



EUROPEAN PARLIAMENT

2009 - 2014

Committee on the Environment, Public Health and Food Safety

2012/2031(INI)

30.3.2012

AMENDMENTS

1 - 54

Draft opinion
Kartika Tamara Liotard
(PE485.848v01-00)

The protection of animals during transport
(2012/2031(INI))

AM\897583EN.doc

PE486.155v01-00

EN

United in diversity

EN

AM_Com_NonLegOpinion

Amendment 1

Dan Jørgensen, Judith A. Merkies, Åsa Westlund

Draft opinion

Paragraph 1

Draft opinion

1. Welcomes the Commission's report on the impact of Regulation (EC) No 1/2005, which concludes that the Regulation has had beneficial effects as regards the welfare of animals during transport, but that severe animal welfare problems persist¹; regrets that this report ignores preamble 5 of the Regulation, which states that 'for reasons of animal welfare the transport of animals over long journeys should be limited as far as possible';

Amendment

1. Welcomes the Commission's report on the impact of Regulation (EC) No 1/2005, which concludes that the Regulation has had beneficial effects as regards the welfare of animals during transport, but that severe animal welfare problems persist; regrets that ***the Commission does not intend to propose any changes to the EU's legislation on animal transport; regrets that*** this report ignores preamble 5 of the Regulation, which states that 'for reasons of animal welfare the transport of animals over long journeys should be limited as far as possible';

Or. en

Amendment 2

Pilar Ayuso, Esther Herranz García

Draft opinion

Paragraph 1

Draft opinion

1. Welcomes the Commission's report on the impact of Regulation (EC) No 1/2005, which concludes that the Regulation has had beneficial effects as regards the welfare of animals during transport, but that ***severe*** animal welfare problems persist¹; regrets that this report ignores ***preamble*** 5 of the Regulation, which states that 'for reasons of animal welfare the transport of animals over long journeys should be limited as far as possible';

Amendment

1. Welcomes the Commission's report on the impact of Regulation (EC) No 1/2005, which concludes that the Regulation has had beneficial effects as regards the welfare of animals during transport, but that ***some*** animal welfare problems persist¹, ***as a consequence of the shortcomings in the implementation of the regulation, because of differences in the interpretation thereof; recalls Recital*** 5 of the Regulation, which states that 'for reasons of animal welfare the transport of

animals over long journeys should be limited as far as possible’;

Or. es

Amendment 3
Horst Schnellhardt

Draft opinion
Paragraph 1 a (new)

Draft opinion

Amendment

1a. Regrets that Council Regulation (EC) No 1/2005 has not been adequately implemented in some Member States; calls on the Commission to seek to ensure swift and full implementation of the provision in all Member States.

Or. de

Amendment 4
Andrea Zanoni, Nadja Hirsch

Draft opinion
Paragraph 2

Draft opinion

Amendment

2. Regrets the fact that the report ignores the EFSA recommendation on developing strategies to reduce the volume of transport and the long-distance transport of animals for slaughter and cut journey times, in order to diminish the risk of transport-associated disease outbreaks² ;

2. Regrets the fact that the report ignores the EFSA recommendation on developing strategies to reduce the volume of transport and the long-distance transport of animals for ***finishing or*** slaughter and cut journey times, in order to diminish the risk of transport-associated disease outbreaks² ;

Or. en

Amendment 5
Pilar Ayuso, Esther Herranz García

Draft opinion
Paragraph 2

Draft opinion

2. **Regrets the fact that the report ignores** the EFSA recommendation **on developing** strategies to reduce the volume of transport and the long-distance transport of animals for slaughter and cut journey times, in order to diminish the risk of transport-associated disease outbreaks²;

Amendment

2. **Notes** the EFSA recommendation **to develop** strategies to, **when possible,** reduce the volume of transport and the long-distance transport of animals for slaughter and cut journey times, in order to diminish the risk of transport-associated disease outbreaks²;

