

The practices of animal welfare during transport in third countries: an overview

Workshop on Animal Welfare during Transport
of 25 May 2021



Protection of Animals during Transport



RESEARCH FOR ANIT COMMITTEE

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Abstract

The purpose of this study is to review animal welfare practices during transport in and to third countries. It compares the practices, guidelines and tools used by main trading partners with the EU and European standards. It also provides concrete policy recommendations on how to improve the current EU legislation on animal welfare during transport, taking practices in third countries, reports from the Commission, scientific work, enforcement practices by competent authorities, and reports from NGOs into account. The study is based on survey and desk research. Recommendations are made to address the challenges identified.

This document was requested by the European Parliament's Committee of Inquiry on the Protection of Animals during Transport (ANIT).

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LIST OF ABBREVIATIONS

AHAW	EFSA Panel on Animal Health and Welfare
ANIT	European Parliament Committee of Inquiry on the Protection of Animals during Transport
ATG	Animal Transport Guides
BVL	Bundesamt für Verbraucherschutz und Lebensmittelsicherheit (engl.: Federal Office of Consumer Protection and Food Safety)
CA	Competent Authorities
COM	European Commission
CP	Control post
CS	Certification scheme
ECJ	European Court of Justice
EFSA	European Food and Safety Authority
EP	European Parliament
EU	European Union
FVO	Food and Veterinary Office
GM	Genetically-modified
GPS	Global Positioning System
IFCN	International Farm Comparison Network
IMSOC	Information Management System for Official Controls
MSAWN	Member States Animal Welfare Network
n.s.	Not specified
NCP	National Contact Point
TRACES	TRAdE Control and Expert System

OCR	Official Controls Regulation
OIE	World Organisation for Animal Health
RA	Risk Assessment
Reg.	Regulation
SCAHAW	Scientific Committee on Animal Health and Animal Welfare
vs.	Versus

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EXECUTIVE SUMMARY

KEY FINDINGS

- The case studies of Brazil and Australia, two major meat producers, demonstrate that their guidelines, codes of conduct and good practices for animal transport are by and large already regulated by law in the EU.
- The volume of international trade in live animals results in serious animal welfare problems and violations of recognised animal welfare standards (e.g. OIE-Standards).
- The most important European legal standards regulating the transport of live animals have not been significantly revised since it came into force, despite numerous studies and demands for a higher level of animal welfare. Therefore, legislation on animal welfare should be adapted to the actual needs of the animals and to their ability to cope with the conditions during transport (e.g. transport duration generally limited to a maximum of 8 hours).
- Scientific projects have been carried out as preliminary work for the implementation of higher animal welfare standards throughout the entire transport of animals within the EU, so it is now urgently recommended that these be extended and implemented. Therefore, time-limited approvals of means of transport for animals should be carried out throughout the EU as well as control posts, staging points, assembly centres, transport companies, and as far as possible the main routes outside of the EU should be certified and audited by independent institutions.
- As poor compliance and improper enforcement lead to poor animal welfare, the Commission's role in improving enforcement is to stimulate and facilitate the work of competent authorities in the Member States. Therefore, the harmonisation, standardisation and digitalisation of the enforcement of animal welfare law by competent authorities (CA) are key elements to improve animal welfare during long journeys.

Per year almost two billion animals are transported via road, sea or air on journeys that can take several weeks. More precisely, within the global trade of live farm animals at least five million are in transit across borders each day (The Guardian, 2020). The transport of live animals in or to third countries involves an international dimension with different legislative and social approaches concerning animal welfare obligations. The international dimension places high demands on the organisational and logistical competence of the economic partners, who simultaneously have to cope with increased hazards and risks for animal welfare caused by long transport routes under possibly unfavourable environmental conditions.

The study provides a brief overview of the "good practice" developed and applied in third countries for welfare-friendly animal transport, as listed in guidelines of the examples of Brazil and Australia - both with high export quotas for livestock animals sometimes involving very long overland journeys. In these countries, many aspects of transport planning, implementation and time limits, some of which are quite central (e.g. loading densities), are listed exclusively in guidelines. In the EU, on the other hand, the guidelines for good (interpreting animal welfare law) and better (going beyond animal welfare law) transport practice, which have been developed in numerous projects primarily serve to interpret Regulation (EC) No 1/2005.

A detailed analysis of the European legal framework on animal welfare during transport confirms that Regulation (EC) No 1/2005 and Regulation (EC) No 1255/97 concerning control posts are valid until the animal reaches its final destination in the third country, as confirmed by the European Court of Justice (ECJ). Most of the third countries only have limited legislation on animal welfare and thus the role of CA for its enforcement is also limited. Furthermore, enforcement is complicated by poor information exchange at official level between different countries. However, these countries belong to the OIE and have recognised the OIE Terrestrial Animal Health Code (2019), which sets out minimum animal welfare standards in Chapter 7 regarding transport.

Regulation (EC) No 1/2005 (hereinafter referred to as Regulation) is partly based on a scientific background from the Scientific Committee on Animal Health and Animal Welfare (SCAHAW) and the European Food and Safety Agency (EFSA). However, the scientific evidence primarily serves the interpretation of the undefined requirements of Art. 3 of the Regulation and the identification of possible needs for amendments. As the enforcement of the Regulation is to be risk-based, the EFSA has developed guidelines on a scientific basis, e.g. for the risk assessment of animal transport. But, these as well as other results from EU projects dealing with higher animal welfare standards during transport and the criteria-based certification of control posts, have not yet found their way into practice, which would be of great importance for monitoring third-country transports in particular.

In recent years Commission policy has focused on general conditions for the transport of live animals. This included the development and implementation of “good” as well as “better practices” for the organization and execution of long transports. Additionally, for this purpose, a platform for animal welfare was established with the participation of delegates from industry, science and the authorities from the Member States. However, for years, many FVO audits in EU Member States revealed that the introduction of the Regulation and the practical implementation of the resulting requirements concerning animal welfare were insufficient not only due to large differences between individual Member States: in a report to the European Parliament the Commission stated that poor compliance and improper enforcement lead to poor animal welfare.

Based on the results of FVO (Food and Veterinary Office) audits and in order to reduce the differences between Member States regarding the enforcement of the Regulation's provisions, study visits by members of the enforcement authorities of some Member States were carried out. As a result, a collection of enforcement practices was developed, which could be easily harmonized at EU level. Nevertheless, some aspects remained open, such as access of the authorities to electronic data, which is crucial for enforcement, information exchange between Member States, sea transport on ships and ferries, transport legs in third countries and the execution of retrospective controls.

The “EU Network of National Contact Points (NCP) on Animal Welfare during Transport” also prepared a document to improve and standardize regulatory controls on road transport for live animal exports to third countries, taking into account the ECJ rulings. All aspects of route planning by the organizer, loading of animals for transport and access to electronic data were listed. In particular, attention was paid to plausibility checks, the existence of route-related emergency plans and the inclusion of weather forecasts.

The Commission report on the welfare of animals transported by road, including to third countries (2020), also noted that due to the international dimension, there are major difficulties in enforcing the complex requirements of animal welfare legislation. Large differences between the member states were still found, leading to sometimes serious animal welfare violations, as confirmed by numerous reports from NGOs. These violations are usually not detected and punished by competent authorities.

In the case of transport by sea on a vessel, it is impossible for CAs at the point of departure to carry out controls on the entire transport until the final point of destination (as indicated by the journey log) is reached. This problem was also not addressed in the NCP's revised Network Document on the transport of live animals by sea. This deficit was also reported in the Commission's latest overview report on the export of animals by sea (2020). The CAs at the point of departure are responsible for verifying the planning of the transport on the sea and also for the planning of the road transport from the port of landing to the final destination in the third country. Since the CA has no access to reliable information on the individual steps of these complex transports, it is not in a position to carry out controls.

Finally, neither the current legal situation, its implementation in the Member States nor its enforcement by competent authorities nor the existing legal norms and guidelines within third countries are able to ensure that animals are effectively protected from injury, pain and suffering during long journeys, especially in third countries.

Therefore, legal norms on animal welfare during transport should be revised, in particular, to allow for more fitting rules for the individual species and categories of animal species. In addition, the transport, resting and feeding intervals should be adapted first to the actual needs of the animals and secondly to their individual coping capacity. Moreover, the authorized duration of transport should generally be limited to 8 hours – including the loading and unloading process – regardless of the means of transport used. Exceptions for prolonged durations of transport should only be based on a case-by-case decision including approval by the CA.

Enforcement of the Regulation and the ECJ rulings by the CA must be harmonized and strengthened through an EU-wide standard catalogue. All authorities directly or indirectly involved in the respective transport operation must have access to the related electronic data at any time. Furthermore, the results of inspections and controls should also be entered into this system, which should also allow free entries to be filled in.

An EU-wide harmonized set of technical requirements and systems for the approval of all kinds of transport means (road vehicles, vessels, Ro-Ro ferries, containers) should be developed and applied by specialised experts. Ports of exit from the EU and the ports in the third countries, control posts and staging points as well as transporters and organizers within the EU and in third countries should be certified, approved and audited by specialized experts in cooperation with CA according to a uniform set of requirements. Audits for verification should take place at intervals of no more than 2 years.

1. GOOD ANIMAL WELFARE PRACTICES DURING TRANSPORT IN THIRD COUNTRIES

KEY FINDINGS

- The examples of Brazil and Australia illustrate the scope and significance of guidelines or codes of practice for animal welfare during transport in third countries; this also provides an overview of the respective legal situation and the opportunities for enforcement.
- Brazil only regulates specific technical requirements for the vehicles (without requiring e.g. a roof) by law at national level; this corresponds to type 1 in the EU. Maximum transport durations are limited to 4, 6 or 12 hours in some states. Space allowances are not regulated by law, only recommended; this is insufficient for the animals to lie down. According to guidelines, the transport should not exceed 12 hours before the animals are unloaded and cared for. Requirements for caring, resting, feeding, and watering the animals are only included in guidelines.
- The Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock represents a mix of legal requirements and recommendations given in guidelines at the level of State Territories. According to the law, cattle with more than 6 months of age, for instance, are allowed to be transported for up to 48 hours without watering, but the resting time afterwards shall not be shorter than 36 hours. Many features of the good practices referred to in the guides of Brazil and Australia are regulated by law in the EU.
- In the EU, standard procedures for risk assessment, manuals for transport operators and competent authorities, procedures and criteria catalogues for certification and guides to good transport practice and beyond have been developed in numerous projects to interpret the legal requirements.

1.1. Analysis of some third-country examples from EU main trading partners and comparison to EU standards: Brazil

Brazil is the world's second largest producer of beef (187 million Animals), with 2.5 million farmers operating mostly pasture-based production systems where 87 to 90% of cattle are finished on pasture and approximately 10 to 13% finished in feedlots (zu Ermgassen et al., 2020). Brazil is also the world's second biggest exporter of boxed beef, the majority of which is sold to Hong Kong (21 percent), Egypt (14 percent), Russia (13 percent) and the European Union (nine percent)¹.

In 2019, livestock sales from Brazil to Arab countries reached 237,400 animals (Anba, 2020)². The leading Arab importers have been Iraq, Egypt, Saudi Arabia, Lebanon, and Jordan, followed by Turkey.

The first legislative incorporation of animal welfare aspects in Brazil was the main Decree dating back to 1934. The Environmental Crimes Law 9,605 of 1998 prohibits engaging in an act of abuse against wild as well as domestic animals³. In 2017 and 2018, further legislation was enacted prohibiting cruelty during the transport of live animals. Animal welfare is institutionalised in the Ministry of Agriculture,

¹ <https://www.maritime-executive.com/features/brazils-live-export-animals-stabbed-and-slashed>

² <https://anba.com.br/en/brazil-exports-4000-head-of-cattle-to-lebanon/>

³ <https://www.animallaw.info/intro/brazil>

Livestock and Food Supply (MAPA)⁴ through regulations, policies and committees dedicated to the subject.

The Brazilian rules for the transport of live farm animals were updated by the National Transport Council (CONTRAN) through Resolution 791/2020 (formerly CONTRAN 675/2017), which essentially refers to the characteristics of the animal transport vehicles (VTAV – veículo de transporte de animais vivos)⁵. This resolution consolidates the rules for the transport of farm animals or of other economic interest, sport, leisure or exhibition at the federal level of Brazil. Vehicles used for the transport of live animals (VTAV) shall be constructed or adapted, maintained and approved for transport. They shall be constructed or adapted and maintained to avoid unnecessary suffering and injury and to minimize animal stress in order to ensure the preservation of animal life and welfare. Vehicles shall be adapted to the type and size of animals being transported. Height and width must allow the animals to stand during the journey (except poultry). The tailboard of the VTAV shall open to its full width but shall have a mechanism to narrow the opening for the removal of animals in an emergency.

In Brazil, there are conflicting legal requirements as state regulations differ. Of the 25 states, 15 have their own animal welfare regulations, of which 10 states limit the maximum transport time (Hartung, 2021, pers. communication). At the federal level, only Brazilian organic farms have a maximum transport time of 12 hours, although it is not legally clear how these times are to be calculated or offset against each other for domestic transport. In three states the maximum transport duration is limited to 6 hours, in another to 4 hours. It is up to the driver to decide in which way the animals will be provided with food and/or water after this transport time and after which rest period the transport can be continued. It only ends at the point of destination with the unloading of the last animal from the vehicle.

Of the 12 Brazilian states whose state laws address animal transport, 11 have explicit prohibitions on the transport of animals classified as weak, sick, injured or in high pregnancy, unless there is an emergency. For the enforcement of, among other things, the above-mentioned legal rules primarily for ensuring animal health and disease protection during transport or also for the export of livestock, the Ministry MAPA has issued standard manuals for the veterinary services, according to which the animal health certificates are to be issued and the examinations on transport events carried out on site. They contain a few aspects on animal welfare during transport, e.g. the rules for the maximum duration of transport before the animals are to be cared for⁶.

In the Standard Operating Procedure for the Export of Live Bovine, Buffalo, Sheep and Goats for Slaughter or Reproduction, published on the website of the Federal Ministry MAPA⁷, various manuals on animal welfare during the transport of animals are indexed. The first manual shown is on Good Handling Practices during Transport (Boas Práticas de Manejo Transporte)⁸, in which the requirements on good planning of the journey and preparation of animals and vehicles are laid down step by step. A contingency plan shall be made for each part of the journey, including possibilities for emergency slaughter. The technical requirements of loading ramps and vehicle partitions, floors, bedding or surfaces to meet the needs of the animals are defined, but a roof is not included. The loading density is such that the animals shall be able to stand throughout the entire transport. If there are animals that have fallen or are lying down, they shall be lifted up. Requirements for the gentle handling of the animals, the use of electric drivers and the driving behaviour during the journey are specified. The total

⁴ <https://www.gov.br/pt-br/orgaos/ministerio-da-agricultura-pecuaria-e-abastecimento>

⁵ <https://www.in.gov.br/en/web/dou/-/resolucao-n-791-de-18-de-junho-de-2020-263184341>

⁶ <http://sistemasweb.agricultura.gov.br/pages/sda/ManualdePadronizacao.html>

⁷ <http://sistemasweb.agricultura.gov.br/pages/sda/ManualdeProcedimentoOperacional1.html>

⁸ <https://www.gov.br/agricultura/pt-br/assuntos/producao-animal/arquivos-publicacoes-bem-estar-animal/transporte.pdf>

travel time should not exceed 12 hours; when this occurs, the animals should be unloaded receiving food and water “at will”. Long stops, especially during the hottest hours of the day, should be avoided. Cattle should be watered when necessary – calves every 6 hours – but there are no technical requirements specified for the water supply devices. Strict requirements are also laid down for unloading and handling the animals.

Another manual on good handling practices has been prepared for handling cattle on the farm and during loading onto transport vehicles (MAPA, 2013)⁹. In particular, good practices in handling animals for separation and, if necessary, treatment before loading, the technical resources required for this, and the technical equipment for loading facilities are presented and recommended here.

The results of the 2016 joint Project between Brazil and the European Union “Action FITO0009 - Animal Welfare in the transport of live Animals by Sea or inland Waterways”¹⁰ are also published on the MAPA website.

In the first part of the report the Brazilian perspective is given, describing the amount of animal movements, the origin of the animals in the Federal States with high productivity in the bovine sector, the quality of the roads and the pre-shipment establishments in the country. A list of ships used for export is given including the IMO-numbers and the loading capacities in relation to loading densities, both given in figures.

It was suggested to design a terminal bridge between cattle trucks and ships to allow inspection of the animals by the competent authority during unloading from the road transport vehicle and before loading into the ship. A comprehensive list of possible animal welfare indicators for this inspection was presented. The animal transport standards of Australia, the EU, Canada, and Brazil were presented for comparison.

In the second part, the European perspective is given, based on several treaties and legislation on Animal Welfare during transport: European Convention for the Protection of Animals in International Transport of 1968, and the Terrestrial Animal Health Code of the World Organisation for Animal Health (OIE). The legal basis for animal welfare during transport in the EU is Regulation (EC) No 1/2005. Also of great importance is Regulation (EC) No 1255/97 on EU criteria for control posts and criteria for control posts and adapting the route plan for animals.

The responsibilities of the transporter and the organizer, the equipment and operation of collection centres and control posts have been described. Emphasis has been placed on the role and responsibilities of the competent authorities in determining the admissibility and suitability of the transport planning by the organizer, the verification of the fitness of the animals for transport, the approval and suitability of the means of transport and the monitoring of the transport by means of electronic data and the returned journey log. The TRACES electronic system for the exchange of information between the competent authorities of the Member States was presented, etc. It was concluded that improved animal welfare during transport would bring major benefits in terms of ethics, animal health and economics, and would better meet the increasing expectations of consumers.

Another, earlier project dealt with animal welfare during the land transport of live animals¹¹. This action aimed to facilitate the exchange of information on animal welfare between Europe and Brazil, in order to inform about legislation on national road transport. The survey of information relating to the transport of farm animals, as well as to legislation and institutional organization was intended to

⁹ <https://www.gov.br/agricultura/pt-br/assuntos/producao-animal/arquivos-publicacoes-bem-estar-animal/embarque.pdf>

¹⁰ <https://www.gov.br/agricultura/pt-br/assuntos/sustentabilidade/bem-estar-animal/arquivos/TrabalhofinalFITO009.pdf>

¹¹ http://www.sectordialogues.org/sites/default/files/acoef/documents/transporte_cargas_vivas_web.pdf

provide input for a mission of Brazilian technicians to identify best practices in inspection and governance in the supervision of road transport of animals in Europe. It allowed an evaluation of the existing Brazilian initiative to improve the legal situation on animal welfare during land transport of animals. An event organized in Brasilia was to present the findings of the project, which aims to sensitize the industry to the importance of regulating transport for the welfare of animals.

