09h | 09H20 09H4 | | | | |
| Espèce et catégorie | GENESSES | GENESSES | GENESSES | GENESSES | GENESSES | | | | |
| NOMBRE | 396 | 230 | 80 | 71 | 77 | | | | |
| Poids moyen par animal (kg) | 550 | 550 | 550 | 550 | 550 | | | | |
| Origine | FR | FR | FR | FR | FR | | | | |
| Nombre de bétailiers attendus | 11 | 6 | 2 | 2 | 2 | | | | |
| Réservation au port | NON | NON | NON | NON | NON | | | | |
| Décide par catégorie d'exportation | 2 | 2 | 2 | 2 | 2 | | | | |
| Surface utilisée à bord du navire (m²) | 790 | 480 | 180 | 140 | 154 | | | | |

► Calcul de l'espace libre relatif à bord du navire : $2028,61 - 1706 = 322,61 \text{ m}^2$

► En cas d'habillage programmé au poste de contrôle, l'organisateur sur le lieu de départ devra fournir à sa DDES/TSPP une confirmation de réservation validée par l'inspecteur. Pour rappel, le chargement des animaux sur le navire doit avoir lieu dans les 4 heures suivant l'arrivée des animaux au port. Date d'envoi de la notification à la DDEPP34 : 24/04/2023

Cadre réservé à l'autorité compétente du port de sortie :

Numéros de notification : 23-028m

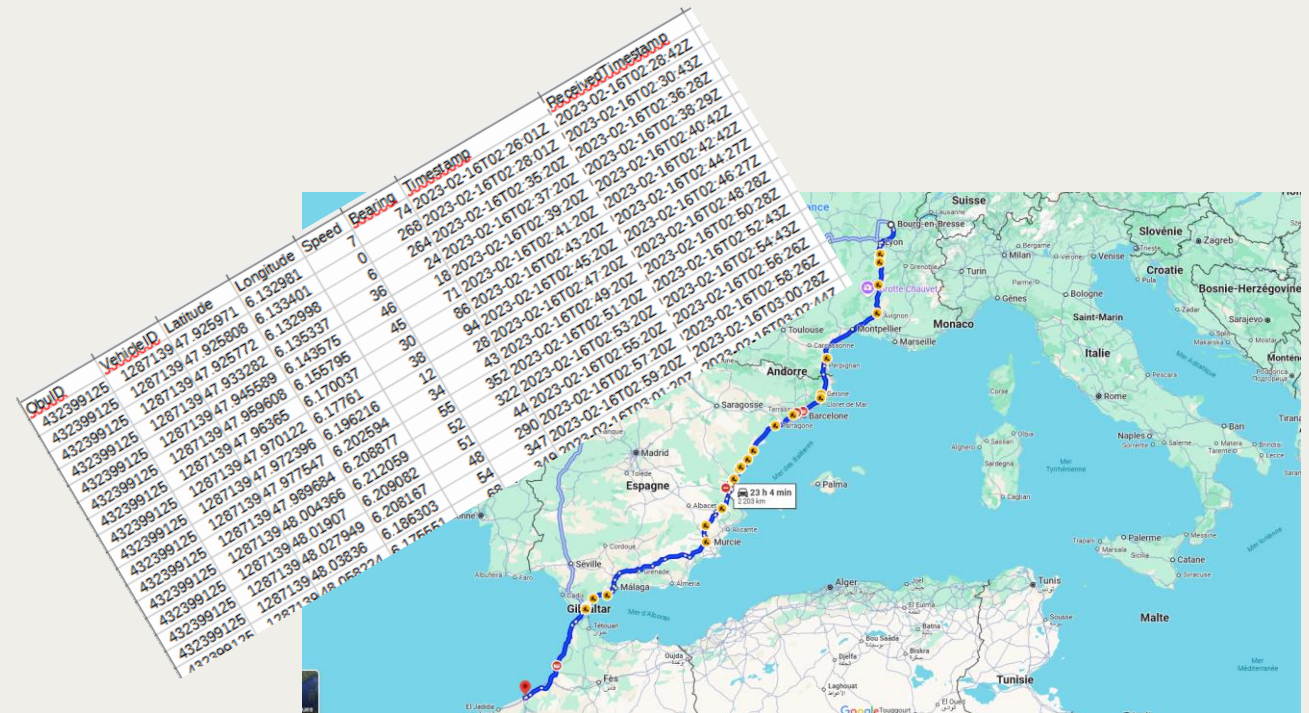
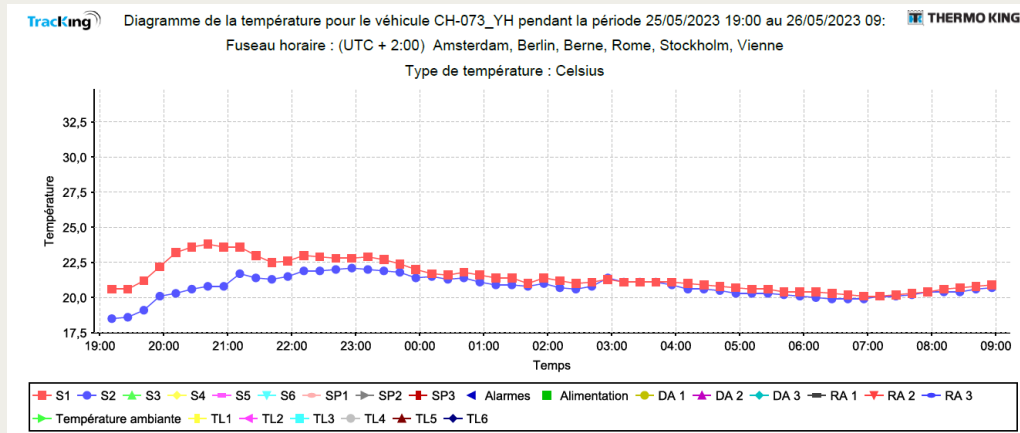
Remarques : Chargement et départ autorisé le 28/04/2023 aux conditions et horaires prévus. Conditions météorologiques stables à ce jour, confirmer le départ avec le Capitaine.

Date de validation : 24/04/2023 Agent : G. HAMARD

- Vessel
- Destination
- Departure date, crossing duration
- Needs on board (Hay-Straw)
- Available area
- Load composition
- Exporters
- Number of animals, type
- Origin
- Accommodation at the control post

Monitoring and evaluation

In order to monitor and assess the effectiveness of animal welfare standards during long-distance and cross-border transport, the local competent authorities carry out retrospective checks based on recording data (temperature, geolocation).



Focus on Cross-border maritime transport of animals

To report to France the significant animal welfare issues that occurred during the trip, there is a generic email address:

`transport.protectionanimale.dgal@agriculture.gouv.fr`

Simply send all the elements found and someone will take care of the investigation (in addition to the I rasff alert systems ...)

Conclusions

Strengths for the competent authorities:

- Strong regulation on transports, common for EU members > 20 years
- Official controls system implemented, evaluated and improved since 2005
- A network of competent official inspectors (4 persons), dedicated to animal protection during transport, in place for many years : support for all inspectors, exchanges
- Training system for official inspectors : annual trainings for new and refreshment courses

Conclusions

Challenges for the competent authorities:

- lack of human resources for control the loading at each place of departure (or reloading at resting places) - given the scale of the total number of means of transport - given the distances to be covered - given the constraints linked to the working hours (at night, during holidays, etc.)
- difficulties in obtaining complete data in return, after the end of the journey and targeting "risk journey" in order to anticipate problems on future trips
- Work in silos at central level : experts from different ministries (transports, agriculture, customs)

Thank you

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