Or. es

Amendment 6
Kartika Tamara Liotard

Draft opinion
Paragraph 2 a (new)

Draft opinion

Amendment

2 a.(new) Regrets that no mention is made in the Commission's report to one of the EFSA Scientific Opinion recommendations stating that priority should be given to direct transport, without stopovers (e.g. livestock markets) that carry the risk for direct or indirect contact with animals from other holdings¹;

¹ **EFSA Scientific Opinion Concerning the Welfare of Animals during Transport, EFSA Journal 2011, 9(1), 1966, p. 86**

Or. en

Amendment 7
Julie Girling, Anna Rosbach

Draft opinion
Paragraph 3

Draft opinion

3. Considers that reducing the volume of transport *by transporting carcasses instead of live animals* would have a positive impact on the environment, *reducing pollution, improving the carbon footprint of the transport sector*, and *encouraging the development of local production and consumption*;

Amendment

3. Considers that reducing the volume of transport *via a reduction and/or limitation of journey times and the re-establishment of local abattoirs to reduce the distance for slaughter for many transported animals* would have a positive impact on the environment, *animal welfare*, and *disease control which in turn could encourage the development of local production and consumption*;

Or. en

Amendment 8
Karl-Heinz Florenz

Draft opinion
Paragraph 3

Draft opinion

3. Considers that reducing the volume of transport by transporting carcasses instead of live animals would have a positive impact on the environment, reducing pollution, improving the carbon footprint of the transport sector, and encouraging the development of local production and consumption;

Amendment

3. Considers that reducing the volume of transport by transporting carcasses *and meat* instead of live animals would have a positive impact on the environment, reducing pollution, improving the carbon footprint of the transport sector, and encouraging the development of local production and consumption; *also points out that the transport of carcasses or meat is more sustainable than the transport of live animals; therefore considers that only carcasses or meat should be transported over long distances*;

Or. de

Amendment 9
Horst Schnellhardt

Draft opinion
Paragraph 3

Draft opinion

3. *Considers that* reducing the volume of transport by transporting carcasses instead of live animals would have a positive impact on the environment, reducing pollution, improving the carbon footprint of the transport sector, and encouraging the development of local production and consumption;

Amendment

3. *Calls on the Commission to examine under which criteria* reducing the volume of transport by transporting carcasses instead of live animals would have a positive impact on the environment, reducing pollution, improving the carbon footprint of the transport sector, and encouraging the development of local production and consumption;

Or. de

Amendment 10
Pilar Ayuso, Esther Herranz García

Draft opinion
Paragraph 3

Draft opinion

3. Considers that *reducing the volume of transport by* transporting carcasses *instead of* live animals *would have a positive impact on* the environment, reducing pollution, improving the carbon footprint of the transport sector, and *encouraging the development of* local production and consumption;

Amendment

3. Considers that *it would be necessary to study the advantages of* transporting carcasses *as compared to* live animals *in order to determine which of the two types of transport is more beneficial for* the environment, *with a view to* reducing pollution *and* improving the carbon footprint of the transport sector; *points out, in addition, the need to take into account the advantages and the disadvantages for* local production and consumption.

Or. es

Amendment 11
Kartika Tamara Liotard

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3 a.(new) Considers that, also with regard to diminishing the risk of transport-associated disease outbreaks, food quality and food safety, it would make sense to create incentives for the regional breeding, marketing and slaughter of animals in order to decrease unnecessary long animal transport times;

Or. en

Amendment 12
Andrea Zanoni, Nadja Hirsch

Draft opinion
Paragraph 3 a (new)

Draft opinion

Amendment

3 a.(new) Calls on the Council and the Commission to develop a strategy for moving towards a more regional model of livestock production in which, wherever practicable, animals are born, fattened and slaughtered in the same region instead of being transported over extremely long distances;

Or. en

Amendment 13
Kartika Tamara Liotard

Draft opinion
Paragraph 3 b (new)

