

Country report on animal welfare during long distance transport by land and sea

# Portugal

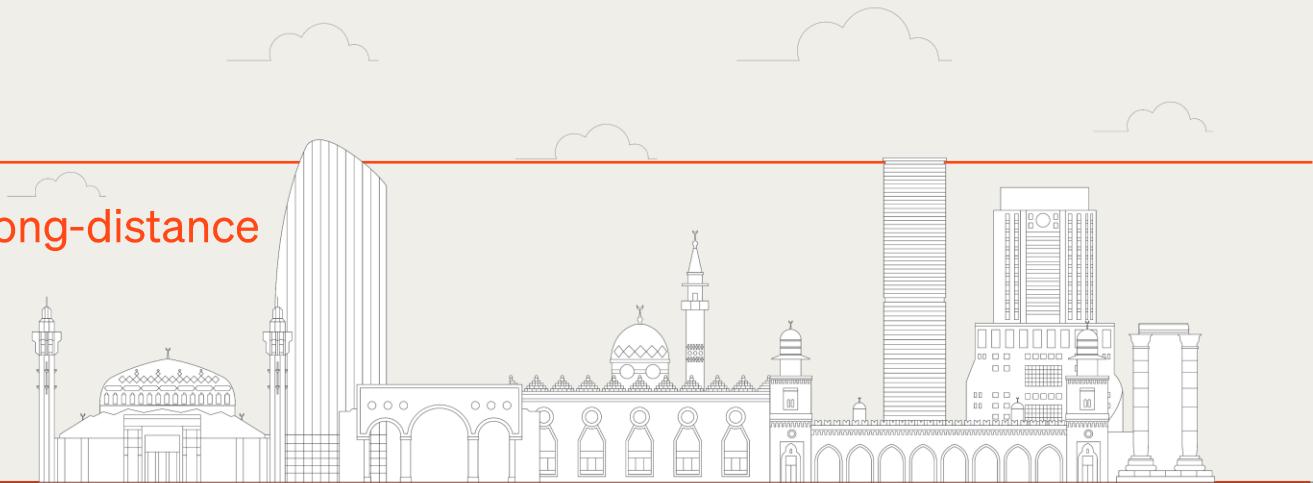
António Palma  
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Multi-regional Whole Journey Scenario workshop on long-distance  
transport by land and sea between  
Europe, the Middle East, and North Africa

13- 15 January 2026, Amman, Jordan

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World Organisation  
for Animal Health

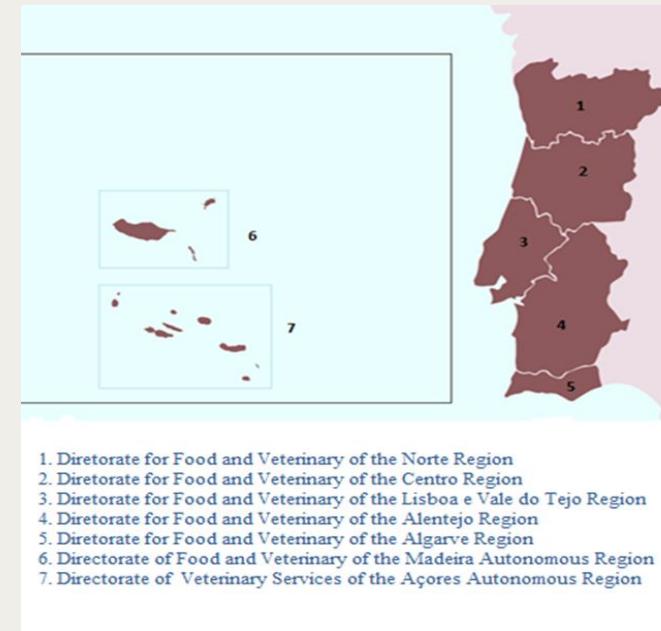
# Competent Authority(ies)

## General Direction of Food and Veterinary (DGAV)

- ✓ Animal Health
- ✓ Animal Welfare
- ✓ Animal Identification
- ✓ Food Safety
- ✓ Feed
- ✓ Animal By-products

