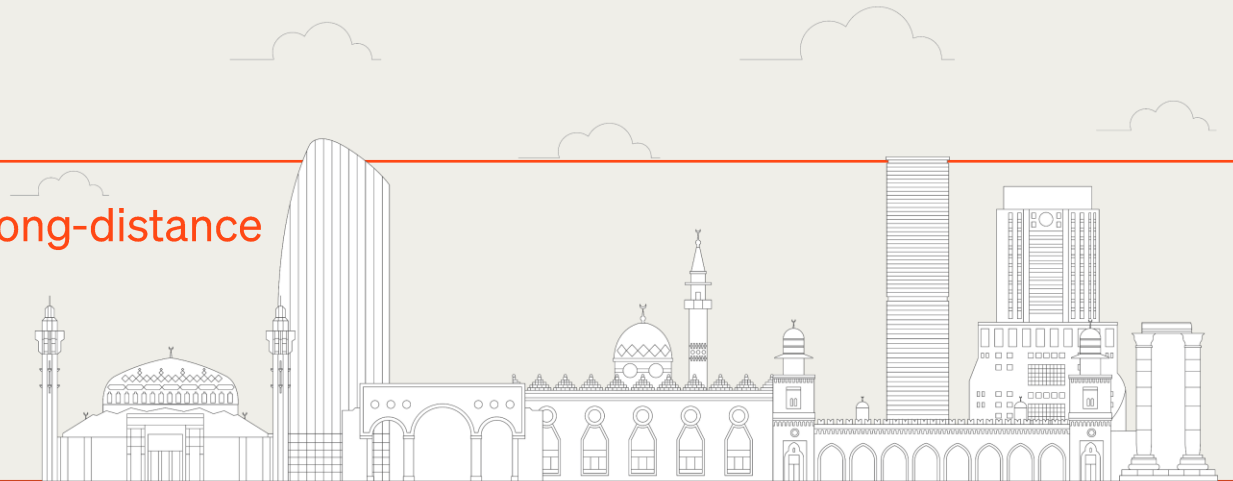


Portugal

António Palma
Maria Correia

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



Competent Authority(ies)

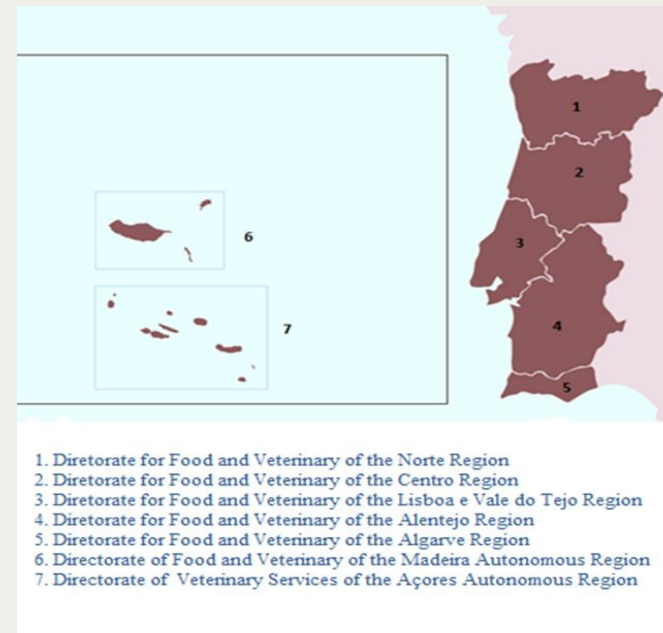
General Direction of Food and Veterinary (DGAV)

- ✓ Animal Health
- ✓ Animal Welfare
- ✓ Animal Identification
- ✓ Food Safety
- ✓ Feed
- ✓ Animal By-products

PSC- Sea transport- Since 2023, its obligatory the presence of a maritime surveyor during the AW inspections

Police- GNR, PSP, Maritime Police, Harbour master

Location of the DGAV Services



Central Services :
Head Office
Lisbon

Regional Services
(DSAVR):

