



EUROPEAN PARLIAMENT

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Committee on the Environment, Public Health and Food Safety

2012/2031(INI)

9.5.2012

OPINION

of the Committee on the Environment, Public Health and Food Safety

for the Committee on Agriculture and Rural Development

on the protection of animals during transport
(2012/2031(INI))

Rapporteur: Kartika Tamara Liotard

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SUGGESTIONS

The Committee on the Environment, Public Health and Food Safety calls on the Committee on Agriculture and Rural Development, as the committee responsible, to incorporate the following suggestions in its motion for a resolution:

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 the Commission does not intend to propose any changes to the EU's legislation on animal transport; regrets that this report ignores 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';
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;
3. Regrets that there is no mention in the Commission's report of one of the recommendations of the EFSA scientific opinion, i.e. that priority should be given to direct transport, without stopovers (e.g. livestock markets) entailing the risk of direct or indirect contact with animals from other holdings³;
4. Calls on the Commission to examine under which criteria reducing the volume of transport by transporting carcasses and meat instead of live animals would have a positive impact on the environment, by 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 that of live animals; takes the view, therefore, that only carcasses or meat should be transported over long distances;
5. Calls on the Council and 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;
6. 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 reduce unnecessarily long animal transport times;
7. Calls on the Commission to abolish export refunds for livestock, in order to prevent or reduce unnecessarily long animal transport times;

¹ Report from the Commission to Parliament and the Council on the impact of Council Regulation (EC) No 1/2005 on the protection of animals during transport, COM(2011)700, p.9

² EFSA Scientific Opinion Concerning the Welfare of Animals during Transport, EFSA Journal 2011, 9(1), 1966, p. 86

³ EFSA Scientific Opinion Concerning the Welfare of Animals during Transport, EFSA Journal 2011, 9(1), 1966, p. 86

8. Notes that the provisions of the regulation concerning 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 directive¹; notes with regret that, despite the existence of 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, temperature requirements, and internal height of compartments, and that the report is not accompanied by any proposal;
9. 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 EFSA assessments are available; regrets, therefore, that despite the existence of new scientific evidence and the EFSA recommendations², the Commission's report has not been accompanied by any legislative proposals in relation to the transport of poultry, even though poultry constitute the most commonly transported animal type in Europe;
10. Calls for horses to be reclassified separately from other farm animals, with a view to reflecting their specific physical, physiological and behavioural characteristics as described in the EFSA report³; calls for the introduction of a specific journey limit for horses (to slaughter), with immediate effect.
11. Calls on the Commission to review the maximum height (currently 4 metres) for heavy goods vehicles, and to increase it where appropriate in the case of 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;
12. 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; recalls the EP's Written Declaration 49/2011, signed by a majority of Members, which calls for the limiting of the transport of animals for slaughter to a maximum of 8 hours, as well as the 8-hour initiative supported by more than one million European citizens; calls on the Commission and Council, therefore, to review Regulation 1/2005 in order to establish a total 8-hour maximum limit for the journeys of animals transported for the purpose of being slaughtered; calls on the Commission and 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;
13. Calls on the Commission and Council to review Council Regulation (EC) N° 1/2005, and to introduce improvements relating to the following aspects:
 - vehicle specifications;
 - conditions during transport, such as compartments, provision of drinking water, temperature and humidity;
 - special driver training, appropriate speed and careful loading and unloading, to enable

¹ Council Directive 91/628/EEC of 19 November 1991 on the protection of animals during transport and amending Directives 90/425/EEC and 91/496/EEC; OJ L 340, 11.12.1991, p. 17.

