

RECOMMENDATIONS

following the inquiry into the protection of animals during transport within and outside the Union

Compromise Amendments

Chapter: General findings (par. 1,2,5,6,7,8)

Compromise on paragraph 1

(Chapter: General findings (par.1,2,5,6,7,8))

Covers the following amendments:

AM 13 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + AM 14 (Noichl) + AM 15 (Lundgren) + AM 16 (Hazekamp, Matias, Bompard)

1. Stresses that all the conditions necessary to guarantee animal welfare during transport must be ensured at all times *for all the animals transported (14, 16)*, regardless of their species, age, *category (45, 16)*, physical condition or the *means of transport (14, 16)*, length of the journey *and destination, including third countries (15)*; *notes that farmers generally have a strong interest in ensuring that animals arrive at their destination in the best possible condition (13)*;

Compromise on paragraph 2

(Chapter: General findings (par.1,2,5,6,7,8))

Covers the following amendments:

AM 30 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + AM 33 (Lundgren) + AM 34 (Wiezik, Hojsik) + AM 35 (Kelleher, Vautmans, Christensen) + 42 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea)

2. Agrees with the Court of Auditors that the EU³ has some of the world's highest animal welfare standards *but that they are not implemented adequately throughout all Member States (33, 34)*); insists that these *standards* only become effective if they are, fully enforced, *implemented in harmonized way and reflect the latest scientific knowledge (34)*; considers that the EU needs to step up its efforts to ensure that animal welfare during transport is fully respected *in every Member State (35)*, at all times, and by every party concerned, from the origin until the final destination; *Stresses that malpractice is not present across the whole industry (30)*; *Recognizes that the transport of live animals currently plays a vital role in the*

economic and social dimension of some rural areas, in particular those which are predominantly agricultural, more remote or depopulated (42).

Compromise on paragraph 5

(Chapter: General findings (par.1,2,5,6,7,8))

Covers the following amendments:

20 part (Waitz, Roose, Evi, Deparnay-Grunenberg, Guerreiro) + 37 (Pietikäinen) + 38 (Fragkos) + 39 (Wiezik, Noichl) + 40 (Hazekamp, Matias, Bompard) + 44 part (Wiezik, Hojsík, Noicjl) + 45 part (Pietikainen, Noichl, Vrecionova) + 46 (Lundgren) + AM 96 (Buda, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + AM 99 (Kelleher, Christensen, Vautmans, Wiesner) + AM 100 (Hazekamp, Matias, Bompard) + AM 101 (Lundgren) + AM 104 (Fragkos) + AM 105 (Pietikäinen, Noichl, Vrecionová) + AM 106 (Lundgren) + AM 107 (Fuglsang, Chahim, Guteland, Noichl) + 111 (Buda, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 112 (Avram, De Castro, Olekas, Aguilera) + 114 (Carvalhais) + 115 (Wiezik, Noichl) + 116 (Lundgren) + 117 (Pietikainen, Noichl) + 120 (Carvalhais) + 122 (Wiezik, Hojsík, Noichl) + 128 (Buda, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 426 (Noichl, fuglsang) + 537 (Lundgren) + 584 (Hazekamp, Matias, Bompard) + *40 Report (Waitz, Metz, Roose, Evi, Holmgren, Guerreiro, Deparnay-Grunenberg) + 48* report (Waitz, Metz, Roose, Evi, Holmgren, Guerreiro, Deparnay-Grunenberg) + 112* report (Pietikainen) + 113* report (Lundgren) + 128* part report (Wiezik, Hojsík, Noichl) + *168 Report (Waitz, Metz, Roose, Evi, Holmgren, Guerreiro, Deparnay-Grunenberg) + 190 * report (Hazekamp, Matias, Bompard) + 618* part report (Pietikäinen, Noichl, Vrecionová, Durand) + *619 Report (Hazekamp, Matias, Bompard) + *620 Report (Noichl, Fuglsang) + 625 * part report (Lundgren)

5. *Stresses (100, 104, 105, 106) that the EU must work to create the necessary conditions that would allow a fair and adequate transition period (107) to a more efficient, economical and ethical system, that favours the transport of semen or embryos over breeding stock, and carcasses and meat over animals transiting to slaughter wherever possible (96, 99);*

5a. Notes that the provisions of Regulation (EC) No 1/2005 are not aligned with (128 report) the Farm to Fork Strategy and welcomes the proposed fitness check of EU legislation within that Strategy by the Commission (168* report); Stresses that the revised Transport Regulation should be aligned with the strategy (37, 38, 39, 40); Underlines that moving towards the replacement, as much as possible, of the transport of live animals by the transport of carcasses and meat products and of genetic material, (114) would be in line with the Strategy's main objective of building up more resilient, sustainable short food supply chains (115 116 117, 619* report), which are less dependent on long-haul animal transport (40* report); considers also, that transport of germinal products which take up less space can reduce environmental impact in terms of CO2 emissions, fuel consumption etc (620); further believes that a focus on small farms and regional networks of slaughterhouses can contribute to reducing animal transport within the goal of a resilient, sustainable food system*

which affords decent living standards to farmers (40 report, 426, 537); Notes that the F2F strategy recalls the importance of moving towards a more healthy, plant-based, balanced and sustainable food consumption. (48*, 100, 190*, 584)*

5b. Calls on the Commission to urgently present, and no later than 2023 (115, 116, 117), an Action Plan clearly identifying the driving forces behind animal transport and proposing concrete policy actions, including regulatory (128), and setting a precise timeline and milestones, with the aim of mitigating those forces, and reducing the need to transport live animals (120, 584, 190*, 618* part, 625* part) enabling the replacement of live transport by a meat, carcasses and genetic material trade (115, 116, 117, 122, 112*, 113*, 128* part) as much as possible;*

Recalls the need for minimizing the socio-economic impacts of such a change, by directing different funds, including from CAP, for this objective, (120) and by providing the correct incentives to encourage and enable farmers and transporters to perform this transition efficiently (111); insists that the transition is possible only if multidisciplinary action going beyond the transport regulation is adopted to facilitate and support the transition, so that it takes place smoothly and in a socially conscious way (114);

5c. Underlines the advantages of the transport of genetic material (semen and embryos) in spreading the genetic improvement for some species (112); recalls however that transport of animals can contribute to widening the genetic pool on farms, for example in third countries (96) and notes that for some species, in some cases, natural mating and/or maternal lines need to be transported from nucleus, "multiplication" units and farms to other farms (112); recalls that this transport is still important for small scale and family-run farm livelihoods in the EU (96); points out, furthermore, that CAP and other funds need to be allocated to develop and stimulate new technologies, and innovation on handling and transport of genetic material and to support breeders (99, 128);

Compromise on paragraph 6

(Chapter: General findings (par.1,2,5,6,7,8))

Covers the following amendments:

AM 129 (Lundgren) + AM 130 (Kelleher, Christensen, Vautmans, Wiesner) + AM 132 (Pietikäinen, Noichl, Vrecionová) + AM 133 (Avram, De Castro, Olekas, Aguilera) + AM 134 (Hazekamp, Matias, Bompard)

6. Considers that operators in the sector and all parties involved in the transport of live animals, *including farmers (133)*, need to have a *clear set of rules and definitions to abide by (129, 130,132, 134)*, predictability *and adequate transition periods to implement changes (130)*; calls on the *European Commission (130)* to take this into account when *revising (134) and proposing a new regulation (129)*;

Chapter: Enforcement of Regulation (EC) No 1/2005 (par. 3, 4, 7, 9, 11, 23, 24)

Compromise on paragraph 3

(Chapter: Enforcement of Regulation (EC) No 1/2005 (par. 3, 4, 7, 9, 11, 23, 24)

Covers the following amendments:

AM 48 (Fragkos) + AM 49 (Hazekamp, Matias, Bompard) + AM 50 (Lundgren) + AM 51 (Pietikäinen, Noichl) + AM 52 (Buda, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea) + AM 53 (Kelleher, Durand, Vautmans, Wiesner, Christensen) + AM 54 (Aguilera, Olekas, Avram, De Castro) + AM 56 (Wiezik, Noichl)

3. Urges *all (53)* Member States, *especially those where regulatory enforcement is particularly lacking (53)*, and the Commission to take all the necessary steps to improve implementation and enforcement *and the full application (52) of the existing (52)*, regulatory framework, *including by establishing a rigorous and harmonized control procedure at European level (54)*; *Notes that current legislation on the transport of animals is implemented differently from one Member State to another (52)*; Considers that the *primary way of addressing (53)* some of the issues regarding animal welfare during transport in a harmonised way across the EU, and factor in the latest scientific *research, knowledge and recommendations (56)*, is through a revision *of the* Animal Transport Regulation *1/2005, aiming for implementable and enforceable provisions for all animals being transported. (48, 49, 50, 51)*

Compromise on Paragraph 4

(Chapter: Enforcement of Regulation (EC) No 1/2005 (par. 3, 4, 7, 9, 11, 23, 24)

Covers the following amendments:

