



Animal Transport

Review of Regulation 1/2005

Recommendations by the Nordic Logistics Association (NLA)

The transport of live animals is an integrated and essential activity that ensures food supply in Europe and generates jobs and growth. The hauliers among our members who work with transportation of live animals are highly specialised and take a pride in ensuring animal welfare during transport. As an industry with decades of experience, we are very pleased to give our recommendations to the review of Regulation 1/2005 on the protection of animals during transport¹ to ensure the welfare of animals during transport in the coming years and decades.

To this end, we have three concrete policy recommendations to ensure better animal welfare during transport:

- 1. Better and more efficient and uniform enforcement of existing rules.**
- 2. A clear division of responsibility between farmer and transporter.**
- 3. A stop to gender separation.**

¹ Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations and amending Directives 64/432/EEC and 93/119/EC and Regulation (EC) No 1255/97.



1. Follow existing rules.

Mistreatment of animals during transport is completely unacceptable for everyone and detrimental to the reputation of the many dedicated, professional, and compassionate animal transporters in Europe who take pride in ensuring the welfare of animals during transport. Malpractices are fortunately in our view an exception to the rule. When such malpractices occur, it is a consequence of the fact that existing legislation has not been followed. During the ANIT hearings a number of cases have been presented where animals were not transported in a proper way. It is an important observation, that most of these cases represented a violation of the existing legislation and are thus already illegal. The importance of following existing rules should therefore be the starting point for everyone involved in the transport of animals. This will already bring us a long way to put a stop to the isolated cases of malpractice that unfortunately still occur in Europe.

It is our experience that the controlling authorities in Northern Europe are very much up to the task and do their job to ensure that rules are followed. However, we also see that when there are cases where animals have injuries which undoubtedly originate from the farm level and occurred prior to the transport, the haulier ends up being held liable with the result of having to pay significant fines. In order to avoid that animals with bruises or wounds are loaded on a truck, we need to have a more logical division of responsibility between the farmer and the transporter about the animals. The prior to transportation phase and the farmer is in our view essential to the prevention of cases of transport of animals, which are not fit for transportation.

2. Clear division of responsibility.

The legislative framework on animal transport ought to rest on a common European legal and factual basis where the responsibility for animal welfare is clearly and logically placed. Unfortunately, the current interpretation of the animal transport regulation suffers from a lack of logic when it comes to the division of responsibility between the parties regarding the animals' fitness for transport. Currently, in the interpretation of the national authorities the transporter bears the major responsibility to make sure that the animals are fit for transport, even though the transporter does not have any previous information of the animals and only a limited opportunity to check on them during the short loading phase.

To exemplify an animal transporter that has to load 240 fully grown slaughter pigs that typically weigh about 100 kg each, has next to no chance of spotting a sore leg, an infectious wound on the tail or a flesh wound on the belly of a pig. Detecting such wounds on animals is paramount to decide whether the animal is fit for transport.



It is therefore crucial to have a clear division of responsibility where the party with the real capability to check on the animals before the transport is also charged with doing so. The responsibility for detecting existing or old injuries should be placed with the farmer since he/she knows the history of the animals and has a real opportunity to observe them. It is unreasonable and illogical that a driver of animal transports should bear the responsibility for the animals before they enter the transport, when the driver typically only observes them in a herd during the short time in which the loading takes place. The revised transport regulation should state clearly that it is the farmer, who has known the animals for the longest time and is the one deciding that they are fit for transport, who should be solely responsible for their fitness prior to transport, possibly along with a veterinarian who may have issued a transport fitness statement.

The transporter should in turn bear full responsibility for the loading and the unloading of the animals, in addition to the condition and legality of the vehicle, the correct training and instruction of the driver and the quality of driving.

3. No gender separation.

Similarly, the transporter today bears the responsibility to ensure gender sorting of livestock for the transport operation, unlike the sender of the animals who is not required to do so. This creates several undesirable challenges both for the transporter and not least for the well-being of the animals. Separating adult male and female animals is not always the best solution. An example of this is the transport of a group of animals consisting of a breeding bull that already walks on the farm with a group of females. Separation of such animals can entail both serious safety risks for the driver involved and create unnecessary and dangerous tension for the animals. In cases where animals are already used to each other exemptions for separating the gender should be allowed.