**PSC- Sea transport-** Since 2023, its obligatory the presence of a maritime surveyor during the AW inspections

## Location of the DGAV Services



**Central Services :**  
**Head Office**  
**Lisbon**

**Regional Services**  
**(DSAVR):**

- 1 - DSAVRN
- 2 - DSAVRC
- 3 - DSAVRLVT
- 4 - DSAVRAL
- 5 - DSAVRALG

**Police- GNR, PSP, Maritime Police, Harbour master**

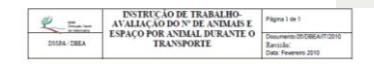
# Role of DGAV

- Legislation, Procedures, guides of good practices, national control plan
- Transporters authorization and means of transport certification
- Means of transport certification and controls; loading operations- all the operations; Control plan-controls to loading operation (PPA)
- Training of Official
- Work with the organizers and transporters- regular meetings and sensibilization sessions
- Measures in case of non compliance- notifications, sanctions and suspension/withdraw. Not allowing the load of animals in specific vessels/operations.
- Communication with the CA of destination and CA of other MS



## BEM ESTAR ANIMAL

### MANUAL PARA CONTROLO DE TRANSPORTE RODOVIÁRIO DE ANIMAIS



**II. OBJETIVO**  
Compete a cada Estado-Membro, realizar controles ao transporte de animais para verificar se os requisitos do Regulamento (CE) n.º 1/2005, de 22/12/2004, relativo à protecção dos animais no transporte, nomeadamente os espaços por animal, estão a ser cumpridos. (Ver Manual para controlo de Transporte Rodoviário de Animais, artigo 1º, n.º 1, alínea b).  
O Regulamento (CE) n.º 1/2005, de 22/12/2004, estabelece no seu Cap. VII, do Anexo I, os espaços disponíveis por animal durante o transporte. As tabelas do Cap. VII, do Anexo I, contemplam os espaços mínimos para animais de diferentes espécies, tipos e idades, e os tipos de animais, meios de transporte e duração da viagem.  
Com esta instrução de trabalho pretende-se clarificar e harmonizar a forma como é determinado o espaço disponível e exigir que os controles durante o transporte de modo a garantir o cumprimento dos espaços definidos no Regulamento (CE) n.º 1/2005, de 22/12/2004.

**III. REQUISITO LEGAL**  
O Regulamento (CE) n.º 1/2005, de 22/12/2004, no Cap. VII, do Anexo I, estabelece os espaços mínimos durante o transporte de animais. Os espaços variam com o espécie animal, o meio de transporte e o tipo de viagem.  
Relativamente ao transporte rodoviário de animais, os espaços mínimos por animal, definidos no Regulamento (CE) n.º 1/2005, de 22/12/2004, são os seguintes:

Transporte rodoviário de animais	
Carneiros velhinhos	
Carneiros velhinhos < 21 meses (para viagens de 10 horas)	1,75 m <sup>2</sup> x 0,7 x 2,10 m <sup>3</sup>
Carneiros jovens (21-24 meses para viagens de mais de 10 horas)	1,40 m <sup>2</sup> x 1,2 x 2,00 m <sup>3</sup>
Pratos (com carne de 1 a 4 kg)	1,07 m <sup>2</sup> x 0,5 x 1,80 m <sup>3</sup>
Pratos (com carne de 5 a 10 kg)	1,07 m <sup>2</sup> x 0,5 x 1,80 m <sup>3</sup>

No transporte de longa duração os pesos e os caravelas devem poder definir-se.  
Em função do peso, tamanho dos animais, estrada fina, condições climáticas e duração da viagem os valores da tabela podem variar 10% no máximo para caravelas adultos e pesos e 20% no máximo, para caravelas jovens e pesos.



