

Long distance  
transport by land and  
sea between Europe,  
the Middle East and  
North Africa

## **The perspective of NGOs**

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- ▶ ICFAW – Animals' Angels



## International Coalition for Animal Welfare

- Animals ´ Angels is non profit, based in Germany, operating internationally, documenting animal transport since 1998
- ICFAW is an umbrella association for animal welfare, 150 countries worldwide, over 2,000 members of staff, incl. scientists and veterinarians, assists countries with implementing WAOH standards.
- [www.icfaw.org](http://www.icfaw.org)

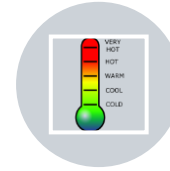
# KEY ISSUES OF LIVE TRANSPORT



DURATION



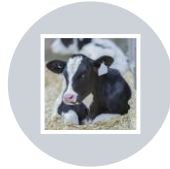
SPACE



TEMPERATURE



FOOD AND  
WATER



ANIMAL  
CATEGORY



TRANSPORT  
VEHICLES



HYGIENIC  
CONDITIONS

We all know these issues very well

If these aspects are not addressed, conditions of animals in transport cannot be improved.



## DURATION



### CHALLENGE:

- Profit is the main driver for long distances/duration

### BEST PRACTICES:

- to set reasonable journey time limits
- support rational meat production systems that take into account journey time

### REFLECTIONS:

It does not matter if very long transports are less than the short ones (i.e.. fewer animals suffer).

Independently on how many animals are involved, their suffering must be reduced.



# SPACE

## CHALLENGES:

- Animals who do not have space to all move and rest.
- To increase space is considered less economically convenient.

## BEST PRACTICES:

- Authorize transports with less animals
- Physically check they have space to lie down and move to the drinking devices. This reduces the impact of the other factors, i.e. further animal suffering.
- Prioritize animal protection over profit.





# TEMPERATURE

## CHALLENGES:

- Live transport takes place during any weather condition, incl. **extreme temperatures.**
- Profit is the main driver.

## GOOD PRACTICES:

- Heat and cold are predictable every year: instruct stakeholders to **plan ahead** their business, avoiding the worst periods.
- Do not authorize transports in hot or cold hours or days.







## FOOD AND WATER

### CHALLENGES:

- Animals in transport cannot drink and eat as much as they need
- No food, insufficient space to reach food/water, hierarchic issues, few/inadequate devices
- Limited quantities, difficult to replenish during transport.

### GOOD PRACTICES:

- Carry food on board + less animals + limited duration + correct devices
- Contingency plan: how to replenish food and water

### REFLECTION:

Animals cannot remain in transport for too long, even if they are fed and watered. Journey time limits are necessary.







## ANIMAL CATEGORIES

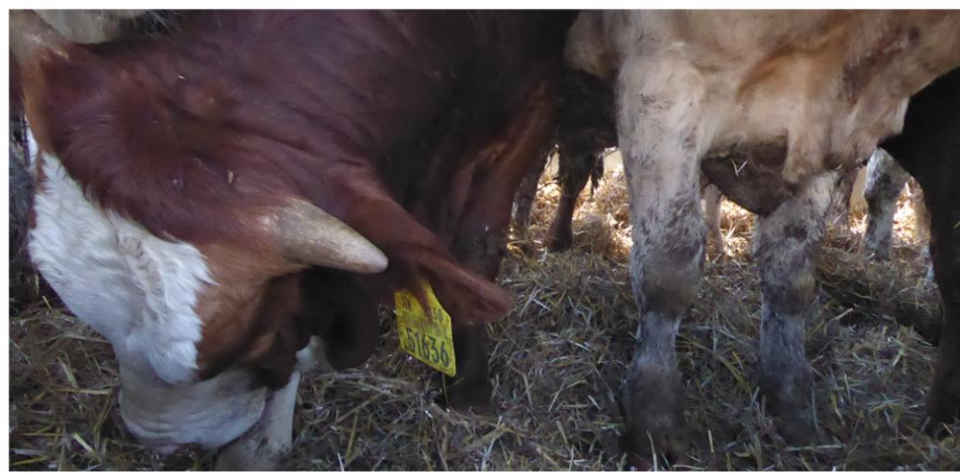
### CHALLENGES:

- Unweaned animals are fragile, difficult to identify and to feed
- „Spent“ animals are fragile, difficult to identify
- Heavily pregnant animals may give birth in the vehicle
- Lactating cows need to be milked
- Heavy male cattle: if packed they can be trampled on. If they have space, they fight, vehicle stability.

