

Brussels, 22 April 2021
(OR. en)

7780/21

VETER 25

REPORT

From: Presidency
To: Delegations

Subject: Questionnaire to contribute to the planned evaluation and revision of Regulation (EC) No 1/2005 on the protection of animals during transport as regards long distance transport to third countries
– Outcome of the Presidency Questionnaire

Introduction

In the farm to fork Conclusions, on animal welfare adopted in 2019¹, the Council encouraged the Commission to review and update Regulation (EC) No 1/2005 on the protection of animals during transport.

Between 2017 and 2019, the Commission carried out a project on the welfare of animals exported to third countries by road and by sea. Two overview reports were produced, on road² and sea³ exports respectively. These overview reports summarised the difficulties commonly encountered by the Member States in the implementation and enforcement of Regulation (EC) No 1/2005 as regards long distance transport to third countries by road and by sea.

Under the Farm to Fork Strategy, the Commission started a fitness check process, with the aim of promoting a future revision of animal welfare legislation, including the legislation on animal transport.

¹ <https://data.consilium.europa.eu/doc/document/ST-12099-2020-INIT/en/pdf>

² https://ec.europa.eu/food/audits-analysis/overview_reports/details.cfm?rep_id=136

³ https://ec.europa.eu/food/audits-analysis/overview_reports/details.cfm?rep_id=137

Having in mind the legislation revision process, the Portuguese Presidency decided to launch a questionnaire to contribute to the planned evaluation and revision of Regulation (EC) No 1/2005 on the protection of animals during transport as regards long distance transport to third countries, with a special focus on sea transport on livestock vessels. This questionnaire sought delegations' views on the strong and weak points of Regulation (EC) No 1/2005 with regard to long distance transport of farm animals to third countries by road and by sea, to provide some key suggestions for the planned revision of Regulation (EC) No 1/2005 and to provide input for future implementing and delegated acts to be adopted on the basis of Regulation (EU) 2017/625 on official controls.

Responses to the questionnaire were received from all 27 Member States and a brief summary of them was presented to the Member States at the informal video conference of the members of the Working Party of Chief Veterinary Officers on 10 March. The following is a more detailed summary of these responses, structured to correspond to each of the main areas covered in the questionnaire. Please note that some Member States did not provide answers to all of the questions or replied '*Don't know*' due to lack of experience with the livestock vessel transport. Therefore for several questions the numbers of total replies from the Member States differ in the overview or in the figures.

Outcomes of the questionnaire

1. Long distance transport to third countries

A large majority of respondents replied that they have long distance transport of farm animals to third countries (85 %, 23/27).

These journeys involve mainly road and sea transport (livestock vessels) (70 %, 16/23), road and sea transport (roll-on roll-off vessels) (57 %, 13/23), road only (52 %, 12/23) and road and air transport (43 %, 10/23). Most of the Member States identified more than one option for the means of transport involved in long distance transport to third countries.

