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FINAL REPORT OF AN AUDIT
CARRIED OUT IN
FRANCE
FROM 09 OCTOBER 2017 TO 13 OCTOBER 2017
IN ORDER TO
EVALUATE ANIMAL WELFARE DURING TRANSPORT TO NON-EU
COUNTRIES

In response to information provided by the competent authority, any factual error noted in the draft report has been corrected; any clarification appears in the form of a footnote.

Executive Summary

This audit took place in France from 9 to 13 October 2017 to evaluate the suitability and effectiveness of the measures in place to prevent causing any unnecessary pain, suffering or injury to animals during long distance transport by road to non-EU countries. In particular, the audit sought to identify the measures taken by competent authorities, organisers and transporters to allow the export of live animals to operate smoothly, while ensuring a satisfactory level of protection for the animals concerned.

The measures in place do not provide satisfactory assurances that exports of live animals operate smoothly and that these journeys are correctly planned and carried out in line with animal welfare requirements to prevent causing unnecessary pain, suffering or injury to the animals.

The existing procedures and instructions do provide the necessary support for effective checks on journey planning. Nevertheless, the districts' lack of implementation of some requirements means that the approved planning to provide feed, water and rest is not guaranteed to prevent unnecessary suffering to animals during long distance transport by road. This is of particular relevance for exports to Turkey due to the districts' lack of awareness of the operating hours of the Turkish border controls and of the time needed to go through.

In addition, the lack of implementation of checks on contingency plans means that there are inadequate assurances that in the eventuality of unexpected long delays at the border the needs of animals blocked at the border can be met, and that these animals are not caused unnecessary suffering.

Given that currently there are no exports by road from France to Turkey, the impact of both the above-mentioned non-implementations on the welfare of animals is restricted to exports to other destinations, which in general have much faster and less problematic border checks.

The current system of supervision on the correct performance of tasks is not achieving its objectives in the area of animal welfare during transport. This was demonstrated by the fact that the shortcomings noted were not detected by that supervision, and also by the high percentage of animal welfare non-compliances in consignments leaving from France as compared with the EU average.

The system in place to issue animal health certificates prevents problems occurring with certificates, which could cause rejections or delays in entering non-EU countries, thereby helping live animal exports to operate smoothly.

The report makes recommendations to the competent authority to address the shortcomings identified.

Table of Contents

1	Introduction	1
2	Objectives and scope	1
3	Legal Basis	2
4	Background	2
5	Findings and Conclusions	3
5.1	Description of Official Controls	3
5.2	Transport Conditions	6
5.3	Resting	8
5.4	Unexpected Delays at the Border	10
6	Overall Conclusions	12
7	Closing Meeting	12
8	Recommendations	13

ABBREVIATIONS AND DEFINITIONS USED IN THIS REPORT

Abbreviation	Explanation
EU	European Union
DGAL	<i>Direction générale de l'alimentation</i>

1 INTRODUCTION

This audit took place in France from 9 to 13 October 2017 as part of the planned audit programme of DG Health and Food Safety. An opening meeting was held with the competent authorities on 9 October 2017. At this meeting, the objectives of, and itinerary for, the audit were confirmed by the audit team and additional information required for the satisfactory completion of the audit was requested.

The audit team comprised three officials from DG Health and Food Safety and was accompanied throughout the audit by representatives from the central competent authority the Directorate-General for Food (*Direction générale de l'alimentation*, DGAL).

2 OBJECTIVES AND SCOPE

The objective of the audit was to evaluate the suitability and effectiveness of the measures in place to prevent causing any unnecessary pain, suffering or injury to animals during long distance transport by road to non-EU countries.

In particular the audit sought to identify the measures taken by competent authorities, organisers and transporters to allow the export of live animals to operate smoothly, while ensuring a satisfactory level of protection for the animals concerned.

The scope of the audit included:

- National measures and, where relevant, any national policies on the welfare of animals during transport, in particular in the context of exports from the EU; and
- Official controls on the welfare of ruminants (cattle, sheep and goats) during transport to non-EU countries, including the system for certifying the health status of such animals, and their outcomes in particular controls prior to and after the journey; and
- Other activities having an influence on the welfare of ruminants (cattle, sheep and goats) intended for transport to non-EU countries.
- A review of documents relevant to reach the objectives of the audit for the period January 2015 – June 2017.