AM 60 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + AM 68 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + AM 69 (Avram, De Castro, Olekas, Aguilera) + AM 70 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea) + AM 71 (Pietikäinen, Noichl, Vrecionová) + AM 72 (Fragkos) + AM 73 (Vautmans) + AM 74 (Hazekamp, Matias, Bompard) + AM 75 (Wiezik, Noichl) + AM 76 (Lundgren) + AM 378 (Kelleher, Durand, Hojsík, Wiesner, Christensen) + AM 561 (Avram, De Castro, Olekas, Aguilera) + AM 578 (Noichl)

4a. Acknowledges the Commission's commitment to revise animal welfare legislation, including the Animal Transport Regulation, *to align (71, 72, 74, 76)*, with the latest scientific *knowledge, recommendations (75)*, and *practical experience (73)* and *broaden (71, 72, 76)* its scope, *make it easier to enforce and ultimately ensure a higher level of*

animal welfare (71, 72, 74, 76) ; stresses that if the legislation on the transport of live animals is correctly implemented, it would improve animal welfare (70);

4b. Underlines that many current problems of implementation of the Regulation 1/2005 are due to differences in interpretation and calls on the Commission when proposing a revision of the Regulation to set clear, measurable and quantifiable standards, in order to achieve harmonised enforcement across the EU, as well as innovative animal welfare-based indicators (68); Calls on the Commission in this regard to consider the most recent scientific knowledge, including the EFSA assessment on the welfare of animals during transport in the EU currently being prepared.(68)

4c. Urges the European Commission to accompany its revision of the Animal Transport Regulation by a corresponding ex-ante (561) impact assessment (69) based on a rigorous scientific investigation into the impact of transport on animals, of all species and ages, and on an in-depth socio-economic, environmental (378, 69), and health impact assessment (578) taking into account the diversity of geographic situations and specificities, including of islands, remote and outermost regions and farming models across the Union (69); Calls on the Commission to make the assessments results publicly available in a timely way, in order to give farmers planning certainty and predictability and learning time (561) to facilitate adaptation to new regulations (60), without compromising animal welfare;

Compromise on paragraph 7

(Chapter: Enforcement of Regulation (EC) No 1/2005 (par. 3, 4, 7, 9, 11, 23, 24)

Covers the following amendments:

AM 138 (Buda, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + AM 139 (Hazekamp, Matias, Bompard) + AM 140 (Lundgren)+ AM 141 (Pietikäinen, Noichl, Vrecionová)+ AM 142 (Aguilera, Olekas, Avram, De Castro)+ AM 143 (Wiezik, Hojsík, Noichl)+ AM 144 (Avram, Castro, Olekas, Aguilera)+ AM 147 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + AM 148 (Buda, Simone Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea)

7. Calls on the Commission to dedicate funds from existing programmes, *including Pillar II funds from the CAP*, and to envisage new funding instruments in the *upcoming financial instruments (144)* devoted to more dedicated *scientific research and evidence (142)*, *providing adequate training to all those involved in animal transport, including officials and drivers (139)*, *to improving animal welfare during transport, as well as to build slaughter facilities, including mobile ones, in regions with high concentrations of animals, improving transport time and quality and also livelihoods in rural areas (148, 147) and measures promoting a shift to a meat, carcasses and genetic material transport*

(140, 141, 142, 143); Reiterates the importance of regional value chains for animal welfare (148)

Compromise on Paragraph 9

(Chapter: Enforcement of Regulation (EC) No 1/2005 (par. 3, 4, 7, 9, 11, 23, 24)

Covers the following amendments:

AM 163 (Wiezik, Hojsík) + AM 164 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + AM 165 (Hazekamp, Matias, Bompard) + AM 166 (Lundgren) + AM 167 (Pietikäinen, Noichl, Vrecionová)

9. Calls on the Commission to exercise stronger enforcement powers, namely when faced with recurrent and repeated violations of the regulation, and to ***initiate infringement proceedings (163, 165, 166, 167) and (165) apply effective (165) sanctions against (163, 165, 166, 167) Member States that fail to apply the regulation correctly; Considers that sanctions should have as their main purpose the rectification of existing problems and a having a dissuasive effect for the future (164).***

Compromise on Paragraph 11

(Chapter: Enforcement of Regulation (EC) No 1/2005 (par. 3, 4, 7, 9, 11, 23, 24)

Covers the following amendments:

AM 61 (Avram, De Castro, Olekas, Aguilera) + AM 184 2nd part (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + AM 186 (Hazekamp, Matias, Bompard) + AM 187 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea) + AM 188 (Pietikäinen, Noichl)

11a. Calls on Member States and transporters to promote and fully apply the EU ‘Animal Transport Guides’ promoted by the Commission, ***until the entry into force of the revised Animal Transport Regulation (186, 188), which aim to (184) establish best practices designed to support the industry in improving the welfare of animals during transport; calls on the Commission to promote the translation of the guides into all EU official languages, encourage exchanges of experience in the field (187) and promote existing best practices and guidelines to help competent authorities and actors involved in the transport of live animals to better implement and respect animal welfare standards (61);***

11 b. Calls on the Commission to ensure that guidelines are updated according to the latest scientific evidence and are in line with the Regulation (EC) No 1/2005; Reminds however that guidelines to fill legislative gaps are not legally binding and calls on the Commission to include provisions to properly protect species poorly covered in the legislation, such as poultry, rabbits and fish. (184)

Compromise on Paragraph 23

(Chapter: Enforcement of Regulation (EC) No 1/2005 (par. 3, 4, 7, 9, 11, 23, 24)

Covers the following amendments:

AM 283 1st part (Hazekamp, Matias, Bompard) + AM 285 (Lundgren) + AM 286 (Pietikäinen, Noichl) + AM 287 (Wiezik, Hojsík, Noichl) + AM 288 (Lundgren) + AM 289 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + AM 290 (Kelleher, Durand, Vautmans, Wiesner, Hojsík, Christensen) + AM 291 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea) + AM 292 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea)

23. Considers that adequate training *and continuous learning (290)* for any *authorised (291)* person working in the animal transport sector is an essential requirement to safeguard the well-being of animals' during transport; *insists (283, 285, 286, 287, 288)* therefore, *on development of a harmonised (289) training system (289) mandatory for all persons involved in animal transport operations (289) and established as a prerequisite for approvals of transports; additionally, demands also that those trainings (283, 285, 286, 287, 288)* include all aspects of the transport process, such as the means of transport, the type and nature of the journey, the appropriate handling of animals and the decision-making process regarding *assessment of (292) 'fitness for transport, and the animals' species, category (289), age, body condition (285, 286, 287) behavioural and physiological requirements (283, 285, 286, 287, 288) and stress coping mechanisms (283, 285, 286, 287, 288)* requirements;

Chapter: Authorisation procedures and approval of means of transport (10, 12, 13, 14, 15, 16, 17, 26, 35)

Compromise on Paragraph 10

(Chapter: Authorisation procedures and approval of means of transport (10, 12, 13, 14, 15, 16, 17, 26, 35))

Covers the following amendments:

AMs 173 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 175 (Kelleher, Durand, Vautmans, Wiesner, Hojsík, Christensen) + 176 (Waitz, Metz, Roose, Evi, Deparnay-Grunemberg, Guerreiro, Holmgren) + 177 (Aguilera, Olekas, Avram, De Castro) + 178 (Avram, De Castro, Olekas) + 179 (Hazekamp, Matias, Bompard)

10. Insists that the provisions on the *timing and (176)* means of transport must always consider the species-specific and physiological status of the animal, *the number of animals to be transported (173)* and also the breed variation within species, *sex (177)* and the age of the animals; stresses that the transport methods used should always *respect (179)* the physiological, *behavioural (173, 177, 178)* and mental needs *and well-being (175)* of the animal;

Compromise on Paragraph 12

(Chapter: Authorisation procedures and approval of means of transport (10, 12, 13, 14, 15, 16, 17, 26, 35))

Covers the following amendments:

AM 189 (Fragkos) + 190 (Pietikäinen, Noichl, Vrecionová) + 191 GUE (Hazekamp, Matias, Bompard) + 192 (Lundgren) + 193 (Lundgren) + 194 (Kelleher, Durand, Vautmans, Wiesner, Hojsík, Christensen) + 195 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea) + 198 (Noichl, Fuglsang)

12. Insists that space allowances, *stocking densities (189, 190, 191, 192)* and headroom provisions need to be aligned with the most recent scientific data *and with related EU regulation on maximum weight and height of trucks (189, 190, 191, 192)*; with rules to be set out in the regulation in a precise way that *removes ambiguity (194)* and leaves no room for different interpretation *and taking into account species specific needs (193)*; *encourages the conduct of more studies in these fields (195)*; *Calls on the Member States to ensure that the internal height of transport vehicles meets minimum standards (198)*.