In the final report on the Study on the Impact of Animal Welfare International Activities (COM 2017)¹², the Commission stated at that time that no concrete legislative impact could be achieved in Brazil because the already drafted IN (normative instructions) has not been officially approved. In the meantime, only the rules for the transport of live farm animals were updated by the National Transport Council (CONTRAN) through Resolution 791/2020, which deals with technical specifications on road transport vehicles. Also, the project on the transport of animals by sea described above did not lead to changes in Brazil's animal welfare legislation.

In a worldwide working group of Animal Welfare NGOs led by World Animal Protection (formerly World Society for the Protection of Animals – WSPA) and RSPCA, Eurogroup for Animals, ifaw, Humane Society International, and Compassion in World Farming, the first Animal Protection Index (API) was published in 2014, covering 50 countries. Each of the 50 countries part of the Animal Protection Index (API) is assessed according to 10 indicators, grouped into 4 goals, which address key animal welfare issues found around the world. This API was renewed in 2020 and also includes Brazil¹³.

The overall score for Brazil was “D”, as each country receives a letter grade ranging from A (the highest score) to G (the weakest score) for each indicator, as well as an overall grade. For the explanation of the total of 4 goals including 10 ranked indicators, please refer to the explanation of the API methodology¹⁴.

For the area of animal welfare during transport, Goal 2: “presence of animal welfare legislation” is relevant, the indicator studied for this is Indicator 3 “there are laws that apply to animals used in farming including rearing, transport and slaughter”. The ranking of this indicator for Brazil was also “D”, as in the legislation no specific provisions for the welfare of pigs, broiler, laying hens and calves were given. With respect to animal transport it was stated that “documentation is required for movement of animals with information on the destination, health of the animal and purpose of the transport. However, there is no specific animal welfare provision”.

Regarding enforcement mechanisms, it should be said that in the area of animal transport no specific penalties are placed in legislation. The government monitors animal welfare during transport and slaughter, particularly with respect to animals intended for export, and the Ministry of Agriculture, Livestock and Food Supply advises that states and municipalities have full autonomy regarding enforcement of legislation and management of practices. This, however, induces differences in the enforcement practice of animal welfare law between the states and partly also between the districts.

The goal “support for international animal welfare standards” looks at whether the World Organisation for Animal Health (OIE)’s animal welfare standards have been incorporated into law or policy. Brazil was ranked “D” on this indicator as mainly the lacking legislation on the rearing of pigs, poultry and calves also leaves out the relevant chapters in the OIE Terrestrial Codes. Regarding animal transport some aspects of the Terrestrial Codes are incorporated into the national legislation.

¹² https://ec.europa.eu/food/sites/food/files/animals/docs/aw_platform_20180621_pre-08.pdf

¹³ <https://api.worldanimalprotection.org/country/brazil>

¹⁴ <https://api.worldanimalprotection.org/methodology>

1.2. Analysis of some third-country examples from EU main trading partners and comparison to EU standards: Australia

In Australia state and territory governments are responsible for animal production and welfare laws and their enforcement. The states and territories set and enforce animal welfare standards through administration of state legislation for animal welfare or the prevention of animal cruelty¹⁵. For Australia's livestock industries, the Model Codes of Practice for the Welfare of Animals (Model Codes) establish an agreed set of principles and practices at national level. The Model Codes were endorsed by the Primary Industries Ministerial Council. The Model Codes serve as voluntary guides for people responsible for the welfare and husbandry of a range of livestock animals.

Work is now underway to update several Model Codes and convert them into Australian Animal Welfare Standards and Guidelines¹⁶. The Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock (AHA, 2012)¹⁷ is already regulated in law and enforced by the State and Territory governments (including RSPCA inspectors authorised by governments). As the title suggests, the document contains both standards, which are enforceable as part of the legislation, and guidelines, which are to be understood as recommendations for implementation into transport practice.

The Australian Animal Welfare Standards and Guidelines – Land Transport of Livestock contains a Part A with general standards and guidelines for the transport of livestock including objectives, standards and guidelines for 1. Responsibilities and planning, 2. Stock handling competencies, 3. Transport vehicles and facilities for livestock, 4. Pre-transport selection of livestock, 5. Loading, transporting and unloading livestock, and 6. Humane destruction of animals.

Part B contains species standards, guidelines and special requirements for the land transport of alpacas, buffalos, camels, cattle, deer, emu and ostriches, goats, horses, pigs, poultry, and sheep. The species-specific requirements, e.g. on the intervals for water supply, are laid down for e. g. cattle in the standards (cattle over 6 months of age can remain without water supply for up to 48 hours, under 6 months for up to 24 hours, and between 5 and 30 days of age for up to 18 hours). However, the required space allowances for different weight classes of cattle are listed in the guidelines, which mean that insufficient allowances cannot be penalised.

According to the goal "Presence of Animal Welfare Legislation protecting animals used in farming" the World Animal Protection (WAP) Index classified Australia as Category "E"¹⁸. This is mainly due to the fact that for years at national level no organisation has been indicated to work out the agreed national standards and guidelines in some areas. With regards to transport, API stated that there is also limited relevant legislation at national level. The API does not make any statement on the enforcement of animal welfare legislation during transport in the individual states.

The Australian government holds responsibility for trade and international agreements, which entail live animal export trade. The Australian government's live animal export policy is attracting the WAP's (2020) strongest criticism. Australia earns AUD\$1.8 billion a year from live exports of around 2.7 million sheep and cattle. Kuwait is the largest market for live sheep, followed closely by Qatar. Indonesia is the largest market for live cattle, followed by Vietnam. Over the past 30 years, Australia has exported over 200 million animals to the Middle East. During that time, more than 2.5 million animals have died on route and many more have suffered injury, illness and distress caused by being transported by sea.

¹⁵ <https://www.agriculture.gov.au/animal/welfare/animal-welfare-in-australia>

¹⁶ <http://www.animalwelfarestandards.net.au/land-transport/>

¹⁷ <http://www.animalwelfarestandards.net.au/files/2015/12/Land-transport-of-livestock-Standards-and-Guidelines-Version-1.-1-21-September-2012.pdf>

¹⁸ <https://api.worldanimalprotection.org/country/australia#Legislation>

For a comparison of the legislation and rules in Australia and the EU, Regulation (EC) No 1/2005 of the EU provides for a maximum watering interval of 14 hours for cattle and a maximum of 9 hours for unweaned calves. Vehicles must therefore have the necessary facilities for watering the animals on board. Compared to Australian legislation, EU regulation is much more detailed which facilitates uniform interpretation of infringements. On the other hand, the development of comprehensive guidelines leads to a common understanding of how to avoid risks and dangers to animal welfare during transport, as they can occur in the often extremely diverse scenarios in practice. They also help to interpret the undefined legal terms listed in each legal regulation.

In the EU, a three-year project involving scientists, stakeholders and economic operators from many Member States has therefore developed the Animal Transport Guides, which aim to promote good and better animal welfare practices in the transport of cattle of all categories, pigs, sheep, horses and poultry (ATG, 2019)¹⁹. In addition to the comprehensive guidelines, factsheets and checklists for the transport of certain animal categories and transport sections were developed. Animated videos were created as training material. The materials can be downloaded from the website in six languages, in some cases more. It should be noted here that in the EU every driver of a means of transport for animals must hold a certificate of competence, provided by the competent authorities.

For better harmonisation of the role of the competent authorities of the different Member States in the enforcement of animal welfare legislation during the transport of animals at EU level, a network of contact points existing in each Member State has been established. This network issues documents and guidelines for uniform enforcement, e.g. for the clearance and surveillance of long transports to third countries outside the EU²⁰.

¹⁹ <http://www.animaltransportguides.eu/>

²⁰ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/704015/ATIC1272-Appendix16.pdf

2. EXPORT OF LIVE ANIMALS TO THIRD COUNTRIES

KEY FINDINGS

- The volume of live animal exports all over the world and from the Member States to third countries is still on a high level.
- The main receiving countries for cattle (breeding) are Russia, Algeria and Turkey, for cattle (slaughter) Lebanon, Kosovo and Bosnia and Herzegovina, for domestic pigs (each purpose) Serbia, Albania and Bosnia and Herzegovina, for sheep (each purpose) Libya, Jordan and Saudi Arabia, for goat (each purpose) Iran, Russia and Uzbekistan
- There are partly large deviations between data received from TRACES (only Germany available), Eurostat (Comext) and the data which the Member States have reported in response to an enquiry in advance of this report.
- It is striking that data retrieved from TRACES (Germany) for the last three years are in some cases (Lebanon) in part more than 8 times as high as the data that could be retrieved from the Eurostat database.

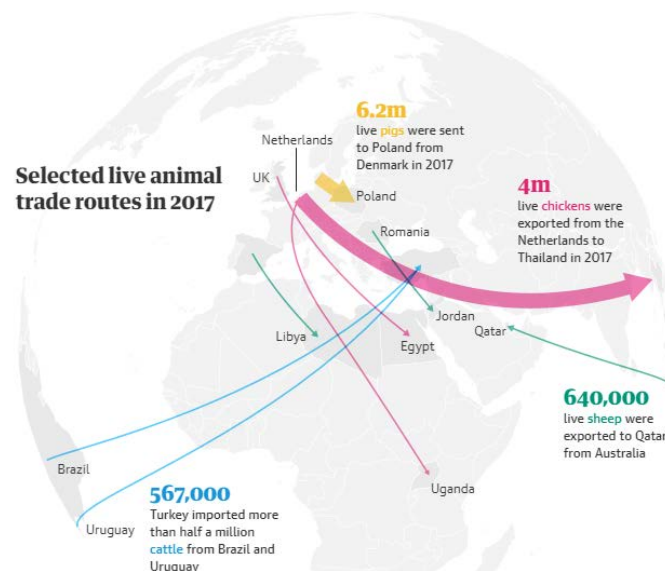
This chapter provides an overview of the volume of exports of cattle, pigs and small ruminants from single EU Member States and from the entire EU to the most important third countries. For reasons of clarity, the data do not include other species e.g. horses and poultry, which are just as important and are also transported over long distances. As the Guardian (2020) published in an article based on information from the Food and Agriculture Organization (FAO), every year almost two billion animals are transported via road, sea or air on journeys that can take several weeks. More precisely, within the global trade of live farm animals at least five million are in transit across borders each day (Figure 1).

Figure 1: Selected live animal trade routes in 2017 (adopted from the Guardian, 2020)

Source:

<https://www.theguardian.com/environment/2020/jan/20/two-billion-and-rising-the-global-trade-in-live-animals-in-eight-charts>

As this report is intended to point out the general shortcomings as well as good practices, this will be done on the basis of a selection of relevant animal species. In addition to the large number of animals affected by the miserable conditions during long transports which is indicated by the given data, it is



Source: The UN's Food and Agricultural Organization
Note: larger lines indicate larger trade routes

also possible to draw conclusions on the most important transport routes for long transports to third countries. In addition, this makes it clear that transport of live animals does not take place exclusively by road, but often also by sea or air, which considerably increases the requirements for the organisers and authorities carrying out the transport in terms of control, but above all for the animals. From the provided data, it becomes apparent in which parts of the world there is an urgent need for action with regard to the control of European legislation. The international trade of live animals challenges not only trade operators, but also competent authorities (CA) responsible for monitoring and enforcing the legal requirements for animal health and welfare.

Observing the data in more detail, it is questionable whether the data found in the individual databases correspond to the actual numbers of exported animals. For the tables presented here and in the ANNEX, mostly the Eurostat (Comext²¹) database was used. The several queries were staggered according to the different types of use of the animals, for example breeding cattle and cattle for slaughter purposes were listed separately. On the basis of the TRAdE Control and Expert System (TRACES) this separation is only possible via checking individual documents/certificates, but is not possible in the general database, although this results in completely different animal welfare issues for the animals during their ongoing life as dairy cows or as cattle for slaughter regarding the corresponding conditions on dairy farms versus during slaughtering (partly without stunning; e.g. halal) in the individual third countries.

Since the TRACES data are recorded automatically and this system is not only for epidemic-hygienic reasons, but with the introduction of Commission Implementing Regulation (EU) 2019/1715²², i.e. by implementing TRACES in the “Information Management System for Official Controls” (IMSOC), also should support official controls with regard to compliance with animal welfare requirements, the data from TRACES is to be attributed the highest relevance. However, the individual authorities can, so far, only view and trace the data for transports that have touched the respective Member State in some way. As a result, publicly accessible data (e.g. Eurostat) had to be used for this overview.

However, as TRACES data from Germany were also available for this report and have been compared with data from the Eurostat database, it became apparent that there are considerable differences between the data in both databases. The discrepancies between the Eurostat data and the data from the TRACES database, which were only available for transports that touched Germany in any case, are marked with ** in Table 3.

In order to get more information about third country exports from other Member States, a questionnaire was sent in advance of this report to each Member State by the German national contact point (NCP) according to Regulation (EC) No. 1/2005 (BVL), in which the authorities or NCPs should indicate the main exports of live animals for the most important non-European states in a tabular form (see Annex: Questionnaire). This made it possible to include the data for some countries that responded to the survey in addition to the Eurostat data. These data, which were provided only by a few countries, are shown right-justified and marked with * in the tables in the annex. It was striking that in some cases there were also large differences with regard to the number of animals that were exported. The deviations vary in both positive and negative directions. Please note, that according to the questionnaire the non-EU countries “Norway”, “Switzerland” and “United Kingdom” are not included in the detailed data on cattle and small ruminants in the tables (see ANNEX).

As shown in Table 1, a total of 238,392 breeding cattle, 78,037 cattle for slaughter, 415,586 pigs, 2,418,805 sheep and 13,277 goats were exported from the EU to third countries for breeding or

²¹ <http://epp.eurostat.ec.europa.eu/newxtweb/>

²² <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32019R1715&from=DE>

slaughter in 2018. The three main receiving countries in 2018 for breeding cattle were, in descending order Turkey [68,700], Russia [62,983] and Algeria [22,629], for slaughter cattle Lebanon [33,438], Kosovo [8,070] and Libya [7,788], for pigs Serbia [245,780], Bosnia and Herzegovina [39,108] and Albania [38,128], for breeding and slaughter sheep Libya [1,065,933], Jordan [594,604] and Israel [319,049] and for breeding goats and goats for slaughter Iran [3,608], Russia [2,791] and United Arab Emirates [1,955].

As shown in Table 2 in 2019, a total of 217,404 breeding cattle, 71,629 cattle for slaughter, 292,338 pigs, 3,100,324 sheep and 16,850 goats were exported from the EU to third countries for breeding or slaughter. The top three receiving countries in 2019 for breeding cattle were Russia [73,130], Algeria [42,588] and Turkey [20,624]; for slaughter cattle Lebanon [36,177], Kosovo [9,927] and Bosnia and Herzegovina [7,109]; for pigs Serbia [142,056], Albania [46,414] and Bosnia and Herzegovina [32,952]; for sheep Libya [1,032,458], Jordan [615,197], Saudi Arabia [402,539]; and for goats Iran [5,094], Russia [2,159] and Uzbekistan [1,348]. For the year 2020, no compiled data for intra and extra EU live animal trade was available in the Eurostat database. Note, that for Malta there were also no data (exports to third countries) available on Eurostat.

Table 3 shows the export volume of selected live animal species to intra and extra EU countries from Germany for the last three years.

In 2018 most cattle were exported as breeding cattle in descending order to Russia [21,164], Turkey [15,238] and Uzbekistan [8,319], cattle for slaughter were sold only to Lebanon [85].

In 2019, breeding cattle were exported to Russia [27,373], Uzbekistan [7,484] and Morocco [5,266].

In 2020, cattle for breeding purposes were exported to Russia [12,506], Morocco [6,841] and Algeria [5,867].

According to Eurostat, no slaughter cattle were exported from Germany to third countries in 2019 and 2020. Overall, it can be stated for Germany that the ratio of exports to the EU and to third countries is almost balanced for breeding cattle in the three years, slaughter cattle (with one exception of 85 cattle to Lebanon) are only exported to the EU area and goats are mainly exported to third countries and only rarely exported within the EU.

With regard to the discrepancies in the data between TRACES and Eurostat, taking Germany as an example, the data reported for exports to Lebanon are particularly striking. In the Eurostat database, 768 breeding cattle were exported to Lebanon in 2018, whereas 6557 were exported in the TRACES database. These differences can be attributed to the fact that in the TRACES database there is no separation between the purposes of use (e.g. breeding or slaughter purposes), but Eurostat data, which include not only breeding cattle but all cattle, also do not show this high number of animals. For the years 2019 and 2020 a similar situation can be observed, whereby 5 to 7 times as many animals are listed in the TRACES database (2018: 466 (Eurostat) vs. 3733 (TRACES); 2020: 729 (Eurostat) vs. 3604 (TRACES)).