**Junho de 2017**  
Aptidão para o transporte e abate de emergência  
Série da Boas Práticas

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Elaborado por DGAV - Ministério da Agricultura, Pecuária e Desenvolvimento Rural  
Verificado por Diretor de Serviços de Saúde e Bem-Estar Animal  
Revisado por Diretor Geral de Veterinária



## Europe, North Africa, and the Middle East

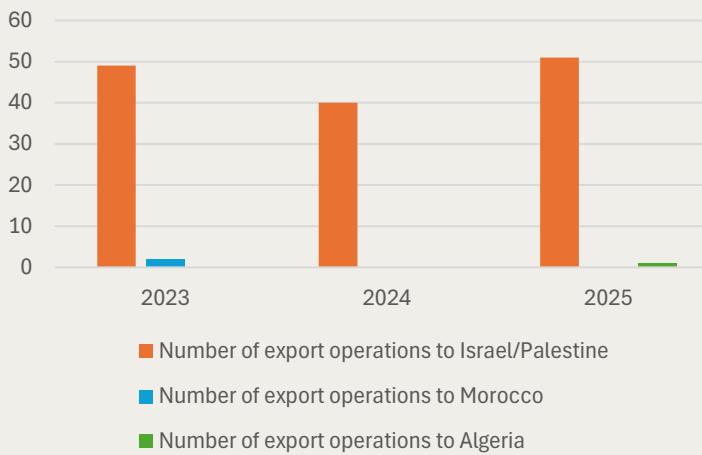


## Main exporting countries- By sea and by road

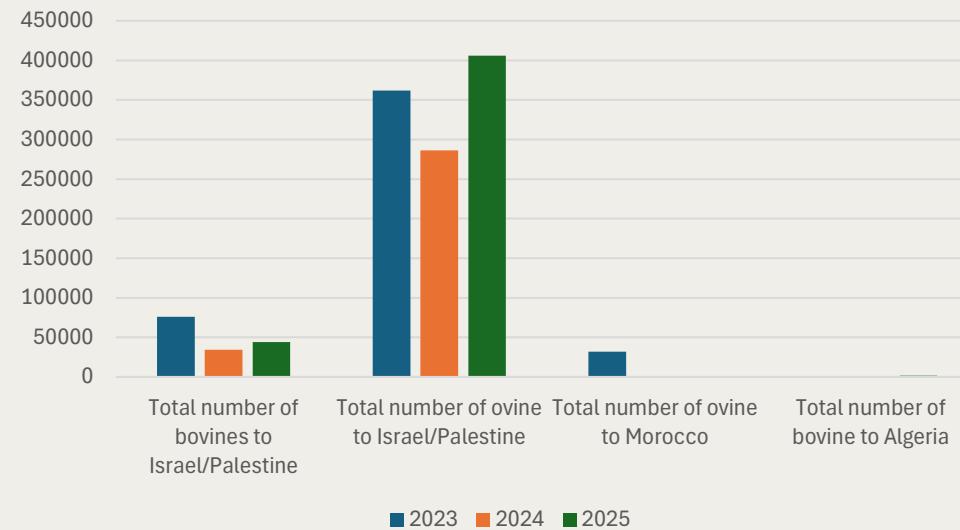


## Number of export Operations and animals exported by sea in 2023- 2024- 2025

Number of export operations by sea  
2023-2025



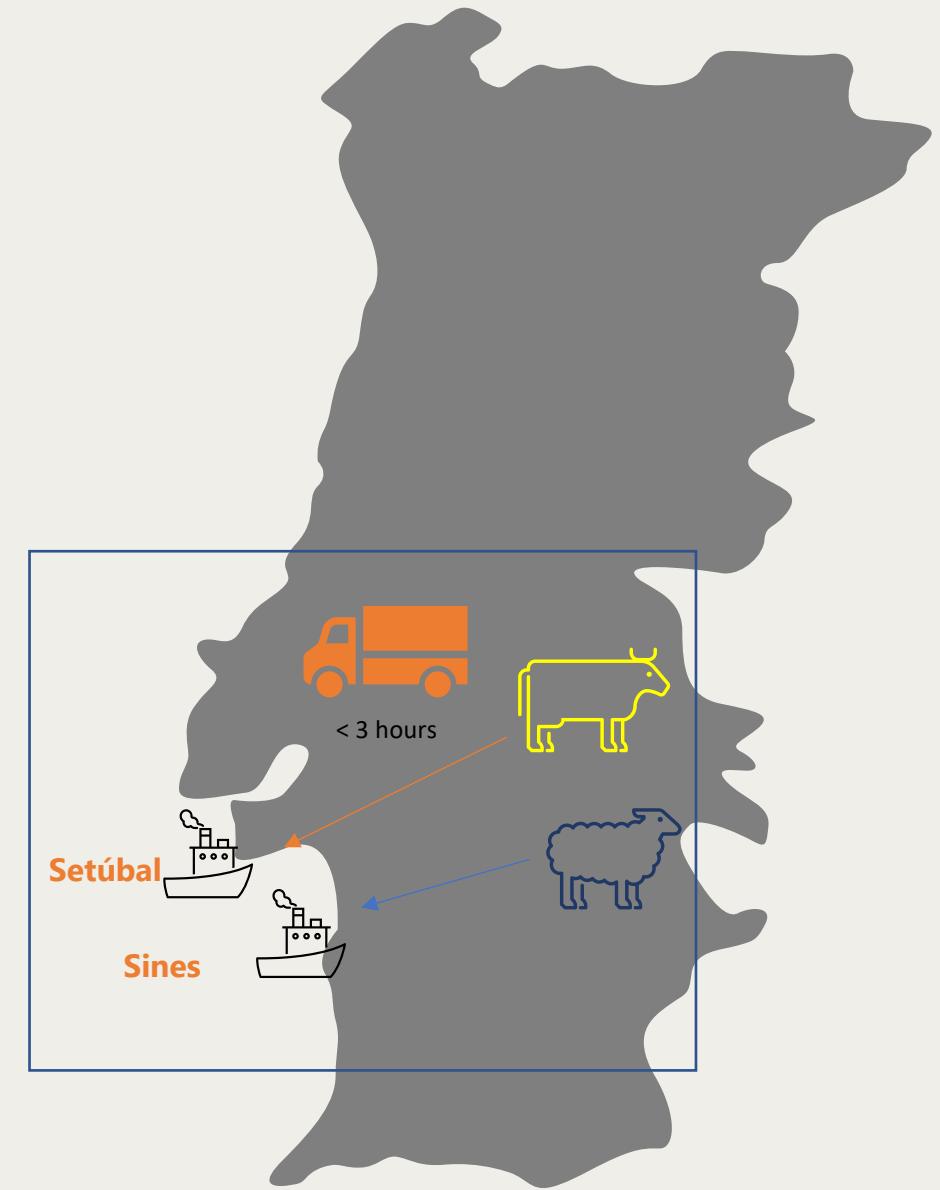
Total nr. of animals exported by sea 2023-2025