- 1 - DSAVRN
- 2 - DSAVRC
- 3 - DSAVRLVT
- 4 - DSAVRAL
- 5 - DSAVRALG



Role of DGAV

- Legislation, Procedures, guides of good practices, national control plan
- Transporters authorization and means of transport certification
- Means of transport certification and controls; loading operations- all the operations; Control plan-controls to loading operation (PPA)
- Training of Official
- Work with the organizers and transporters-regular meetings and sensibilization sessions
- Measures in case of non compliance-notifications, sanctions and suspension/withdraw. Not allowing the load of animals in specific vessels/operations.
- Communication with the CA of destination and CA of other MS



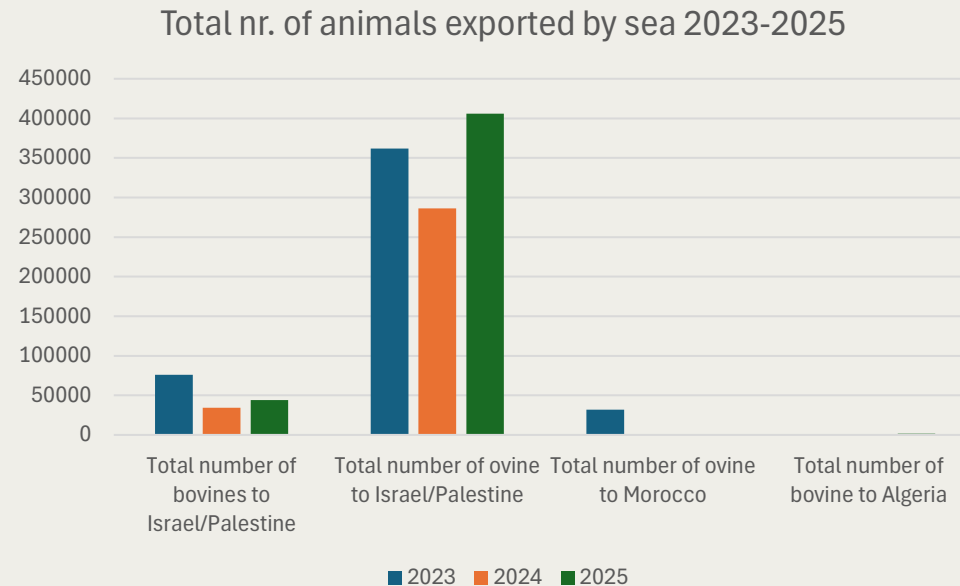


Europe, North Africa, and the Middle East



Main exporting countries- By sea and by road

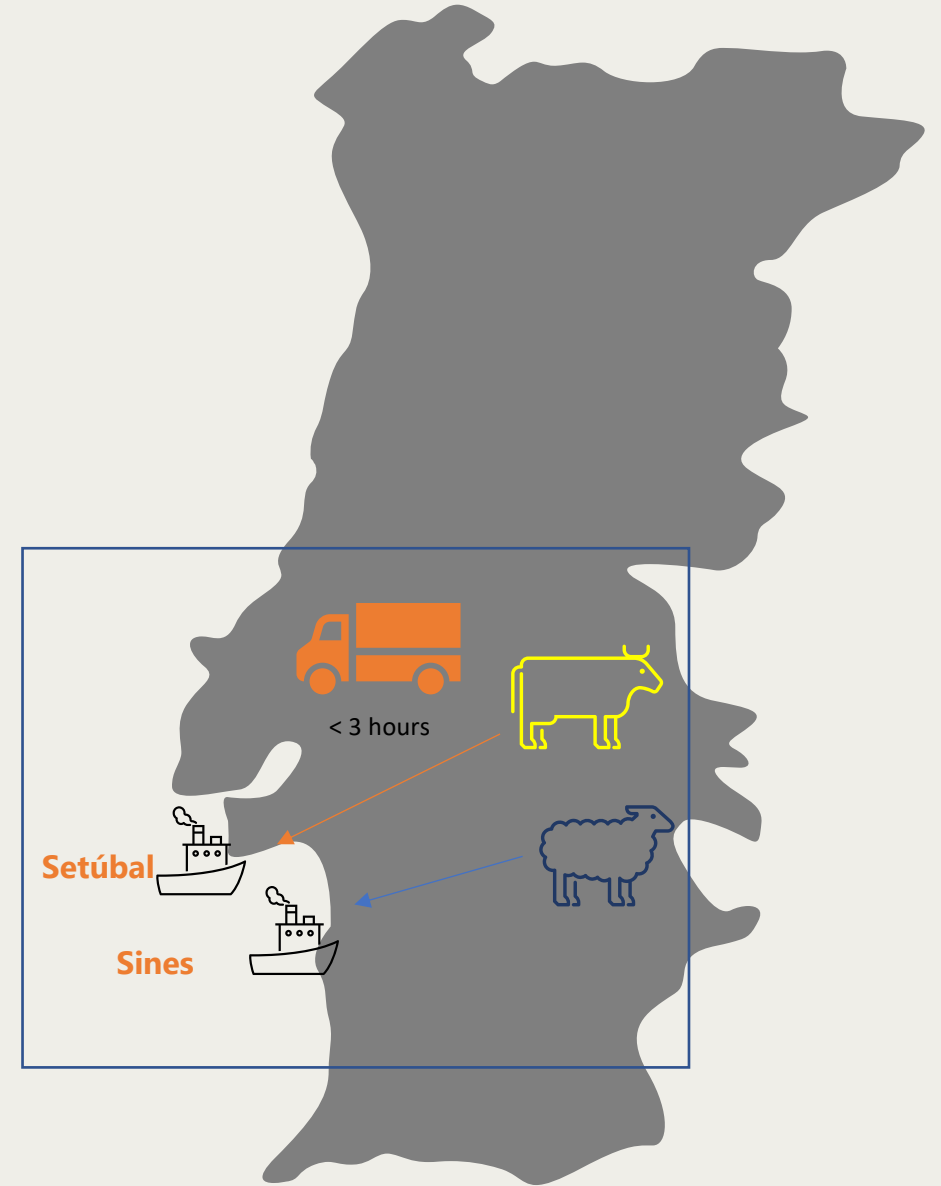
Number of export Operations and animals exported by sea in 2023- 2024-2025



Number of export Operations and animals exported by sea decreased in 2024 due to disease outbreaks and commercial reasons (especially in cattle).

Export operations and animals exported by road to Morocco stopped due to the lack of an approved control post near the port of Algeciras.

- Two sea ports- Setúbal and Sines
- Approved by DGAV as exit points
- Conditions to perform the loading Operations- loading structures; contingency planning
- Farms of origin- Region of Lisbon and Tagus valley (LVT) and Alentejo





Planning

- Documentation validation
- Transporter authorisation and vessel certification
- Approval of the Operations
- **Transporter and organiser contingency plan (adverse weather, breakdowns, delays, etc..)**
- **Import permits**



Pre-loading approval of the vessel- vessel conditions, space allowance/ feed/water/bed/ventilation/ drainage/lighting/treatments/ cleaning and disinfections;
crew training and competence



Loading operations

- Control the fitness for transport
- Control the road transport
- Control the unloading/loading and handling of the animals
- Control of the animals on the vessel prior to departure