Table 1: Live animal Exports from EU Member States to Third countries in 2018

Exports in 2018 EU-Member States in Extra-EU States									
Ranking Cattle for breeding	Cattle for breeding	Ranking Cattle for slaughter	Cattle for slaughter	Ranking Domestic swine	Domestic swine	Ranking Sheep for breeding and/or slaughter	Sheep for breeding and/or slaughter	Ranking Goat for breeding and/or slaughter	Goat for breeding and/or slaughter
Total Extra-EU ¹	238392	Total Extra-EU ¹	78037	Total Extra-EU ¹	415586	Total Extra-EU ¹	2418805	Total Extra-EU ¹	13277
Turkey	68700	Lebanon	33438	Serbia	245780	Libya	1065933	Iran	3608
Russia	62983	Kosovo	8070	Bosnia	39108	Jordan	594604	Russia	2791
Algeria	22629	Libya	7788	Albania	38128	Israel ²	319049	United Arab Emirates	1955
Morocco	16270	Bosnia and Herzegovina	6393	Moldova	32796	Lebanon	196422	Thailand	1074
Uzbekistan	15326	Turkey	3959	Ukraine	29958	Turkey	75236	Ukraine	660
Egypt	11345	Canada	3493	Georgia	9298	Bosnia and Herzegovina	59394	Uzbekistan	575
Kazakhstan	5943	Algeria	3178	North Macedonia	5790	Palestine ³	48980	Ceuta ⁴	359
Lebanon	5686	Montenegro	2243	Russia	3499	Albania	27087	Kazakhstan	341

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPckKey=48084372&StrLayoutCode=HIERARCHIC

¹ EU28_EXTRA - Extra-EU28 (= 'WORLD' - 'EU28_INTRA'); ² Israel (incl. West Bank and Gaza Strip); ³ Occupied Palestinian Territory (West Bank (incl. East Jerusalem) and Gaza Strip);

⁴ incl. Melilla

Table 2: Live animal Exports from EU Member States to Third countries in 2019

Exports in 2019 EU-Member States in Extra-EU States									
Ranking Cattle for breeding	Cattle for breeding	Ranking Cattle for slaughter	Cattle for slaughter	Ranking Domestic swine	Domestic swine	Ranking Sheep for breeding and/or slaughter	Sheep for breeding and/or slaughter	Ranking Goat for breeding and/or slaughter	Goat for breeding and/or slaughter
Total Extra-EU ¹	217404	Total Extra-EU ¹	71629	Total Extra-EU ¹	292338	Total Extra-EU ¹	3100324	Total Extra-EU ¹	16850
Russia	73130	Lebanon	36177	Serbia	142056	Libya	1032458	Iran	5094
Algeria	42588	Kosovo	9927	Albania	46414	Jordan	615197	Russia	2159
Turkey	20624	Bosnia and Herzegovina	7109	Bosnia and Herzegovina	32952	Saudi Arabia	402539	Uzbekistan	1348
Uzbekistan	16729	Israel	5180	Moldova	29260	Israel ²	312189	Kuwait	1280
Morocco	12939	Montenegro	2318	Ukraine	20423	Lebanon	222745	Turkey	942
Kazakhstan	12423	Turkey	1669	Russia	5687	Iran	146529	Thailand	828
Libya	5171	Albania	1603	Georgia	5592	Turkey	74059	Albania	760
Azerbaijan	3604	Serbia	1482	North Macedonia	3055	Albania	71027	Lebanon	690

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPckKey=48084372&StrLayoutCode=HIERARCHIC¹ EU28_EXTRA - Extra-EU28 (= 'WORLD' - 'EU28_INTRA'); ² Israel (incl. West Bank and Gaza Strip)

Table 3: Live animal exports from Germany to Third countries in 2018, 2019 and 2020

Exports 2018 from Germany	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2019 from Germany	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2020 from Germany	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter
Russia	1	21164	-	-	Russia	1	27373	-	-	Russia	1	12506	3	190
Turkey	2	15238	-	-	Uzbekistan	2	7484	-	-	Morocco	2	6841	-	-
Uzbekistan	3	8319	-	-	Morocco	3	5266	-	-	Algeria	3	5867	-	-
Morocco	4	5738	-	-	Algeria	4	3299	-	-	Egypt	4	2492 3232**	-	-
Algeria	5	3122	-	-	Turkey	5	1951	-	-	Turkey	5	1405	-	-
Azerbaijan	6	2956	-	-	Azerbaijan	6	1104	-	-	Qatar	6	1132	-	-
Kazakhstan	7	2845	-	-	Egypt	7	1000	-	-	Eritrea	7	844	-	-
Syria	8	1545	-	-	Georgia	8	625	-	-	Iran	8	841	-	-
Lebanon	9	768 6557**	85	-	Lebanon	9	466 3733**	-	-	Lebanon	9	729 3604**	-	-
Egypt		4433**	-	-	Belarus		n.s.	-	56	Uzbekistan	10	713**	-	-
Serbia		n.s.	-	215	Serbia		n.s.	-	19	Serbia		n.s.	-	
In Extra-EU		67866	85	318	In Extra-EU		52339	0	226	In Extra-EU		41768	0	233
In Intra-EU		61773	8597	7734	In Intra-EU		71670	10309	17313	In Intra-EU		63033	9233	14901

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPckKey=48084372&StrLayoutCode=HIERARCHIC

* ranking after "Cattle for breeding" column; **TRACES-Data; n.s. = not specified

3. LEGAL FRAMEWORK

KEY FINDINGS

- Regulation No 1/2005 sets out the basic requirements for the transport of live animals in accordance with animal welfare standards within the European Union. Since Regulation (EC) No 1/2005 came into force in 2007 it has not been changed.
- In addition there are other documents that set out the requirements for animal transport and related activities (e.g. Regulation No 1255/97) in accordance with animal welfare standards and the control with regard to the compliance with animal welfare aspects during the entire transport (e.g. Regulation 2017/625, the OIE standards within the Terrestrial Animal Health Code, and the judgements of the European Court of Justice on animal welfare issues concerning the transport of animals).
- As the judgements of the ECJ indicate, the responsibility of CA to enforce the animal welfare rules ends at the destination of the transport, even in the third countries. Therefore, the EU animal transport legislation applies in full up to the first place of unloading in the third country, which is the place of destination here.
- The Terrestrial Animal Health Code is the only standard that sets requirements for animal welfare-friendly transport in third countries, but is not legally binding, which means that violations cannot be punished.

Regulation (EC) No 1/2005²³ regulates the transport of live animals between EU countries and provides for checks on animals entering or leaving the EU. The basic concern of the Regulation is the protection of animals from pain and injury and the avoidance of unnecessary suffering in accordance with a precautionary principle, as is also evident from the extensive catalogue of recitals for its adoption. In general, the Regulation is based partly on scientific opinions on the welfare of animals during transport adopted by the Scientific Committee on Animal Health and Welfare on 11 March 2002²⁴ and the EFSA opinion of the Scientific Panel on Animal Health and Welfare based on a request from the Commission related to the welfare of animals during transport of 30 March 2004²⁵. Some provisions in the Regulation which apply to transport time, resting time and space allowances were taken from the previous Directive 91/628/EEC. The Regulation entered into force on 25 January 2005 covering all live vertebrate animals transported in connection with an economic activity and became applicable on 5 January 2007.

The regulation lays down the following general requirements:

- transport arrangements must be made in advance to minimise the length of the journey and meet the animals' needs;
- the animals must be fit to travel;

²³ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32005R0001>

²⁴ https://ec.europa.eu/food/sites/food/files/safety/docs/sci-com_scah_out71_en.pdf

²⁵ <https://efsa.onlinelibrary.wiley.com/doi/epdf/10.2903/j.efsa.2004.44>

- the means of transport, and loading and unloading facilities, must be designed, constructed, maintained and operated so as to avoid injury and suffering and ensure the animals' safety;
- people handling the animals must be properly trained and may not use any form of violence;
- transportation to the destination must take place without delay and involve regular checks on the animals' welfare;
- sufficient height and floor space must be available for the animals;
- water, feed and rest must be provided when needed;
- transporters must have authorisation from the relevant national authority for all journeys over 65 km, provide documentation containing details such as the animals' origin and ownership, their destination and expected journey time, and ensure an attendant accompanies the animals;
- national authorities must inspect and approve vehicles and ships used to transport animals by road and sea for long journeys before these may be used;
- keepers of animals, and operators of assembly centres (holdings, collection centres and markets), must ensure the rules and welfare standards are followed at the various points of departure, transfer or destination;
- national authorities must require transporters to be based in an EU country and demonstrate they have sufficient and appropriate staff, equipment and operational procedures;
- for long journeys between EU countries and to destinations outside the EU transporters must have the necessary authorisation, documentation, satellite navigation system and contingency plans for emergencies;
- national authorities must carry out checks at the point of departure and on a random basis thereafter;
- in the event of an emergency or failure to apply the welfare rules, national authorities can insist that the transporter:
 - change the driver or attendant,
 - make a temporary repair to the means of transport,
 - transfer the consignment to another vehicle,
 - return the animals to their point of departure,
 - unload the animals and hold them in suitable temporary accommodation.

Council Regulation (EC) No 1255/97 (amended by Reg. (EC) No 1/2005)²⁶:

This Regulation establishes the Community criteria applicable to control posts accommodating for at least 24 hours (12 hours in connection with sea transport) during compulsory breaks in long distance journeys within the EU for domestic animals of the bovine, ovine, caprine and porcine species in the Community. These are designed to ensure optimum conditions for their welfare.

The control posts must:

- be located in an area free from any animal health restrictions;

²⁶ <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex%3A32005R0001>

- be under the authority of an official veterinarian;
- undergo regular inspections at least twice a year;
- comply with all relevant EU animal health legislation;
- respect detailed health and hygiene measures, building standards and operational rules. These cover bedding and animal litter, loading and unloading equipment and treatment of animals during their stay;
- be used exclusively to receive, feed, water, rest, accommodate, care for and dispatch animals passing through;
- ensure that animals in different consignments are only present at the same time if they have the same certified health status;
- be approved by and receive a number from the relevant national authority. The approval may be limited to certain species or categories of animal and their health status.
- an EU country must suspend the use of a control post if serious violations of health or welfare rules occur;

Owners of control posts must:

- accept only animals certified or identified according to the relevant EU legislation,
- ensure the animals are cared for and fed and watered as required,
- call a vet if this is required to treat or dispatch an animal,
- use staff with the appropriate training and professional competence,
- notify the relevant authorities within one working day of the departure of a consignment,
- inform the competent authority as early as possible of any irregularities;
- before animals leave a control post, an official veterinarian must verify they are fit to continue their journey.

European Court of Justice, C-424/13: Zuchtvieh-Export GmbH and Landesanstalt für Tierwohl Bayern (intervening) v Stadt Kempten, Request for a preliminary ruling, 23rd April 2015 (“Zuchtvieh case”)²⁷:

In the case of the transportation of animals commencing in the territory of the European Union (‘EU’) but ending outside of that territory, Council Regulation (EC) No 1/2005 on the protection of animals during transport was also applicable to stages of that journey taking place in the territory of one or more third countries outside the EU.

A competent authority of the place of departure of the transportation of animals, commencing in a territory of the EU but ending outside that territory, could have refused transport approval on the basis of the planning information provided in the journey log submitted to that authority as part of the checks provided for in Regulation No 1/2005.

²⁷ <https://curia.europa.eu/juris/liste.jsf?oqp=&for=&mat=or&lgrc=de&jge=&td=%3BALL&jur=C%2CT%2CF&num=C-424%252F13&page=1&dates=&pcs=Oor&lg=&pro=&nat=or&cit=none%252CCJ%252CR%252C2008E%252C%252C%252C%252C%252C%252C%252C%252Ctrue%252Cfalse%252Cfalse&language=en&avg=&cid=12685624>

This authority had the capability to require an organizer of the transportation to change the arrangements for the intended journey in such a way that it would comply with the provisions of Regulation No 1/2005 from the place of departure to the place of destination, even if some stages of that journey lay entirely within third countries outside the EU. Furthermore, this is to ensure that a sufficient number of resting and transshipment places are passed in order to comply with the requirements concerning the intervals for watering and feeding and for transport and rest periods.

Point 54 of the judgement says: “Should it nevertheless be the case that the law or administrative practice of a third country through which the transport will transit verifiably and definitely precludes full compliance with the technical rules of that regulation, the margin of discretion conferred on the competent authority of the place of departure empowers it to accept realistic planning for transport which, in the light inter alia of the means of transport used and the journey arrangements made, indicates that the planned transport will safeguard the welfare of the animals at a level equivalent to those technical rules”.

As Articles 5(4), 6(3) and 8(2) of Regulation (EC) 1/2005 are included in the judgement, the journey log including section 4 must be continued to the indicated place of destination and the electronic data of the temperature monitoring and the satellite navigation system must be recorded. The technical requirements for the equipment, operation and management of staging points in the third country shall be equivalent to the provisions of Regulation (EC) No 1255/97, amended by Regulation (EC) No 1/2005.

European Court of Justice, C-383/16: Vion Livestock BV v Staatssecretaris van Economische Zaken, Request for a preliminary ruling, 19th October 2017 (“Vion case”)²⁸

Point 42 of the judgement says: "Thus, in order to guarantee both the usefulness of those ex-ante checks carried out by the competent authority of the place of departure and the effectiveness of animal welfare, it is essential to require that that journey log be filled in throughout the journey, including the part of the journey between the exit point of the Union and the place of the first unloading in the third country of final destination". This stipulation makes it clear that even after this ruling, the EU animal transport legislation applies in full up to the first place of unloading in the third country (meaning: place of destination, not place of transshipment). This specific case, which was decided before the ECJ, should not have been cleared by the competent authority at the place of departure, as the port of Beirut (Lebanon) was indicated as the place of destination. This port has no facilities for keeping cattle where the animals can be housed and rested for at least 48 hours before any onward transport, as required by Art. 2 (s) of Regulation (EC) No 1/2005.

Regulation (EU) 2017/625 of the European Parliament and of the Council of 15 March 2017 on official controls and other official activities performed to ensure the application of food and feed law, rules on animal health and welfare, plant health and plant protection products (Official Controls Regulation, OCR)²⁹:

The regulation establishes common rules for EU official controls to ensure that agri-food chain legislation for the protection of human health, animal health and welfare, and plant health, is correctly applied and enforced.

28 [CURIA - Documents \(europa.eu\)](#)

29 <https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=celex:32017R0625>

The regulation introduces a better harmonised and coherent approach to official controls and enforcement measures and strengthens the principle of risk-based controls.

With respect to animal welfare the regulation covers official controls carried out by national enforcement authorities on a risk based control system to verify compliance with rules on:

- Animal welfare, including during transport, slaughter and farming.

The European Commission can adopt legislation to adjust official control rules to meet the specific needs of animal welfare. There are EU reference centres for animal welfare established which are designed to assist EU countries with their official controls by carrying out scientific and technical studies, conducting training courses and sharing research findings and information on technical innovations.

An integrated management system for official controls (IMSOC) will integrate all existing (and future) computer systems managed by the Commission. With regard to animal transport, the TRACES system and the electronic data from Satellite Navigations systems on board the vehicles are intended to be integrated into the IMSOC (Art. 131ff of the OCR).

Little information is available on legal bases, standards or guidelines for animal welfare during transport in third countries. One exception is the Terrestrial Animal Health Code of the World Organization for Animal Health (OIE), Section 7 of which covers animal welfare during transport. These chapters of the Terrestrial Code are part of the OIE Global Animal Welfare Strategy, which was adopted in 2017 by all member countries. The strategy focuses on the development of international standards on animal welfare, enhancing the capacity of veterinary services and supporting member countries in the implementation of these standards. Against this background, the standards may have the character of recommendations that could be taken as a minimum standard in the OIE member states when drafting legal acts or other national measures in this field. The participation of the Commission in the standard setting process of the OIE, including for animal welfare, is explained in the report on the impact of animal welfare international activities on the competitiveness of European livestock producers in a globalized world (COM(2018) 42 final)³⁰.

The **Terrestrial Animal Health Codes of OIE, Section 7**³¹, includes in chapter 7.2 to 7.4 the transport of animals by sea, by land, and by air. The recommendations in chapter 7.3 regarding animal transport by land apply to cattle, buffaloes, camels, sheep, goats, pigs, poultry and equines. Special attention was paid to basic principles of farm animal behaviour and an appropriate, preferably barrier-free, design of housing facilities, driveways and loading ramps. Examples of distractions and their elimination are given, as well as basic aspects of the behaviour of the personnel responsible for driving the animals.

In the following subtitles the responsibilities of personnel or parties involved in the transport (animal owners, traders and commercial agents, handlers, transport companies, drivers, managers of assembly centres and resting places and, last but not least, members of competent authorities) are specified. The required competences and education or training of persons involved in various aspects of transport, transport planning, implementation and monitoring of animal welfare are identified. Aspects of the evaluation of these competences are also listed here.

The following paragraphs list the general aspects to be observed for planning transports, limiting their duration, preparing the animals, the permissible loading density (also depending on expected weather

³⁰ <https://ec.europa.eu/transparency/regdoc/rep/1/2018/EN/COM-2018-42-F1-EN-MAIN-PART-1.PDF>

³¹ https://www.oie.int/en/what-we-do/standards/codes-and-manuals/terrestrial-code-online-access/?id=169&L=1&htmlfile=titre_1.7.htm

conditions) for the animals, feeding and watering the animals, the technical equipment of transport vehicles and containers and their state of maintenance.

Special provisions for the transport of animals in vehicles (road and rail) on roll-on/roll-off vessels or for containers are also given. The general determinants and conditions for defining the space allowances available for animals are given special attention in the Terrestrial Code, without setting specific minimum standards for animal species and their categories. Before the loading of the animals can begin, the sometimes extensive documentation (the contents of which are listed in detail) and any required veterinary certificates must be available.

The Terrestrial Code specifies the aspects to be taken into account prior to transport, such as the determination of the health status and transportability of the animals, the cleaning and disinfection status of the vehicles, the required bedding, if applicable, the water and feed supplies to be carried alongside the animals, and the transport groups to be assembled.

Specific requirements have been laid down for the respective sections of the transport operation. These concern, among other things, the competent supervision of the loading of the animals, the use of driving aids and goads, the condition of the technical loading equipment and the ventilation of vehicles during the loading process.

During the journey, special attention has been paid to the driving style of the driver, possible restraint of animals in the vehicle or container, internal environment of the animals in the vehicle and ventilation conditions, access of the animals to water and food, the organisation of breaks in the journey and the handling of sick, injured or dead animals.

In general, the same requirements that apply to loading also apply to the processes of unloading animals from the vehicle. However, it is important to note that the animals may be in a state of exhaustion. Requirements are also laid down for the handling of injured animals at the place of destination or rest, or for the prevention of the transmission of diseases and epidemics.

Art. 7.3.11 of the Terrestrial Animal Health Code of the OIE for the land transport of animals in the event that the importing country refuses to accept the animals is a particular case. It is therefore reproduced here word for word, as recently there have been an increasing number of cases of animal consignments being rejected by the importing country:

“Actions in the event of a refusal to allow the completion of the journey:

The welfare of the animals should be the first consideration in the event of a refusal to allow the completion of the journey.

When the animals have been refused for import, the Competent Authority of the importing country should make available suitable isolation facilities to allow the unloading of animals from a vehicle and their secure holding, without posing a risk to the health of national herd or flock, pending resolution of the situation. In this situation, the priorities should be:

- the Competent Authority of the importing country should provide urgently in writing the reasons for the refusal;
- in the event of a refusal for animal health reasons, the Competent Authority of the importing country should provide urgent access to a veterinarian, where possible an OIE veterinarian(s) appointed by the Director General, to assess the health status of the animals with regard to the concerns of the importing country, and the necessary facilities and approvals to expedite the required diagnostic testing;
- the Competent Authority of the importing country should provide access to allow continued assessment of the health and other aspects of the welfare of the animals;

- if the matter cannot be promptly resolved, the Competent Authorities of the exporting and importing countries should call on the OIE to mediate."

In the event that a Competent Authority requires the animals to remain on the vehicle, the priorities should be:

- to allow provisioning of the vehicle with water and feed as necessary;
- to provide urgently in writing the reasons for the refusal;
- to provide urgent access to an independent veterinarian(s) to assess the health status - of the animals, and the necessary facilities and approvals to expedite the required diagnostic testing in the event of a refusal for animal health reasons;
- -to provide access to allow continued assessment of the health and other aspects of the welfare of the animals, and the necessary actions to deal with any animal issues which arise.

The OIE should utilise its informal procedure for dispute mediation to identify a mutually agreed solution which will address animal health and any other welfare issues in a timely manner."

As the OIE Terrestrial Animal Health Code on animal welfare is of a recommendatory nature, it is not directly enforceable by competent authorities. Rather, it represents an agreed standard of minimum requirements that will be incorporated into either legislation, certification or guidance at the national level of OIE Member States, and for this purpose must be accompanied by specific and measurable minimum requirements in each of the articles listed.