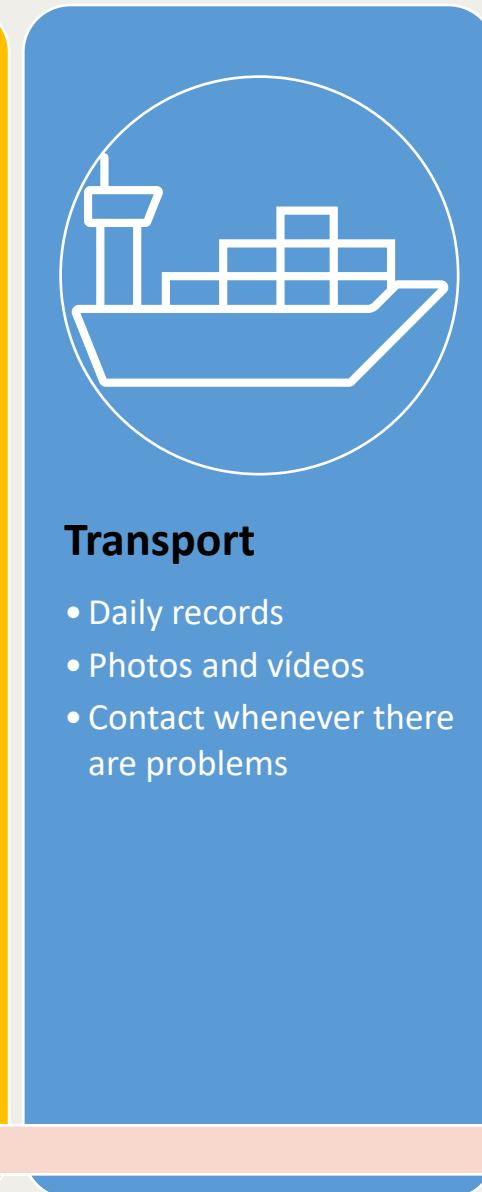
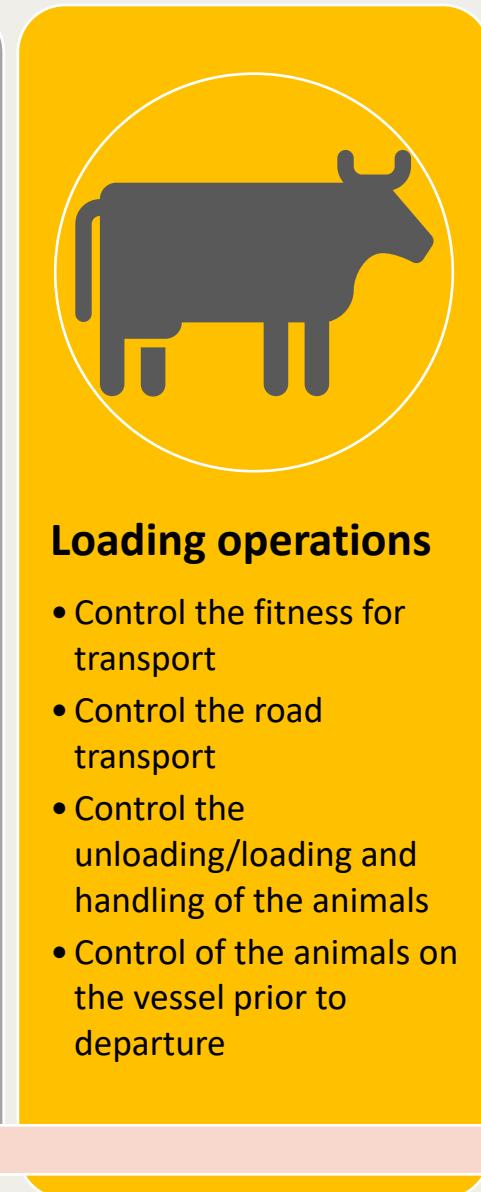
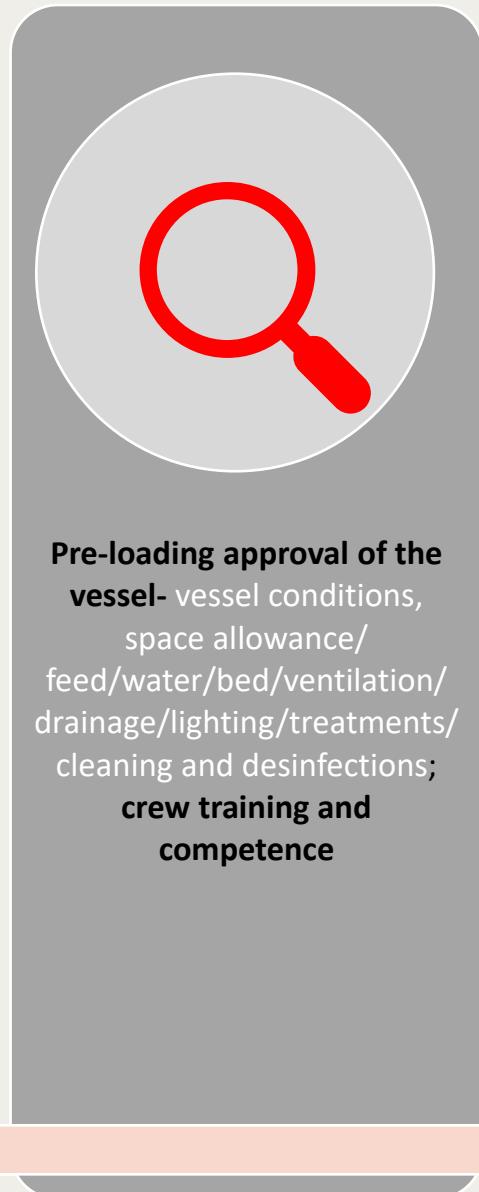


Number of export Operations and animals exported by sea decreased in 2024 due to disease outbreaks and commercial reasons (especially in cattle).

