Better Training for Safer Food

Initiative

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TRACES USE AT INTRA-EU TRADE OF ANIMALS AND PRODUCTS

BTSF

TRACES-ANIMAL WELFARE

Course 4-03-06/11- Madrid, Spain

Regulation (EC) 1/2005

on the protection of animals during transport and related operations
Revival of Regulation 1/2005

Objectives

- To improve the animal welfare during transport
- To establish accurate and uniform rules for all the EU Member States

Target

- Transport of live vertebrate animals in connection with an economic activity

The Regulation establishes

- Structure of the vehicle use in long transport
- Rules of transport for the different animal species
- Training for any person handling animals
- Common documents and their specimen
- Responsibility of any operator involved in the transport
- Notification of infringements
- Mutual assistance and exchange of information
- Emergency measures in the event of non-compliance
- Training of staff and equipment of the competent authority
Maximum journey time for animals

**COMMON VEHICLE (not approved):**
any species 8 hours maximum transport time

**TRANSPORT WITH APPROVED VEHICLE**

| Unweaned pigs, bovine, ovine, caprine and equidae: | 9h – 1h rest – 9h/24h rest in control post |
| Weaned bovine, ovine, caprine: | 14h – 1h rest – 14h/24h rest in control post |
| Weaned pigs: | 24h/24h rest in control post |
| Weaned equidae: | 8h + 8h + 8h/24h rest in control post |

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**GOOD HOUSING**
Are the animals properly housed?

**GOOD FEEDING**
Are the animals properly fed and supply with water?

**GOOD HEALTH**
Are the animals healthy?

**APPROPRIATE BEHAVIOUR**
Does the behaviour of the animals reflect optimised emotional states?
What should I look for to assess the risk of animal welfare during the transport before issuing Intra_trade certificates

### PART III

<table>
<thead>
<tr>
<th>1.1. ORGANIZER name and address (a)(b)</th>
<th>1.2. Name of the person in charge of the journey</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1.3. Telephone / Fax</td>
</tr>
<tr>
<td>2. TOTAL EXPECTED DURATION (hours / days)</td>
<td></td>
</tr>
<tr>
<td>3.1. Place and country of DEPARTURE</td>
<td>4.1. Place and country of DESTINATION</td>
</tr>
<tr>
<td>3.2. Date</td>
<td>3.3. Time</td>
</tr>
<tr>
<td>3.1. Species</td>
<td>5.2. Number of animals</td>
</tr>
<tr>
<td>5.4. Estimated total weight of the consignment (in kg)</td>
<td>5.5. Total space forecast for the consignment (m²)</td>
</tr>
</tbody>
</table>

### 6. LIST OF FOREST / RESTING, TRANSFER OR EXIT POINTS

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Number (if any)</th>
<th>Distance from the operator</th>
<th>Identification</th>
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<tbody>
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</table>
PART I

Three point principally

I.16 MEANS OF TRANSPORT

What kind of road vehicle?

ROAD TRAIN

SEMI-TRAILER

normal

goose neck

I.29 ANIMALS CERTIFICATED FOR

I.25 ESTIMATED JOURNEY TIME
In a vehicle with mobile decks, each deck is like a cage. The upper deck is smaller than the downer deck and can be contained in it.

SURFACE OF A SEMITRAILER WITH MOBILE DECKS

- surface of the fourth deck obtained with internal measures m² 27.80
- first deck m² 32.20
- fourth deck m² 27.80
4 decks vehicle

The difference between the surface of the first deck and the fourth deck is $m^2 \, 4.40$.

4 decks semitrailer
The type of the means of transport is important to evaluate one of the 5 principles of risk assessment during the transport: “Good housing”

1° stocking density / floor surface

<table>
<thead>
<tr>
<th>WEIGHT</th>
<th>SURFACE</th>
<th>maximum stocking density per cattle</th>
<th>maximum stocking density ROADTRAILER</th>
<th>maximum stocking density SEMITRAILER</th>
<th>maximum stocking density MOBIL DECKS</th>
<th>maximum stocking density MOBIL DECKS</th>
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<tr>
<td>110</td>
<td>0.40</td>
<td>166</td>
<td>153</td>
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<tr>
<td>200</td>
<td>0.70</td>
<td>95</td>
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<tr>
<td>500</td>
<td>1.22</td>
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<td>725</td>
<td>1.65</td>
<td>40</td>
<td>37</td>
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</table>

The type of the means of transport is important to assess one of the 5 principles of risk assessment during the transport: “Good housing”

2° head space / compartment height
I am required to issue one Intra_Trade certificate for long transport of 2 consignments, for a total of 50 limousine bulls of 500 kg average weight, by a goose neck semitrailer with 4 mobile decks.

Each consignment is of 25 animals.