Compromise on Paragraph 14

(Chapter: Authorisation procedures and approval of means of transport (10, 12, 13, 14, 15, 16, 17, 26, 35))

Covers the following amendments:

199 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 200 (Dorfmann) + 202 (Kelleher, Durand, Vautmans, Wiesner, Hojsík, Christensen) + 203 (Aguilera, Olekas, Avram, De Castro) + 204 (Pietikäinen, Noichl, Vrecionová) + 205 (Lundgren) + 206 (Hazekamp, Matias, Bompard)

14. Considers that *more scientific evidence is needed (203)* for better solutions *and improvements in (202)* the design of means of transport, *including loading and unloading*

equipment(199), taking into account species- and category-specific as well as (204, 205, 206 physiological behaviour (199) and age requirements and breed variations within species; believes that such design should also be based on the geographical conditions of an area and the fact that small farms often have to transport individual animals or a number of animals of different species at the same time (200); emphasises that the quality of the environment in animal transport vehicles is very important for animal welfare (199);

Compromise on Paragraph 15

(Chapter: Authorisation procedures and approval of means of transport (10, 12, 13, 14, 15, 16, 17, 26, 35)

Covers the following amendments

AMs 212 (Lundgren) + 213 (Kelleher, Durand, Vautmans, Wiesner, Hojsík, Christensen) + 214 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 216 (Wiezik, Noichl) + 219 (Hazekamp, Matias, Bompard) + 220 (Durand, Hojsík)

15. Calls on the Commission to *define and propose (213)* a set of *harmonised (216)* criteria and minimum standards, developed *in conjunction (213)* by an EU-wide expert panel (comprising veterinarians *including qualified veterinarians from relevant NGOs (219, 220)*, technical engineers, *maritime authorities (214)* hauliers, manufacturers and members of the competent authorities), for *use by competent national authorities when approving (213) all (214)* means of animal transport *and of containers with the aim of including it in the upcoming legislation (212);*

Compromise on Paragraph 37a

Chapter: Specific provisions on transport by sea (36, 37, 38)

Covers the following amendments:

AM 246 (Noichl, Fuglsang) + 481 (Wiezik, Noichl) + 482 (Pietikainen, Noichl) + 483 (Lundgren) + 485 (Fuglsang, Chahim, Guteland, Noichl) + 496 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 560 (Hazekamp, Matias, Bompard)

37a. Calls for an EU-wide centralised system (246) to be established to undertake vessel approval, via a uniform procedure, given the multidisciplinary nature of vessel certifications, involving engineers and veterinarians alike (485, 496); considers fundamental that the recommendations of the Network document on the approval and inspection of livestock vessels should be implemented in all Member States (481, 482, 483); considers urgent to prevent that vessels could operate under a different name and in this way request a new license, especially when have been involved in serious violations of the regulation (560)

Note: This paragraph was presented in shadows in the block of compromises on Sea and agreed to be moved into this chapter “Authorisations”

Compromise on Paragraph 16

(Chapter: Authorisation procedures and approval of means of transport (10, 12, 13, 14, 15, 16, 17, 26, 35))

Covers the following amendments

AMs 223 (Lundgren) + 224 (Noichl) + 225 (Pietikäinen, Noichl, Vrecionová) + 226 (Hazekamp, Matias, Bompard) + 228 (Kelleher, Hojsík, Durand, Vautmans, Wiesner, Christensen) + 324 Report (Buda)

16. *Notes that the Member States should not authorise the use of vehicles and vessels transporting animals that do not comply with the provisions of the regulation (324 Report); Calls on the Member States to be more rigorous in both the certification and approval procedures for vehicles **and vessels** (224) and in granting certificates of competence to drivers; **Calls on the Member States to be more rigorous in rejecting certification and approvals in case of non-compliance (223, 228) and withdraw authorisations already issued (324 Report); calls on the Commission to be more rigorous in sanctioning Member States that approve means of transport that are not in line with animals welfare needs (223, 225, 226)***

Compromise on Paragraph 17

(Chapter: Authorisation procedures and approval of means of transport (10, 12, 13, 14, 15, 16, 17, 26, 35))

Covers the following amendments:

AMs 231 (Pietikäinen, Noichl, Vrecionová) + 232 (Hazekamp, Matias, Bompard) + 233 (Lundgren) + 234 (Avram, De Castro, Olekas, Aguilera) + 235 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 236 Renew (Kelleher, Durand, Vautmans, Wiesner, Hojsík, Christensen) + 237 (Noichl, Fuglsang)

17. *Calls on Member States to create the conditions **in order to ensure that engineers are able to support appropriately (236) veterinarians or other authorised persons with (235) certification** during the approval of means of transport in relation to specific items, such as ventilation systems, **air-conditioning and heating (237)**, water **and feeding supplies (234)**, **water quality monitoring and maintenance equipment (231, 232, 233) and vessels' emergency systems (234)**, and the associated required primary sources of power;*

Compromise on Paragraph 35

(Chapter : Authorisation procedures and approval of means of transport (10, 12, 13, 14, 15, 16, 17, 26, 35))

Covers the following amendments:

AMs 459 (Wiezik, Noichl) + 460 (Hazekamp, Matias, Bompard) + 461(Lundgren) + 462 (Pietikäinen, Noichl) + 463 (Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 465 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea)

35. Considers that the contingency plans presented by transporters should cover all types of incidents and emergency scenarios that may occur during transport, either natural or resulting from human actions, including remedying the mechanical problems, the management of delays, the setting of alternative routes if necessary *and a necessary supply of food and water (465)* among other things; considers that the contingency plans must be adapted to reflect the specificities of each journey; *considers it essential that clear rules are set that prohibit approval of transports with unrealistic, implausible or missing emergency plans (459, 460, 461, 462, 463) and calls on Member States to refuse any journey log without credible and complete contingency plan (463).*

Chapter : Controls and Data Collection and exchange (18, 19, 20, 21, 22, 25, 27)

Compromise on paragraph 18

Chapter: Controls and Data Collection and exchange (18, 19, 20, 21, 22, 25, 27)

Covers the following amendments:

AMs 85 (Fuglsang, Chahim, Guteland, Noichl) + 241 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 242 (Lundgren) + 243 (Hazekamp, Matias, Bompard) + 244 (Pietikäinen, Noichl, Vrecionová) + 245 (Hazekamp, Matias, Bompard) + 247 (Kelleher, Durand, Vautmans, Wiesner, Hojsík, Christensen) + 249 (Aguilera, Noichl, Olekas, Avram, De Castro) + 397 Report (Hazekamp, Matias, Bompard)

18. Urges the Commission to rapidly develop a central database of authorised transporters and certificates of competence in the EU, *likewise calls for* a report on breaches of the provisions *to apply to the current and future transport (242, 243, 244)* Regulation and on the sanctions applied, *to be published annually (249)*; considers that the certificates of competence should be in a uniform multilingual standard format, to be defined in EU legislation; *Calls the Commission to draw up a European certification scheme for freighters and their crews, ensuring that the former are sufficiently equipped and the later sufficiently trained for the transport of live animals (247)*; *Calls on the Commission to compile a list of operators with serious and frequent breaches of the regulation, to be frequently updated, and share it with the national authorities. (241, 245, 85 Report, 397 Report)*

Compromise on Paragraph 19

Chapter: Controls and Data Collection and exchange (18, 19, 20, 21, 22, 25, 27)

Covers the following amendments:

AMs 239 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 248 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 251 (Noichl) + 253 (Dorfmann) + 254 (Pietikäinen, Vrecionová) + 255 (Lundgren) + 256 (Hazekamp, Matias, Bompard) + AM 259 (Kelleher, Durand, Wiesner, Hojsík, Christensen)

19. Calls on Member States *to improve and (251) to enforce a more effective, transparent (259) and systematic use (254, 255, 256)* of TRACES and take advantage of its *new features (254)* in order to improve the targeting of their inspections and/or audits based on a risk assessment, *to support the preparation of risk analyses for live animal transport controls by Member States (251)* and to *ensure* their *effective* plausibility checks when approving journey logs and when performing retrospective checks; *calls on the Commission to ensure easy access to the TRACES platform granting wider access for all authorised users (239), making*

it easily accessible to competent authorities and help harmonize procedures between Member States (248); Calls on Member States to ensure better training for operators using the system (253); considers that TRACES should be used for every transport involving maritime travel (259).