Draft opinion

Amendment

3 b.(new) Calls on the Commission to

abolish export refunds for livestock in order to prevent and decrease unnecessary long animal transport times;

Or. en

Amendment 14
Andrea Zanoni, Nadja Hirsch

Draft opinion
Paragraph 4

Draft opinion

4. Notes that the provisions in the Regulation on transport time, resting time and space allowance are not based on a scientific opinion of SCAHAW or EFSA, but have been taken from the previous directive³ ; notes with regret that, despite clear conclusions from EFSA, parts of the Regulation are not in line with current scientific knowledge, especially as regards transport of horses, space allowance and internal height of compartments, and that the report is not accompanied by any proposal;

Amendment

4. Notes that the provisions in the Regulation on transport time, resting time and space allowance are not based on a scientific opinion of SCAHAW or EFSA, but have been taken from the previous directive³ ; notes with regret that, despite clear conclusions from EFSA, parts of the Regulation are not in line with current scientific knowledge, especially as regards transport of horses, ***transport of poultry and rabbits***, space allowance and internal height of compartments, and that the report is not accompanied by any proposal;

Or. en

Amendment 15
Dan Jørgensen, Judith A. Merkies, Åsa Westlund

Draft opinion
Paragraph 4

Draft opinion

4. Notes that the provisions in the Regulation on transport time, resting time and space allowance are not based on a scientific opinion of SCAHAW or EFSA, but have been taken from the previous directive³ ; notes with regret that, despite

Amendment

4. Notes that the provisions in the Regulation on transport time, resting time and space allowance are not based on a scientific opinion of SCAHAW or EFSA, but have been taken from the previous directive; notes with regret that, despite

clear conclusions from EFSA, parts of the Regulation are not in line with current scientific knowledge, especially as regards transport of horses, space allowance and internal height of compartments, and that the report is not accompanied by any proposal;

clear conclusions from EFSA, parts of the Regulation are not in line with current scientific knowledge, especially as regards transport of horses, space allowance, **temperature requirements**, and internal height of compartments, and that the report is not accompanied by any proposal;

Or. en

Amendment 16
Pilar Ayuso, Esther Herranz García

Draft opinion
Paragraph 4

Draft opinion

4. *Notes* that the provisions in the Regulation **on transport time, resting time and space allowance are not** based on a scientific **opinion of SCAHAW or EFSA, but have been taken from the previous directive³**; notes **with regret** that, **despite clear conclusions from EFSA**, parts of the Regulation are not in line with **current scientific knowledge, especially** as regards transport of horses, space allowance and internal height of compartments, and that the report is not accompanied by any proposal;

Amendment

4. **Takes the view** that the provisions in the Regulation **should be** based on **the best scientific knowledge available**; notes that parts of the Regulation are not in line with **the conclusions of EFSA's most recent report**, as regards transport of horses, space allowance and internal height of compartments, and that the report is not accompanied by any proposal;

Or. es

Amendment 17
Karl-Heinz Florenz

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4a. Points out that Recital 9 of Council Regulation (EC) No 1/2005 requires that

suitable special provisions should be proposed for poultry as soon as the relevant assessments by the EFSA are available; regrets therefore that, despite new scientific evidence and recommendation from the EFSA[1], the Commission's report was not accompanied by any legislative proposals in relation to the transport of poultry, despite the fact that poultry is the most commonly transported species in Europe;
[1] EFSA Journal 2011; 9(1):1966

Or. de

Amendment 18
Julie Girling, Anna Rosbach

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4 a.(new) Calls for a reclassification of horses separately from other farm animals to reflect the specific physical, physiological and behavioural characteristics of horses as set out in the EFSA report¹. Calls for a specific journey limit for horses (to slaughter) to have immediate effect.