Little is known about the development of national legal and enforcement structures, also based on the implementation of the OIE Terrestrial Animal Health Codes, to ensure animal welfare during transport in many destination countries of animal exports from the EU. This led for example to some federal states in Germany issuing a de facto ban on the export of animals from their territory to so-called "high-risk animal welfare states". These states include Algeria, Armenia, Azerbaijan, Egypt, Iraq, Iran, Kazakhstan, Kyrgyzstan, Lebanon, Libya, Morocco, Syria, Tajikistan, Turkey, Tunisia, Turkmenistan and Uzbekistan. The justification is given by the implementation of the judgement of the ECJ in case C-424/13 ("Zuchtvieh case"), which leads to the fact that every announced transport planning to certain third countries is checked by the competent authority in close coordination with the ministerial technical supervision with a very strict standard as to whether the provisions of Regulation (EC) No. 1/2005 can be complied with. It has been shown that the plausibility checks with regard to long transports of farm animals to certain third countries could lead to a negative result. The reason for this is in particular the lack of valid information on staging points and receiving establishments at the place of destination, circumstances at the EU ports of departure and third-country ports, the border crossings and the associated imponderables with regard to compliance with requirements for the needs-based supply and resting of the animals, the transport and rest periods and, last but not least, the weather conditions in many third countries.

In a resolution of 12 February 2021, the **German Federal Council (Bundesrat)** called on the Federal Government (Bundesregierung) to examine without delay whether, on the basis of the authorisation to issue ordinances in Paragraph 12 (2) sentence 1 number 3 of the German Animal Welfare Act (Tierschutzgesetz), third countries to which the export of certain animals, in particular cattle, is to be

prohibited³². There are considerable doubts about the feasibility of animal transports in conformity with EU law that cannot be safely resolved as long as the authorities responsible for authorising animal transports on site do not have valid, centrally collected and evaluated information on transport routes, resting stations and recipients at the places of destination in third countries is made available.

The Federal Council requests the Federal Government to lobby the EU that when amending Regulation 1/2005/EC

- Member States are obliged to prohibit cross-border transports from their territory if there is serious evidence that events or conditions may occur during the transport, such as extremely long transport times or outside temperatures below +5°C or above +25°C, which mean that transport in accordance with animal welfare requirements cannot be guaranteed;
- the transport of animals may not be carried out or arranged if animals are likely to suffer injury or unnecessary distress during transport or after their arrival at the final destination;
- sufficient account is taken of the case law of the European Court of Justice in relation to the Regulation, in particular the judgments of 23 April 2015 (C-424/13) and 19 October 2017 (C-383/16). Pre-inspections and certification of resting stations, ports of loading and destination, as well as transport vessels, should ensure that transport is carried out in a manner fully respecting animal welfare;
- real-time access to the data of the navigation systems of the transport vehicles during transport is to be provided for the competent authorities as a prerequisite for clearance.

³² [https://www.bundesrat.de/SharedDocs/drucksachen/2020/0701-0800/755-20\(B\).pdf?__blob=publicationFile&v=1](https://www.bundesrat.de/SharedDocs/drucksachen/2020/0701-0800/755-20(B).pdf?__blob=publicationFile&v=1)

4. SCIENTIFIC BACKGROUND

KEY FINDINGS

- Although Regulation (EC) No 1/2005 is partly based on scientific opinions (e.g. (SCAHAW, 2002 and EFSA, 2004)), several older and more recent (EFSA, 2009, 2011) recommendations e.g. risk assessment or regarding space allowance, were not included in the legislation, even though they were based on scientific studies.
- The EU founded two relevant projects 1) “High Quality Control Posts” based on the highest level of specifications recommended by a conducted feasibility study, by planning, designing and financing the building or the renovation of high quality control posts to set up a reference for the highest standards for such establishments and 2) “Animal Transport Certification” which aimed at validating standards with a view to improving technical and economic viability of a possible certification system.
- The projects resulted in the development and field testing of a science-based certification system (CS) regarding animal welfare standards on control posts, a certification scheme for animal transporters operating very long transports, schemes to record the status of animal welfare during and after transport, and uniform standards for data formats and their transmission.
- The projects set up a Europe-wide online booking service offering information about CPs involved, e-learning tools on how to improve animal welfare status for drivers of transport companies, staff and official veterinary inspectors.

As already stated earlier, Regulation (EC) No 1/2005 is based partly on **scientific opinions on the welfare of animals during transport adopted by the Scientific Committee on Animal Health and Welfare on 11 March 2002 (SCAHAW 2002)**³³ and to a lesser extent on the **EFSA opinion of the Scientific Panel on Animal Health and Welfare on a request from the Commission related to the welfare of animals during transport of 30 March 2004 (EFSA 2004)**³⁴, but by far not all.

Thus, the report of the SCAHAW (2002) recommended not unloading animals at staging points after a couple of driving hours, because the loading and unloading procedures are the most stressful events during transport. However, this requires that the loading density in the vehicle is adjusted accordingly so that the animals can rest during breaks in the journey and the freedom of movement is sufficient to reach feed and water supply facilities. Secondly, contact at staging points between animals from different sources can lead to the spread of infectious disease.

Recommendation 26 states that the space allowance for pigs during transport should be according to the formula $A = 0.0192 W^{0.67} \text{ m}^2$, where A is the area in m^2 per pig and W is the weight of the pig in kg. This formula provides 0.42 m^2 for a 100 kg pig, a sufficient space for each pig to lie down throughout the journey. This information has been adopted in the regulation. If pigs have to rest and take in food

³³ https://ec.europa.eu/food/sites/food/files/safety/docs/sci-com_scah_out71_en.pdf

³⁴ <https://efsa.onlinelibrary.wiley.com/doi/epdf/10.2903/j.efsa.2004.44>

and water on the vehicle (long transport), the space allowance should be according to the formula $A = 0.0274 W^{0.67} \text{ m}^2$. This formula provides 0.60 m^2 for a 100 kg pig. Even though the pigs must have constant access to water during the long transport, this recommendation was not included in the regulation. Nor was any allometric area specified in relation to the weight of the animals (which would greatly simplify the planning as well as the monitoring of transports in compliance with animal welfare requirements), but the simple specification of a minimum area of 0.42 m^2 for a 100 kg pig was retained.

Recommendation 29 gives the space allowance calculation for cattle during transport lasting up to 12 hours according to the formula $A = 0.021 W^{0.67} \text{ m}^2$, where A is area per animal in m^2 and W is weight in kg. This formula provides 1.35 m^2 for a 500 kg animal. For journeys in which a period for rest, feeding and drinking is needed (long transport), the formula should be $A = 0.0315 W^{0.67} \text{ m}^2$ at least during resting time. This formula provides 2.03 m^2 for a 500 kg animal. Cattle with horns should be given 10% more space. These recommendations were not adopted in the Regulation.

The recommendations of the SCAHAW regarding the height of the compartments with at least 20 cm above the top of the head of each cattle when it is standing in a comfortable position was also not included in the Regulation in contrast to the recommendations for pigs and sheep with 30 cm above the highest part of the body in free ventilated vehicles and of 15 cm in forced ventilated vehicles.

Species referred to in the opinion of EFSA (2004) were broilers, laying hens, turkeys, ducks, geese, pigeons, quail, ostriches and other ratites, deer, reindeer, rabbits, dogs, cats, rodents, primates, fish and exotic animals. The specific results and recommendations of this study could only be included to a small extent and more in principle in the consultations on Regulation (EC) No 1/2005.

The issue of assessing the space to be made available for the individual animal in the transport vehicle by means of a weight-dependent allometric calculation was taken up again in the **Scientific Opinion of the EFSA Panel on Animal Health and Welfare (AHAW) Concerning the Welfare of Animals during Transport (EFSA 2011)**³⁵. In order to supplement the two previous reports on the welfare of animals during transport (SCAHAW, 2002) and (EFSA, 2004), the working group collected newer scientific information concerning the main farm species (horses, pigs, sheep, goats, cattle, poultry and rabbits). In contrast to the previous opinions this study aims to assess the hazards and risks for the welfare of animals transported and to identify and evaluate outcome-based animal welfare indicators. This is a new animal-based approach to monitoring the potential adverse effects of transport-related factors on animal welfare. The goal of the working group was to make recommendations relating to transport factors (e.g. travelling and resting times, navigation systems, space allowances, control of the environment within vehicles) and the incorporation of animal-based procedures into monitoring protocols for assessing the welfare of animals before, during and after transport.

Recommendations for review or further research in light of new evidence for revision of annex 1 of Regulation (EC) No 1/2005 was seen in the study of EFSA (2011) regarding "Fitness for Transport" for horses, sheep & goats, cattle and poultry. Regarding "means of transport" this was detected for horses only, but in connection with Ro/Ro-Ferry transport (forced ventilation of vehicles) for horses, pigs and cattle. On "transport practices" (Loading, unloading, handling, journey times, rest periods, additional provisions for long journeys), recommendations for further research and revision have been made for horses, pigs and poultry. "Watering and feeding intervals" are in doubt only for pigs, but "journey times" for horses, rabbits and poultry (both transported in cages) have been specified. Surprisingly, with regard to the "space allowances", no indication for a revision of Annex 1 of the regulation for pigs and

³⁵ <https://www.efsa.europa.eu/en/efsajournal/pub/1966>

poultry was found in the study, but there's a recommendation for horses, cattle, small ruminants and rabbits.

The EFSA Scientific Opinion on animal welfare during transport (2011) did not make any specific recommendations for amendments to Annex 1 of Regulation (EC) No 1/2005.

In the **EFSA technical report: Project to develop Animal Welfare Risk Assessment guidelines on transport (2009)**³⁶ the key objective was to develop Risk Assessment (RA) guidelines according to the EFSA Approach on Risk Assessment for Animal Welfare³⁷ and working methodology related to the welfare aspects of transport. Included in the study were the main species transported in Europe, namely pigs, cattle, sheep and goats, horses, poultry, rabbits and fish (salmon, trout, eel, catfish, carp). For each species, the main means of transport (road, sea and air) are described and when possible quantitative information about animal trade flows in Europe are given. Moreover, for each species a literature review was carried out to identify the main hazards in every transport phase: preparation for transport, loading and unloading, space allowance, feeding and watering, vehicle design, journey plan, and driving quality. The RA was performed in different transport scenarios including the specified animal species and categories, means of transport, duration of transport, transport under climate conditions in, below or above zones of thermoneutrality of the animals, and due to technical or management related hazards.

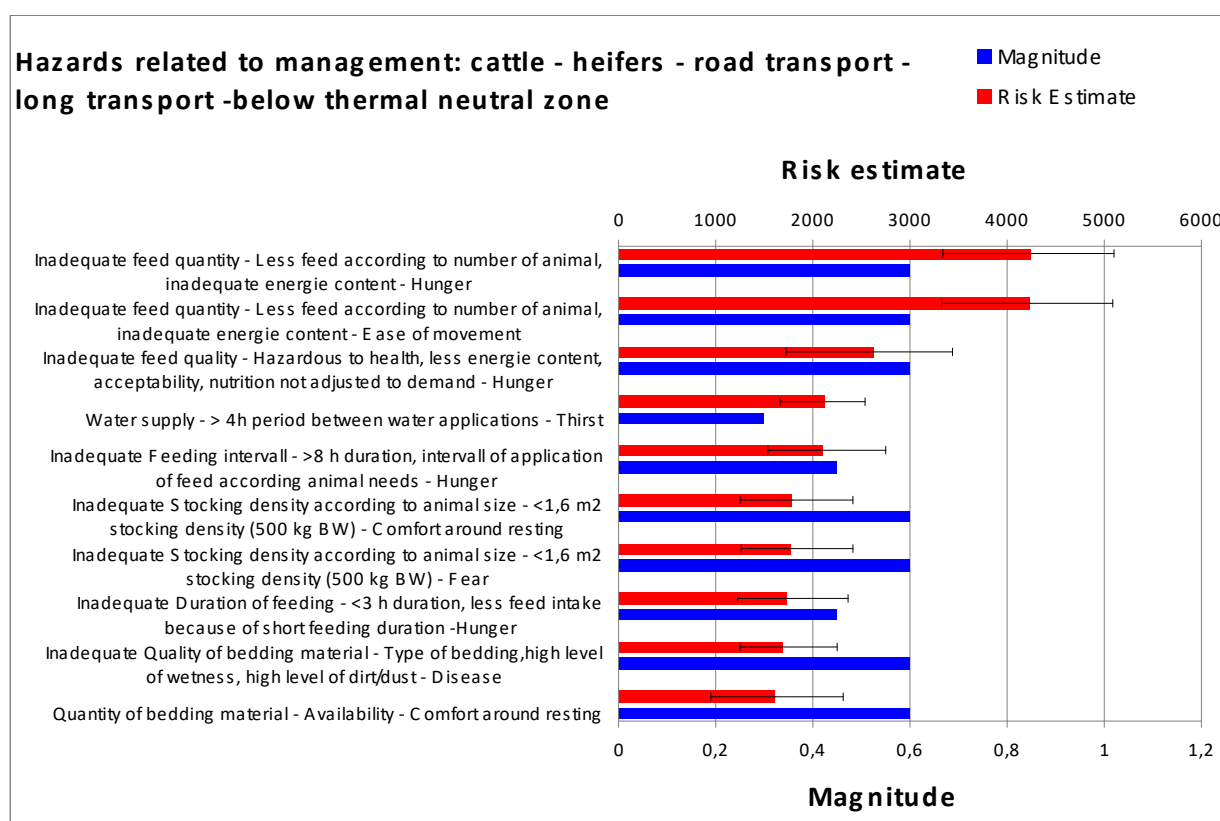
Risk assessment has three elements: exposure assessment, consequence characterisation and risk characterisation. Exposure assessment should provide a qualitative or quantitative evaluation of the strength, duration, frequency and patterns of exposure for the factors relevant to the exposure scenario(s) developed during the problem formulation.

Consequence characterisation involves assessing the magnitude (intensity and duration) of the negative and positive consequences for welfare and the probability of their occurrence at the individual level. Risk characterisation is the final step of risk assessment and is the qualitative or quantitative estimation of the probability of occurrence and magnitude of negative and positive welfare effects (known or potential) in a given population.

An example of risk characterisation is given in Figure 4 below, in which a risk characterisation for the 10 highest estimated management-related hazards for animals in the road transport scenario: "Heifer cattle during long transport with environmental temperatures below thermoneutrality" is shown.

³⁶ <https://www.efsa.europa.eu/en/supporting/pub/en-21>

³⁷ <https://efsa.onlinelibrary.wiley.com/doi/epdf/10.2903/j.efsa.2012.2513>

Figure 2: Management-related risk characterisation in animal transport

Source: EFSA technical report: Project to develop Animal Welfare Risk Assessment guidelines on transport (2009). Explanation in the text. <https://www.efsa.europa.eu/en/supporting/pub/en-21>

The **EU projects “High Quality Control Posts”** (project 1) and **“Animal Transport Certification”** (project 2) are presented on a common website³⁸. They were carried out by the same scientific working group, partly in parallel.

Based on the highest level of specifications recommended by a conducted feasibility study, the objective of project 1 was in planning, designing and financing the building or the renovation of high quality control posts to set up a reference for the highest standards for such establishments.

The objective of project 2 was following the outcomes of project 1 and other experiences and data the project aimed at validating standards with a view to improving technical and economic viability of a possible certification system. The project identified stakeholders’ possible interest in participating in and using an EU certification scheme.

Both projects provided for a significant improvement of the equipment as well as the management of 12 Control Posts (CPs) in summary located at the crossroads of important flows of animals transported over long journeys in the EU. It was intended to perform science-based planning, designing, financing, building and renovation of the CPs in order to set up a reference for the quality standards for this establishments.

By developing the standards, the aim was to establish a pilot certification scheme for CPs with adequate involvement of relevant stakeholders represented by an appointed advisory board. The design of a technically and economically viable, science-based certification system (CS) enabled the classification

³⁸ <http://www.controlpost.eu/controlpost/index.php/en/>

of CPs according to their degree of compliance with animal welfare (AW) standards and with high level of bio security. The second certification scheme was developed for animal transporters operating very long journey transports. Both were tested in the field and several CPs (Example of checklist see Figure 5) and transporters have been certified on the basis of audit and evaluation of the level of welfare of animals during and after transport (indicated on webpage).

The projects set up a Europe-wide online booking service with detailed information concerning the CPs involved, e-learning tools to provide information and awareness, targeted to drivers of transport companies, CP staff and official veterinary inspectors, on the practical ways they can improve the welfare of transported animals over long journeys. Also, comprehensive and detailed handbooks "High quality control posts for cattle, pigs and sheep"³⁹, on "Quality transport of farm animals"⁴⁰ and on "Certification scheme for long journey transports of farm animals"⁴¹ have been developed and published in different languages on the website.

The projects also developed schemes to record the status of animal welfare during and after transport⁴². An important focus was placed on the collection, storage and transmission of electronic data (GPS data, temperatures and tailboard conditions). Uniform standards for data formats and their transmission were established in several "round table" discussions with the leading system manufacturers in Europe⁴³.

Figure 3 : Example with part of a checklist for certification of Control Posts

Name of Control Post:		Certification Body:			
Address:					
Number of Personnel:		Auditor:			
Person in charge:		Audit date:			
Species:		Time:			
Total animal Capacity:		Evaluation signature and date:			
This checklist shall be used as it is published					

Question	Conform	Non-conform class			Not applicable	Comment
		Minor	Major	Critical		
1 Administration requirements						
1.1 Staff						
1.1.1 Must use staff who possess the appropriate ability, knowledge and professional competence (this is a requirement of Regulation 1255/97)						
1.1.2 Training animal handling or equivalent practical experience						
1.1.3 Knowledge/training on procedures and installations (feed, (Basic) knowledge of animal health and welfare.						
1.1.5 Staff does not come into contact with (farm) animals other than at the control post						
1.2 Buildings and infrastructure						
Lay out/plan of control post :						
1.2.1 Control post area (borders, fencing)						
1.3 Office						
1.4 General conditions						
1.4.1 The general conditions of the control post is good						
1.4.2 No signs of leakage (roof, walls)						
1.4.3 Adequate electrical wiring						
1.4.5 The control post is tidy						
1.4.6 No unnecessary materials on the premises (Machinery, packaging material, etc.)						