Transport

- Daily records
- Photos and videos
- Contact whenever there are problems

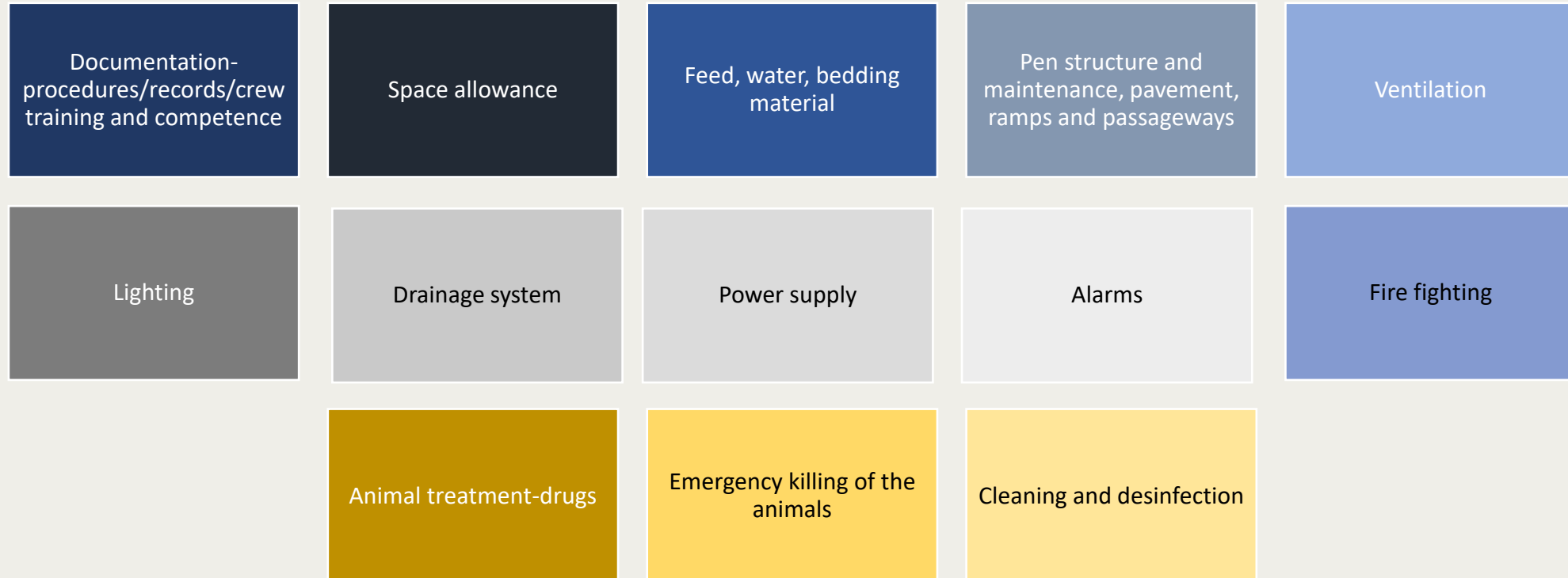


At sea port of destination

- **Feedback of the animal and vessel conditions on arrival**

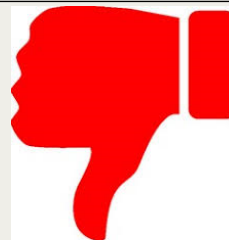


Pre-loading livestock vessels controls- Main points





Negative outcomes



Some vessels had a negative result on the inspection - Loading approval delayed until all deficiencies are fully corrected (sometimes for several days):

- Vessel not properly cleaned, rupture of water pipes
- Vessel with: Insufficient lightning, lack of proper training, improper cleaning and disinfection, improper restraint of the ovines on the pens, no water analysis, the stunning gun didn't have cartridges adapted to all the types of animals, no ammonium measurement device and no procedures regarding ammonium, the pen identification numbers didn't correspond to the stowage plan; Documentation problems; procedures didn't mention the European legislation
- Vessel with incorrect stability calculations

Sometimes the vessels are detained by DGAV and the PSC

All the information is on Thetis system- EU system to share information regarding the Livestock vessels

Ship Name	Date of inspection	Regime	Member State	Port	ISSA area	Non-compliance	Outcome	Ship Address	City
7711886	24/10/2023	ANIMAL WELFARE	Portugal	Sines	PT08	0	Inspected		
	01/09/2023	ANIMAL WELFARE	Romania	Hula	RO03	0	Inspected		HN
	28/07/2023	ANIMAL WELFARE	Romania	Hula	RO03	0	Inspected		CA
	27/06/2023	ANIMAL WELFARE	Portugal	Sines	PT08	0	Inspected		
	06/06/2023	ANIMAL WELFARE	Romania	Hula	RO03	0	Inspection ongoing		HN
	08/05/2023	ANIMAL WELFARE	Romania	Hula	RO03	0	Inspected		
	02/04/2023	ANIMAL WELFARE	Romania	Hula	RO03	0	Inspected		
	07/03/2023	ANIMAL WELFARE	Portugal	Sines	PT08	0	Inspected		
	06/03/2023	ANIMAL WELFARE	Portugal	Sines	PT08	0	Inspected		
	24/02/2023	ANIMAL WELFARE	Portugal	Sines	PT08	0	Inspected		