¹ *EFSA Report on the Welfare of Animals during Transport (2011) pg. 86*

Or. en

Amendment 19
Dan Jørgensen, Judith A. Merkies, Åsa Westlund

Draft opinion
Paragraph 4 a (new)

Draft opinion

Amendment

4 a.(new) Considers some provisions of the transport regulation are leaving too much room for interpretation by competent authorities of Member States, creating inconsistencies in enforcement; calls on the Commission to propose technical amendments of the current legislation where needed;

Or. en

**Amendment 20
Karl-Heinz Florenz**

**Draft opinion
Paragraph 4 b (new)**

Draft opinion

Amendment

4b. Calls on the Commission to examine the maximum height of four metres for heavy goods vehicles and to increase this as appropriate for vehicles used in the transport of animals, so as to prevent animal welfare problems that arise as a result of inadequate head height in cargo holds;

Or. de

**Amendment 21
Elisabetta Gardini**

**Draft opinion
Paragraph 5**

Draft opinion

Amendment

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account 'scientific

deleted

evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a maximum 8-hour limit for the journeys of animals transported for the purpose of being slaughtered;

Or. it

Amendment 22
Kartika Tamara Liotard

Draft opinion
Paragraph 5

Draft opinion

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a maximum 8-hour limit for the journeys of animals transported for the purpose of being slaughtered;

Amendment

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a maximum 8-hour limit for the journeys of animals transported for the purpose of being slaughtered; ***Considers furthermore that for transports of animals exceeding 6 hours a justification should be required and registered in the transport logs by the operator(s) stating that a shorter transport time is not feasible***

Or. en

Amendment 23
Karl-Heinz Florenz

Draft opinion
Paragraph 5

Draft opinion

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a **maximum 8-hour** limit for the journeys of animals transported for the purpose of being slaughtered;

Amendment

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; **also recalls written declaration 49/2011, signed by the majority of the European Parliament, calling for the limiting of the transport of animals for slaughter to a maximum of 8 hours, and the 8 hours initiative supported by more than one million European citizens**; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a **time limit of significantly less than 8 hours** for the journeys of animals transported for the purpose of being slaughtered;

Or. de

Amendment 24
Andrea Zanoni, Nadja Hirsch

Draft opinion
Paragraph 5

Draft opinion

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a maximum 8-hour limit for the journeys of animals

Amendment

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a maximum 8-hour limit for the journeys of animals

transported for the purpose of being slaughtered;

transported for the purpose of being slaughtered, *as requested by a majority of the Members of the European Parliament in the Written Declaration 49/2011, adopted on the 15th March 2012;*

Or. en

Amendment 25
Riikka Manner, Eija-Riitta Korhola

Draft opinion
Paragraph 5

Draft opinion

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a maximum 8-hour limit for the journeys of animals transported for the purpose of being slaughtered;

Amendment

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a maximum 8-hour limit for the journeys of animals transported for the purpose of being slaughtered, *with exceptions based on geographic conditions, sparse population, scattered infrastructure and the option of longer transport of some animal species confirmed by scientific research results, provided that the rules on animal welfare are complied with;*

Or. en

Amendment 26
Julie Girling, Anna Rosbach

Draft opinion
Paragraph 5

Draft opinion

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a maximum 8-hour limit for the journeys of animals transported for the purpose of being slaughtered;

Amendment

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a maximum 8-hour limit for the journeys of animals transported for the purpose of being slaughtered ***and to improve the following:***

- vehicle specifications;
- ***driver training to enable drivers to cope with the animals they transport especially in the case of an emergency;***
- ***the re-establishment of local abattoirs to encourage slaughter close to production.***
- ***the encouragement of mobile abattoirs.***

Or. en

Amendment 27
Carl Schlyter

Draft opinion
Paragraph 5

Draft opinion

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a maximum 8-hour limit for the journeys of animals transported for the purpose of being

Amendment

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to, ***inter alia***, establish a maximum 8-hour limit for the journeys of animals transported for the purpose of

slaughtered;

being slaughtered, *increase space allowances, and tighten the rules on the transport of pregnant and/or wounded animals*;

