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

Situation regarding animal welfare during long duration transport by land and sea in FRANCE.

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

7 - 9 November 2023, Tunis, Tunisia
Different modes of transport can be used from France (by road, air, sea, but also road/air, road/sea/road, etc)

A large part of the French exports of live animals carried out by road pass through exit points in other Member States.

France has two exits points from the European Union: SETE (for Livestockvessel) and MARSEILLE (for Roll on / Roll off vessels)
Representation of exports/exchanges of CATTLE
Representation of exports/exchanges of SHEEP

<table>
<thead>
<tr>
<th>Destination</th>
<th>Agneaux (1 000 têtes)</th>
<th>Ovins de réforme (1 000 têtes)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2021</td>
<td>2022</td>
</tr>
<tr>
<td>Espagne</td>
<td>302</td>
<td>320</td>
</tr>
<tr>
<td>Italie</td>
<td>73</td>
<td>73</td>
</tr>
<tr>
<td>Israël</td>
<td>0</td>
<td>15</td>
</tr>
<tr>
<td>Grèce</td>
<td>8</td>
<td>11</td>
</tr>
<tr>
<td>Pologne</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Allemagne</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>Pays-Bas</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Liban</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Autres</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>TOTAL</td>
<td>387</td>
<td>437</td>
</tr>
</tbody>
</table>

Destination des exportations françaises de viande caprine en 2022

- Portugal: 52%
- Italie: 28%
- Espagne: 11%
- Suisse: 6%
- Autres: 3%

Exportations totale : 2 027 têc
Competent Authority(ies)

- Controls of health conditions at exchanges / exports
- Controls of transport conditions and animal welfare at exchanges / exports
- Issuance of administrative authorizations for exchanges / exports
National animal welfare standards

For all the animal long journey the minimum animal welfare standards on animal transport established in France include the compliance with the expectations of Europeans Regulations (No. (EC) 1/2005 and (EU) 2017/625 ...):

1) Systematic documentary checks before departures by the departmental authorities

2) Physical checks of means of transport and animals welfare

   - At place of departure
   - During transport

3) Once the journey is completed, a check of the recorded data is realized (geolocation, temperature, etc.)
Focus on livestock vessels transport - Implementation of the standards

The only two French exit points from the European Union being maritime exit points (livestock vessel and RoRo) particular attention is given to the organization of these long journeys.

Indeed, when boarding from French exit points it is possible to find animals of different origins, and therefore have animals that have already traveled several hours.
In order to better organize the arrival of animals for loading on the livestock vessel, the operator must provide the local competent authority with all information relating to maritime transport 5 days before loading.

- Vessel
- Destination
- Departure date, crossing duration
- Needs on board (Hay, Straw)
- Available surfaces area
- Load composition
- Exporters
- Number of animals, type
- Origin
- Accommodation at the control post
- Validation (or not) of the journey by the competent authority at the point of exit
Monitoring and evaluation

1) In addition to official controls carried out by the local competent authority at the exit point (before loading, during loading and at the end of loading).

2) The operator of the Sète control post, in partnership with the National Research Institute for Agriculture, Food and the Environment (INRAE) has undertook a private protocol of evaluation.

**Objective:** Study of the effect of travel duration and travel season + diagnosis of current practices.
Method of monitoring maritime crossings:

- 7 voyages at sea with varying voyage durations
- 6 different livestock vessel
- 3 different travel seasons.

- 219 pregnant dairy heifers of the Prim 'Holstein, Montbéliarde
- Fleckvieh breed whose age was between 28 and 44 months

Behavioral observations (5 trips: single observer, 2 trips: connected collars )

Physiological measurements: cortisol, creatinine and urinary cortisol/creatinine ratio

Physical variables (temperatures, humidity, ammonia, air renewal rate)
Monitoring and evaluation

Analysis of stress markers:

Animal behavior on farms and at sea:

The average times of ingestion and rumination and standing posture, of the same group are not different between animals in confinement and at sea.

No significant difference exists between the concentrations of cortisol (p=0.25), creatinine (p=0.324), and RCCU (cortisol/creatinine) (p=0.88) depending on the location of urine collection, whether on a farm or at sea (Figure 5).
Conclusions

From the first conclusions that can be drawn from the French study on the welfare conditions of animals during long-term maritime voyages, work is necessary on:

- Anticipating the needs of animals on board (fooder / type of straw ...)
- Accuracy of technical data relating to the means of transport
- Correct use of means of transport by the operator (ventilation ...)
- Training of personnel on board to livestock vessel
- Evolution of regulations regarding veterinary medicines on board ships
- A very closed partnership with the competent authorities at the ports of destination in third countries, to systematically inspect and give a feedback on the finding made upon arrival of the animals at the port of destination
Thank you

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

7 - 9 November 2023, Tunis, Tunisia