Export operations and animals exported by road to Morocco stopped due to the lack of an approved control post near the port of Algeciras.

- Two sea ports- Setúbal and Sines
- Approved by DGAV as exit points
- Conditions to perform the loading Operations- loading structures; contingency planning
- Farms of origin- Region of Lisbon and Tagus valley (LVT) and Alentejo







## Pre-loading livestock vessels controls- Main points

Documentation-  
procedures/records/crew  
training and competence

Space allowance

Feed, water, bedding  
material

Pen structure and  
maintenance, pavement,  
ramps and passageways

Ventilation

Lighting

Drainage system

Power supply

Alarms

Fire fighting

Animal treatment-drugs

Emergency killing of the  
animals

Cleaning and desinfection

# Negative outcomes



**Some vessels had a negative result on the inspection** - Loading approval delayed until all deficiencies are fully corrected (sometimes for several days):

- Vessel not properly cleaned, rupture of water pipes
- Vessel with: Insufficient lightning, lack of proper training, improper cleaning and disinfection, improper restraint of the ovines on the pens, no water analysis, the stunning gun didn't have cartridges adapted to all the types of animals, no ammonium measurement device and no procedures regarding ammonium, the pen identification numbers didn't correspond to the stowage plan; Documentation problems; procedures didn't mention the European legislation
- Vessel with incorrect stability calculations

**Sometimes the vessels are detained by DGAV and the PSC**

**All the information is on Thetis system- EU system to share information regarding the Livestock vessels**

# Positive experiences

- If the inspectors find that the crew does not have the necessary competence to handle the animals - Obligatory the presence of a specialized stockman on board and **crew with specific training (training is given in PT)**
- Reinforce Transporters procedures and records and communication- **Daily records of the vessel-report back to the CA of departure**- each time more this is a routine of the transporter
- Reinforce **Transporter contingency plan**- report to the CA of departure and destination whenever there are problems
- Inspections with the **presence of a maritime expert** - increased detection of mechanical, electrical, stability issues, etc. - improve the safety of trips
- Sessions with organisers to discuss the strong and weak points of the export Operations- land operations



# Contingency plan

Requirement for sea transporters/ships to present specific contingency plans for the voyage – approved by DGAV



- **Breakdowns**
- **Delays** during the journey (Rough sea, Mechanical breakdowns, Captain illness, ...)
- **Obstacles in unloading the animals** in the destination country
- Presence of animals with infectious or contagious diseases or any other condition or trauma that compromises the **fitness of the animals for transport**, including the **measures taken** and the description of the **emergency killing methods** used and the **removal of carcasses**
- **Sea and weather conditions** that may compromise the welfare of the animals - Reduce density when the temperature is above 30°C (at any stage of the operation until arrival at the destination)

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# Contingency plan

Requirement for sea transporters/ships to present specific contingency plans for the voyage – approved by DGAV

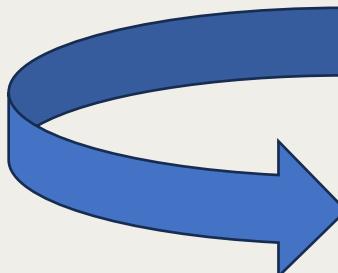


Some key points:

- **Be sure that the animals can be unloaded on the country of destination before approving the operation on the country of origin-** Documentation is compliant ( sanitary, costs); animals have authorisation to enter on the quarantines, import permits
- **Early Communication** between the organiser/importer with the CA when there are problems
- **Communication between CA** in order to find solutions (after an assessment of the situation)- provide feed, water, bedding, etc; unload the animals (facilities)
- **Define the responsibilities** of the different people involved in contingency situations- organiser, importer, transporter, CA