### GOOD PRACTICES:

- Provide clear definitions of categories
- Identify categories during loading
- Set short journey time limits for vulnerable and difficult animals.





# BEDDING

## CHALLENGES:

Thin layer of bedding disappears, animals get wet and dirty, the floor slippery, uncomfortable and dangerous.

Spreading bedding, taking it off and stocking it up is expensive and laborious.

Disposal is also complicated in some countries.



## GOOD PRACTICES:

Define what is a thick layer of bedding and check it during loading

Limit transport duration

Contingency plan: how to replenish bedding material in transport



# REFLECTIONS:

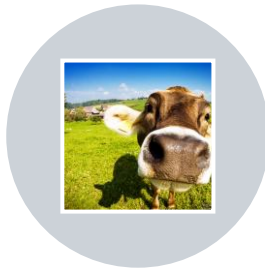
- **According to Woah standards and the laws of many countries, animals are sentient beings and must be protected.**
- Farmed animals cannot be protected from slaughter and transport, because these acts are considered necessary to produce food for human survival. Not for mere profit.
- However, meat production generates profit. **The question is: when does animal protection begin and profit end?**
- When further suffering can be technically avoided, this must be enforced, even if it is not convenient for profit.



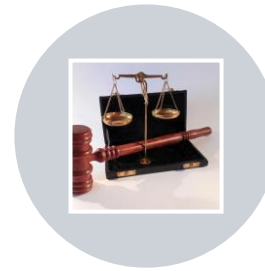
# KEY ISSUES DURING EXPORT



PHYSICAL  
CHECKS



PRIORITY OF AW  
LAWS



COORDINATION/COM  
MUNICATION  
BETWEEN DIFFERENT  
SUBJECTS



EMERGENCY  
PREPAREDNESS

# PHYSICAL CHECKS

## CHALLENGE:

documental controls are insufficient, physical checks are necessary (at loading, exit point, destination)

## BEST PRACTICE:

Trade agreements incl. AW checks before export

Mandatory physical checks during loading, at exit point, unloading

Checklists incl. space, temperature, bedding, category, food and water, vehicle fittings, animal conditions

Video and pictures

Exchange of info between exporter and importer or penalty/trade stops



# PRIORITY OF ANIMAL WELFARE

## CHALLENGE:

- Many laws (health, customs, import-export, tax) govern the transport of animals, many authorities responsible for their application.

## BEST PRACTICE:

- Trade agreements involving all countries (exporter, transit, importer) incl.
  - that AW is the priority in case of any violation/delay
  - Responsibilities (incl. economic)



# COORDINATION AMONG SUBJECTS

## CHALLENGE:

Many responsibilities, duties

Many responsible persons

## BEST PRACTICE:

Trade agreements defining responsibilities and responsables, before starting the trade/updates



# EMERGENCY PREPAREDNESS

## CHALLENGE

AW priority in case of any bureaucratic problems/delay

## BEST PRACTICE

PRE-agreement on emergency procedures: where/when to unload animals, food and water supply, costs, veterinary care

No trade without emergency procedure

No trade without indication of facilities and contact persons

# REFLECTIONS:

Workplaces must have an emergency plan in proportion to the level of risk of the activities. The plan outlines actions and procedures to follow in the event of unexpected incidents to mitigate risks, minimise damage and safeguard persons.

Hazards assessment, emergency procedures for evacuation and first aid, roles and responsibilities, communication protocols are part of it.

The same must be done for animal transport, to safeguard sentient beings. Without an emergency plan, live transport should not be approved.



Thank you for your attention

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