The main legal requirements are included in:

- Council Regulation (EC) No 1/2005 on the protection of animals during transport and related operations;
- Council Directive 96/93/EC on the certification of animals and animal products, where applicable;
- Regulation (EC) No 882/2004 of the European Parliament and of the Council on official controls performed to ensure the verification of compliance with feed and food law, animal health and animal welfare rules.

In pursuit of the objectives, the following meetings were held:

Meetings with Competent Authorities			Comments
Competent authority	Central	2	Opening and closing meeting
	District	3	Two district (<i>département</i>) level authorities from the region of Normandy and another from Pays de la Loire.
Site visits			
Assembly Centre		2	Departure points of live cattle to non-EU countries

3 LEGAL BASIS

The audit was carried out under the general provisions of EU legislation and in particular Article 28 of Regulation (EC) No 1/2005 on the protection of animals during transport and related operations, and Article 45 of Regulation (EC) No 882/2004 of the European Parliament and of the Council on official controls performed to ensure the verification of compliance with feed and food law, animal health and animal welfare rules.

EU legal acts quoted in this report are provided in Annex 1 and refer, where applicable, to the last amended version.

4 BACKGROUND

Enforcement of animal welfare requirements during transport remains a challenge. There have been several reports to the Commission of long delays of live animal transports at the EU land border with Turkey. This trade has been increasing significantly in recent years following a sudden drop in exports to Turkey between 2012 and 2013. The number of live ruminants exported to Turkey in 2016 (more than 290,000) has surpassed the numbers for 2011 (more than 280,000). In response to these reports, complaints from non-governmental organisations and following a meeting with national contact points, the Commission services wrote to all Member States in June 2016 (hereafter: "letter to the CVOs of June 2016") urging them to improve official controls in this area. The letter emphasised the importance of proper planning of long distance journeys, with particular focus on: adequate contingency planning; temperature requirements; and the provision of sufficient water, feed and bedding for the duration of these long journeys.

To follow up on this issue, DG Health and Food Safety planned a series of audits for 2017 and 2018 to identify activities that are suitable and effective in improving animal welfare during long distance transport to non-EU countries. The Commission will share the outcomes from these audits with all Member States in order to help with the uniform application of Regulation (EC) No 1/2005. This audit to France is the fourth of the series.

The table below shows data about live animal exports by road from France recorded in the Commission's Trade Control and Expert System (Traces).

2016		
Cattle consignments for export		
749 (48% to Turkey)		
Subjected to animal welfare checks (%) – anywhere along the journey but mostly at the exit point from the EU		
>632 (>84%)		
Transported by	transporters authorised by France	30.4%
	transporters authorised by Bulgaria	22.1%
	transporters authorised by Spain	11.3%
	transporters from 13 other Member States	36.2%
Total consignments reported with animal welfare non-compliance (%)		
94 (12.6%)		
Main non-compliances reported:		
	Other	61
	Travel times exceeded	29

Traces includes a list of specific non-compliances that can be selected for inclusion in this reporting, e.g.: stocking density exceeded; problems with the means of transport; mishandling/ negligence/unfit/dead animals. "Other" non-compliances is the option available to report about animal welfare non-compliances not specified on the list. Checks at the Bulgarian exit point have to use this option predominantly, mainly to indicate: inadequate bedding and/or travel time likely to be exceeded before the end of the ongoing journey.

The region of Normandy was selected as the main one for the audit because it was responsible for almost a third (31%) of the consignments of cattle exported from France to Turkey in 2016.

Due to animal health restrictions imposed by Turkey (in connection with Blue tongue in France) cattle departures for export by road shifted from the south to the north of France, which would usually not be a frequent departure point for this trade. The continued expansion of the blue tongue affected area resulted in Turkey blocking French cattle exports by road in September 2016. The few consignments dispatched by sea were also blocked in December 2016. This was still the situation at the date of this audit.

5 FINDINGS AND CONCLUSIONS

5.1 DESCRIPTION OF OFFICIAL CONTROLS

Legal requirements

Article 8 of Regulation (EC) No 882/2004.