² EFSA Journal 2011, 9(1):1966

³ EFSA Report on the Welfare of Animals during Transport (2011) p. 86

drivers to cope with the animals they transport;

- increasing minimum space allowances and tightening the rules on the transport of pregnant and/or wounded animals;

also calls on the Commission to take the appropriate steps to encourage mobile abattoirs and promote the re-establishment of local abattoirs in order to encourage slaughter close to production and marketing;

14. 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 better 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, and to draw up a report on the progress made in the Member States;
15. Believes that some of the provisions of the regulation are leaving too much room for interpretation by competent authorities of Member States, thus giving rise to inconsistencies in enforcement; calls on the Commission to propose technical amendments to the current legislation where needed;
16. Calls on the Commission to ensure the effective and uniform application of existing EU legislation on the transport of animals in all 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 Member States;
17. 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;
18. Urges the Commission to take measures to increase cooperation and communication between the competent authorities in 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;
19. Calls on the Member States to actively enforce a system of inspections that checks animal welfare conditions before, during and after transport and is backed up by a robust system of effective and dissuasive sanctions;
20. 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 situations; welcomes, therefore, the fact that the Commission's report announces more controls on animal transport; also calls for greater efficiency in those controls;
21. Urges the Commission to ensure that veterinary controls on animals to be transported take place at the end of their transport.
22. Calls on the Commission to research how new and existing technology can be applied to

livestock vehicles in order 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 must not lead to longer animal transport times;

23. Urges the Commission to consider introducing a legal basis for requiring on-board navigation systems to be able to transmit positioning data and other animal welfare indicators in real time to the competent authorities;
24. Welcomes the Commission's recognition that navigation systems have failed so far to achieve their potential in terms of delivering the anticipated beneficial impact on enforcement of the regulation; calls on the Commission to require those systems to have the capacity to transmit data in real time to an EU database;
25. Stresses that a better use of Satellite Navigation Systems would help reduce the administrative burden on transport companies and aid the competent authorities in each Member State in improving the quality of controls, especially those on travelling times and resting periods; considers that new and more effective control systems, such as monitoring transport with the help of satellite positioning systems, would help improve the situation and enable a more transparent implementation of the rules; takes the view that use of these new technologies would also ease the burden on crossborder authorities and organisations;
26. Requests the Commission, in its bilateral trade negotiations with third countries, to demand implementation of the EU's animal welfare rules and to defend the internationalisation, within the framework of the World Trade Organisation, of the Community provisions on the subject.
27. Recalls that two former Commissioners responsible 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 to Parliament;
28. Calls on the Commission to revise the legislation concerning the authorisation of transporters; urges it to suggest that where a competent authority establishes that a transporter has not respected the transport regulation, that transporter's authorisation could be suspended or withdrawn in all Member States, and not only in the Member State concerned;
29. Calls on the Commission to revise the legislation concerning the certificate of approval of means of transport; urges it 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 Member State concerned;

RESULT OF FINAL VOTE IN COMMITTEE

Date adopted	8.5.2012
Result of final vote	+: 51 -: 1 0: 2
Members present for the final vote	Kriton Arsenis, Sophie Auconie, Pilar Ayuso, Paolo Bartolozzi, Lajos Bokros, Martin Callanan, Nessa Childers, Chris Davies, Esther de Lange, Anne Delvaux, Bas Eickhout, Edite Estrela, Karl-Heinz Florenz, Elisabetta Gardini, Matthias Groote, Françoise Grossetête, Cristina Gutiérrez-Cortines, Satu Hassi, Jolanta Emilia Hibner, Karin Kadenbach, Christa Kläß, Eija-Riitta Korhola, Holger Krahmer, Jo Leinen, Peter Liese, Kartika Tamara Liotard, Zofija Mazej Kukovič, Linda McAvan, Radvilė Morkūnaitė-Mikulėnienė, Vladko Todorov Panayotov, Antonyia Parvanova, Mario Pirillo, Pavel Poc, Frédérique Ries, Anna Rosbach, Oreste Rossi, Dagmar Roth-Behrendt, Horst Schnellhardt, Richard Seeber, Bogusław Sonik, Åsa Westlund, Glenis Willmott, Sabine Wils, Marina Yannakoudakis
Substitute(s) present for the final vote	Nikos Chrysogelos, João Ferreira, Filip Kaczmarek, Judith A. Merkies, James Nicholson, Alojz Peterle, Michèle Rivasi, Marita Ulvskog, Vladimir Urutchev, Andrea Zaroni