SHIP OWNER	
Ship Owner Number	Ship Owner Name
Country	City
Principal place of business (Country)	Address

INSPECTION CHECKLIST		
ANIMAL WELFARE		
Control Method		
<input checked="" type="checkbox"/>	Inspection of means of transport, premises and other places under their control and their surroundings	Two posts on deck 1 with holes and sharp surfaces for animals. Correction of this point verified during the reinspection of the ship. Rupture of a water supply pipe for animal drinking, on deck 1, with partial flooding of the deck. Correction verified during re-inspection of the ship.
<input type="checkbox"/>	Examination of the controls that operators have put in place and of the results obtained	
<input checked="" type="checkbox"/>	Inspection of equipment	
<input type="checkbox"/>	Inspection of goods	
<input checked="" type="checkbox"/>	Inspection of cleaning and maintenance products and processes	Dirty feeders and drinkers during the first inspection. The ship was reinspected to verify this point, after correction.
<input type="checkbox"/>	Inspection of traceability, labelling, presentation, advertising and relevant packaging materials including materials intended to come into contact with food	
<input type="checkbox"/>	Controls on the hygiene conditions in the operators' premises	
<input type="checkbox"/>	Assessment of procedures on good manufacturing practices, good hygiene practices, good farming practices, and of procedures based on the principles of hazard analysis critical control points (HACCP)	
<input checked="" type="checkbox"/>	Examination of documents, traceability records and other records [Article 1(2)], including, where appropriate, documents accompanying food, feed and any substance or material entering or leaving an establishment	
<input checked="" type="checkbox"/>	Interviews with operators and with their staff	
<input checked="" type="checkbox"/>	Verification of measurements taken by the operator and other test results	

Positive experiences

- If the inspectors find that the crew does not have the necessary competence to handle the animals - Obligatory the presence of a specialized stockman on board and **crew with specific training (training is given in PT)**
- Reinforce Transporters procedures and records and communication- **Daily records of the vessel-report back to the CA of departure-** each time more this is a routine of the transporter
- Reinforce **Transporter contingency plan-** report to the CA of departure and destination whenever there are problems
- Inspections with the **presence of a maritime expert** - increased detection of mechanical, electrical, stability issues, etc. - improve the safety of trips
- Sessions with organisers to discuss the strong and weak points of the export Operations- land operations





Contingency plan

Requirement for sea transporters/ships to present specific contingency plans for the voyage – approved by DGAV

- **Breakdowns**
- **Delays** during the journey (Rough sea, Mechanical breakdowns, Captain illness, ...)
- **Obstacles in unloading the animals** in the destination country
- Presence of animals with infectious or contagious diseases or any other condition or trauma that compromises the **fitness of the animals for transport**, including the **measures taken** and the description of the **emergency killing methods** used and the **removal of carcasses**
- **Sea and weather conditions** that may compromise the welfare of the animals - Reduce density when the temperature is above 30°C (at any stage of the operation until arrival at the destination)



Contingency plan

Requirement for sea transporters/ships to present specific contingency plans for the voyage – approved by DGAV

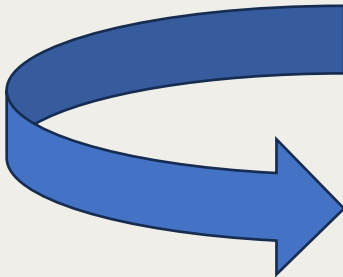


Some key points:

- **Be sure that the animals can be unloaded on the country of destination before approving the operation on the country of origin-** Documentation is compliant (sanitary, costumes); animals have authorisation to enter on the quarantines, import permits
- **Early Communication** between the organiser/importer with the CA when there are problems
- **Communication between CA** in order to find solutions (after an assessment of the situation)- provide feed, water, bedding, etc; unload the animals (facilities)
- **Define the responsibilities** of the diferent people involved in contingency situations- organiser, importer, transporter, CA

