



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



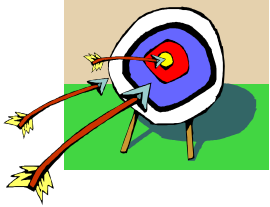
Regulation (EC) 1/2005

**on the protection
of animals during transport
and
related operations**



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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

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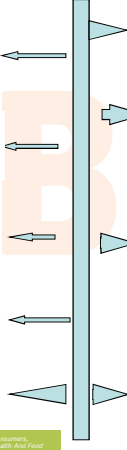
Transport of live vertebrate animals in connection with an economic activity



Target

The Regulation establishes



<ul style="list-style-type: none"> 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 		<ul style="list-style-type: none"> 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
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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

Health 2007-2013
Executive Agency

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TECHNICAL REPORT submitted to EFSA

Project developed on the proposal

Project to develop Animal Welfare Risk
Assessment Guidelines on Transport¹

CFP/EFSA/AHAW/2008/02

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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

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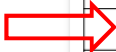
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PART III

PLANNING

1.1. ORGANISER name and address (a) (b)		1.2. Name of the person in charge of the journey			
		1.3. Telephone / Fax			
2. TOTAL EXPECTED DURATION (hours / days)					
3.1. Place and country of DEPARTURE		4.1. Place and country of DESTINATION			
3.2. Date	3.3. Time	4.2. Date	4.3. Time		
5.1. Species	5.2. Number of animals	5.3. Veterinary certificate(s) number(s)			
5.4. Estimated total weight of the consignment (in kg)		5.5. Total space foreseen for the consignment (in m ³)			
6. LIST OF FORESEEN RESTING, TRANSFER OR EXIT POINTS					
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)	6.4. Transporter name and authorisation N° (if different from the organiser)	6.5. Identification
	Date	Time			





PART I **Three point principally**

I.16 MEANS OF TRANSPORT

I.29 ANIMALS CERTIFICATED FOR

I.25 ESTIMATED JOURNEY TIME

I.16. Means of transport

Acroplane

Road vehicle

Identification::

Number(s):


I.25. Animals certified as/products certified for:

Breeding Fattening Slaughter

I.29. Estimated journey time

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I.16 MEANS OF TRANSPORT


What kind of road vehicle?

ROAD TRAIN




SEMI-TRAILER

normal



goose neck



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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.



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SURFACE OF A SEMITRAILER WITH MOBILE DECKS

surface of the **fourth** deck obtained with internal measures **m² 27.80**

first deck
m² 32.20

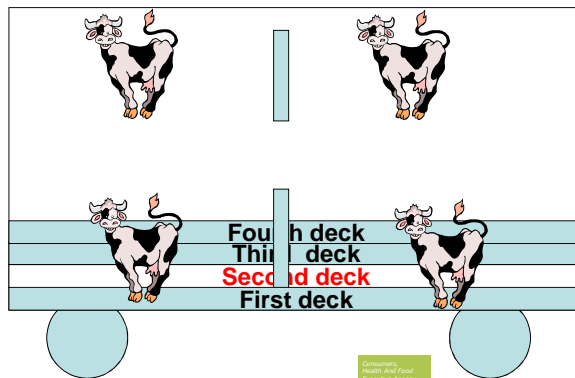
fourth deck
m² 27.80

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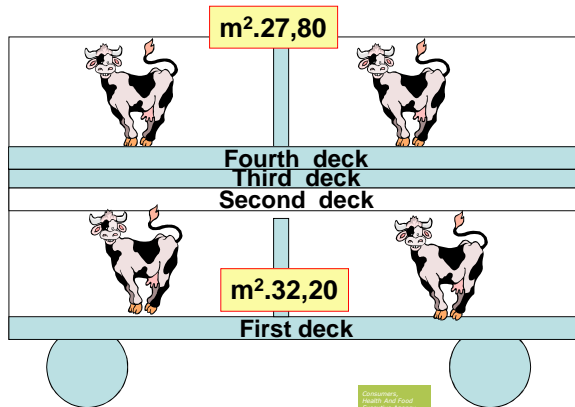


4 decks vehicle



4 decks semitrailer

The difference between
the surface of the **first** deck
and the **fourth** deck is
m² 4,40



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

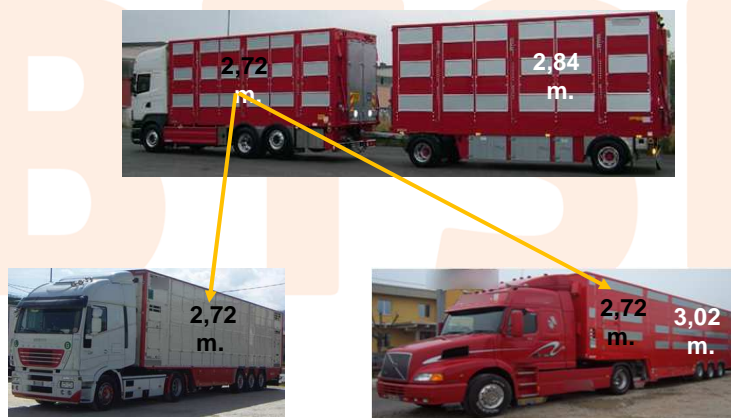
WEIGHT	SURFACE per cattle	maximum stocking density	maximum stocking density
		ROADTRAIN MOBIL DECKS 2 decks m ² 66,40	SEMITRAILER MOBIL DECKS 2 decks m ² 61,30
110	0,40	166	153
200	0,70	95	88
250	0,80	83	77
300	0,90	74	68
325	0,95	70	66
350	0,98	68	63
400	1,06	63	58
450	1,14	58	54
500	1,22	54	50
550	1,30	51	47
600	1,40	47	44
650	1,50	44	41
700	1,60	42	38
725	1,65	40	37

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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



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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 ?

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It is important to ask the organiser about the loading intentions



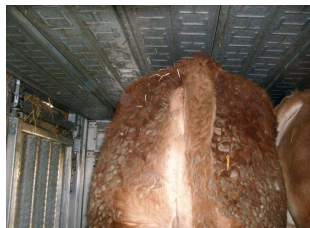
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- ▶ Too many animals on the "second deck". The right number is 23.

First deck: $32\text{m}^2:1.22 = 26$ second deck: $28\text{m}^2:1.22 = 23$

- ▶ The bovine loaded on the "goose neck" will touch the roof of the compartment



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Commission

**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**

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Coordinating
Health And Food
Executive Agency

**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**



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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.

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

risk	thirst + dehydration = lack in good feeding / THIRST	22
	absence of milking = lack in good health / PAIN	



to assess
"GOOD HEALTH"
there is another assessment:
ESTIMATED JOURNEY TIME ?

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**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



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► **Transport with more consignmentments**

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.**

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► **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

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		4.1. Place and country of DESTINATION	
the place where is loaded the first animal		the place where is unloaded the last animal	
3.2. Date	3.3. Time	4.2. Date	4.3. Time
Date and time of the first loaded animal		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):	5.5. Total space provided for the consignment (in m ²):	
The weight of the single consignment in kg.: 5000 + 7500 + 10000	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 E			
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)
	Date	Time	
data of the first loaded consignment	day/month	hour	loading expected time
data of the second loaded consignment	day/month	hour	loading expected time
data of the third loaded consignment	day/month	hour	loading expected time
data of first unloaded consignment	day/month	hour	unloading expected time
data of second unloaded consignment	day/month	hour	unloading expected time
data of third unloaded consignment	day/month	hour	unloading expected time
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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