Or. en

Amendment 28
Andreas Mölzer

Draft opinion
Paragraph 5

Draft opinion

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a maximum 8-hour limit for the journeys of animals transported for the purpose of being slaughtered;

Amendment

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long journeys; calls on the Commission and the Council, therefore, to review Regulation 1/2005 in order to establish a maximum 8-hour limit *overall* for the journeys of animals transported for the purpose of being slaughtered;

Or. de

Amendment 29
Pilar Ayuso, Esther Herranz García

Draft opinion
Paragraph 5

Draft opinion

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long

Amendment

5. Recalls that Article 32 of the Regulation states that the Commission report shall take into account ‘scientific evidence on the welfare needs of animals’, and may be accompanied if necessary by appropriate legislative proposals concerning long

journeys; calls on the Commission and the Council, therefore, to **review Regulation 1/2005** in order to **establish a maximum 8-hour limit for the journeys of animals transported for the purpose of being slaughtered;**

journeys; calls on the Commission and the Council, therefore, to **undertake more in-depth research on animal welfare, species by species**, in order to **obtain the scientific knowledge necessary for a possible future amendment of the regulation in the framework of the next animal welfare strategy that will begin in 2016.**

Or. es

Amendment 30
Horst Schnellhardt

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Points out that other factors also have a major significance for the welfare of animals during transport, in particular appropriate speed and careful loading and unloading; calls on the Commission to ensure that the introduction of an 8-hour limit for the transport of animals for slaughter does not increase stress on animals during transport;

Or. de

Amendment 31
Karl-Heinz Florenz

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Regrets that Council Regulation (EC) No 1/2005 has failed to fulfil its function in relation to the restriction of animal transport and that serious animal

protection problems still exist during transport; therefore calls on the Commission to take the appropriate steps to promote regional production, slaughtering and marketing, so that it is no longer absolutely necessary to transport animals over long or very long distances;

Or. de

Amendment 32
Anja Weisgerber

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Notes that the duration of transport is not the only important indicator for animal welfare and animal health, but that the conditions during transport, such as compartments, the provision of drinking water, the temperature and humidity, also play an important role in animal welfare;

Or. de

Amendment 33
Elisabetta Gardini

Draft opinion
Paragraph 5 a (new)

Draft opinion

Amendment

5a. Calls on the Commission to ensure the effective and uniform application of existing EU legislation on the transport of animals in all EU Member States. Together with sufficient inspections conducted at national level, this should

ensure and preserve the proper functioning of the internal market, avoiding distortions of competition between EU Member States;

Or. it

Amendment 34
Horst Schnellhardt

Draft opinion
Paragraph 5 b (new)

Draft opinion

Amendment

5b. Calls on the Commission to examine ways to introduce special training and testing for lorry drivers to qualify them to carry out animal transport under the most humane conditions possible;

Or. de

Amendment 35
Julie Girling, Anna Rosbach

Draft opinion
Paragraph 6

Draft opinion

Amendment

6. Considers that the reports submitted *yearly* by *the* Member States are essential *for* understanding the *impact* of the legislation and taking appropriate corrective *action; calls on the Commission to adopt* measures *on controls and a more harmonised reporting structure by 1 January 2013;*

6. Considers that the *yearly* reports submitted by Member States are essential *in* understanding the *level* of *application and enforcement of* the legislation and *in* taking appropriate corrective measures *where necessary;*

Or. en

Amendment 36
Rolandas Paksas

Draft opinion
Paragraph 6

Draft opinion

6. Considers that the reports submitted yearly by the Member States are essential for understanding the impact of the legislation and taking appropriate corrective action; calls on the Commission to adopt measures on controls and a more harmonised reporting structure by 1 January 2013;

Amendment

6. Considers that the reports submitted yearly by the Member States are essential for understanding the impact of the legislation and taking appropriate corrective action; calls on the Commission to adopt measures on controls and a more harmonised reporting structure by 1 January 2013 ***and to draw up a report on the progress made in the Member States;***