Regulation (EC) No 1/2005.

Directive 96/93/EC.

Findings

1. The country profile of France describes the structure of the competent authorities and the organisation of official controls on animal welfare during transport. It is accessible at: http://ec.europa.eu/food/audits-analysis/country_profiles/details.cfm?co_id=FR
2. DGAL is the central competent authority for animal welfare on transport while district (*département*) level authorities are responsible for implementation, under the coordination of the regional level.
3. The table below summarises the activities carried out by the French competent authorities on the transport of animals over long journeys to non-EU countries:

Necessary certification before a journey can be planned	District level : Transporter authorisation; Driver's certificate of competence; Vehicle approval.
Planning a Journey	Done by the organiser and submitted to the district
Evaluation of the organiser's request to export animals	District level : Journey plan and relevant documents; Animal health documentation.
Prior to departure	District level : Stamping the journey log; Signing animal health certification; Inspection for fitness for transport; Vehicle inspection.
Retrospective checks	District level : Returned journey logs; Returned satellite navigation system data.
Communication of issues with other countries and actors	The National Contact Point for issues related to animal welfare during transport at the DGAL and/or the districts.

4. DGAL created a working group in 2017 on long journey transports comprising relevant professionals (e.g. traders, organisers, and transporters), technical institutes, animal protection associations, other administrations, private veterinarians and control service officials. This working group aims for participants to exchange views on the state of play of French livestock exports and the problems associated with very long journeys in order to arrive at proposals for best practices. The group met for the first time in September 2017 and drafted an action plan identifying six focus areas of work: precise identification of responsibilities for all involved, improve journey planning and its reliability, develop contingency planning, improve official controls, strengthen the training of operators, and ensure proper transport by sea. This action plan included some preliminary details and estimated deadlines for completion of each work area.

5. DGAL annually organises a 3-day national training session on animal welfare during transport for officials involved, and evidence of this was provided to the audit team for the years of 2014 to 2016. For 2017 two 3-day national training sessions are programmed. The first session was in May and covered the overall methodology for official checks and their follow up and respective records. The second is scheduled for November and will go more in depth into particular control tools (satellite navigation data, tachographs, etc.) and specific types of checks (at loading, retrospective).
6. With the increase in live animal exports seen since 2015 DGAL organised 10 additional 1-day regional training sessions between May 2016 and March 2017 specifically targeting long journey transports for export. In total over 100 officials attended this additional training. The districts met during this audit indicated that they considered these additional regional training sessions as being good and useful.
7. DGAL produced detailed procedures (with information and instructions) for the districts on how to implement the requirements of Reg. 1/2005 correctly and consistently. The procedures cover the selected points of relevance for this audit, namely: authorisation of transporters, approval of means of transport, issuing of veterinary certificates, checks on planning of journeys, controls prior to departure and retrospective checks on journeys.
8. Some requirements from these procedures that are considered good practices are:
 - The requirement for transporters to provide updated and detailed contingency plans that drivers must have with them during the journey;
 - That the satellite navigation system in livestock vehicles must be able to provide the information on the location of the vehicle not only through the geographic coordinates but also with explicit location names, addresses or references such as of the road travelled.
9. The procedures are revised and updated periodically. For example in September 2011 DGAL issued an extensive procedure covering all the checks related to the journey logs, such as planning before the journey, verification during transport, and retrospective checks on returned journey logs. Subsequent to the letter to the CVOs of June 2016 DGAL issued a separate procedure (numbered 2016-643) containing the additional suggestions from that letter. As part of its review and update process DGAL plans to revoke that separate procedure 2016-643 by incorporating its requirements into the 2011 procedure (expected to be finalised in the first trimester of 2018).
10. The audit team saw several requirements from DGAL procedures that had not been operationally implemented. While in some cases this was because those particular requirements were recent additions to the procedures (see also the 1st and 2nd bullets of paragraph 13) several other requirements had not been implemented even though the relevant procedure has been in place for several years (see also paragraph 25).

5.2 TRANSPORT CONDITIONS

Legal requirements

Articles 14, 15, and 18 and Chapters II, III and VI, Annex I of Regulation (EC) No 1/2005.