Compromise on Paragraph 19 new

Chapter: Controls and Data Collection and exchange (18, 19, 20, 21, 22, 25, 27)

Covers the following amendments:

AMs 258 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 261 (Noichl, Fuglsang) + 263 (Noichl, Fuglsang) + 270 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Isabel Benjumea Benjumea)

19 new. Highlights the need to simplify the processes of journey log planning (270); Calls for a rapid transition from paper journey logs to digital journey logs, which once approved by an official veterinarian should be sent to the competent authorities and accessible by competent authorities of all EU Member States (258); Calls on the Member States to ensure that the competent authorities verify that the journey logs contain realistic information, and thus comply with Article 14.1 of Regulation 1/2005 (261) and to ensure that the transport planning includes proof of a reservation, including feed, water, at a control post (263);

Compromise on Paragraph 20

Chapter: Controls and Data Collection and exchange (18, 19, 20, 21, 22, 25, 27)

Covers the following amendments:

AMs 265 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Isabel Benjumea Benjumea) + 266 (Lundgren) + 267 (Pietikäinen, Noichl, Vrecionová) + 269 (Hazekamp, Matias, Bompard) + 279 (Buda); AM 375 report (Noichl, Fulglsang)

*20. Calls on the Commission to establish a minimum common framework on the number of checks on animal transport journeys, ensuring that to **the number of national as well as European (266, 267, 269)** checks are proportionate to the number of animal departing from **each member State (266, 267, 269)** furthermore calls on the Commission to propose control options which do not involve additional bureaucratic obstacles (279) that could jeopardize the welfare of the animals intended for transport as well as the uniformity of controls throughout the Union (265); Considers that Member States should put in place control systems that verify the existence, quality and implementation of risk analyses when delegating controls to other authorities (375 report)*

Compromise on Paragraph 22

Chapter: Controls and Data Collection and exchange (18, 19, 20, 21, 22, 25, 27)

Covers the following amendments:

AMs 274 (Hazekamp, Matias, Bompard) + 276 (Kelleher, Durand, Wiesner, Christensen)
+ 369 report (Noichl)

22. Calls on the Commission to ***propose (276) and*** establish a harmonised and effective EU wide sanctions system (***369 report***), with a definition of common minimum criteria for sanctions for infringements to the regulation, in order to lay the foundations for an effective, proportionate and dissuasive system across the EU; ***and to take into account within the sanction system the nature, gravity, scale and duration of the infringement, the occurrence of previous infringements (274)***

Compromise on Paragraph 25

Chapter: Controls and Data Collection and exchange (18, 19, 20, 21, 22, 25, 27)

Covers the following amendments:

AM 300 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea) + 301 (Wiezik, Hojsík, Noichl) + 302 (Avram, De Castro, Olekas, Aguilera), 303 (Lundgren) + 304 (Hazekamp, Matias, Bompard) + 305 (Pietikäinen, Noichl, Vrecionová) + 306 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren)

25. Calls for animal-based welfare indicators ***such as physical, physiological and behavioural (300, 301) indexes*** (i.e. based on observations of the animals), ***as well as the possible use of wearable monitors and biochemical markers (300)***: to be incorporated into the Animal Transport Regulation and to be used ***by competent authorities and the Commission for the purpose of data collection, (301, 302, 306), veterinary inspectors, and transporters and operators (303, 304, 305)*** under commercial conditions; considers that such tools would be ***necessary (306)*** to assess animal well-being ***before, (303, 304, 305) during, and after (303, 304, 305) transport; Notes that some of this indicators already exist, while others are being developed by the European References Centres) (302)*** but ***stresses the need for further research and data collection in this field (300)***;

Compromise on Paragraph 27

Chapter: Controls and Data Collection and exchange (18, 19, 20, 21, 22, 25, 27)

Covers the following amendments:

AM 314 (Hazekamp, Matias, Bompard) + 316 (Aguilera, Olekas, Avram, De Castro) + 317 (Lundgren) + 318 (Pietikäinen, Noichl) + 319 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 320 (Buda, Schmiedtbauer, Mortler, Markey, Ademov,

Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 321 (Kelleher, Durand, Wiesner, Hojsík, Christensen) + 322 (Wiezik, Noichl)

27. Considers that real time access to the satellite navigation systems ***and to the temperature recordings (316)*** is fundamental for the competent authorities, ***transporters (321) at any point in the full journey (314)***; considers that the means of transport should be equipped with more updated controls systems ***monitored by the competent authorities (320)*** including temperature ***and humidity (Temperature - Humidity Index) (314, 317, 318, 319, 322)*** measurements ***inside and outside the vehicle (319)***, water supply and the recording of loading and unloading operations; ***recalls that data protection and privacy rights must be ensured by the competent authorities throughout the entire process (316)***.

Chapter: Journey times and resting periods (28, 32)

Compromise on Paragraph 28

Chapter: Journey times and resting periods (28, 32)

Covers the following amendments:

AM 327 (Pietikäinen) + AM 328 (Hazekamp, Matias, Bompard) + AM 329 (Aguilera, Olekas, Avram) + AM 330 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea)

28. Recommends the establishment of an EU-wide *species-based* procedure (330), for the recording of feeding and watering frequency from the last feed before loading in the farm of origin, to the end of the journey, *in a way that does not cause additional delay, or more stress either at stops or during loading and unloading (329); insists that the Commission take measures to ensure that Member States properly sanction infringements related to journey time exceedance (327, 328)*

Compromise on Paragraph 32

Chapter: Journey times and resting periods (28, 32)

If COMP adopted, par. 32d becomes the text of COMP END OF CAREER

Covers the following amendments:

AM 182 part (Fuglsang, Chahim, Guteland, Noichl) + 407 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea) + 408 (Hazekamp, Matias) + 409 (Michal Wiezik, Maria Noichl) + 410 (Fuglsang, Chahim, Guteland, Noichl) + 411 (Avram, De Castro, Olekas) + 413 (Pietikäinen, Noichl, Vrecionová) + 414 (Lundgren) + 415 (Bompard) + 417 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 418 (Kelleher, Christensen, Durand, Vautmans, Wiesner, Hojsík) + 419 (Bompard) + 420 (Noichl, Fuglsang) + 423 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro) + 424 (Bompard) + 427 (Wiezik, Hojkík, Noichl) + 636 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 514 (Hazekamp, Matias, Bompard)

+ On mobile slaughterhouses : AMs 28 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 84 (Bruna, Vilimsky, Conte, Beigneux, Limmer) + 119 (Schneider) + 148 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 423 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro) + 426 (Noichl, Fuglsang) + 537 (Lundgren) + + 40* report (Waitz, Metz, Roose, Evi, Holmgren, Guerreiro, Deparnay-Grunenberg) + 155* report (Lundgren)

32a. Recommends that, in future legislation, journey time for domestic animals going to slaughter should, in principle, not exceed 8h (410, 418, 419), , while taking into consideration the specific geographical characteristics of some regions, such as islands,

outermost regions, remote regions, and areas where infrastructure is underdeveloped. Stresses that the maximum journey time must apply to all means of transport, except in the case of transport by sea.

32b. Insists that the provisions regarding the *maximum (413, 414, 415)* length of the journey should be revisited, to integrate *evidence from existing and ongoing scientific studies and taking (408) animal based (407) evidence and (407) species, age, and category (408, 413, 414, 415)* specific needs into account;

32c. *Calls for existing EU funds to be directed to financially support small scale, local, collective of mobile slaughterhouses and processing units so that animals can be slaughtered on farm or as close as possible to their place of rearing (423); strongly encourages alternative strategies to long distance transports, such as building economically viable local slaughtering and processing facilities in more locations, and where appropriate, incentivised and supported by EU funds, as well as legislative initiatives in Member States to facilitate on-farm slaughter (418); calls on the Member States to allow emergency slaughtering directly on the livestock and fattening farms, where appropriate, in the event that an animal is found to be unfit to be transported (420)*

32d. Considers that the risks of lower levels of protection of *vulnerable animals (409)*, with less economic value, *particularly* animals at end of their productive life, is very real and this should therefore be factored into the revision of the provisions *along with avoiding as far as possible long distance transport of these animals (408, 409, 424, 427), because of the difficulty to assess their fitness, as well as their ability to cope with transport (427); Considers that the transport of end of career animals should only be permitted to the closest available species-appropriate slaughterhouse. Calls on the Commission to promote initiatives and investments to enhance the network of mobile, local and regional slaughterhouses (Report 40, 155, Recommendation 28, 84, 119, 148, 423, 426, 537), in order to ensure that a maximum limit of 4 hours transport of end of career animals can be attained in the future.*

If COMP adopted, par. 32d becomes the text of COMP END OF CAREER and similar provision is inserted in COMP POULTRY AND RABBITS

32d (new) *Recommends that Member States create fast lanes at borders for animal transport within the EU in order to reduce journey length (513, 514).*

32e. *Calls for a definition of “journey time” as the entire time of movement excluding the time of loading into a means of transport, and unloading from the means of transport, once arrived at the final destination; calls on competent authorities to check whether planned loading/unloading times are realistic, proportionate to the number of animals to be loaded/unloaded, and accurately declared in the journey log; considers also important that measures be adopted to prevent ‘assembly centre hopping’ aiming at by-passing journey limits to the final destination (417);*

32f. *Recommends that the Commission considers science-based evidence to improve the quality of all live animal transport (407), concentrating in the associated negative aspects which are the cause of welfare issues, such as fitness for transport, feeding and watering,*

rest periods and thermal environment (411), differentiating between the means of transport, where relevant.