Or. It

Amendment 37
Dan Jørgensen, Judith A. Merkies, Åsa Westlund

Draft opinion
Paragraph 6

Draft opinion

6. Considers that the reports submitted yearly by the Member States are essential for understanding the impact of the legislation and taking appropriate corrective action; calls on the Commission to adopt measures on controls and a more harmonised reporting structure by 1 January 2013;

Amendment

6. Considers that the reports submitted yearly by the Member States are essential for understanding the impact of the legislation and taking appropriate corrective action; calls on the Commission to ***make improved enforcement of the Regulation a high priority; calls on the Commission to*** adopt measures on controls and a more harmonised reporting structure by 1 January 2013;

Or. en

Amendment 38
Kartika Tamara Liotard

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6 a.(new) Calls on the Member States to take all necessary steps to ensure that the legislation is enforced, in particular by checking that the journey logs submitted are realistic and compliant with the legislation;

Or. en

Amendment 39
Karl-Heinz Florenz

Draft opinion
Paragraph 6 a (new)

Draft opinion

Amendment

6a. Points out that there are insufficient inspection stations in some Member States and that it is therefore impossible to carry out adequate controls on animal transport or the unloading of animals in emergency situation; therefore welcomes the fact the Commission's report announces more controls on animal transport; also calls for greater efficiency in these controls;

Or. de

Amendment 40
Kartika Tamara Liotard

Draft opinion
Paragraph 6 b (new)

Draft opinion

Amendment

6 b.(new) Calls on the Member States to actively enforce a system of inspections

that checks the animal welfare conditions before, during and after the transport, backed by a robust system of effective and dissuasive sanctions;

Or. en

Amendment 41
Kartika Tamara Liotard

Draft opinion
Paragraph 6 c (new)

Draft opinion

Amendment

6 c.(new) Urges the Commission to consider the introduction of a legal basis requiring on board navigation systems to be able to transmit positioning data and other animal welfare indicators in real time to the competent authorities;

Or. en

Amendment 42
Julie Girling, Anna Rosbach

Draft opinion
Paragraph 7

Draft opinion

Amendment

7. Urges the Commission to take measures in order to increase cooperation and communication between competent authorities of different Member States; calls on the Commission to **increase** the number of FVO inspections focused on animal welfare and the transport of animals;

7. Urges the Commission to take measures in order to increase cooperation and communication between competent authorities of different Member States; calls on the Commission to **review** the number of FVO inspections focused on animal welfare and the transport of animals;

Or. en

Amendment 43
Rolandas Paksas

Draft opinion
Paragraph 7

Draft opinion

7. Urges the Commission to take measures in order to increase cooperation and communication between competent authorities of different Member States; calls on the Commission to increase the number of FVO inspections focused on animal welfare and the transport of animals;

Amendment

7. Urges the Commission to take measures in order to increase cooperation and communication between competent authorities of different Member States; calls on the Commission to increase the number of FVO inspections focused on animal welfare and the transport of animals; ***stresses that inspections must be carried out on an adequate proportion of the animals transported each year within each Member State;***

Or. It

Amendment 44
Anna Rosbach, Julie Girling

Draft opinion
Paragraph 7 a (new)

Draft opinion

Amendment

7 a.(new) Urges the Commission to ensure that veterinary controls of animals to be transported take place at the end of their transport.