Findings

11. Fitness for transport is confirmed by authorised private vets within the last 24h prior to departure of cattle, in line with requirements (Art. 15 of Reg. 1/2005).
12. The validity and correctness of the transporters' authorisations, the vehicles' approvals and the drivers' certificates of competence are verified by the districts when the application for the journey is received, also in line with requirements (Art. 14(1)(a)(i) of Reg. 1/2005).
13. Regarding the vehicle's conditions:
 - The DGAL procedure concerning approval of vehicles (Art. 18 of Reg. 1/2005) was updated in May 2017. Since none of the districts met had approved or renewed an approval of a vehicle for long journeys since May 2017 the districts described how they performed the most recent approvals prior to this update. As described they would adequately verify the requirements concerning deck surface areas, ventilation, and most structures and facilities of the vehicles. However, they would not have ensured adequate verification of the requirements for satellite navigation systems (Chapter VI of Annex I to Reg. 1/2005). The May 2017 update includes additional provisions that can ensure this correct verification
 - Vehicle approval certificates issued indicate species but not categories of animals, contrary to what is required by Chapter IV Annex III of Reg. 1/2005, so for example, they do not indicate that vehicles are appropriate for unweaned animals. Therefore unweaned animals may be transported on vehicles that are inadequate for this category of animal, with the biggest risk being their inability to access liquids due to unsuitable drinking devices (Annex I, Chapter VI, point 2.2 of Reg. 1/2005). The template forms associated with the approval procedure were updated in June 2017 and now clearly state that the category of animals must be indicated in the application form and in the certificate of approval;
 - the stocking density (Point 2.1 Chapter III, Annex I of Reg. 1/2005) is checked during the administrative checks.
14. The DGAL procedure covering all the checks related to the journey logs (see also paragraph 9) also refers to checks at time of loading during which the handling of the animals and vehicle conditions could be verified in line with requirements (Article 15(1) and Annex I, Chapters III and VI of Reg. 1/2005). However, it does not require the performance of checks at time of loading. In this regard:

- DGAL informed the audit team that checks at the moment of loading is something that is under study as there are difficulties with having official staff available to perform them;
- For 2016 two of the districts met had not planned nor performed any such check and were the departure point for a total of 69 export consignments;
- Another district, departure point for 55 export consignments, programmed and performed one check at time of loading in 2016. This check was of a multi-vehicle consignment and reported compliance of vehicles and of handling of the animals but detected that the journey time that had been indicated by the organiser in the journey plan was underestimated. This occurred because after loading the first vehicle the driver waited for the other vehicles to also load, in order to travel together, and these loading and waiting times had not been included in the journey planning. The consignment left with the journey plans, submitted to and already stamped by the district, unchanged, contrary to the requirements of Art. 14(1)(b) of Reg. 1/2005. The district sent a formal notification to the transporter informing them about the results of the check and indicating corrective action required for future journeys.

15. Regarding temperatures:

- All three districts met informed the audit team that they perform checks on the predicted temperatures for the journey when evaluating the journey plan. The DGAL procedure 2016-643 of August 2016 indicates that if the weather prediction for the journeys exceeds 30°C the districts should not stamp the journey log as satisfactory without additional guarantees from the organiser about the vehicle's capabilities to maintain the internal temperature within the required limits. The districts stated that they had started these checks before August 2016 as a consequence of DGAL previously raising awareness on this issue (see also paragraph 19);
- One district informed the audit team that in 2016 it had stopped some consignments from leaving on the originally planned date because of high temperatures expected along the journey.

Conclusions on transport conditions

16. Up to 2017, the system for approval, and certifying vehicles, did not sufficiently distinguish the types of vehicle appropriate for different categories of animals, nor adequately verify the satellite navigation systems' compliance with requirements. The 2017 update of relevant procedures correctly addresses both the categories of animals and satellite navigation verification.

17. The administrative checks in place adequately verify the presence and validity of relevant transporter, drivers and vehicle certificates, as well as the respect of maximum stocking densities. Those checks together with the confirmation of the animals' fitness for transport and postponement of departure of consignments when high temperatures are expected along the journey help prevent unnecessary suffering to the animals.