Source: EU-project Animal Transport Certification. Green colours: minor non-conformity infringing Animal Welfare or Biosecurity, yellow: major non-conformity, red: critical non-conformity infringing Human or Animal Welfare or Biosecurity.
<http://www.controlpost.eu/controlpost/index.php/en/project-2/handbooks/certification-scheme>

³⁹ <http://www.controlpost.eu/controlpost/index.php/en/project-1/handbooks>

⁴⁰ <http://www.controlpost.eu/controlpost/index.php/en/project-2/handbooks/quality-transport>

⁴¹ <http://www.controlpost.eu/controlpost/index.php/en/project-2/handbooks/certification-scheme>

⁴² http://www.controlpost.eu/controlpost/attachments/article/263/Newsletter_7_December_2014_f.pdf

⁴³ http://www.controlpost.eu/controlpost/attachments/article/263/Quality_Transport_and_CP_s_Project_Newsletter_n_6.pdf

IMPLEMENTATION AND ENFORCEMENT

KEY FINDINGS

- Two years after implementation of Regulation No. 1/2005 big differences between individual Member States in terms of enforcement, poor implementation and use of the satellite navigation systems, and improvements regarding animal welfare were identified.
- As audits, reports, scientific publications, and articles from NGOs on the status quo of animal welfare during transport (road, sea and air) revealed, the legal situation, its implementation by operators and its enforcement by competent authorities does not effectively protect animals from pain, suffering and injury and death during long journeys, in particular in third countries.
- Several scientific, administrative and social bodies call for more coherent electronic technologies to monitor and register geo-positions, temperature and humidity as well as for an increasing number of uniform and unannounced inspections.
- Instead of investing in the development of guides to good and better practice, as has been the case for several years, various publications and reports increasingly emphasise the urgency of uniform and networked implementation and monitoring of applicable law.
- It is envisaged that harmonisation and revision of the legal basis can lead to the avoidance of so-called clearance tourism and the misdeclaration of animals as breeding animals instead of slaughter animals (label fraud).
- As poor compliance and improper enforcement lead to poor animal welfare, the Commission's role in improving enforcement is to stimulate and facilitate the work of Member State competent authorities.

In the first years after the implementation, the policy focus of the Commission was on the general conditions for the transport of live animals. In recent years, the main focus changed to enforcement of existing rules in Member States, the implementation of good practices and to projects to support better systems and procedures for safeguarding Animal Welfare during transport. This is in line with the former strategic plan (2012-2015), but the strategic plan 2016-2020 of DG SANTE (2016) regarding improvement of the welfare of animals also stated that "Activities will largely focus on enforcement of existing rules in Member States". Regulation (EC) No 1/2005 has not been adapted since its introduction.

4.1. Implementation and enforcement of Regulation (EC) No 1/2005

In the study of Baltussen et al. (2011)⁴⁴ the first evaluation of Regulation (EC) 1/2005 was carried out in 2010-2011 in accordance with Article 32 of Regulation (EC) No 1/2005 to evaluate the impact of the Regulation on the protection of animals during transport in the first two years after implementation (2007 and 2008). The study concluded that the Regulation led to only a slight improvement of animal welfare. It also identified big differences between individual Member States in the progress made in the implementation of the Regulation (mainly due to enforcement and execution of penalties for

⁴⁴ https://ec.europa.eu/food/sites/food/files/animals/docs/aw_practice_trans_study_report_en.pdf

infringements), with consequences for animal welfare and also for the “level playing field” for operators. Differences in implementation and enforcement led to an adverse effect on animal welfare if journeys are extended to avoid more stringent Member States. The low implementation and use of the satellite navigation systems was criticised.

The Commission launched a report to the European Parliament and the Council on the implementation of the Regulation (COM 2011)⁴⁵ on the basis of the implementation study in which it is clearly stated that poor compliance and improper enforcement lead to poor animal welfare. Available information showed recurring examples of poor compliance such as transport of unfit animals, overstocking of vehicles, and transport of animals in vehicles in which the internal height of the compartments is inappropriate, animals not receiving enough water during the journey and animals being transported longer than the maximum allowed travelling time.

COM also reported that cases of poor compliance appear to be related to improper enforcement. For example, according to the Regulation, competent authorities are responsible for checking and approving the journey logs before long journeys, to ensure that they are realistic and indicate compliance with the Regulation, but on several occasions unrealistic journey logs have been approved.

The European Parliament passed a **resolution on the protection of animals during transport in 2012**⁴⁶. The resolution included key findings on the evaluation of Regulation (EC) No. 1/2005 by Baltussen et al. (2011), although the scientific basis and available data for the evaluation were described as insufficient and no full evaluation was carried out. It calls for a transition to electronic technologies to be applied in livestock vehicles to regulate, monitor and register geo positions, temperature and humidity, which are essential elements for controlling and securing the welfare of animals during transport. It stressed that inspections must be carried out uniformly throughout the Union and called on the Commission to increase the number of unannounced FVO spot inspections focused on animal welfare and the transport of animals.

The **study to support the evaluation of the European Union strategy for the protection and welfare of animals 2012-2015**⁴⁷ (in the following: support study) stated a lack of coherence between the strategy and the transport of animals. Progress could be seen in the animal transport sector through increasing and harmonising sensitivity in Member States to animal welfare problems during transport, their recording and addressing through the results and publications of the **Animal Transport Guides Project (ATG 2018)**⁴⁸, but there was a lack of coherence between animal welfare policy and transport in terms of implementation and enforcement of rules covering transport planning, temperatures and journey times. This was to be seen mainly in the incoherence between the economic interests of transport operators and animal welfare requirements for stocking densities and interruption of journeys for animals to rest, which had adverse implications for animals during transport.

The study stated that up to now the strategy contributed to only a medium extent to improving enforcement and compliance with the protection of animals during transport regarding the enforcement of Council Regulation EC No 1/2005. This was not done directly by strengthening the enforcement activity and effectiveness of the Member States, but through actions such as the production of guidelines, fact sheets and videos to improve the welfare of livestock animals during transport (ATG 2018). The ATG project targeted animals as well as owners and handlers when

⁴⁵ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:52011DC0700&from=EN>

⁴⁶ https://www.europarl.europa.eu/doceo/document/A-7-2012-0331_EN.html

⁴⁷ <https://op.europa.eu/de/publication-detail/-/publication/1e912399-3905-11eb-b27b-01aa75ed71a1/language-en/format-PDF/source-search>

⁴⁸ <http://www.animaltransportguides.eu/>

developing the guidelines. The guides produced had an indirect positive contribution to improving enforcement and compliance, namely by influencing the attitudes and behaviours of stakeholders. The survey included in the Support Study indicated that 13 of 23 Member State representatives reported a significant improvement in compliance with Regulation (EC) No 1/2005. Additionally, the Public Consultation (n=9450) indicated that 48% of respondents believed that there had been improvements in Member States' compliance with this Regulation.

In 2015, DG Sanco published an **overview report on study visits to improve Member State controls on animal welfare during transport (COM 2015)**⁴⁹, based on the earlier mentioned Report from the Commission to the European Parliament and the Council of 10 November 2011 on the impact of Council Regulation (EC) No 1/2005 on the protection of animals during transport (COM (2011) 700 final)⁵⁰. The corresponding study visits were carried out between February 2013 and January 2014 in order to share experiences on possible solutions related to controls of animal welfare during transport in the Member States. The areas studied were selected after analysis of the difficulties faced by CAs in previous FVO audit reports, and the national experts were from Bulgaria, Spain, Greece, Ireland, France, Hungary, Italy, Portugal, Romania and the United Kingdom. The host countries they visited were selected based on best practices seen during previous FVO audits. The study visits were considered as beneficial in improving the practical implementation of controls of animal welfare during transport by allowing solutions to be shared between CA officials from different Member States. A catalogue of 19 "best practices" found in various enforcement and control tasks concerning Regulation (EC) No 1/2005 in the different Member States visited by the delegation was drawn up. This catalogue was made available to all Member States CVOs via the Member States Animal Welfare Network (MSAWN) in order to develop network documents which provide a template for best practice in controls of animal transport.

However, many questions were judged to be unresolved. These were mainly related to:

- the verification of the effectiveness of inspections according to Art. 8.3 of Reg. 882/2004;
- enforcement action in order to ensure the protection of animals loaded onto ro-ro vessels;
- information exchange between CA of departure and arrival;
- the use of records from satellite navigation systems to carry out checks;
- sea transport on livestock vessels and on roll-on/roll-off ferries;
- official controls at control posts;
- the transport of animals to third countries;
- retrospective checks on journey logs and SNS data;
- information exchange between EU exit points.

In the field of animal welfare during transport, the **network of national contact points (NCP)** for the implementation of Regulation (EC) No 1/2005 was established under the umbrella of DG-Sante (FVO in Grange), which aims to share experiences in implementing relevant official control activities. During the course of these exchanges good principles and practices are identified and agreed by the NCPs to consolidate agreed principles and good practices on specific topics into network documents.

⁴⁹ <https://op.europa.eu/en/publication-detail/-/publication/84eb07e8-8e88-11e5-b8b7-01aa75ed71a1/language-en/format-PDF/source-165883859>

⁵⁰ https://ec.europa.eu/food/animals/welfare_en

4.2. Exports of animals to third countries by road

The “**Network Document on Checks before Journeys when Live Animals are destined for Export by Road**”⁵¹ was published in 2019 to standardise and facilitate improvements in official controls related to the export of live animals to non-EU countries. Although the contents of this document focus on controls in relation to exports to non-EU countries, most principles could also be applied to long journey transports of animals within the EU.

The judgements of the European Court of Justice in cases C-424/13 (Zuchtvieh case)⁵² and C-383/16 (Vion case)⁵³ state that the journey log must be continued until the final destination, even if this destination is in a third country. In light of this, the objective of the Network document “is to guide and support Competent Authorities in reducing the risk of likely⁵⁴ injury or undue suffering to animals during road transport over long distances to non-EU countries and to support the development of good practices in the implementation of official controls” before a transport starts in accordance with the requirements laid down in the Regulation. a) Checks on the journey planning, b) inspections at the time of loading, and c) the communication between Member States were identified as key points to be considered for the performance of the controls at the point of departure of exporting road transports.

All aspects to be examined for the inspection of the required approvals, documents and certificates, the required equipment, the suitability, and the technical condition of the vehicle were listed in detail in the network paper and with the associated reference to the corresponding provision in the regulation. Route-related contingency plans must be in place. Special attention was paid to the implementation of the plausibility check of the route planning in the journey log, with the duration of the journey sections, the accessibility of approved checkpoints and the expected weather conditions and outside temperatures during the entire transport and at the point of destination playing a major role.

It was considered important for the organiser to indicate the real and final point of destination in a traceable way when planning the route. Regulation (EC) No 1/2005 defines the place of destination as either a slaughterhouse or a holding facility where the animals are unloaded and housed for at least 48 hours before being moved on, if relevant (Art. 2 s). There are no specific requirements for this holding facility. The Network Paper has not indicated how the competent authority of dispatch can verify this in a third country, as the applicability of the Regulation ends with the unloading of the last animal from the vehicle.

Another imprecision in the network paper was specified by Commissioner Andriukaitis in a letter to Member States: when planning long transports, tolerances in the expected temperature conditions given in the Regulation do not play a role. Tolerances shall only be applied to measured values, as the equipment has inaccuracies and is not calibrated. Thus, an upper temperature limit of 30 °C without a tolerance is permissible during planning, and the transport may no longer be carried out if temperatures are expected to exceed this limit.

In the **Overview Report on Welfare of Animals exported by road (COM 2020)**⁵⁵ it is stated that due to the complex series of operations and logistics including planning, coordination and handling of the

⁵¹ <https://circabc.europa.eu/ui/group/f41c4e1d-22a1-4e7b-aa31-cd16f126037d/library/20b4b269-ba3e-4d09-bae5-00ab4ec8e280/details>

⁵² <https://curia.europa.eu/juris/liste.jsf?language=de&num=C-424/13>

⁵³ [CURIA - Documents \(europa.eu\)](https://curia.europa.eu/juris/liste.jsf?language=de&num=C-424/13)

⁵⁴ from the author's point of view, the term "likely" indicates a risk-based control, taking the probable occurrence of hazards into account

⁵⁵ https://ec.europa.eu/food/audits-analysis/overview_reports/details.cfm?rep_id=136

animal, bad planning, often combined with poor transport conditions, can have serious effects on the welfare of animals. This complexity, in combination with an international dimension, makes it difficult to ensure a level playing field in the application of animal welfare rules, creates risks for the welfare of the animals and poses challenges for the authorities involved.

The official controls at the place of departure play a crucial role in compliance with and preserving the animal welfare rules during the intended journey to the final destination in the third country. In addition to the extensive paperwork on licences and certificates for personnel and vehicles, they start with ensuring the fitness for transport of the animals, determining the technical equipment and suitability of the vehicle for the intended transport of the animal species and category. These circumstances must be verified in each individual case of transport clearance, the mere presentation of an approval certificate is not sufficient here.

The above-mentioned report also states that the most important entity in planning and coordination and therefore in responsibility for the animals' welfare throughout the journey is the organiser of the journey. Very often the transporter takes over the organiser's responsibilities.

On the Commission's expert group **Platform on Animal Welfare**, implemented by Commission Decision of 24 January 2017, the extensive role and responsibility of the organisers to plan the transports and ensure the protection of the animals was specified and defined⁵⁶.

Their responsibilities include ensuring that:

- the transporter(s) contracted has/have the appropriate authorisation,
- the vehicle(s) used has/have the approval for the desired types of animals and are suitable for their transport,
- the drivers have a certificate of competence,
- the length of the journey is minimised as much as possible, but planning must include all stages of the journey until the final destination in the non-EU country (= traceable place with an address where the animals stay for more than 48 hours or place where the animal is slaughtered). When calculating the journey time, loading and unloading operations must be included (transport starts when the first animal is loaded and ends when the last animal is unloaded), this also applies to watering/feeding/resting intervals, drivers' breaks, waiting times and opening hours at borders, additional customs checks in transit countries and in the importing country, road conditions throughout the journey and realistic driving speeds and durations.

Organisers must therefore submit a journey log which is realistic and indicates that the provisions of Regulation 1/2005 will be complied with, also including the weather conditions predicted. Where the transport needs to stop at a control post in a non-EU country to enable the animals to be given feed, water and 24 hours rest, the organiser must identify a place for the stop which either is a control post or provides facilities equivalent to those of an approved control post (ECJ judgment). According to Platforms recommendation, where the organiser has not previously used that place, he or his representative must visit the place before submitting a journey log to ensure that it provides facilities equivalent to those required by Council Regulation (EC) 1255/97.

However, as this requirement is also set by the ECJ (case C-424/13) and the equipment, operation, management and hygiene conditions of the resting station in the third country must be equivalent to

⁵⁶ https://ec.europa.eu/food/sites/food/files/animals/docs/aw_platform_plat-conc_exp-cattle-org-fact.pdf

the requirements laid down in Regulation (EC) 1255/97 (amended), compliance with these requirements can only be ensured through certification and regular audits by an approved independent certification body. A model for the certification and auditing of Control Posts in the EU was given in the previously mentioned EU Control Posts projects, including the certification criteria and the severity levels for possible violations during audits. This model can provide a basis for the certification and auditing of resting places in third countries.

In recent years, route planning by the organisers, especially towards Central Asia (Uzbekistan, Kazakhstan, etc.), has been questioned by competent authorities in Germany and The Netherlands, mainly in relation to the time needed to complete the route in accordance with the Regulation and the availability of suitable staging points. These doubts could up to now not be dispelled by the organisers, which is why in some Federal States in Germany these third countries were indexed alongside North African countries and those of the Middle East, and animal transports there were no longer cleared. However, there is a kind of "clearance tourism" to competent authorities that allow clearance from there. The "weakest point" is the lack of uniformity in the plausibility checks and their resilience and the clearance procedures of the competent authorities, not only within Germany but also within the EU. The only way for the authorities – especially the clearing authorities – to monitor transport and animal welfare outside the EU is to have actual access to complete electronic data sets (incl. their download) from the GPS systems and their extensive evaluation, including temperatures and geo-positions on a common time axis. Especially in the case of "new" routes, this should already be done during the currently dispatched transports, if only to check the resilience of one's own plausibility check and to have a hard database for next clearances of transports. The clearance, monitoring, and evaluation procedures should urgently be harmonised throughout the EU by the Commission, if necessary, by means of an implementing regulation.

Martin et al (2019)⁵⁷ showed recently during a visit in the Russian Federation, that in journey logs approved for cattle transports to central Asian states the indicated staging points in the Russian Federation do not meet the requirements of Regulation (EC) No. 1255/97 (amended) by far or are not existent. This underlines the need to establish a certification and audit procedure by an independent body so that competent authorities at the point of departure of the export transports can be sure that the planning by the organisers is realistic.

Maisack and Rabitsch (2018b) demanded that the plausibility check of route planning according to Art. 14 (1) a ii by competent authorities also includes the determination of exports of animals to third countries, namely slaughter or further rearing either for fattening (production) or breeding, as stated in the TRACES document, is comprehensibly explained by the organiser and verified by the competent authority. Reports show that in recipient third countries, the milk market is limited and not very profitable, but the prices for beef are sometimes very high. In this way, breeding cattle are sometimes sent directly to slaughter, sometimes after the birth of the calf (which is usually not reared either) and the milk flow dries up⁵⁸. This cannot be considered as cattle breeding to establish or to enhance milk production in the country. The authors describe the export of breeding cattle to these countries as "label fraud".

The annual reports of the Dairy Research Network IFCN (last available of 2020)⁵⁹ with reports on global milk production in about 120 countries show no or at best marginal development of milk production in most recipient countries of cattle exports from the EU, despite sometimes substantial imports of

⁵⁷ https://www.europarl.europa.eu/cmsdata/230136/Dr%20M.%20Martin_VisitControlPosts_Russia2019_EN.pdf

⁵⁸ http://rabitsch-vet.com/fileadmin/user_upload/Live_Animal_Transport.pdf

⁵⁹ <https://ifcndairy.org/>

breeding cattle with the highest performance capacities in their pedigrees. The IFCN reports also contain, among other things, statistics on the farm sizes of cattle holdings, the milk yield achieved and the development of land and feed prices, but not on the production of offspring (cattle breeding) and their rearing. These statistics also show the marginal development of cattle breeding, especially in some countries of North Africa, the Near and Middle East and also Turkey over the last 20 years. The average milk yield of dairy cattle in Morocco for example has been around 1,300 to 1,400 kg per cow per year for about 12 years, despite the high import rate of high-yielding breeding cattle (IFCN, 2019). The average herd size is 4.6 cattle, which does not allow for mechanisation of milking, even with the high-yielding imports. Overall, the production level for milk in Morocco can be described as extensive, which is likely due in no small part to the lack of a feed base and husbandry structures for higher-performing animals.

Wirths (2020)⁶⁰ also criticised the lack of agricultural husbandry structures, a sufficient feed base and suitable structures for keeping cattle for milk production in many countries of destination of breeding cattle from Europe. She also sees the lack of housing facilities for rearing calves as an indication that cattle breeding in the sense of the development of milk production is not practised.