Chapter: Temperature during transport (29, 30)

Compromise on Paragraph 29

Chapter: Temperature during transport (29, 30)

Covers the following amendments:

AM 339 (Pietikäinen) + AM 340 (Hazekamp, Matias, Bompard) + AM 341 (Lundgren) + AM 342 (Wiezik) + AM 345 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + AM 346 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro) + AM 348 (Noichl, Fuglsang) + AM 349 (Kelleher, Christensen, Vautmans) + AM 351 (Aguilera, De Castro) + AM 352 (Avram, De Castro); + AM 353 (Kelleher, Christensen, Durand, Vautmans, Wiesner, Hojsík) + AM 354 (Pietikäinen, Noichl) + AM 355 (Hazekamp, Matias, Bompard) + AM 356 (Wiezik, Hojsík, Noichl) + AM 357 (Lundgren) + AM 358 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + AM 359 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + AM 360 (Hazekamp, Matias, Bompard) + AM 361 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + AM 363 (Hazekamp, Matias, Bompard) + AM 464* report (Hazekamp, Matias, Bompard);

29. Calls on the Member States to *ensure optimal temperature inside the vehicle at any time during the journey for the species transported, whether the means of transport is stationary or moving (352), and regardless of outside temperature (345); calls as well on Member States to strictly apply the minimum and maximum temperature inside the means of transport (346) as established in Regulation 1/2005 (345); considers that Member States should (339, 340, 341, 342, 359, 363) only grant approval of a journey, journey logs and travel plans (348) when the temperatures are forecasted to be within the range of 5°C and 30°C, for the duration of the whole (348) journey, regardless of the type of transport used, unless the means of transport used is equipped with climate control systems (349) capable of maintaining the temperatures within the appropriate range;*

29 a Acknowledges that the body heat of animals can raise temperatures within a means of transport, leading to potentially higher temperatures inside the mean of transports than outside temperature (339, 340, 341, 342).

29 b Calls on Member States to perform additional and adequate controls during heat waves (360, 464) and encourages preparation of studies to fill knowledge gaps on the impact of temperatures on animal welfare (361).*

29 c Calls on the Commission to make clear that the rule on vehicle temperature applies at any point in the journey, until the final destination; insists that the Commission should ensure, including by legal action, that Member States do not neglect this rule (353, 354, 355, 356, 357).

29 d Calls on the development of a uniform weather forecast system based on data from the ECMWF (European Centre for Medium-Range Weather Forecasts), in order to simplify the plausibility check of the official veterinarians (358).

Compromise on Paragraph 30

Chapter: Temperature during transport (29, 30)

Covers the following amendments:

AMs 366 (Hazekamp, Matias, Bompard) + 367 (Aguilera, Olekas, Avram, De Castro) + 368 (Wiezik, Hojsík, Noichl) + 369 (Wiezik) + 370 (Pietikäinen, Noichl) + 371 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 372 (Pietikäinen, Noichl) + 373 (Hazekamp, Matias, Bompard) + 374 (Fragkos) + 375 (Lundgren)

30. Considers it essential **to develop more specific (368) rules in the future on the optimal temperature ranges (369) in transport vehicles (371)**, taking different species, **age, and category-specific (366, 368, 369, 370) needs**, as well as the physiological status of the animal, breed variations within species, **the age, sex and the environmental adaptations^{1a} (367) and temperature regulation (365) of the animals into account**; considers that the approved temperature range should be based on effective temperature, i.e. the combination of temperature and humidity; recommends, moreover, the recording of the temperature, **humidity and ammonia** by controlling devices placed in the different compartments of the means of transport **regardless of the transport taking place via sea, air or road (372, 373, 374, 375)**; and that **the temperature monitoring instruments must be inspected, calibrated and certified by the competent national authorities (366)**;

^{1a} *Opinion of the Scientific Panel on Animal Health and Welfare on a request from the Commission related to the Standards for the microclimate inside animal road transport vehicles, The EFSA Journal (2004), 122, 1-25 (367)*

Chapter: Fitness for transport and vulnerable animal's categories: (par. 34, 31 (unweaned), 31a new (gestating), 31b new (end of career: ex 32d)

Compromise on Paragraph 34 on Unweaned animals

Chapter: Fitness for transport and vulnerable animal's categories: (par. 34, 31 (unweaned), 31a new (gestating), 31b new (end of career: ex 32d)

Covers the following amendments:

AM 442 (Fuglsang, Chahim, Guteland, Noichl) + AM 444 (Pietikäinen, Noichl, Vrecionová) + AM 446 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea) + AM 447 (Hazekamp, Matias, Bompard) + AM 448 (Lundgren)

34. Considers that more research is required in order to identify the appropriate feed, feeding *and ruminant* (447) intervals, thermoregulation, resting needs *and physical capacity to tolerate transport* (446) *without harm*, for *all* (444, 447, 448) animal species and categories *being transported* (444, 447, 448); *believes that animal welfare should be the primary concern, and knowledge gaps should be filled through increased scientific research (442);*

Compromise on Paragraph 31 on Unweaned animals

Chapter: Fitness for transport and vulnerable animal's categories: (par. 34, 31 (unweaned), 31a new (gestating), 31b new (end of career: ex 32d)

Covers the following amendments:

AM 377 (Wiezik, Hojsík, Noich) + AM 378 (Kelleher Christensen, Durand, Wiesner, Hojsík) + 379 (Avram, De Castro, Olekas, Aguilera) + 380 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 381 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + AM 382 (Aguilera, Avram, De Castro, Olekas) + 383 (Wiezik, Hojsík, Noich) + 384 (Lundgren) + 385 (Hazekamp, Matias, Bompard) + 386 (Pietikäinen, Noichl,) + 387 (Hazekamp, Matias, Bompard) + 398 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 481* report (Hojsík, Durand, Wiezik) + 58 (Pietikäinen, Noichl, Vrecionová) + 59 (Lundgren) + 118 (Fuglsang, Chahim, Guteland, Noichl) + 180 2nd part (Fuglsang, Chahim, Guteland, Noichl) + 421 (Wiezik, Hojsík, Noich) + 507* report (Hazekamp, Matias, Bompard)

31. Considers that more research needs to be focused on improving knowledge about the *special* (380) and *specific* (383) transport needs of *young* (383, 385, 386) *and* unweaned animals, in particular in relation to optimal journey time, according to the means of transport used, *optimal space allowance* (379), the right age, appropriate drinking devices, *appropriate milk replacers, proper feeding management in collection centres, feeding intervals during transport* (379) *and optimal conditions for raising the animals at the farm of origin* (382) and the assessment of the fitness of animals for transport that needs to be properly ensured and assessed;

31a *Calls for the definition of unweaned animals to be clarified to specify animals incapable of independent intake of sufficient solid feed and water and with a clear minimum age in weeks,*

(381, 481), according to the species and taking into account the most recent scientific knowledge on the immune systems and feeding needs of these animals (377).*

31 b. Calls on the Commission to introduce, supported by peer reviewed scientific studies, journey time limits for unweaned animals (378, 380); Considers that the transport of unweaned should be avoided (118) and not allowed for calves below 4 weeks except in case of transport carried by farmers for a distance of less than 50 km; Considers that the transport limitation for these animals needs to be strongly considered in the future regulation, taking also into account the need for actions to ensure that all animals receive proper care at the origin farm.

Compromise on gestating animals

Chapter: Fitness for transport and vulnerable animal's categories: (par. 34, 31 (unweaned), 31a new (gestating), 31b new (end of career: ex 32d)

Covers the following amendments:

AM 22 part (Waitz, Metz, Roose, Evi, Holmgren, Guerreiro, Deparnay-Grunenberg) + 57 part (Hazekamp, Matias, Bompard) + 58 part (Pietikäinen, Noichl, Vrecionová) + 172 (Fuglsang, Chahim, Guteland, Noichl) + 394 (Avram, De Castro, Aguilera, Olekas) + 408 part (Hazekamp, Matias) + 409 (Wiezik, Noichl) + 425 (Wiezik, Hojsík, Noichl) + 440 (Hazekamp, Matias, Bompard) + 450 (Hazekamp, Matias, Bompard)

34a. Stresses the vulnerability of gestating females (425) which have very specific biological needs and are particularly vulnerable in transport, which can cause miscarriages or birthing during the journey, with risk of death of the mother or young animal (450); considers that transport of gestating animals should be avoided (172) and believes that the transport of pregnant animals in the last third of gestation should be restricted to a maximum of four hours, given that they are at greater risk of suffering poor welfare during transport; calls for more research to developing more accurate methods for the determination of gestational age and for the assessment of the fitness for transport according to the stage of the gestation (394, 425); Calls for strict vigilance from Member States' authorities to ensure that unfit animals, and in particular pregnant females above the maximum gestation period allowed in regulation, are not transported (440);

Compromise on end of career

Chapter: Fitness for transport and vulnerable animal's categories: (par. 34, 31 (unweaned), 31a new (gestating), 31b new (end of career: ex 32d)

Covers the following amendments:

AMs 408 part (Hazekamp) + 409 (Michal Wiezik, Maria Noichl) + 410 part (Fuglsang, Chahim, Guteland, Noichl) + 424 (Bompard) + 427 (Wiezik, Hojsík, Noichl) + AMs 28 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 84 (Bruna, Vilimsky, Conte, Beigneux, Limmer) + 119 (Schneider) + 148 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 423 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro) + 426 (Noichl, Fuglsang) + 537 (Lundgren) + + 40* report (Waitz, Metz, Roose, Evi, Holmgren, Guerreiro, Deparnay-Grunenberg) + 155* report (Lundgren)

32d. Considers that the risks of lower levels of protection of *vulnerable animals* (409), with less economic value, *particularly* animals at end of their productive life, is very real and this should therefore be factored into the revision of the provisions *along with avoiding long distance transport of these animals* (408, 409, 410, 424, 427), *because of the difficulty to assess their fitness, as well as their ability to cope with transport* (427); *Considers that the transport of end of career animals should only be permitted to the closest available species-appropriate slaughterhouse. Calls on the Commission to promote initiatives and investments to enhance the network of mobile, local and regional slaughterhouses (Report 40, 155, Recommendation 28, 84, 119, 148, 423, 426, 537), in order to ensure that a maximum limit of 4 hours transport of end of career animals can be attained in the future.*

To be voted as part of COMP PAR 32 on journey times (only one COMP by paragraph authorized by RoP)

New chapter on Species not adequately covered (fish, poultry and rabbits, cats and dogs, horses)

Compromise on Fish (all paragraphs)

Covers the following amendments:

AMs 180 3rd part (Fuglsang, Chahim, Guteland, Noich) + 184 2nd part (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 283 2nd part (Hazekamp, Matias, Bompard) + 344 (Lundgren) + 452 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 455 (Hazekamp, Matias, Bompard)

34b. Recommends that provisions be updated in legislative proposals from the Commission (455) according to current scientific knowledge on the needs of fish and other aquatic animals and on transport methods, in order to minimise their suffering during transport; stresses that new provisions should provide a detailed checklist for pre-transport planning and preparations, specific provisions concerning water quality parameters (180, 344), density, handling during loading and unloading, and post-transport welfare controls; calls on the Commission to ensure that guidelines it publishes are updated according to the latest scientific evidence and are in line with the Regulation (EC) No 1/2005 (184) and calls for specific requirements for the commercial movements of fish (180). Stresses furthermore that specific training and certification should be provided regarding fish transportation (283).

Compromise on poultry and rabbits

Covers the following amendments:

AMs 22 part (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 63 (Fragkos) + 28 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 64 (Bompard) + 66 (Pietikäinen, Noichl) + 84 (Bruna, Vilimsky, Conte, Beigneux, Limmer) + 119 (Schneider) + 148 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 184 part (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 423 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro) + 426 (Noichl, Fuglsang) + 537 (Lundgren) + 449 (Bompard) + 452 (Waitz, Metz, Roose, Evi, Holmgren, Guerreiro, Deparnay-Grunenberg) + + 536 (Lundgren) + 587 (Hazekamp, Matias, Bompard) + 40* report (Waitz, Metz, Roose, Evi, Holmgren, Guerreiro, Deparnay-Grunenberg) + 155* report (Lundgren) + 270* report (Bompard)+ 521* report (Hazekamp, Matias, Bompard)

34a new Calls on the Commission to include provisions within Regulation (EC) No 1/2005 to properly protect species not already adequately covered by the legislation (452, 270 report); Reminds that guidelines to fill legislative gaps, namely on specific species, are not legally binding and calls on the Commission to include provisions to properly protect species*

poorly covered in the legislation, such as poultry and rabbits. (184 part, 587); calls, furthermore, for species-specific provisions in the following cases, including, where relevant, maximum journey times according to reason for transport (22 part, 63, 64, 66); considers that specific containers for poultry are required, allowing the birds to stand in their natural position and to have enough air circulating above their heads, with rules for a proper handling, particularly when being caught before transport (449, 456); Notes that the lack of provisions in the regulation concerning rabbits, results sometimes in the inadequate use of poultry containers for the transport of rabbits (521 report); Considers that the transport of poultry and rabbits should only be permitted to the closest available species-appropriate slaughterhouse. Calls on the Commission to promote initiatives and investments to enhance the network of mobile, local and regional slaughterhouses, in order to ensure that a maximum limit of 4 hours transport of these animals can be attained in the future.*

Compromise on cats and dogs

Covers the following amendments:

AMs 180 part (Fuglsang, Chahim, Guteland, Noichl) + 388 (Wiezik, Hojsík) + 389 (Lundgren) + 390 (Pietikäinen) + + 586 (Hazekamp, Matias, Bompard) + 176* report 2nd part (Pietikäinen, Durand, Vrecionová)

34b new Highlights the urgent need to assess the most recent scientific information on the welfare of companion animals during transport (585 part part, 176 report part); considers that more research is required on the needs of companion animals, following the commitment outlined in the regulation on putting forward opinions of the European Food Safety Authority (EFSA) on the needs of cats and dogs; calls on the Commission to introduce detailed provisions for the commercial movement (180 part) of companion animals based on current scientific knowledge (388, 389, 390), with relevant attention to animal separation and space allowance, stacking, bedding and a temperature and humidity range suitable to ensure animal welfare, proper training of the personnel handling and transporting the animals (586);*

Compromise on horses

Covers the following amendments:

AM 585 (Hazekamp, Matias, Bompard)

34c new Highlights the urgent need to assess the most recent scientific information on the needs and welfare of equines during transport, and expects that the Commission will also take these species into account in the revision of the Regulation by proposing species-specific requirements (585 Left);

Chapter: Specific provisions on transport by sea (36, 37, 37new, 38, 38a new)

Compromise on Paragraph 36

Chapter: *Specific provisions on transport by sea (36, 37, 38)*

Covers the following amendments:

AM 472 (Lundgren)+ 473 (Pietikäinen, Noichl) + 474 (Wiezik, Noichl) + 475 (Fuglsang, Chahim, Guteland, Noichl, Christensen) + AM 476 (Avram, De Castro, Olekas) + AM 478 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + AM 480 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 486 (Kelleher, Durand, Vautmans, Wiesner, Hojsík, Christensen) + 499 2nd part (Hazekamp, Matias, Bompard)

36. Calls for measures enabling a shift to a meat, carcasses and genetic material trade, where appropriate, that could replace the need for sea transport (472, 473, 474); Urges the Commission (480) to improve and clarify the provisions on maritime transport, in particular on the authorisation process (476), the definition and identification of organisers and transporters and of their obligations, in order to establish a clear chain of responsibility and transparent (478) communication between farmers, transporters and veterinarians (475) with the competent authorities; Calls for the introduction of dissuasive measures, including financial penalties, against the abandonment of dead animal bodies in the sea or along the transport routes (486) in order to respect provisions of the Marpol Convention (499).

Compromise on Paragraph 37

Chapter: *Specific provisions on transport by sea (36, 37, 38)*

Covers the following amendments:

AMs 489 (Noichl, Fuglsang) + 491 (Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 492 (Pietikäinen, Noichl, Vrecionová) + 493 (Lundgren) + 494 (Hojsík, Durand, Wiezik) + 495 (Hazekamp, Matias, Bompard) + 498 (Kelleher, Durand, Vautmans, Wiesner, Hojsík, Christensen)

37. Calls on the Member States to ensure that proper and sufficient facilities are in place within 30 km of borders or ports, to unload, feed and watering (489) the animals and to allow them to rest properly, thereby safeguarding animal well-being when delays occur; Calls on Member states to not approve transports in case of absence of such facilities (489, 492, 493,494);

37b. Calls on the Commission to draw up a list of ports with adequate animal inspection facilities, based on information provided from the Member States and appropriate monitoring of the Commission (498);

37c. Calls for Member States to ensure that such facilities are actually used, when unloading is required, before the loading of animals on vessels and that animals are not kept inside trucks for long periods while waiting for loading on a vessel (491);

37d. Calls also on the Member States to cooperate better in planning livestock transports, in particular in order to avoid too large a number arriving at border controls at the same time (489);

Compromise on Paragraph 38

Chapter: Specific provisions on transport by sea (36, 37, 38)

Covers the following amendments:

AMs 499 1st part (Hazekamp, Matias, Bompard) + 501 (Vautmans) + 502 (Pietikäinen, Noichl) + 503 (Avram, De Castro, Olekas) + 504 (Aguilera, Olekas, Avram, De Castro) + 505 (Metz, Roose, Eleonora Evi, Deparnay-Grunenberg, Guerreiro, Pär Holmgren) + 506 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 507 (Kelleher, Christensen, Durand, Vautmans, Wiesner, Hojsík) + 508 (Noichl) + 511 (Avram, De Castro, Olekas, Aguilera) + **Draft report* : AMs 533 (Hazekamp, Matias, Bompard) + 535 (Avram, De Castro, Aguilera, Olekas) + 536 (Aguilera) + 537 (Waitz, Metz, Roose, Evi, Holmgren, Guerreiro, Deparnay-Grunenberg) +538 (Pietikäinen, Noichl, Vrecionová) + 539 (Lundgren) + 540 (Wiezik, Noichl) from the draft report**