18. The absence of checks at the moment of loading prevent the competent authorities from having adequate confirmation of the handling at loading and maintenance conditions of vehicles leaving from France for export.

5.3 RESTING

Legal requirements

Articles 14, 15 and Chapter V, Annex I of Regulation (EC) No 1/2005.

Findings

19. Proper planning of long journeys is essential to ensure the respect of time limits and rest periods for animals on long journeys. DGAL distributed information to help with this, namely:
- In 2015 to all districts about the possible impact of high temperatures on live animal transports requesting particular care be given to this;
 - In July 2016 to industry associations about the temperature limits within which exports of live animals can be performed and of the difficulties, and necessary care, with such transports in summer, namely if travelling by road to Turkey;
 - In August 2016 to all districts with the separate procedure 2016-643 (see also paragraphs 9, and 15 2nd bullet);
 - In July 2017 with a reminder to all districts that the procedure 2016-643 was still of relevance.
20. Regarding the organiser's plans to rest the animals during the journey and provide them with feed and water (Art. 14 of Reg. 1/2005) the districts:
- require the journey plans to be until the final place of destination even if it is a non-EU country, in line with the European Court of Justice ruling of 23 April 2015 in Case C-424/13;
 - check the plausibility of the proposed journey plan using an online route planner, with proper consideration of the speeds achievable by a heavy vehicle;
 - take drivers social hours requirements into account in some way by requiring organisers to provide certificates of competence for two drivers when journeys exceed 8h.
21. Procedure 2016-643 includes the working hours and expected time needed to go through Turkish border controls as well as requiring that these be taken into account when evaluating the journey planning. However the districts were not aware of the working hours and the usual time needed to go through checks at that border. This has a significant negative impact on the capacity of the districts to correctly evaluate the feasibility of the journey times indicated in the planning of journeys to Turkey.

22. The DGAL procedure for planning of official checks on transport prescribes annually retrospective checks of at least 5% of journey logs issued by the districts, with a minimum of five retrospective checks. National data, provided by the districts to DGAL, for 2016 indicates a much higher percentage (approximately 30%) of retrospective checks. DGAL stated that some districts carry out checks on almost 100% of journey logs but that the depth of the checks performed by different districts appears to vary significantly.
23. Regarding retrospective checks to verify the travelling and resting times to provide water, feed and rest to the animals (Art. 15 of Reg. 1/2005):
- Two of the districts met informed the audit team that they had performed the required 5% minimum retrospective checks of journey logs but could not provide the corresponding records. The other district informed that because of lack of human resources it had been unable to carry out these checks in due time;
 - The three districts stated that it was difficult to obtain the return of journey logs from the transporters and that up to 2016 no system was in place to attempt to ensure this return. For 2017 a system to obtain the journey logs was being designed and would be implemented;
 - Two districts informed the audit team that when attempting in 2017 (in preparation for this audit) to obtain satellite navigation data and temperature registers for consignments exported to Turkey during 2016 almost none had been received. One district stated that it received one set of satellite navigation for a consignment but that the data provided was impossible to analyse;
 - In 2016 one animal died during the journey in each of four consignments leaving from France for export. None of the districts from which the consignments originated had targeted these as journey logs to be investigated;
 - Until October 2017 two of districts met had not yet implemented a system with identified criteria to select the journeys to be targeted for retrospective checks and the other district was in the initial stages of implementing such a system.
24. Although the procedures indicate the type and frequency of checks on planning of journeys and on returned journey logs they do not include any reference to checks of journeys' satellite navigation data. DGAL stated that the checks on satellite navigation data are planned to be included as part of the revision and update of the extensive 2011 procedure (see also paragraph 9).
25. The districts met had not implemented some requirements from DGAL procedures that had already been in place for between one to six years. Namely:
- Journey planning to be provided to district authorities two working days prior to the intended departure date (Annex II, (3)(b) of Reg. 1/2005);
 - Checks on contingency plans (Articles 14(1) and 11(1)(b)(iv) of Reg. 1/2005);
 - Proof of reservations at control post(s) to unload and rest the animals;

- Put in place a system to ensure transporters return the completed journey logs (Annex II, (8) of Reg. 1/2005);
 - Perform at least 5% retrospective checks of journey logs and keep the corresponding records.
26. Most of these shortcomings had not been detected by the system for supervision and verification of official controls. However, when preparing for this audit the districts met reviewed their performances in this area detected some of them and are taking steps to address these (see also the 2nd and 5th bullets of paragraph 23).
27. France had a higher percentage of cattle consignments exported in 2016 with animal welfare non-compliances (12.6%) than the EU average for that same period (8.3%).