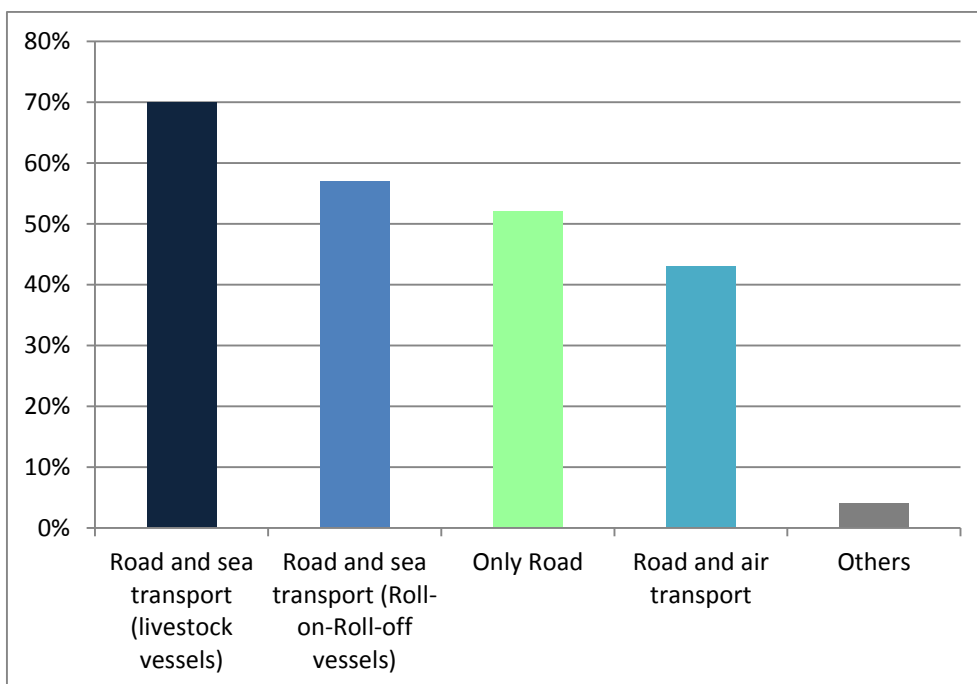


Figure 1 - Means of transport involved in the long journeys to third countries

Concerning the long journeys to third countries, 58 % (15/26) of the respondents are departure, transit and exit countries, 15 % (4/26) are departure and transit countries and 15 % are departure and exit countries.

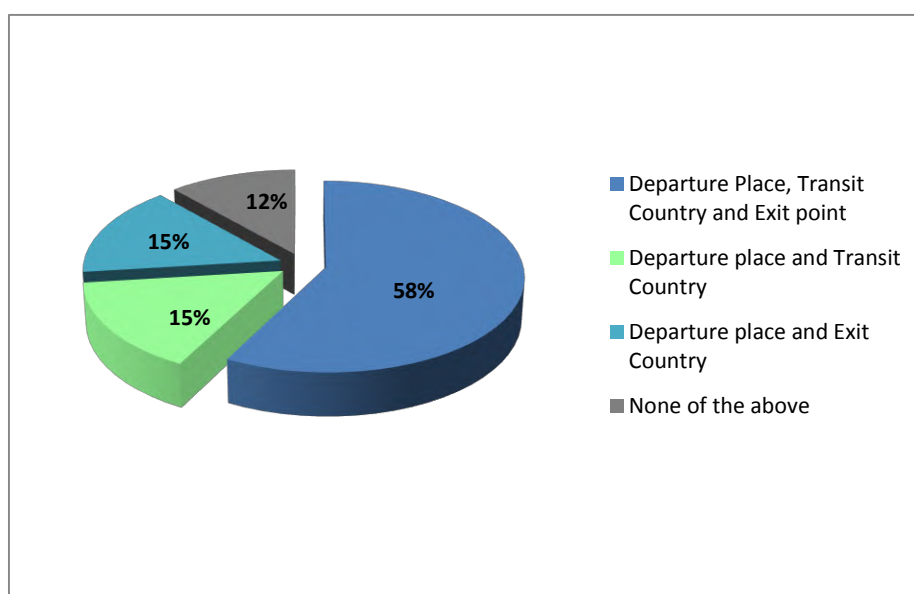


Figure 2 - Distribution of the MS according to the type of country: departure, transit and exit countries

Extreme temperatures (96 %, 24/25), resting points (92 %, 23/25), delays at the borders (52 %, 13/25) and lack of communication between Member States and third countries (52 %, 13/25) were identified overall as the most challenging aspects to enforce during exports to third countries. Moreover, respondents identified other aspects of the enforcement of EU legislation on long distance transport to third countries, namely the fact that it is unclear what the legal and practical implications of EU Court of justice ruling (case C-424/13) are, and there is a lack of explicit obligations on the recording of satellite navigation system and temperature data for the part of the journey outside the EU.

Several respondents identified extreme temperatures (very high or very low) as having a major impact on the welfare of the animals. The impact of the extreme temperatures is higher when there are delays at the borders.

The limits on transport to third countries were raised by some respondents, whilst others pointed out that this subject should be further discussed.

On the resting points, problems related to the lack of information on the conditions at these places for unloading and resting the animals were mentioned by several respondents. In this respect, it was proposed to establish a common approach on resting points outside EU and to improve the information received regarding these places. Some respondents referred to the possibility of establishing a recognition system for conditions at resting points, in order to include them in a list available at EU level. However, some respondents mentioned that this needs to be assessed, taking into consideration the legal power to implement this kind of assessment.

Regarding delays at the borders, it was stated by some MS that is crucial to monitor the external borders on a continuous basis and receive information about factors that might cause the processing of a consignment to be delayed.