In another article by Maisack and Rabitsch (2020)⁶¹, supported by a multitude of eyewitness reports, it is confirmed that in countries such as Turkey, Lebanon, Jordan, Egypt, and Morocco, the slaughter conditions for the animals are cruel not only in single incidents, but even regularly; and the animals suffer repeatedly beyond non-correct slaughter procedures without anaesthesia from practices such as cutting tendons and poking into the eyes. All these occurrences are in complete contradiction with European animal welfare legislation. It is also reported that the animals already suffer during transport due to a lack of appropriate control posts for unloading and sufficiently feeding and watering them in compliance with Regulation (EC) No. 1255/97. This means that transports on routes with missing control posts should not be permitted on the grounds that these transports already violate Regulation (EC) 1/2005.

In some Member States, comprehensive manuals or checklists are available to the competent authorities for the purpose of clearance of long transports, including to third countries⁶². These could contribute, e.g. via the NCP network or - better - on the basis of a legal requirement in animal welfare legislation, to a kind of "standard operation procedure" that urgently needs to be elaborated at EU level as plausibility checks performed by competent authorities are very complex. This plausibility check includes many factors like special demands of the species or category of animals transported, time of loading, distances of transport legs, road and traffic conditions, reachability of control posts, ferries, waiting times at borders, weather conditions, etc. To have an idea of time schedules for transport legs of actual transport planning, the electronic data from former transports on the same or comparable route should be included in the plausibility check. This can give a realistic picture of e.g. the duration of the transport to the destination, but also of the control posts in between. It can also be used to determine the time needed for possible border crossings. In this way, it is also possible to correct the time duration of trip segments specified in the TRACES system, since the average speed stored there is too high. As already laid down in decrees of individual federal states in Germany, the competent authorities must be granted real-time access to the original electronic data of the system manufacturers of navigation devices by the organiser or the transporter. This ensures access to data

⁶⁰ [Endstation Wüste \(tierschutzbund.de\)](https://www.endstation-wueste.de/tierschutzbund.de)

⁶¹ Transports of Cattle and Sheep in Animal Welfare High-Risk Countries Continue. http://rabitsch-vet.com/fileadmin/user_upload/Live_Animal_Transport.pdf

⁶² Example of Germany: Handbook on the clearance of long transports by competent authorities: https://www.openagrar.de/servlets/MCRFileNodeServlet/openagrar_derivate_00035389/Handbuch-Tiertransporte-inkl-Anlagen-2020.pdf

that cannot be manipulated. It should be ensured that this access enables the download of complete data sets during and after the completion of the transport, as well as for subsequent evaluation. Only in this way can they also be used for the clearance of subsequent transports. This also includes the comparison of the interior temperatures in the vehicle with the outside conditions predicted by weather reports in the transit and destination areas of the transports. A weather forecast provider should be agreed in the Member States to avoid differences in transport handling.

The development of software for competent authorities to handle long and cross-border transports is still pending. This would, if applied EU-wide, largely harmonise clearance and the underlying plausibility check to verify route planning and also the monitoring of transports. Against this background, it should be borne in mind that the new "EU Control Regulation 2017/625" largely digitalises the exchange of information between authorities and also "legal subjects" such as animal transport organisers and companies.

The basic aspects of a harmonised approach by competent authorities at the place of departure, at the border export point, at control points and, where appropriate, at roadside checks on long journeys, and – particularly important – on the exchange of information between them, are set out in document **"Recommendations to improve the development and exchange of coordinated actions regarding cattle exports to non-EU countries"** of the European Platform for Animal Welfare⁶³.

4.3. Exports of animals to third countries including sea transport

The Network Document presented here does not include an "intermediate" transport section to third countries at sea, neither on a ro-ro ferry nor on a vessel. Both increase the control effort immensely; in the case of transport by sea on a vessel, it is impossible for a competent authority to carry out a control at the place of departure from the moment the animals are unloaded from the road transport vehicles in the EU port of departure.

In 2017, the NCP network published a **network document for livestock vessels**⁶⁴, which discusses in particular the requirements for the approval of vessels for the transport of animals. However, it also discusses the requirements for the inspection of the vessel before loading animals and the inspection of the animals after loading, as well as the notification about the results of inspections and controls to the competent authority at the place of departure of the animal consignments by the competent authority of the EU port for export. These contexts are the content of another report to the ANIT-Committee of Inquiry that is being prepared for the intended workshop.

In 2020, the NCP network document for livestock vessels was revised and among other things, a chapter: "Tasks for the Authority at the place of departure" has been added. This revised version is not available via the internet, but the competent authorities in all Member States received it. However, the tasks listed there do not help the problems of enforceability of the legal requirements of Regulation (EC) No 1/2005 outlined below.

The judgements of the European Court of Justice in cases C-424/13 (Zuchtvieh case)⁶⁵ and C-383/16 (Vion case)⁶⁶ state that the journey log must be continued until the final destination, even if this destination is in a third country. If the road vehicle is transported by sea on a ro-ro ferry, the animal consignment as shown in the journey log shall remain unchanged until the final destination is reached. However, this is not the case if the animals are unloaded from the road vehicle at the EU port of

⁶³ https://ec.europa.eu/food/sites/food/files/animals/docs/aw_platform_plat-conc_exp-cattle-recom.pdf

⁶⁴ <https://circabc.europa.eu/ui/group/f41c4e1d-22a1-4e7b-aa31-cd16f126037d/library/e6ca714a-26da-455b-9bab-c14ea23b1a26/details>

⁶⁵ <https://curia.europa.eu/juris/liste.jsf?language=de&num=C-424/13>

⁶⁶ [CURIA - Documents \(europa.eu\)](https://curia.europa.eu/juris/liste.jsf?language=de&num=C-383/16)

departure and later loaded onto a vessel. Mixing of consignments of many different origins also occurs when animals are temporarily housed in stables at the port. In these cases, dozens to hundreds of animal consignments, as listed in the journey logs, are broken up and mixed during the loading into vessels. It is highly unlikely that all consignments loaded onto the vessel in the EU port are intended to be transported to the same point of destination in the third country. Both the port in the third country and stables close to the port cannot be considered as the final destination (see also Maisack and Rabitsch, 2018a, English translation⁶⁷).

Another source of significant animal welfare concern is the road transport leg from the port to the final destination in the third country. According to the rulings of the European Court of Justice, the provisions of Regulation (EC) No 1/2005 must also be applied to this transport segment. If this section is considered to be part of a long transport from the place of departure to the place of destination, as indicated in the judgements of the European Court of Justice, road vehicles that comply with the technical requirements for long transport for the respective animal species and category (type 2) according to Regulation 1/2005 must be used here. There must be a ventilation system, water and, if necessary, feeding devices and also a satellite navigation system on board the vehicles and this must be proven and documented by the organiser of the export of the animals to the authorities at the place of clearance and departure as part of the plausibility check of the route planning. However, the problem remains that the animal consignment is already broken up in the EU port and mixed with others. This also happens repeatedly in the port of the third country when the animals are loaded mostly direct from the ship onto road vehicles.

In our view, the conditions and circumstances of the transport of animals by vessel to third countries described above constitute a general and fundamental obstacle to enforcing the requirements of Regulation (EC) No 1/2005 and the clearance of these transports for competent authorities at the place of departure. In addition, they very rarely receive reports about results of controls and inspections from competent authorities in EU ports or from competent authorities at the destination in the third country. So, they have no information on the condition of the animals and the welfare performance of the transports, even if they request them.

This lack of enforcement at the point of departure of long export transports of animals including a sea transport leg is addressed in the **Overview Report on Welfare of Animals exported by sea (COM 2020)**⁶⁸, too. There it is stated that “at the place of departure, many competent authorities approve the transport with incomplete or incorrect documentation and without considering the weather conditions during the route and at the EU exit port. This increases the likelihood of animal welfare problems when the animals arrive at the port. Neither the competent authorities at departure, nor the ones at the EU exit port detect and report these administrative deficiencies, so they remain routinely uncorrected”.

As the competent authority at the place of departure in the Member State is primarily responsible for verifying journey plans, it thus plays a crucial role in ensuring that the journey will be carried out in line with the requirements of the transport Regulation and consequently in minimising the risk for the welfare of the animals. However, the evidence indicates that approved journey plans wrongly indicate – in the majority of cases – the EU exit port as the final destination. Sometimes it is the port in the third country. This indicates that in most cases authorities do not consider the road and the sea parts as components of a single journey and that organisers do not take the sea transport part as well as the second road transport part in the third country into account. In most cases, the organisers or road

⁶⁷ http://rabitsch-vet.com/fileadmin/user_upload/Live_Animal_Transport.pdf

⁶⁸ https://ec.europa.eu/food/audits-analysis/overview_reports/details.cfm?rep_id=137

transporters do not generally have contingency plans to ensure the wellbeing of animals if the loading of the vessel is delayed. This leads to severe problems in EU-ports without the possibility to provide holding facilities for the animals and they have to stay on board the vehicles, very often during hot weather conditions. Organisers very often do not identify an approved livestock vessel and the responsible authorised transporter for the sea part of the journey. Romania was mentioned as the only Member State that ensures that these are both indicated on the journey logs. In most cases the organisers or the road transporters do not take weather conditions into account.

The occurrence of the rejection of animal consignments after a sea transport by competent authorities in the third country for suspected animal health reasons (Blue Tongue disease) in December 2020 to February 2021⁶⁹ makes it necessary for the organiser at the place of departure of the entire transport to ensure that the animals can also be unloaded in the third country by sending the animal health certificates and the certificates of origin before the transport starts.

The other aspects of the surveillance function of the competent authorities in border inspection posts and port administrations in EU ports mentioned in the Commission's overview report, as well as the questions concerning the approval of ships for the transport of animals, are part of another report to the Committee of Inquiry.

In both Overview Reports by the Commission mentioned above it is stated that the Commission's role in improving enforcement is to stimulate and facilitate the work of Member State competent authorities. The international dimension makes it difficult to ensure a harmonised application of animal welfare rules and therefore the risks for the welfare of the animals challenges the authorities involved. Especially the official controls at the place of departure play a crucial and important role in increasing compliance and preserving the welfare of animals during these border crossing export journeys. In particular, checks at the beginning of the journey concern the inspection of livestock vehicles, the supervision of the loading of animals and the verification that journey plans are complete and appropriate. The reports provide such an overview of the main strengths and weaknesses of the Member States' systems to protect the welfare of the European Union's farm animals during their transport to third countries. However, the problems vary depending on whether the export is performed by road transport or a change of the means of transport onto a vessel is included.

In both of the reports it is stated that at the place of departure, many competent authorities approve transport and transport planning with incomplete or incorrect documentation and without considering the weather conditions during the route and at the EU exit borders and ports. This significantly increases the likelihood of animal welfare problems when the animals arrive at these points. Neither the competent authorities at departure, nor the ones at the EU exit points or ports detect and report these administrative deficiencies, so they remain routinely without corrective activities.

For the "EU-territory part" of the export journeys DG Sante indicates a high level of compliance with transport rules. This level of compliance is regularly challenged by for example animal welfare incidents at the southern EU border (particularly during the summer) reported by NGOs.

So, the main concerns for the welfare of animals relate to the non-EU leg of the journey, but with a sea transport involved, they begin in the EU-port with the loading of the animals on board the vessel. Nobody is legally responsible for coordinating the arrival of the sometimes high number of arriving road vehicles at the EU exit port and for ensuring proper care of the animals if the loading on the vessel

⁶⁹ <https://www.theguardian.com/environment/2021/mar/01/cattle-stranded-on-ship-to-be-destroyed-in-port-as-second-vessel-returns-to-spain>

is delayed. Many ports do not have accommodation for the animals so that they cannot be unloaded from the transport vehicles in these cases of delay. This, together with the legal uncertainty about who is legally responsible for the wellbeing of the animals during the sea part of the journey constitute a crucial handicap for solving these problems.

The available information also indicates that most road transporters do not meet applicable EU rules after leaving the Union. DG Sante states that the absence of agreements with EU neighbouring countries, together with poor retrospective checks and the inability of Member States to ascertain the conditions of transport and the feasibility of the planning for that part of the journey contribute to that concern.

Additionally, there is currently no routine feedback from third countries, transporters or ships' masters on the condition of animals during the road or sea journey nor on the conditions in which the animals arrive at destination, which is most of the cases. Another crucial problem occurs with the fact, that Member States' authorities and the Commission itself do not have IT systems or software to readily monitor the route, temperature or driving hours of vehicles transporting animals. The Commission's database, which contains the results of official checks, currently has certain access and design restrictions. These limitations make it difficult for national authorities and the Commission to get an overview of the general situation regarding transport of animals for export and to target their controls more effectively and based on risk.

As a result of diverse audits of Member State competent authorities and of study visits to member states the Commission launched a report to the European Parliament and to the Council on the Overall Operation of Official Controls performed in Member States (2014-2016) to ensure the Verification of Compliance with Food and Feed Law, Animal Health and Welfare Rules, COM(2018) 627 final⁷⁰. In this report the Commission indicated that it will start a three-year project to facilitate and ensure better animal welfare during transport. This included the creation of guides to good practice for five main animal species (cattle, horses, pigs, poultry and sheep) and the assessment of their use to better comply with EU welfare rules (EU project on Animal Transport Guides)⁷¹. Visits to Member States with good practice on checks on livestock vehicles in conjunction with Commission-facilitated exchange between Member States national contact points, helped to further the protection of animals during transport.

The Official Controls Regulation (EU) 2017/625 (OCR), which replaced Regulation (EC) No 882/2004 on official controls performed to ensure the verification of compliance with feed and food law, animal health and animal welfare rules, aimed to introduce a more harmonised and coherent approach to official controls and enforcement actions along the agri-food chain⁷². The Commission Implementing Regulation (EU) 2019/1715 of 30 September 2019⁷³ laying down rules for the functioning of the information management system for official controls regarding the OCR and its system components ('the IMSOC Regulation') is aimed at enhancing electronic information flow between competent authorities of Member States as well as to Third countries.

A fundamental and comprehensive analysis of both non-enforceable and non-enforced requirements of Regulation (EC) no 1/2005 from an NGO perspective was given by Animals Angels Foundation in their report "The Myth of Enforcement" (2016)⁷⁴. Over the years Animals' Angels have established training courses for police officers in Member States, documented a large number of violations against

⁷⁰ <https://eur-lex.europa.eu/legal-content/en/TXT/?uri=CELEX%3A52018DC0627>

⁷¹ <http://www.animaltransportguides.eu/>

⁷² <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32017R0625&from=EN>

⁷³ <https://eur-lex.europa.eu/legal-content/EN/TXT/HTML/?uri=CELEX:32019R1715&from=de>

⁷⁴ https://www.animals-angels.de/fileadmin/user_upload/03_Publikationen/Dokumentationen/Animals_Angels_Myth_of_Enforcement.pdf

animal welfare during transport, showed weaknesses and lack of enforcement by competent authorities with rapidly increasing numbers of transported animals. It is concluded that with the current organisation of animal husbandry and market structures, a reduction in the number of transported animals seems hopeless in order to give more attention to animal welfare. Rather, the NGO concludes that a large number, if not the vast majority, of serious animal welfare deficiencies in animal transports disappear if the maximum duration is limited to 8 hours. This campaign was supported by 1.2 million European citizens, the European Parliament and the Petitions Committee of the European Parliament.

The NGO Four Paws is also creating a campaign against animal cruelty during long transport and exports of animals by road and by ship, the failure of operators to carry out animal-friendly transports and of the competent authorities to enforce European animal welfare legislation⁷⁵.

The Report of the Committee on Agriculture and Rural Development of the European Parliament on the implementation of Council Regulation No 1/2005 on the protection of animals during transport within and outside the EU (2018/2110(INI))⁷⁶, the so called Dohrmann-Report, comes to some of the same conclusions as the NGO's.

Regarding animal transports in third countries it is stated that there are persistent reports of animal transport and welfare problems in certain third countries; it notes that slaughter in certain third countries to which the EU sends animals entails extreme and prolonged suffering and regularly breaches the international standards on welfare at slaughter as laid down by the OIE, the Commission and the Member States are asked to ensure that, despite the demand for imports of live animals, a switch to transporting meat and helping to build up cattle populations is made for semen from breeding animals.

The Commission is requested, inter alia, in its bilateral trade negotiations with third countries, to demand compliance with the EU's animal welfare rules. The EP calls on Member States exporting to third countries to work with local authorities to improve animal welfare standards and to consistently and fully comply with the 2015 judgment of the Court of Justice of the European Union in case C-424/13.

The EP deplores the often lengthy delays at borders and ports and draws attention to the increased pain and distress that this causes to animals; calls on Member States bordering third countries to provide rest areas where animals can be unloaded and given feed, water, rest and veterinary care so that journey logs can be correctly completed, and to open dedicated express lanes which are sufficiently staffed at customs for animals being transported in order to reduce waiting periods, without undermining the quality of sanitary and customs controls at the borders; further calls on Member States to cooperate better in planning livestock transport, in order to avoid too large a number arriving for border controls at the same time;

The EP calls on the Commission to increase cooperation and communication, including further mutual assistance and accelerated exchange of information between the competent authorities in all Member States and in third countries in order to reduce animal welfare and animal disease problems related to poor administration and asks the Commission to promote animal welfare internationally and to conduct initiatives to increase awareness among non-EU countries.

The EP stresses that unless animal transport standards in third countries are aligned with those of the EU and their implementation is sufficient to ensure full compliance with the Regulation, live animal

⁷⁵ <https://media.4-paws.org/7/8/b/a/78ba7160a67dc1c4f71572ad412cb7c0b62510e6/Tiertransporte-EN--full-web.pdf>

⁷⁶ https://www.europarl.europa.eu/doceo/document/A-8-2019-0057_EN.pdf

transport journeys to third countries should be subject to bilateral agreements to mitigate these differences, and that in the event of failure to achieve this, they should be prohibited.

4.4. Conclusions

From the above comments on Commission reports on audits and study visits in the Member States on the implementation of Regulation (EC) No 1/2005 (and the relevant judgements of the European Court of Justice) by the competent authorities, the reports and documentation by NGOs and the media on animal welfare violations during long-distance transport and export of animals by road and sea, the reports by members of competent authorities on staging points in third countries, the scientific research on animal distress and the conditions to avoid it, and many other aspects gathered by parliaments and society in general over the last 15 years approximately, it can be concluded that the current legal situation, its implementation by operators and its enforcement by competent authorities does not effectively protect animals from pain, suffering, injury and death during long journeys, in particular in third countries.

In the following, as a result of the above report, some suggestions are made for improving and pre-securing animal welfare during long transports, although it should be noted that almost every transport entails its own hazards for the animals.