Conclusions on resting

28. Although the procedures and instructions provide the necessary support for effective checks on journey planning, the fact that districts do not implement some of the requirements mean that the approved planning to provide feed, water and rest to the animals is not assured. For exports going into Turkey by road, this absence of assurance together with the lack of awareness of the operating hours of the Turkish border controls and of the time needed to go through at district level, create a risk for unnecessary suffering to animals.
29. The system of retrospective checks does not provide satisfactory assurances for detecting if journey times were realistic and for its compliance with legal requirements.
30. The fact that different levels of supervision fail to detect existing shortcomings and the higher percentage of animal welfare non-compliances in consignments leaving from France indicate that the current system of supervision is not achieving its objectives of ensuring correct performance of tasks in the area of animal welfare during transport.

5.4 UNEXPECTED DELAYS AT THE BORDER

Legal requirements

Article 11 of Regulation (EC) No 1/2005.

Articles 3, 4, and 5 of Directive 96/93/EC.

Findings

31. A DGAL guidance document entitled "*Certification sanitaire a l'exportation d'animaux et de produits des filières animales, destines aux pays tiers*" describes the overall procedures and different actors (operators, authorised veterinarians and certifying

veterinarians) involved in the process of issuing certificates for export, their responsibilities and checks to be performed.

32. In addition DGAL provides the districts and exporters with relevant information about certification for export via a tailor made official website (<https://teleprocedures.franceagrimer.fr/expadon/>). The relevant certificates for export to Turkey are available here, together with supporting attestations and explanatory notes detailing the requirements and timelines that need to be implemented to ensure certification to Turkey is performed appropriately.
33. The districts met showed a good understanding of the rather complex certification requirements for export of live cattle to Turkey, and had in some instances developed further documentation, such as graphical timelines and tables of all the different steps and attestations needed, to support them in ensuring compliance. The districts demonstrated that the system implemented provides all the information and certificates necessary to sign the veterinary health certificate for export, in line with the principles of Directive 96/93/EC.
34. France has not received any notification from its trading partners indicating delays at EU borders caused by problems with animal health certificates.
35. Although indicated in the DGAL procedure 2016-643 the districts were not aware of the need to evaluate transporters' contingency plans for long journeys (Art. 11(1)(b)(iv) of Reg. 1/2005) to confirm if these contingency plans take into account possible long delays at the EU border. Namely, how to obtain and provide bedding, feed and water to animals at this location. There are therefore no guarantees that transporters' contingency plans departing from France do include adequate arrangements to meet the animals' needs in the case of unexpected long delays at the border, contrary to the requirements of Art. 3(a) of Reg. 1/2005.

Conclusions on unexpected delays at the border

36. The system in place to issue animal health certificates provides sufficient support for official veterinarians tasked with signing veterinary health certificates. It prevents problems occurring with certificates, which could cause rejections or delays in entering non-EU countries, helping live animal exports to operate smoothly.
37. As the prescribed check on contingency plans are not properly implemented, there is no assurance that in the eventuality of unexpected long delays at the border the needs of animals blocked at the border can be met, and that these animals are not caused unnecessary suffering.

6 OVERALL CONCLUSIONS

The measures in place do not provide satisfactory assurances that exports of live animals operate smoothly and that these journeys are correctly planned and carried out in line with animal welfare requirements to prevent causing unnecessary pain, suffering or injury to the animals.

The existing procedures and instructions do provide the necessary support for effective checks on journey planning. Nevertheless, the districts' lack of implementation of some requirements means that the approved planning to provide feed, water and rest is not guaranteed to prevent unnecessary suffering to animals during long distance transport by road. This is of particular relevance for exports to Turkey due to the districts' lack of awareness of the operating hours of the Turkish border controls and of the time needed to go through.