38. Considers the **mandatory presence (499, 502, 537*, 538*, 539*, 540*)** of an independent veterinarian as essential, **proportionate to the number of animals (505, 533), during rest periods at official lairage facilities (507, 508)**, and loading **and unloading**, in particular for long-distance transport; **calls on the Member States to introduce (499) mandatory provisions for sea journeys, ensuring the presence of veterinarians (505) or, as last resort, a certified professional with appropriate skills (504, 506, 536*), on board for the whole duration of the sea journey, in order to verify the implementation of the relevant animal health and welfare standards (501, 503, 504) and provide real-time (535*) support for sick or injured animals on vessels, as well as to adjust the watering and feeding of the animals to their immediate needs (535*);**

38a. Calls for mandatory provisions to conduct inspections after loading of a vessel in order to prevent accidents (511)

All other AMs of Par. 59 of the Report (Voted in the Report) will be then moved to recommendations through this COMP:

Compromise on Paragraph 38 (new) recommendation

Covers the following amendments:

AM 596 (Hazekamp, Matias, Bompard) + AM 597 (Pietikäinen, Durand, Noichl, Vrecionová) + AM 598 (Lundgren) + AM 601 (Waitz, Metz, Roose, Evi, Holmgren, Guerreiro, Deparnay-Grunenberg)

38 new Considers fundamental the **mandatory (596, 601) presence at loading and final destination of long journeys to non-EU countries (596, 597, 598), of an independent veterinarian; Stresses that the presence of a veterinarian will enable reassessment of the**

fitness for transport¹ (601) and can help to ensure compliance (597, 598) with EU legislation and enforcement of the relevant CJEU ruling (597, 598);

Chapter: Transport of live animals to Third countries (33, 39, 40, 41, 42, 43, 44)

Compromise on Paragraph 33

Chapter: Transport of live animals to Third countries (33, 39, 40, 41, 42, 43, 44)

Covers the following amendments:

AM 429 (Lundgren) + AM 431 (Anja Hazekamp, Marisa Matias, Manuel Bompard) + 433 (Sirpa Pietikäinen, Maria Noichl, Veronika Vrecionová) + 434 (Peter Lundgren) + 435 (Thomas Waitz) + 479 (Anja Hazekamp, Marisa Matias, Manuel Bompard) + 481 (Michal Wiezik, Maria Noichl) + 482 (Sirpa Pietikäinen, Maria Noichl) + 483 (Peter Lundgren)

33. Calls on the Member States to inspect all consignments at the point of loading **and at the point of reaching the final destination (431, 433, 434)** for long journeys to non-EU countries and **carefully assess (431, 433, 434)** in order to develop procedures for the inspections, covering areas such as the amount of feed and water for the duration of the journey, the space and headroom for the animals, the quality, placement and proper functioning of the drinking devices according to the needs of the animals being transported, **the quality of the bedding (435)**, and to ensure that no unfit animal is loaded; ***Calls on the Commission to intervene against Member States that approve live exports when enforcement of CJEU C-424/13 ruling cannot be guaranteed (479, 481 part, 482 part, 483 part).***

Compromise on Paragraph 39

Chapter: Transport of live animals to Third countries (33, 39, 40, 41, 42, 43, 44)

Covers the following amendments:

AM 513 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + AM 514 (Hazekamp, Matias Bompard) + AM 516 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + AM 517 (Avram, De Castro, Olekas, Aguilera)

39. ***Insists on (518, 519) the creation and implementation of a priority lane at all external, as well as internal EU borders (514, 516), specifically intended for animal transports (518, 519), including adequate resting facilities according to the requirements of the animals being transported (513); in order to reduce the length of the journey (514) and eliminate waiting times, to (517) minimize, as much as possible, any delays that can negatively impact the animals' welfare and to reduce the overall duration of the journey (517); recommends that documents be sent in advance in electronic format to the receiving authorities (513);***

Compromise on Paragraph 40

Chapter: Transport of live animals to Third countries (33, 39, 40, 41, 42, 43, 44)

Covers the following amendments:

AM 20 part (Waitz, Roose, Evi, Deparnay-Grunenberg, Guerreiro) AM 24 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + AM 31 (Pietikäinen, Noichl) + AM 32 (Hazekamp, Matias, Bompard) 44 part (Wiezik, Hojsík, Noicjl) + 45 part (Pietikainen, Noichl, Vrecionova) + 46 part (Lundgren) + 47 (Wiezik, Hojsík, Noichl) + 101 (Lundgren) + AM 521 (Lundgren) + AM 522 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + AM 523 (Wiezik, Hojsík, Noichl) + AM 525 (Pietikäinen, Noichl, Vrecionová) + AM 526 (Hazekamp, Matias, Bompard) + 530 (Billy Kelleher, Pascal Durand, Hilde Vautmans, Emma Wiesner, Martin Hojsík, Asger Christensen) + 22 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 534 (Kelleher, Durand, Wiesner, Hojsík, Christensen) + 307 (Kelleher, Hojsík, Durand, Wiesner, Christensen) + 554 (Avram, De Castro, Olekas, Aguilera)

40. ***Insists (20 part, 44 part, 45 part, 46 part)*** that regarding the transport of live animals to third countries, consignments should only be authorised once the competent authority has obtained assurance ***the submitted journey log is (522) fully completed (523), realistic (522) with provable evidence (523) and assurance (20 part, 44 part, 45 part, 46 part)*** that the Transport Regulation will be effectively implemented ***until final destination (521, 525, 526)*** including ***during (521, 525, 526)*** the stages of the journey taking place outside the EU, in line with the judgment of the Court of Justice of the European Union of 2015 ***(20 part, 44 part, 45 part, 46 part, 571, 572, 560, 561, 562)***; ***Calls therefore on the Commission and the Member States to ensure that the rules that apply within the EU also apply to animal transport shipments leaving the Union (530); notes that recently some countries/regions defended their decision to restrict long-distance transport of animals, namely regarding live exports and transport of specific animal categories (24, 31, 32, 47, 110), notably when journeys require a 24-hour stop, due to the absence of control posts in third countries (121).***

40 a New Calls on the Commission to develop a list of third countries applying rules at least as protective as those in the EU, where export of live farm animals may be directly authorised based on an international agreement (22, 534); at the same time, calls on the Commission to address the issue of non-EU countries using their certification to act as transit hubs for transporting animals towards non-certified third-countries (534); Calls on the Commission to establish, for other cases, a certified control system that ensures compliance with EU legislation in any part of the journey in the case of transport to third countries (307); in this regard, calls on the Commission to assess examples of best practice regarding certification and audit instruments to ensure traceability and welfare during transport of live animals to third Countries (554).

Compromise on Paragraph 40 new

Chapter: Transport of live animals to Third countries (33, 39, 40, 41, 42, 43, 44)

Covers the following amendments:

AMs 529 (Wiezik, Hojsík, Noichl) + 531 (Pietikäinen, Noichl, Vrecionová) + 532 (Hazekamp, Matias, Bompard) + 536 (Hazekamp, Matias, Bompard) + 540 (Hazekamp, Matias, Bompard)

+ 541 (Lundgren)

Recognizes that there is no control system currently in place for transport to third countries, leading to situations where animal exports to third countries often do not respect Regulation (EC) No 1/2005 (532) and are often in violation of the Court of Justice ruling C-424/13 on this matter (529, 531, 540, 541, 44b); Calls for a transport of animals between the EU and third countries to only be allowed when the European standards as established by the Court of Justice ruling C-424/13 can be ensured (536);

Compromise on Paragraph 42

Chapter: Transport of live animals to Third countries (33, 39, 40, 41, 42, 43, 44)

Supported by EPP, S&D

Covers the following amendments:

AM 547 (Hazekamp, Matias, Bompard) + AM 548 (Pietikäinen, Noichl, Vrecionová) + AM 549 (Lundgren) + + AM 551 (Wiezik, Hojsík, Noichl) + AM 552 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren)

42. Recommends that the Commission, *after in-depth inspection and assessment by its auditors (547, 548, 549), composed of veterinarians and technical engineers (551) develops a centralised (551), audited and accredited (552) list of rest facilities available in third countries, and in compliance with the requirements of the EU Regulation; calls on the Member States not to approve journey logs in future, if no confirmation has been given that the proposed facilities for the rest period are actually included on the list mentioned above, and therefore provide the necessary conditions to unload the animals; additionally, stresses that booking reservation confirmation for each rest facility is essential to guarantee that there is enough space available for all the animals arriving according to the transport plan (547, 548, 549);*

Alternative Compromise amendments

Thomas Waitz, (on behalf of the Verts-ALE Group)
Niels Fuglsang, Jytte Guteland, Maria Noichl, Michal Wiezik

§32 General Journey Times:

Only the paragraphs in grey differ from the negotiated Compromises

Amendments: 407 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea) + 408 (Hazekamp, Matias) + 409 (Michal Wiezik, Maria Noichl) + 410 (Fuglsang, Chahim, Guteland, Noichl) + 411 (Avram, De Castro, Olekas) + 413 (Pietikäinen, Noichl, Vrecionová) + 414 (Lundgren) + 415 (Bompard) + 417 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 418 (Kelleher, Christensen, Durand, Vautmans, Wiesner, Hojsík) + 419 (Bompard) + 420 (Noichl, Fuglsang) + 423 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro) + 424 (Bompard) + 427 (Wiezik, Hojkík, Noichl) + 513 + 514

32a. *Recommends that, in future legislation, journey time should not exceed 8 hours, while taking into consideration the specific geographical characteristics of some regions, such as islands, outermost regions and remote regions; stresses that the maximum journey time must apply to all means of transport, except in the case of transport by sea, for which the maximum journey time could be raised to 24 hours under the condition of the establishment of clear rules regarding the wellbeing of animals.*

32b. *Insists that the provisions regarding the **maximum** length of the journey should be revisited, to integrate evidence **from existing and ongoing scientific studies and taking animal based evidence and species, age, and category specific needs into account;***

32c. *Calls for existing EU funds to be directed to financially support small scale, local, collective of mobile slaughterhouses and processing units so that animals can be slaughtered on farm or as close as possible to their place of rearing; strongly encourages alternative strategies to long distance transports, such as building economically viable local slaughtering and processing facilities in more locations, and where appropriate, incentivised and supported by EU funds, as well as legislative initiatives in Member States to facilitate on-farm slaughter; calls on the Member States to allow emergency slaughtering directly on the livestock and fattening farms, where appropriate, in the event that an animal is found to be unfit to be transported;*

32d. *Considers that the risks of lower levels of protection of vulnerable animals, with less economic value, **particularly** animals at end of their productive life, is very real and this should therefore be factored into the revision of the provisions **along with avoiding as far as possible long distance transport of these animals, because of the difficulty to assess their fitness, as well as their ability to cope with transport;** Considers that the transport of end of career animals should only be permitted to the closest available species-appropriate slaughterhouse. Calls on the Commission to promote initiatives and investments to enhance the network of mobile, local and regional slaughterhouses, in order to allow a maximum limit of 4 hours transport of these animals to be attained in the future.*

32d (a new) *Recommends that Member States create fast lanes at borders for animal transport within the EU in order to reduce journey length.*

32e. Calls for a definition of “journey time” as the entire time of movement excluding the time loading into a means of transport and unloading from the means of transport, once arrived at the final destination; calls on rules to be developed to make sure loading and unloading are kept to a reasonable time, calls on competent authorities to check whether planned loading/unloading times are realistic, proportionate to the number of animals to be loaded/unloaded, and accurately declared in the journey log; considers also important that measures be adopted to prevent ‘assembly centre hopping’ aiming at by-passing journey limits to the ultimate destination, including by extending the required accommodation period at the place of destination to 30 days;

32f. Recommends that the Commission considers science-based evidence to improve the quality of all live animal transport, concentrating in the associated negative aspects which are the cause of welfare issues, such as fitness for transport, feeding and watering, rest periods and thermal environment differentiating between the means of transport, where relevant;

§ 31 Unweaned Animals:

Only the paragraphs in grey differ from the negotiated Compromises

AM 377 (Wiezik, Hojsík, Noich) + AM 378 (Kelleher Christensen, Durand, Wiesner, Hojsík) + 379 (Avram, De Castro, Olekas, Aguilera) + 380 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 381 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + AM 382 (Aguilera, Avram, De Castro, Olekas) + 383 (Wiezik, Hojsík, Noich) + 385 (Hazekamp, Matias, Bompard) + 386 (Pietikäinen, Noichl,) + 387 (Hazekamp, Matias, Bompard) + 398 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea Benjumea) + 481 report (Hojsík, Durand, Wiezik); (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) (Hazekamp, Matias, Bompard); 58 (Pietikäinen, Noichl, Vrecionová); 59 (Lundgren); 118 (Fuglsang, Chahim, Guteland, Noichl); 180 part (Fuglsang, Chahim, Guteland, Noichl); 421 (Wiezik, Hojsík, Noich) + 507 report (Hazekamp, Matias, Bompard)

31. Considers that more research needs to be focused on improving knowledge about the ***special and specific*** transport needs of ***young and*** unweaned animals, in particular in relation to optimal journey time, ***optimal space allowance***, the right age, appropriate drinking devices, ***appropriate milk replacers, proper feeding management in collection centres, feeding intervals during transport and optimal conditions for raising the animals at the farm of origin*** and the assessment of the fitness of animals for transport that needs to be properly ensured and assessed;

31a. Calls for the definition of unweaned animals to be clarified to specify animals incapable of independent intake of sufficient solid feed and water and with a clear minimum age in weeks, according to the species and taking into account the most recent scientific knowledge on the immune systems and feeding needs of these animals.

31b. Calls on the Commission to introduce supported by peer reviewed scientific studies, journey time limits for all animal species and ages, and in particular for unweaned animals; urges the Commission to ban the transport of very young animals (bovine, ovine, caprine or porcine, and domestic Equidae) below the age of 35 days; considers that the transport of unweaned animals over the age of 35 days should be avoided and only allowed in case of transport under two hours; Considers that the transport limitation for these animals needs to be strongly considered in the future regulation, taking also into account the need for actions to ensure that all animals receive proper care at the origin farm.

§ 34 Unweaned Animals:

Only the words and paragraph in grey differ from the negotiated Compromises

Amendments: AM 445 (Waitz, Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) AM 442 (Fuglsang, Chahim, Guteland, Noichl) + AM 444 (Pietikäinen, Noichl, Vrecionová) + AM 446 (Buda, Schmiedtbauer, Mortler, Markey, Ademov, Dorfmann, Zoido Álvarez, Benjumea) + AM 447 (Hazekamp, Matias, Bompard) + AM 448 (Lundgren)

Amendments: AM 22 part (Waitz, Metz, Roose, Evi, Holmgren, Guerreiro, Deparnay-Grunenberg) + 57 part (Hazekamp, Matias, Bompard) + 58 part (Pietikäinen, Noichl, Vrecionová) + 172 (Fuglsang, Chahim, Guteland, Noichl) + 394 (Avram, De Castro, Aguilera, Olekas) + 408 part (Hazekamp, Matias) + 409 (Wiezik, Noichl) + 425 (Wiezik, Hojsík, Noichl) + 440 (Hazekamp, Matias, Bompard) + 450 (Hazekamp, Matias, Bompard)

34. Considers that more research is required in order to identify the appropriate feed, feeding **and rumination** intervals, thermoregulation, resting needs **and physical capacity to tolerate transport without harm, for all** animal species and categories **being transported; believes that animal welfare should be the primary concern, and knowledge gaps should be filled through increased scientific research;**

34a. Stresses the vulnerability of gestating females which have very specific biological needs and are particularly vulnerable in transport, which can cause miscarriages or birthing during the journey, with risk of death of the mother or young animal; considers that transport of gestating animals should be avoided and insists that the transport of pregnant animals in the last third of gestation should not be allowed, given that they are at greater risk of suffering poor welfare during transport; calls for more research to developing more accurate methods for the determination of gestational age and for the assessment of the fitness for transport according to the stage of the gestation; Calls for strict vigilance from Member States' authorities to ensure that unfit animals, and in particular pregnant females above the maximum gestation period allowed in regulation, are not transported;

§ 37 Sea transport:

This alternative compromise is withdrawn

Only the paragraphs in grey differ from the negotiated Compromises

Amendments: AMs 489 (Noichl, Fuglsang) + 490 (Kelleher, Christensen, Vautmans) + 491 (Metz, Roose, Evi, Deparnay-Grunenberg, Guerreiro, Holmgren) + 492 (Pietikäinen, Noichl, Vrecionová) + 493 (Lundgren) + 494 (Hojsik, Durand, Wiezik) + 498 (Kelleher, Durand, Vautmans, Wiesner, Hojsik, Christensen)

~~37. Calls on the Member States to ensure *that proper and sufficient facilities are in place within 25 km of borders or ports, to unload, feed and water the animals* and to allow them to rest properly, thereby safeguarding animal well-being when delays occur; ***Calls on Member states to not approve transports in case of absence of such facilities;***~~

~~37b. *Calls on the Commission to draw up a list of ports with adequate animal inspection facilities, based on information provided from the Member States and appropriate monitoring of the Commission;*~~

~~37c. *Calls for Member States to ensure that such facilities are actually used, when unloading is required, before the loading of animals on vessels and that animals are not kept inside trucks for long periods while waiting for loading on a vessel;*~~

~~37d. *Calls also on the Member States to cooperate better in planning livestock transports, in particular in order to avoid too large a number arriving at border controls at the same time;*~~

~~37e. *Notes the need to improve the quality of transport and, where the vehicle is appropriate, to allow for prime-breeding horses to rest on the vehicle, where unloading might compromise their health or breeding status.*~~