The proposals are based on the current legal situation. The latter should be, however, subject to revision for the better protection of animals. For example, the transport intervals for ruminants are too long and the breaks in the journey and breaks for their care on board the vehicle are too short. In general, for example, limit values of climatic external conditions between which transport is possible should be established, others should serve the adaptation to the respective loading densities. Also, as a fundamental principle, the regulation should stipulate (as is already the case in the wording) that the maximum transport time is limited to 8 hours. Longer transports require an explicit exemption by the respective competent authority with full respect for animal welfare.

First of all, the enforcement of the Regulation and the ECJ rulings by the competent authorities must be harmonized and strengthened through an EU-wide standard catalogue in the sense of a standard operating procedure for the execution of any control activity. All authorities directly or indirectly involved in the respective transport operation must have access to the related electronic data (including navigation system data) at any time. A direct exchange of information, possibly only upon request, must be avoided. It should only be used to pass on information in the event of violations, but in any case, a corresponding entry must be made in the TRACES system or its successor. The results of inspections and controls must also be entered into this system, which should also allow free entries. The data of each long transport, including those going directly from a Member State to a third country, must be entered into the system.

An EU-wide harmonized set of technical requirements and systems for the approval of all means of transport (road vehicles, vessels, RoRo ferries, containers) should be elaborated and applied by specialised experts of the disciplines involved. The inspection intervals for the renewal of the approval should be shortened from the current 5 years to a maximum of 3 years, in case of containers to 1 year. The equipment of the vehicles must be adapted to the species and categories of animals to be transported and their needs and ethological requirements. Until transport vessels for animals are approved under the new procedure, they may no longer be used to transport animals.

Ports of exit from the EU for the transport of animals in ships must be equipped with loading terminals suitable for animal-friendly loading, as must ports in receiving third countries. Animals must not be unloaded from the ship directly into road vehicles, and the use of loading cranes must not be

permitted. Terminals for unloading animals shall also be used in the third country port. The organization of the unloading of arriving road transport vehicles with animals, the accommodation and care of the animals in the port and the loading operations into the ship should be certified and audited at intervals by a specialized team of experts according to a standard EU-wide catalogue of requirements.

Control posts in the EU and staging points in third countries should be certified, approved and audited by specialized experts in cooperation with competent authorities and according to a uniform set of requirements that meet the respective requirements of the animal species and category to be housed and cared for. Audit intervals should not exceed 1 year.

Likewise, transporters and, if applicable, organizers are to be approved and certified according to an EU-wide standardized catalogue of criteria. Audits for renewal should take place at intervals of no more than 2 years. They must have their headquarters in the territory of the EU.

The point of destination according to Art. 2 s) i Reg. 1/2005 should be specified. Since the current system cannot be monitored by the competent authority at the place of departure and the duration of the animals' stay at the place of destination cannot be controlled, the place of destination should be specified to the extent that it is a traceable and suitable holding facility for the species and category of animals. It should be the husbandry facility where the animals will remain, or an appropriate quarantine facility.

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ANNEX

Table 4: Live animal Exports from Austria to Third countries in 2018, 2019 and 2020

Exports 2018 from Austria	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2019 from Austria	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2020 from Austria	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter
Turkey	1	10384	-	-	Uzbekistan	1	4802	-	-	Uzbekistan	1	6969	-	-
Uzbekistan	2	3512	-	-	Turkey	2	2239	-	-	Azerbaijan	2	2232	-	-
Azerbaijan	3	1683	-	-	Iran	3	2232	-	-	Turkey	3	2107	-	-
Algeria	4	660	-	-	Azerbaijan	4	2219	-	-	Kazakhstan	4	1730	-	-
Russia	5	502	-	-	Algeria	5	2077	-	-	Algeria	5	1036	-	-
Turkmenistan	6	430	-	-	Kazakhstan	6	1774	-	-	Russia	6	975	-	-
Serbia	7	364	-	-	Russia	7	1126	-	-	Iran	7	728	-	-
Morocco	8	182	-	-	Armenia	8	300	-	-	Armenia	8	151	-	-
Ukraine		n.s.	-	10384	Ukraine		n.s.	-	4802	Ukraine		n.s.	-	500
Macedonia		n.s.	-	3512	Lebanon		n.s.	-	2239					
					North		n.s.	-	2232					
In Extra-EU		18982	0	615	In Extra-EU		18943	0	18943	In Extra-EU		17471	0	509
In Intra-EU		20656	10780	16470	In Intra-EU		20564	11082	31646	In Intra-EU		24410	9251	11518

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPckKey=48084372&StrLayoutCode=HIERARCHIC

* ranking after "Cattle for breeding" column; n.s. = not specified

Table 5: Live animal Exports from Belgium to Third countries in 2018, 2019 and 2020

Exports 2018 from Belgium	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2019 from Belgium	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2020 from Belgium	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter
Turkey	1	698	-	-	Libya	1	724	-	-	Thailand	1	25	-	-
Russian	2	75	-	-	Morocco	2	65	-	-	Arab Emirates		-	-	68
Oman	3	1683	-	45	Iraq		-	-	459	Vietnam		-	-	24
Lebanon	4	660	-	30	Arab Emirates		-	-	320	Iraq		-	-	10
Qatar	5	502	-	19	Libya		-	-	95	Libya		-	-	10
										Qatar		-	-	9
										Congo		-	-	5
In Extra-EU		773	0	773	In Extra-EU		789	0	874	In Extra-EU		17471	0	509
In Intra-EU		8506	66860	75366	In Intra-EU		25913	140988	1014	In Intra-EU		24410	9251	11518

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPcKey=41928558&StrLayoutCode=HIERARCHIC

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* ranking after "Cattle for breeding" column

n.s. = not specified

Table 6: Live animal Exports from Bulgaria to Third countries in 2018, 2019 and 2020

Exports 2018 from Bulgaria	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2019 from Bulgaria	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2020 from Bulgaria	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter
Kosovo	1	-	3967	--	Kosovo	1	-	2380	-	Kosovo	1	31984	1856	-
Albania	2	-	1104	-	Albania	2	-	1011	-					
Turkey	3	4948 1972**	788 35**	15063	Turkey	3	331 6454**	90	23961 20616**	Turkey	2	1371 1451**	-	33662 11470**
Macedonia+	4	-	98		Macedonia+	4	-	9	-					
Egypt		-	-	209										
Moldova		-	-	61										
In Extra-EU		4948	5957	15333	In Extra-EU		331	3490	23961	In Extra-EU		1371	1856	33662
In Intra-EU		228	0	500	In Intra-EU		101	0	0	In Intra-EU		40	0	0

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

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* ranking after "Cattle for slaughter" column; +North Macedonia; state**or number** = data reported by competent authorities or National Contact Points (NCP) of the respective Member State;

n. s. = not specified

Table 7: Live animal Exports from Croatia to Third countries in 2018, 2019 and 2020

Exports 2018 from Croatia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from Croatia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Croatia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
Lebanon	1	1823	38938	12867	Lebanon	1	1278	29234	13556	Lebanon	1	1020	24847	11677
Turkey	2	-	17728		Israel	2	-	3725	11078	Israel	2	-	11948	20826
Iraq	3	-	5601	-	Montenegro	3	-	3424		Iraq	3	-	10655	-
Kosovo	4	-	2780	-	Iraq	4	-	2368		Libya	4	35	4131	118
Montenegro	5	-	2635	-	Kosovo	5	-	2020		Kosovo	5	33	2846	-
Bosnia**	6	258	2403	26996	Bosnia**	6	-	1689	17521	Bosnia**	6	134	1768	5663
Libya	7	363	1128	19432	Jordan	7	-	446	8369	Montenegro	7	-	1760	0
Israel	8	-	51	32970	Egypt		811	-	-	Jordan	8	-	517	23000
Egypt		6845	-	-						Egypt		2899	-	131
In Extra-EU		9289	71264	92592	In Extra-EU		2089	42906	50576	In Extra-EU		4124	58474	61166
In Intra-EU		50	9777	0	In Intra-EU		289	11602	600	In Intra-EU		326	20166	1642

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

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* ranking after "Cattle for slaughter" column; ** Bosnia and Herzegovina

n.s. = not specified

Table 8: Live animal Exports from Cyprus to Third countries in 2018, 2019 and 2020

Exports 2018 from Cyprus	R*	Cattle for breeding and slaughter	Small ruminates for breeding or slaughter	Exports 2019 from Cyprus	R*	Cattle for breeding and slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Cyprus	R*	Cattle for breeding and for slaughter	Small ruminants for breeding or slaughter
Arab Emirates**	1	-	1900	Arab Emirates**	1	-	600	Arab Emirates**	1	-	1100
Thailand	2		1110								
In Extra-EU			3010	In Extra-EU			600	In Extra-EU			1100
In Intra-EU			0	In Intra-EU			0	In Intra-EU			0

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

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* ranking after "Small ruminates for breeding or slaughter" column; **United Arab Emirates

n.s. = not specified

Table 9: Live animal Exports from Czechia to Third countries in 2018, 2019 and 2020

Exports 2018 from Czechia	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2019 from Czechia	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2020 from Czechia	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter
Turkey	1	5322	-	-	Kazakhstan	1	5359	-	50	Uzbekistan	1	4402	276	-
Serbia	2	465	-	237	Ukraine	2	1923	-	-	Turkey	2	1548	-	-
Bosnia**	3	460	46	-	Kosovo	3	1261	-	-	Kosovo	3	1006	124	-
Kazakhstan	4	459	-	-	Russia	4	861	-	77	Russia	4	703	-	118
Russia	5	235	-	18	Bosnia**	5	438	-	-	Kazakhstan	5	676	-	-
Georgia	6	160	-	-	Serbia	6	437	-	291	Ukraine	6	666	-	-
Kosovo	7	129	-	-	Turkey	7	385	-	-	Bosnia**	7	392	-	9
Turkey	8	100	-	-	Uzbekistan	8	355	-	-	Georgia	8	261	-	-
Lebanon		n.s.	169	--	Lebanon		n.s.	171	-	Serbia		n.s.	-	131
Macedonia		n.s.	-	66						Belarus		n.s.	-	62
Armenia		n.s.	-	23						Taiwan		n.s.	-	24
Belarus		n.s.	-	8										
In Extra-EU		7330	215	352	In Extra-EU		11483	171	418	In Extra-EU		10031	400	344
In Intra-EU		5176	77189	10338	In Intra-EU		6879	72447	8073	In Intra-EU		4893	65262	823

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

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* ranking after "Cattle for breeding" column; ** Bosnia and Herzegovina; n.s. = not specified

Table 10: Live animal Exports from Denmark to Third countries in 2018, 2019 and 2020

Exports 2018 from Denmark	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2019 from Denmark	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2020 from Denmark	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter
Russia	1	10980	-	-	Russia	1	58864	-	-	Russia	1	9482	-	-
Turkey	2	1112	-	-	Ukraine	2	20885	-	-	Kuwait	2	1312	-	-
Serbia	3	753	-	-	Kuwait	3	16321	-	-	Uzbekistan	3	1142	-	-
Ukraine	4	181	-	-	China	4	1155	-	-	Ukraine	4	1053	-	-
Faroe Islands	5	34	-	-	Uzbekistan	5	922	-	-	Belarus	5	558	-	-
					Indonesia	6	685	-	-	Turkey	6	532	-	-
					Senegal	7	489	-	-	Serbia	7	414	-	-
					Turkey	8	350	-	-	Iran	8	400	-	-
In Extra-EU		13105	-	-	In Extra-EU		20885	-	-	In Extra-EU		22002	-	-
In Intra-EU		55654	-	1057	In Intra-EU		58864	-	756	In Intra-EU		40583	-	-

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPcKey=41928558&StrLayoutCode=HIERARCHIC

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* ranking after "Cattle for breeding" column; n.s. = not specified

Table 11: Live animal Exports from Estonia to Third countries in 2018, 2019 and 2020

Exports 2018 from Estonia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from Estonia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Estonia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
Turkey	1	1024	-	-	Uzbekistan	1	635	-	-	Uzbekistan	1	2690	31	-
Belarus	2	367	-	-	Kazakhstan	2	255	-	-	Kazakhstan	2	575	-	-
Russian	3	309	-	-	Russian	3	179	-	-	Russian	3	265	-	-
Uzbekistan	4	160	-	-						Turkey	4	22	-	-
Georgia	5	120	-	-						Ukraine		-	-	18
In Extra-EU		1980	0	0	In Extra-EU		1371	0	12	In Extra-EU		3707	31	18
In Intra-EU		733	14360	13850	In Intra-EU		412	10274	9914	In Intra-EU		1196	11666	10349

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

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* ranking after "Cattle for breeding" column; n.s. = not specified

Table 12: Live animal Exports from Finland to Third countries in 2018, 2019 and 2020

Exports 2018 from Finland	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2019 from Finland	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2020 from Finland	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter
Russia	1	112	-	-	Russia	1	66	-	-	Russia	1	227	-	-
In Extra-EU		112	-	-	In Extra-EU		66	-	-	In Extra-EU		227	-	-
In Intra-EU		-	-	-	In Intra-EU		-	-	-	In Intra-EU		-	-	-

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPckKey=48084372&StrLayoutCode=HIERARCHIC

* ranking after "Cattle for breeding" column; n.s. = not specified

Table 13: Live animal Exports from France to Third countries in 2018, 2019 and 2020

Exports 2018 from France	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from France	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from France	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
Algeria	1	18013	1224	--	Algeria	1	37212	2715	-	Algeria	1	31984	1770	
Morocco	2	7912	191	-	Morocco	2	4174	80	-	Morocco	2	3142		
Lebanon	3	196	-	2293	Senegal	3	959		174	Egypt	3	1120		
Senegal	4	99	-	51	Tunisia	4	850	-	-	Tunisia	4	496		-
Uzbekistan	5	55	-	-	Serbia	5	441		504	Lebanon	5	418		2649
Serbia	6	52	-	1740	Bosnia*	6	101		-	Serbia	6	348		
Burkina Faso	7	31	-	-	Mongolia	7	96		-	Cameroon	7	165		
Mali	8	30	--	-	Lebanon	8	68		-	Georgia	8	132		-
Ukraine		n.s.	-	660	Israel		n.s.	-	17339	Lebanon		n.s.	1787	-
Albania		n.s.	-	298	Iran		n.s.	-	4817	Jordan		n.s.		13034
Benin		n.s.	-	3	Albania		n.s.	-	102	Israel		n.s.		5928
										Iran				5836
In Extra-EU		26527	4348	5308	In Extra-EU		44094	5738	23285	In Extra-EU		38315	6262	31163
In Intra-EU		32245	50731	430136	In Intra-EU		26397	48567	447723	In Intra-EU		41581	45270	457870

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPckKey=48084372&StrLayoutCode=HIERARCHIC

* ranking after "Cattle for breeding" column; ** Bosnia and Herzegovina; n.s. = not specified

Table 14: Live animal Exports from Greece to Third countries in 2018, 2019 and 2020

Exports 2018 from Greece	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from Greece	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Greece	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
North	1	-	-	275	Albania	1	-	-	10349	Albania	1	-	-	8724
Albania	2	-	-	150	Bulgaria	2	-	-	1000	North	2	-	-	3
					Macedonia	3	-	-	25					
In Extra-EU		-	-	425	In Extra-EU		98	-	10374	In Extra-EU			-	8905
In Intra-EU		-	-	17768	In Intra-EU		101	-	23067	In Intra-EU		1	-	18938

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPcKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPcKey=48084372&StrLayoutCode=HIERARCHIC

* ranking after "Small ruminants for breeding or slaughter" column; ** Bosnia and Herzegovina; n.s. = not specified

Table 15: Live animal Exports from Hungary to Third countries in 2018, 2019 and 2020

Exports 2018 from Hungary	R*	Cattle for breeding	Cattle for slaughter	Small ruminants breeding or slaughter	Exports 2019 from Hungary	R*	Cattle for breeding	Cattle for slaughter	Small ruminants breeding or slaughter	Exports 2020 from Hungary	R*	Cattle for breeding	Cattle for slaughter	Small ruminants breeding or slaughter
Russia	1	13856 6553**	-	1405 413**	Russia	1	15824 8192**	-	230 191**	Turkey	1	31205 10848**	849 163**	16852 18696**
Turkey	2	9750 7173**	2211 16456**	32557	Turkey	2	6703 3666**	1460 4216**	50098 52388**	Uzbekistan	2	6716 6375**	-	-
Iran	3	999	-	1899 0**	Turkmenistan	3	729	-	660	Russia	3	5912 5008**	-	188 88**
Georgia	4	596	-	-	Kazakhstan	4	630	-	280	Kazakhstan	4	3257	-	-
Ukraine	5	532	-	-	Kosovo	5	403	11680 0**	-	Serbia	5	1751	117	-
Turkmenistan	6	244	-	-	Serbia	6	368	-	-	Azerbaijan	6	1192	-	2906
Kazakhstan	7	234	-	-	Moldova	7	329	-	-	Iran	7	934	-	330
Serbia	8	198	-	-	Azerbaijan	8	281	-	-	Ukraine	8	752	-	-
Kosovo		n.s.	1689	-	Macedonia		n.s.	1347	-	Kosovo		n.s.	14150	-
Lebanon		n.s.	553 23258**	-	Lebanon		n.s.	851 12985**	250 9206**	Jordan		n.s.	1578 4547**	1300
Macedonia		n.s.	449	-	Iran		n.s.	n.s.	2596	Lebanon		n.s.	964 24770**	- 2300**
Iraq**			3626**		Iraq**			66605**		Iraq**		10455**		
In Extra-EU		27149	4952	35861	In Extra-EU		26201	16180	56504	In Extra-EU		53416	17939	22256
In Intra-EU		7140	17908	547143	In Intra-EU		3155	29213	536870	In Intra-EU		3535	29437	462223

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPcKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPcKey=48084372&StrLayoutCode=HIERARCHIC

* ranking after "Cattle for breeding" column; state** or number** = data reported by competent authorities or National Contact Points (NCP) of the respective Member State; n.s. = not specified

Table 16: Live animal Exports from Ireland to Third countries in 2018, 2019 and 2020

Exports 2018 from Ireland	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from Ireland	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Ireland	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
Turkey	1	7516	-	-	Turkey	1	11402	-	1017	Libya	1	8036	180	-
Russia	2	291	-	-	Libya	2	3998	3809	-	Kazakhstan	2	1770	-	-
Tunisia	3	270	-	-	Kazakhstan	3	1068	-	-	Serbia	3	194	-	-
Rwanda	4	83	-	-	Tunisia	4	350	-	-	Kosovo	4	77	-	-
Kosovo	5	61	-	-	Rwanda	5	60	-	-	Morocco	5	682	-	-
	6	1287	-	86	Albania	6	34	-	-	Ukraine	6	616	-	-
	7	750	-	-	Kosovo	7	29	-	-	Kazakhstan	7	594	-	-
					Algeria		-	250	-					
					Morocco		-	128	-					
					Tanzania		-	-	34					
In Extra-EU		8221	0	86	In Extra-EU		16941	4187	36	In Extra-EU		25617	10499	1130
In Intra-EU		20095	12543	15958	In Intra-EU		34210	23181	5180	In Intra-EU		37162	367	9722