In addition, the lack of implementation of checks on contingency plans means that there are inadequate assurances that in the eventuality of unexpected long delays at the border the needs of animals blocked at the border can be met, and that these animals are not caused unnecessary suffering.

Given that currently there are no exports by road from France to Turkey the impact of both the above-mentioned non-implementations on the welfare of animals is restricted to exports to other destinations, which in general have much faster and less problematic border checks.

The system of retrospective checks is not being fully implemented, and contains a few gaps, and therefore does not provide satisfactory assurances that the verifications made will detect if journey times were realistic and if journeys complied with the Regulation 1/2005 and prevented unnecessary suffering to the animals.

The current system of supervision on the correct performance of tasks is not achieving its objectives in the area of animal welfare during transport. This was demonstrated by the fact that the shortcomings noted were not detected by that supervision, and also by the high percentage of animal welfare non-compliances in consignments leaving from France as compared with the EU average.

The system in place to issue animal health certificates prevents problems occurring with certificates, which could cause rejections or delays in entering non-EU countries, thereby helping live animal exports to operate smoothly.

7 CLOSING MEETING

A closing meeting was held on 13 October 2017 with representatives of the competent authorities, at which the main findings and preliminary conclusions of the audit were presented by the audit team.

8 RECOMMENDATIONS

The competent authorities are invited to provide, within 25 working days of receipt of the report, an action plan containing details of the actions taken and planned, including deadlines for their completion, aimed at addressing the recommendations set out below:

No.	Recommendation
1.	<p>To ensure that the system of checks before long journeys is implemented as described in the official control procedures, in line with Article 8(1) of Regulation (EC) No 882/2004, to verify that the journey logs submitted by the organiser are realistic and indicate compliance with Regulation (EC) No 1/2005, as required by its Article 14(1).</p> <p>Recommendation based on conclusion 28.</p> <p>Associated findings: 21, 25.</p>
2.	<p>To ensure that appropriate checks at any stage of a long journey are in place, and performed, to verify that declared journey times are realistic and that the journey complies with Regulation (EC) No 1/2005, as required by its Article 15(1).</p> <p>Recommendation based on conclusions 18, 28 and 29.</p> <p>Associated findings: 14, 23, 24, and 25.</p>
3.	<p>To ensure that verification of the effectiveness of district level work in the area of animal welfare during transport is in place and requires corrective action when needed, as required by Article 8(3) of Regulation (EC) No 882/2004.</p> <p>Recommendation based on conclusion 30.</p> <p>Associated finding: 25, 26 and 27.</p>
4.	<p>To ensure that contingency plans of transporters exporting live animals are checked and include measures to meet the animals' needs for bedding, feed and water in the eventuality of unexpected long delays at the EU border as required by Articles 3(a) and 11(1)(b)(iv) of Regulation (EC) No 1/2005.</p> <p>Recommendation based on conclusion 37.</p> <p>Associated finding: 35.</p>

The competent authority's response to the recommendations can be found at:

http://ec.europa.eu/food/audits-analysis/rep_details_en.cfm?rep_inspection_ref=2017-6108

ANNEX 1 – LEGAL REFERENCES

Legal Reference	Official Journal	Title
Reg. 882/2004 - Article 45 (MS)	OJ L 165, 30.4.2004, p. 1, Corrected and re-published in OJ L 191, 28.5.2004, p. 1	Regulation (EC) No 882/2004 of the European Parliament and of the Council of 29 April 2004 on official controls performed to ensure the verification of compliance with feed and food law, animal health and animal welfare rules
Reg. 1/2005	OJ L 3, 5.1.2005, p. 1-44	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
Reg. 882/2004	OJ L 165, 30.4.2004, p. 1, Corrected and re-published in OJ L 191, 28.5.2004, p. 1	Regulation (EC) No 882/2004 of the European Parliament and of the Council of 29 April 2004 on official controls performed to ensure the verification of compliance with feed and food law, animal health and animal welfare rules
Dir. 96/93/EC	OJ L 13, 16.1.1997, p. 28-30	Council Directive 96/93/EC of 17 December 1996 on the certification of animals and animal products