Or. en

Amendment 45
Kartika Tamara Liotard

Draft opinion
Paragraph 8

Draft opinion

8. Calls on the Commission to research how new and existing technology can be applied in livestock vehicles to regulate, monitor and register temperature and humidity, which are essential elements for controlling and protecting the welfare of specific categories of animals during transport, in line with the EFSA recommendations;

Amendment

8. Calls on the Commission to research how new and existing technology can be applied in livestock vehicles to regulate, monitor and register temperature and humidity, which are essential elements for controlling and protecting the welfare of specific categories of animals during transport, in line with the EFSA recommendations; ***Stresses that the use of new technology may not lead to lengthening the transport times of animals;***

Or. en

Amendment 46

Kartika Tamara Liotard

Draft opinion

Paragraph 8 a (new)

Draft opinion

Amendment

8 a.(new) Underlines that a key role is to be played by retailers, food service companies and manufacturers to ensure that in their private quality standards, meat is originating from animals which have been reared and slaughtered locally and have been transported in conditions respecting their welfare;

Or. en

Amendment 47

Andrea Zanoni, Nadja Hirsch

Draft opinion

Paragraph 8 a (new)

Draft opinion

Amendment

8 a.(new) Stresses that a better use of Satellite Navigation Systems will help reducing the administrative burden on transport companies and would help the competent authorities of each Member State to improve the quality of controls especially on travelling times and resting periods;

Or. en

**Amendment 48
Rolandas Paksas**

**Draft opinion
Paragraph 8 a (new)**

Draft opinion

Amendment

8a. Considers that new and more effective control systems, such as monitoring transport with the help of satellite positioning systems, would help to improve the situation and enable a more transparent implementation of the rules; takes the view that use of these new technologies would also help to reduce the burden on cross-border authorities and organisations;

Or. lt

**Amendment 49
Dan Jørgensen, Judith A. Merkies, Åsa Westlund**

**Draft opinion
Paragraph 8 a (new)**

Draft opinion

Amendment

8 a.(new) Is content that the Commission

recognises that the navigation systems have failed so far to reach their potential in delivering the anticipated beneficial impact on enforcement of the Regulation; calls on the Commission to require for these systems to have the capacity to transmit data in real time to an EU database;

Or. en

Amendment 50
Pilar Ayuso, Esther Herranz García

Draft opinion
Paragraph 8 a (new)

Draft opinion

Amendment

8a. Requests the European Commission, in bilateral trade negotiations with third countries, to demand the implementation of the European Union's animal welfare rules and to defend the internationalisation, within the framework of the World Trade Organisation, of the Community provisions on the subject.

Or. es

Amendment 51
Andrea Zanoni, Nadja Hirsch

Draft opinion
Paragraph 8 b (new)

Draft opinion

Amendment

8 b.(new) Urges the Commission to consider the introduction of a legal basis requiring on board navigation systems to be able to transmit positioning data and other animal welfare indicators in real

time to a central receiver, as long as protection of information is guaranteed.

Or. en

Amendment 52

Dan Jørgensen, Judith A. Merkies, Åsa Westlund

Draft opinion

Paragraph 8 b (new)

Draft opinion

Amendment

8 b.(new) Recalls that two former Commissioners for animal welfare, Mr Kyprianou and Mr Vassiliou, both promised in the European Parliament to pursue a legislative initiative with the purpose of introducing a time limit on the transportation of animals; regrets deeply that so far the Commission has failed to live up to these promises given to the European Parliament;

Or. en

Amendment 53

Dan Jørgensen, Judith A. Merkies, Åsa Westlund

Draft opinion

Paragraph 8 c (new)

Draft opinion

Amendment

8 c.(new) Calls on the Commission to revise the legislation concerning the authorisation of transporters; urges the Commission to suggest that where a competent authority establishes that a transporter has not respected the transport regulation, its authorization could be suspended or withdrawn in all member states, and not only in the country concerned

Amendment 54
Dan Jørgensen, Åsa Westlund, Judith A. Merkies

Draft opinion
Paragraph 8 d (new)

Draft opinion

Amendment

8 d.(new) Calls on the Commission to revise the legislation concerning the certificate of approval of means of transport; urges the Commission to suggest that where a competent authority establishes that a means of transport does not comply with the transport regulation, its certificate of approval could be revoked or withdrawn in all member states, and not only in the country concerned