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

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METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPckKey=48084372&StrLayoutCode=HIERARCHIC

* ranking after "Cattle for breeding" column; **n.s.** = **not specified**

Table 17: Live animal Exports from Italy to Third countries in 2018, 2019 and 2020

Exports 2018 from Italy	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from Italy	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Italy	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
Algeria	1	96	-	-	Georgia		-	-	32	Iran	1	298	-	-
In Extra-EU		186	0	-	In Extra-EU		99	0	32	In Extra-EU		436	0	-
In Intra-EU		2768	122	-	In Intra-EU		353	275	480	In Intra-EU		659	357	-

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

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METADATA - National methodology webpages:

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* ranking after "Cattle for breeding" column; n.s. = not specified

Table 18: Live animal Exports from Latvia to Third countries in 2018, 2019 and 2020

Exports 2018 from Latvia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from Latvia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Latvia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
Turkey	1	1868 11582***	-	-	Uzbekistan	1	431 338***	-	-	Uzbekistan	1	1111	-	-
Georgia	2	130	-	-	Kazakhstan	2	79 330***	-	95	Kazakhstan	2	170 204***	-	-
Uzbekistan	3	32	-	-	Georgia	3	66 90***	-	-	Georgia	3	55 66***	-	-
Bosnia**		442***			Turkey***		7029***			Turkey***		4137***		
					Turkmenistan***		899***			Turkmenistan***		322***		
					Lebanon***			252***						
In Extra-EU		2030	0	0	In Extra-EU		576	0	451	In Extra-EU		1336	0	0
In Intra-EU		7495	5926	8	In Intra-EU		0	12787	95	In Intra-EU		330	13365	1005

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

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METADATA - National methodology webpages:

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* ranking after "Cattle for breeding" column; **Bosnia and Herzegovina; state***or number*** = data reported by competent authorities or National Contact Points (NCP) of the respective Member State; n.s. = not specified

Table 19: Live animal Exports from Lithuania to Third countries in 2018, 2019 and 2020

Exports 2018 from Lithuania	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2019 from Lithuania	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2020 from Lithuania	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter
Turkey	1	208 215**	113 905**	-	Georgia	1	612 50**	-	-	Uzbekistan	1	1295 1321**	-	
Georgia	2	30	-	-	Kazakhstan	2	125 677**	-	-	Kazakhstan	2	725	-	-
Belarus	3	11	-	-	Russia	3	60	-	2	Russia	3	496	-	-
Israel**		-	155**	-	Turkey	4	37	128 133**	-	Georgia	4	90 70**	-	
Lebanon**			153**		Lebanon*			66**		Belarus		-	-	122
					Israel*		1182**	211**		Lebanon*			176**	
										Israel*		1043**		
In Extra-EU		249	113	0	In Extra-EU		834	128	2	In Extra-EU		2638	0	122
In Intra-EU		2698	7630	3709	In Intra-EU		871	5596	3415	In Intra-EU		1310	4062	3599

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

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* ranking after "Cattle for breeding" column; state** or number** = data reported by competent authorities or National Contact Points (NCP) of the respective Member State; n.s. = not specified

Table 20: Live animal Exports from Luxembourg to Third countries in 2018, 2019 and 2020

Exports 2018 from Luxembourg	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2019 from Luxembourg	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2020 from Luxembourg	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter
Uganda	1	50	-	-	Lebanon	1	264	-	-	Thailand	1	-	-	5
					Arab Emirates**		22	-						
					Qatar		-	-	245					
					Thailand		-	-	828					
					Viet Nam		-	-	34					
In Extra-EU		50	0	0	In Extra-EU		286	0	1107	In Extra-EU		105	0	5
In Intra-EU		1387	15199	388	In Intra-EU		1816	15100	444	In Intra-EU		1216	13791	145

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

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METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPcKey=48084372&StrLayoutCode=HIERARCHIC

* ranking after "Cattle for breeding" column; **United Arab Emirates; n.s. = not specified

Table 21: Live animal Exports from Netherlands to Third countries in 2018, 2019 and 2020

Exports 2018 from Netherlands	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from Netherlands	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Netherlands	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
Russia	1	15251	-	607	Russia	1	10987	-	1017	Russia	1	2215	-	1995
Kazakhstan	2	2405	-	341	Uzbekistan	2	1317	-	-	Lebanon	2	1068	-	-
Morocco	3	2304	-	-	Kuwait	3	846	-	-	Uzbekistan	3	962	-	-
Uzbekistan	4	2073	-	-	Kazakhstan	4	755	-	-	Kuwait	4	823	-	-
Pakistan	5	1492	-	-	Morocco	5	337	-	-	Morocco	5	682	-	-
Lebanon	6	1287	-	-	Pakistan	6	195	-	-	Ukraine	6	616	-	-
Egypt	7	750	-	-	Moldova	7	171	-	-	Kazakhstan	7	594	-	-
Algeria	8	694	-	-	Georgia	8	136	-	-	Ethiopia	8	495	-	-
In Extra-EU		28328	0	962	In Extra-EU		15116	0	1142	In Extra-EU		12966	0	2122
In Intra-EU		115548	106154	156353	In Intra-EU		107925	109391	169033	In Intra-EU		115669	74287	156248

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

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* ranking after "Cattle for breeding" column; n.s. = not specified

Table 22: Live animal Exports from Poland to Third countries in 2018, 2019 and 2020

Exports 2018 from Poland	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from Poland	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Poland	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
Lebanon	1	1309	1248 8275*	-	Lebanon	1	996 67*	1277 10962*	-	Uzbekistan	1	3616 33*	-	756
Uzbekistan	2	765 33*	-	-	Uzbekistan	2	848	-	793	Russia	2	2437	-	-
Russia	3	120	-	140	Russia	3	245	-	-	Ukraine	3	597	-	-
Ukraine	4	99	-	-	Ukraine	4	132 0*	-	-	Iran	4	315 180*	-	898
Bosnia**		- 1531*	2634	-	Bosnia**		- 629*	2935 2306*	-	Kazakhstan	5	251	-	-
					Israel*		358*			Lebanon	6	56 442*	349 3369*	-
										Bosnia**		- 376*	2137 1747*	-
										Tajikistan		-	384	-
In Extra-EU		2293	3882	140	In Extra-EU		2221	4212	793	In Extra-EU		7272	2870	1654
In Intra-EU		3539	5622	32253	In Intra-EU		23644	9894	34661	In Intra-EU		5472	12874	16757

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

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METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPckKey=48084372&StrLayoutCode=HIERARCHIC

* ranking after "Cattle for breeding" column; **Bosnia and Herzegovina; state*or number* = data reported by competent authorities or National Contact Points (NCP) of the respective Member State; n.s. = not specified

Table 23: Live animal Exports from Portugal to Third countries in 2018, 2019 and 2020

Exports 2018 from Portugal	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2019 from Portugal	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2020 from Portugal	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter
Morocco	1	36	-	-	Israel		-	1449	273647	Morocco	1	107	-	756
Israel		-	686	237359	Palestine**		-	-	54789	Israel		-	2085	347801
Palestine**		-	-	38492						Palestine**		-	106	33899
In Extra-EU		36	686	275851	In Extra-EU		0	1449	268919	In Extra-EU		107	2191	381700
In Intra-EU		3240	14129	55645	In Intra-EU		2021	10590	10096	In Intra-EU		2826	12538	86174

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

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METADATA - National methodology webpages:

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* ranking after "Cattle for breeding" column; ** Occupied Palestinian Territory (West Bank (incl. East Jerusalem) and Gaza Strip); n.s. = not specified

Table 24: Live animal Exports from Romania to Third countries in 2018, 2019 and 2020

Exports 2018 from Romania	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2019 from Romania	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter	Exports 2020 from Romania	R*	Cattle for breeding	Cattle for slaughter	Sheep for breeding or slaughter
Iraq	1	-	5586	-	Kosovo	1	-	7041	273647	Kosovo	1		6721	-
Kosovo	2	60	2775	-	Bosnia**	2	-	3119	47032	Syrian	2	-	2699	-
Libya	3	-	2241	426288	Syrian	3	-	3053	-	Lebanon	3	-	2421	80293
Turkey	4	5957	1541	27616	Serbia	4	-	1422	1698	Jordan	4	-	2328	754076
Bosnia**	5	-	1185	32398	Lebanon	5	-	1328	139196	Saudi Arabia	5	-	1485	789107
Serbia	6	-	1147	5462	Libya	6	-	700	333340	Bosnia**	6	-	998	12940
Jordan	7	-	831	594604	Israel	7	-	668	8169	Israel	7	-	400	4178
Lebanon	8	-	587	162851	Jordan	8	-	590	606828	Serbia	8	-	305	1466
Israel				43072	Iran				143044	Libya		-	-	73785
Albania				26639	Albania				61116	Kuwait		-	-	30200
Saudi Arabia				14000	Saudi Arabia				402539	Albania		-	-	952
In Extra-EU		6017	15998	1344333	In Extra-EU		0	18387	1831282	In Extra-EU		112	17480	1746997
In Intra-EU		2391	14244	1065734	In Intra-EU		2685	22274	1061431	In Intra-EU		1526	11305	647274

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

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METADATA - National methodology webpages:

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* ranking after "Cattle for slaughter" column; ** Bosnia and Herzegovina; n.s. = not specified

Table 25: Live animal Exports from Slovakia to Third countries in 2018, 2019 and 2020

Exports 2018 from Slovakia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from Slovakia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Slovakia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
Turkey	1	4675 22935*	- 1228*	-	Turkey	1	1779 18580*	385	-	Turkey	1	1258 6695*	- -	-
Uzbekistan	2	220	-	-	Kazakhstan	2	1292 1242*	-	-	Kazakhstan	2	653	-	-
Russia	3	88 76*	-	-	Uzbekistan	3	212	-	-	Iran	3	300	-	-
Azerbaijan	4	59	-	-	Russia	4	148 144*	-	-	Uzbekistan	4	157 443*	-	-
Kosovo		- 30*	210	-	Serbia	5	80	-	-	Russia	5	10	-	-
Bosnia**		-	178	-	Lebanon		- 407*	65 255*	280	Serbia		-	-	60
Lebanon		-	113 672*	-	Kosovo		- 132*	165	-	Lebanon*		616*		
Serbia		-	-	30	Libya*			30*		Iran*		300*		
In Extra-EU		5072	501	30	In Extra-EU		3511	615	280	In Extra-EU		2378	510	60
In Intra-EU		1990	26576	10945	In Intra-EU		1851	23055	24703	In Intra-EU		2923	25512	19112

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPcKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPcKey=48084372&StrLayoutCode=HIERARCHIC

* ranking after "Cattle for breeding" column; **Bosnia and Herzegovina; state* or number* = data reported by competent authorities or National Contact Points (NCP) of the respective Member State; n.s. = not specified

Table 26: Live animal Exports from Slovenia to Third countries in 2018, 2019 and 2020

Exports 2018 from Slovenia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from Slovenia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Slovenia	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
Lebanon	1	238	21758	11929	Israel	1	-	3046	793	Lebanon	1	-	20728	756
Israel	2	745	2270	5602	Libya	2	-	200	3084	Egypt	2	-	1173	-
Syrian		2481	-	-	Lebanon	3	-	8	12052	Iraq	3	-	1000	-
Bosnia**		59	-	-	Bosnia**		2	-		Israel	4	-	783	898
In Extra-EU		3523	24028	17531	In Extra-EU		2	13973	15136	In Extra-EU			23714	14431
In Intra-EU		572	41163	296	In Intra-EU		81	34705	1	In Intra-EU			37509	0

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPcKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPcKey=48084372&StrLayoutCode=HIERARCHIC

* ranking after "Cattle for slaughter" column; **Bosnia and Herzegovina; n.s. = not specified

Table 27: Live animal Exports from Spain to Third countries in 2018, 2019 and 2020

Exports 2018 from Spain	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from Spain	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Spain	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
Libya	1	1577	59989	620337	Morocco	1	2846	-	230	Morocco	1	1542	754	16852
Morocco	2	98	523	55	Libya	2	383	50933	696034	Lebanon	2	271	53773	23056
Algeria	3	44	11511	1899	Melilla	3	191	917	3027	Libya	3	238	46518	391900
Melilla	4	37	761	695	Peru	4	13	-	-	Algeria	4	3257	21815	-
Lebanon	5	532	47494	6452	Lebanon	5	-	53866	57493	Saudi Arabia	5	1751	9228	271619
Turkey	6	244	48731	-	Algeria	6	-	25011	-	Jordan	6	1192	5220	203391
Iraq	7	234	551	-	Turkey	7	-	2644	-	Melilla	7	934	4043	6102
Iran	8	198	-	2203	Morocco	8	-	1082	-	Turkey	8	752	2905	-
Ceuta		n.s.	-	5933	Ceuta		n.s.	-	5408	Tunisia		n.s.	992	-
Andorra		n.s.	-	422	Melilla		n.s.	-	250	Saudi Arabia		n.s.	9228	271619
Eq. Guinea		n.s.	-	201	Russia		n.s.	-	1232	Jordan		n.s.	5220	203391
In Extra-EU		1756	169560	636659	In Extra-EU		3433	134456	766003	In Extra-EU		2051	145993	900513
In Intra-EU		2537	46019	383374	In Intra-EU		6519	51944	666168	In Intra-EU		43995	1064011	494927

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPckKey=48084372&StrLayoutCode=HIERARCHIC

* ranking after "Cattle for breeding" column; n.s. = not specified

Table 28: Live animal Exports from Sweden to Third countries in 2018, 2019 and 2020

Exports 2018 from Sweden	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2019 from Sweden	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter	Exports 2020 from Sweden	R*	Cattle for breeding	Cattle for slaughter	Small ruminants for breeding or slaughter
China	1	-	-	1	Canada	1	-	-	6	United States	1	-	-	31
United States	1	-	-	1	United States	2	-	-	12	Canada	2	-	-	5
In Extra-EU		0	-	18	In Extra-EU		1012	-	0	In Extra-EU		561	-	39
In Intra-EU		709	-	21	In Intra-EU		1002	0	18	In Intra-EU		915	-	0

Source: <http://epp.eurostat.ec.europa.eu/newxtweb/>

METADATA- SCL - Agricultural products (SDMX-compliant):

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=CL_AGRIPRO&StrLanguageCode=EN&IntPckKey=41928558&StrLayoutCode=HIERARCHIC

METADATA - National methodology webpages:

https://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NAT_METH&StrLanguageCode=EN&IntPckKey=48084372&StrLayoutCode=HIERARCHIC

ranking after "Small ruminants for breeding or slaughter" column; n.s. = not specified

Questionnaire to the National Contact Points regarding Reg. (EC) No. 1/2005

Reporting Member State:

Livestock animals exported to non-EU countries in 2018 (Number of Animals)

Third country (TC) ¹	Bovines for Breeding ²	Bovines for Slaughter ²	Ovine Species	Other Ungulates
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
All other TC's				

¹Please list the 8 most important recipient states of land/sea transports (except Switzerland, Norway, Iceland)

²If it is not possible to distinguish between bovines for slaughter or for breeding, please combine the two columns and fill in combined column

Livestock animals exported to non-EU countries in 2019 (Number of Animals)

Third country (TC) ¹	Bovines for Breeding ²	Bovines for Slaughter ²	Ovine Species	Other Ungulates
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
All other TC's				

¹Please list the 8 most important recipient states of land/sea transports (except Switzerland, Norway, Iceland)

²If it is not possible to distinguish between bovines for slaughter or for breeding, please combine the two columns and fill in combined column

Livestock animals exported to non-EU countries in 2020 (Number of Animals)

Third country (TC) ¹	Bovines for Breeding ²	Bovines for Slaughter ²	Ovine Species	Other Ungulates
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
All other TC's				

¹Please list the 8 most important recipient states of land/sea transports (except Switzerland, Norway, Iceland)

²If it is not possible to distinguish between bovines for slaughter or for breeding, please combine the two columns and fill in combined column

1. Does your Member State have a national legal regulation implementing and enforcing Regulation (EC) No 1/2005? If yes, please send us the relevant information (preferably in English).
2. Is the approval of vehicles for the long-distance road transport of animals according to Regulation (EC) No 1/2005 carried out by your competent authorities according to a uniform set of criteria?
3. If your Member State also approves vessels for sea transport: Is the approval of vessels for the transport of animals by sea under Regulation (EC) No 1/2005 carried out by your competent authorities according to a uniform set of criteria? If yes, would you provide the catalogue of requirements?
4. Do your competent authorities inform the competent authorities of the place of departure about the results of inspections of vessels before and after the loading of animals?
5. If your Member State operates an EU exit point, is there a uniform regulation or procedure for the competent authorities for physical animal welfare checks and controls of animals (in particular their fitness for transport), vehicles, and documents for crossing the border into the third country? Would you provide the regulatory framework? Are there facilities for unloading animals from the means of transport and housing them in the vicinity of the border inspection posts (especially if the border inspection post is operated in connection with a port for the export of animals combined with a change of means of transport)?
6. When dispatching long transports of animals to third countries, do your competent authorities follow a uniform set of requirements for information by the organizer or the transporter that is

necessary for the plausibility check of the transport planning according to the requirements of Reg. (EC) No. 1/2005?

7. How do the competent authorities at the place of departure ensure that the information provided by the organizer on the planned routes, the accessibility of control posts in the time frames given, and the equipment and management of control posts in the Third country complies with the requirements of Regulation (EC) No 1/2005 and the related judgements of the EU Court of Justice?
8. How do the competent authorities of the place of departure ensure that the information provided by the organizer in section 1 of the journey log submitted concerning the intended place of destination in the third country complies with the requirements of Regulation (EC) No. 1/2005?
9. Do the competent authorities at the place of departure require the organizer of animal exports to non-EU countries to obtain confirmation from the authorities of the third country of destination to accept the animal consignments?
10. Do your competent authorities request (online) access to the electronic data (geo-positions and temperatures) from the transport vehicles when clearing long transports of animals to third countries? Is this data used for subsequent plausibility checks?
11. Do the competent authorities at the place of departure carry out regular or random retrospective checks of the transport process (in particular section 4 of the journey logs, electronic data)? How do your authorities deal with a change of means of transport (e.g. transport by sea), when checking journey logs?

The purpose of this study is to review animal welfare practices during transport in and to third countries. It compares the practices, guidelines and tools used by main trading partners with the EU and European standards. It also provides concrete policy recommendations on how to improve the current EU legislation on animal welfare during transport, taking practices in third countries, reports from the Commission, scientific work, enforcement practices by competent authorities, and reports from NGOs into account. The study is based on survey and desk research. Recommendations are made to address the challenges identified.