It is important to ask the organiser about the loading intentions.
Too many animals on the “second deck”. The right number is 23.
First deck: \(32m^2 \times 1.22 = 26\)  
second deck: \(28m^2 \times 1.22 = 23\)

The bovine loaded on the “goose neck” will touch the roof of the compartment

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to assess two other principles of risk assessment during the transport: “GOOD FEEDING” and “GOOD HEALTH” it’s important assess what are the ANIMALS CERTIFICATED FOR
I am required to issue one Intra_Trade certificate for 21 LACTATING DAIRY COWS the expected time of the journey is of 15 hours, must the organizer plan the transport with a rest in the control post?
Transport of LACTATING DAIRY COWS

Reg. 1/2005. annex 1 – chapter 1 – point 6. Lactating females of bovine, ovine and caprine species, not accompanied by their offspring, shall be milked at intervals of not more than 12 hours.

Thirst + dehydration = lack in good feeding / THIRST

Absence of milking = lack in good health / PAIN

To milk the cows during the transport, respecting the compulsory interval of 12 hours from two milking, you need to unload the animals in an approved place. That is a Control Post.

to assess "GOOD HEALTH" there is another assessment: ESTIMATED JOURNEY TIME?
when I am required to issue one Intra_Trade certificate, which are the situations to assess with regard of JOURNEY TIME?

- period of the transport by ferry-boat
- Transport with more consignments
- Transport for which the shorter road, cross the Switzerland
period of the transport by ferry-boat

Planning the journey the time by ferry boat must be taken into account as time of the journey.

When the time by road and the time by ferry boat exceeds the maximum time allowed for the species, **IT IS COMPULSORY THE REST 12 hours in a Control post at the port of destination or in its immediate vicinity.**

Transport with more consignments

**TRACES** incorporates a geographical information system (GIS) module, to calculate automatically the estimated journey time between the place of origin (or point of entry) and the place of destination (or point of exit).

Where appropriate **TRACES** automatically enters the EU countries transited during the journey in the corresponding field of the certificate; INTRA trade certificate (INTRA) or Common Veterinary Entry Document (CVEDA).

The algorithm is based on an optimum route, subject to a general ceiling of 70 kilometres per hour (kph).

- The GIS system calculates always the estimated journey time between the place of origin and the place of destination.
- The system does not take in consideration the increasing time as consequence of a previous unload.
Transport with more consignments

If I have more than 1 Intra certificate, the expected duration time of each one INTRA is done without taking into account the other.

My suggestion is to ask the organizer for one journey log with all delivery and relative consignment time in section one.

In point I.29 of INTRA-Traces I shall write the “time” as estimated by the organizer and specified in section 1 – point 2 of the journey log.

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ONE JOURNEY LOG
FOR MORE HEALTH CERTIFICATES

SECTION 1
PLANNING

2. TOTAL EXPECTED DURATION
the total expected hours from the time of the first loaded animal and the last unloaded animal

3.1. Place and country of DEPARTURE
the place where is loaded the first animal
3.2. Date
3.3. Time
Date and time of the first loaded animal

4.1. Place and country of DESTINATION
the place where is unloaded the last animal
4.2. Date
4.3. Time
Date and time of the last unloaded animal
SECTION 1
PLANNING

5.1. Species

5.2. Number of animals

5.3. Veterinary certificate(s) number(s)

The indication of the n. of animals for each Health Cs. 10 + 15 + 20

The numbers of the Health Certificates

5.4. Estimated total weight of the consignment (in kg):

The weight of the single consignment in kg.: 5000 + 7500 + 10000

5.5. Total space provided for the consignment (in m²):

The indication of the space provided for the single consignment in m² 12.2 + 18.3 + 24.4

SECTION 1
PLANNING

6. LIST OF SCHEDULED RESTING, TRANSFER OR ENTRY

6.1. Name of the places where animals are to be rested, or transferred (including exit points)

6.2. Arrival

6.3. Length (in hours)

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>loading expected time</th>
</tr>
</thead>
<tbody>
<tr>
<td>day/month</td>
<td>hour</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>unloading expected time</th>
</tr>
</thead>
<tbody>
<tr>
<td>day/month</td>
<td>hour</td>
<td></td>
</tr>
</tbody>
</table>

Of course it must draw up and calculate any data about watering and feeding intervals and any data about resting time in control post(s).
the assessment of the expected journey time

**ADVICE to the C.A. of place of departure:**
To the value you have by TRACES, always add:
+ The time to load and unload the animals
+ The resting time for the driver in compliance with the social law
+ The expected resting time for the animal species transported
+ The likely time spent in roll on – roll off transport
+ Taking into account the number of consignments

**Transport for which the shorter road, cross the Switzerland**

**The GIS system calculate always the estimated journey time between the place of origin and the place of destination, choosing the shortest.**

**IT IS FORBIDDEN CROSSING SWITZERLAND BY VEHICLE WITH LIVE ANIMALS**
Thanks for your attention

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