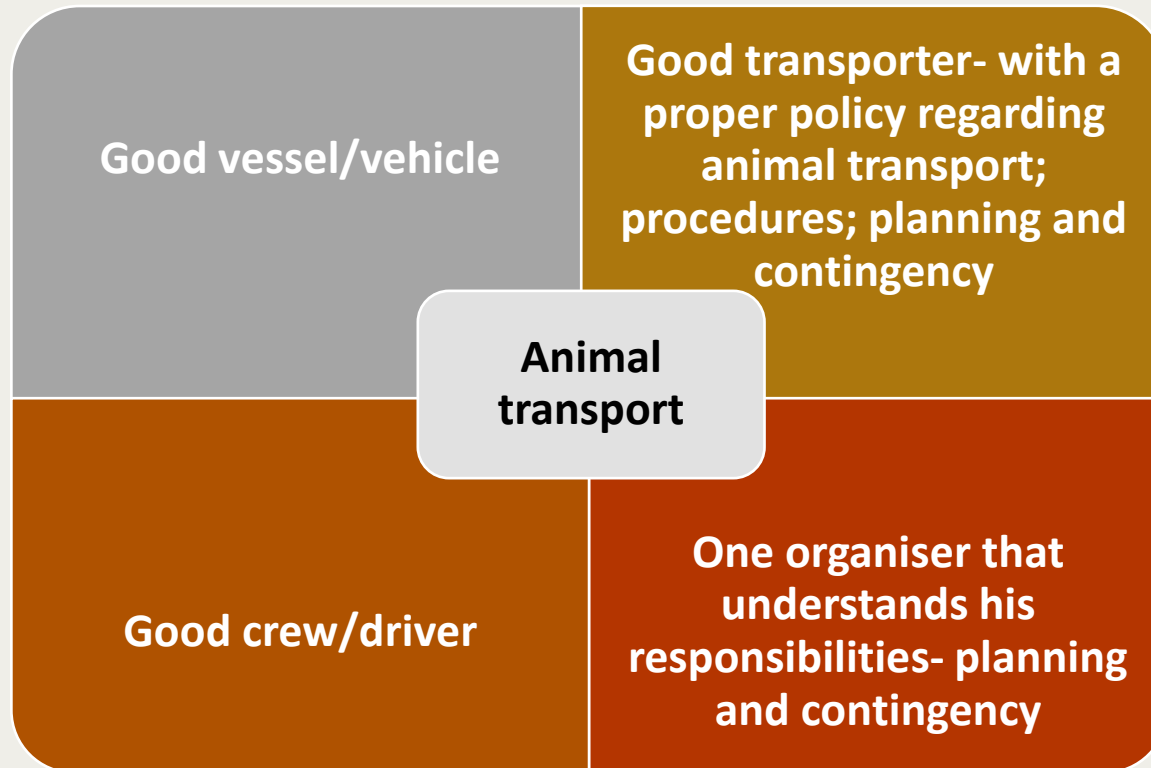
Communication with the CA on destination...

Very positive
experience with
the CA in country
of destination

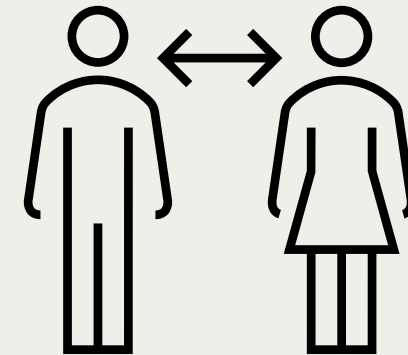


- To be sure that the vessel can be loaded- import permits
- When there is a health problems and some consignment cannot be transported- immediate communication between CA on destination and PT CA;
- To follow a specific vessel- the first time he operates in Portugal
- Whenever we consider that it is a risky vessel- adoption of correction actions after report of non compliances
- In case of contingency- exemple- delays to the bad sea conditions
- Exchange of views regarding specific issues

Success of a good Livestock vessel and road transport !!



Communication and collaboration between CA



Thank you



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