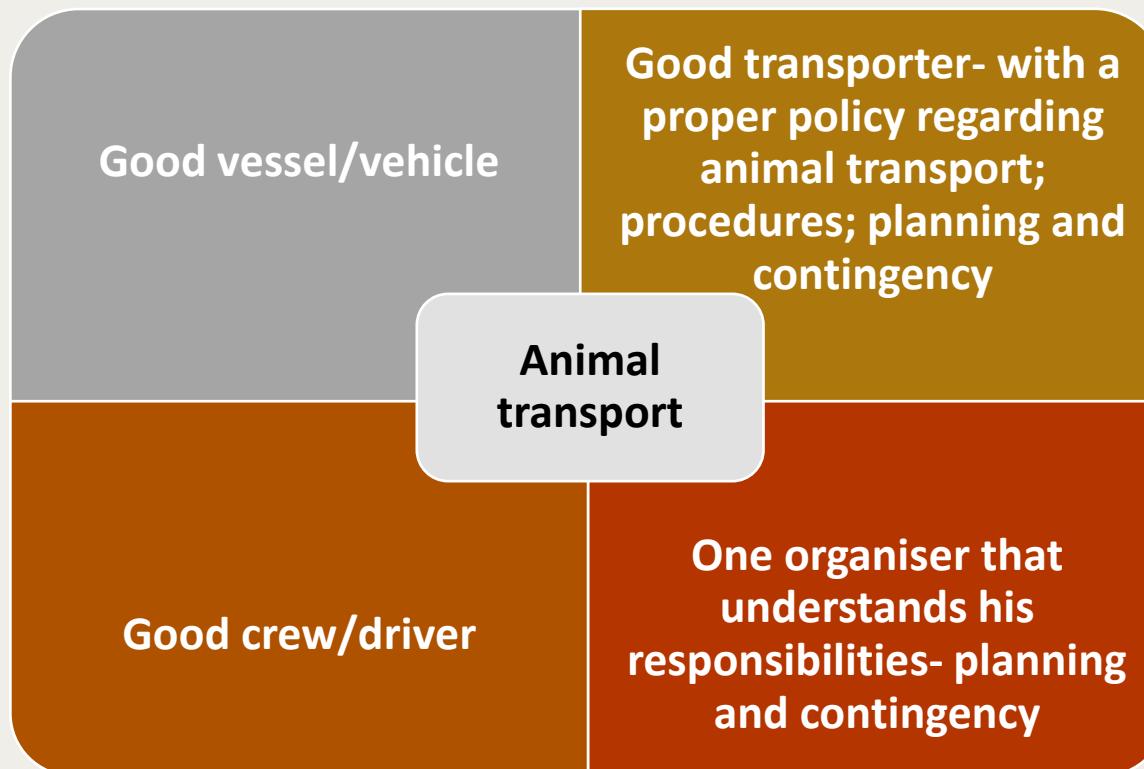
# Communication with the CA on destination...

Very positive  
experience with  
the CA in country  
of destination

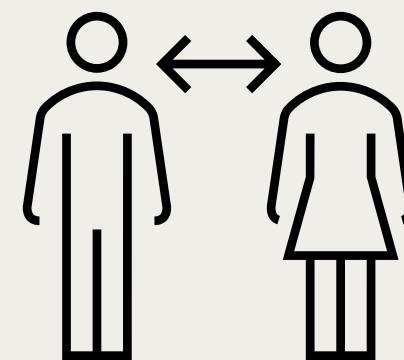


- To be sure that the vessel can be loaded- import permits
- When there is a health problems and some consignment cannot be transported- immediate communication between CA on destination and PT CA;
- To follow a specific vessel- the first time he operates in Portugal
- Whenever we consider that it is a risky vessel- adoption of correction actions after report of non compliances
- In case of contingency- exemple- delays to the bad sea conditions
- Exchange of views regarding specific issues

# Success of a good Livestock vessel and road transport !!



Communication and collaboration between CA



# Thank you



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