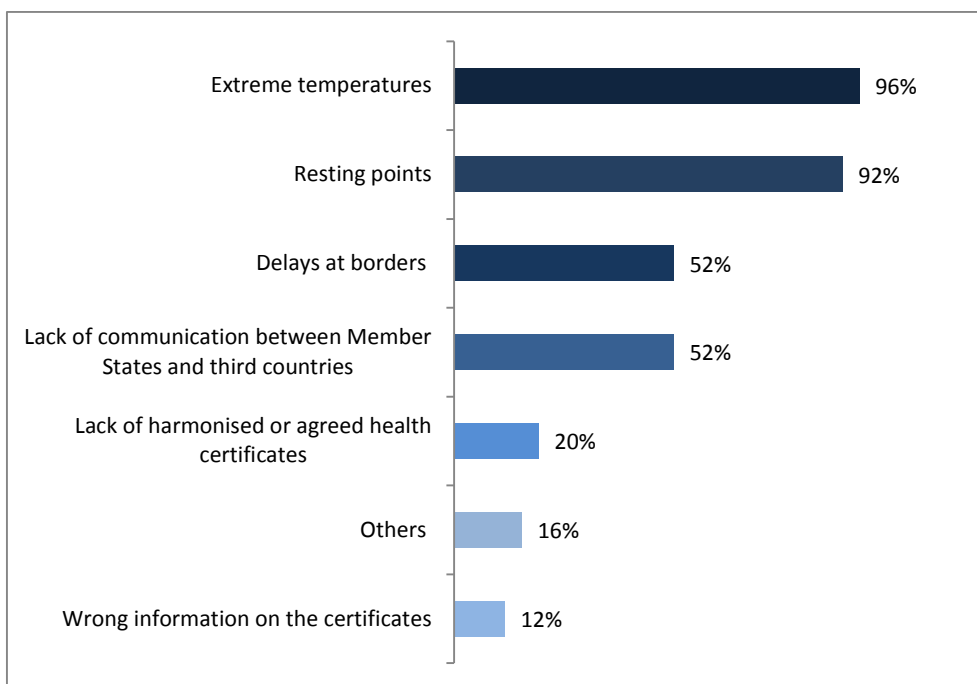


Figure 3 - The most challenging aspects to enforce during the exports to third countries

The following graphic shows the distribution of the main points identified by the MS as the most challenging aspects to enforce, graded by difficulty level.

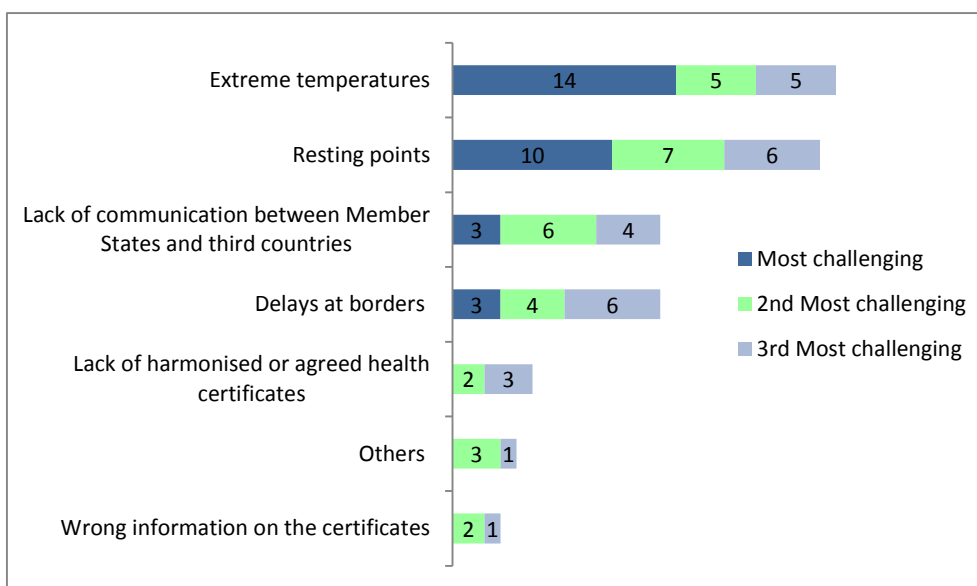


Figure 4 - The most challenging aspects to enforce during the exports to third countries according to MS views

2. Communication with the third countries: OIE transport contact points network for the region of Europe (53 countries), based on the EU's experiences

The importance of communication with third countries' competent authorities was highlighted, regarding the entire journey, in order to deal effectively with various situations that can occur during transport (both routine and emergency). In this respect 96 % (26/27) of the MS replied that the establishment of an OIE transport contact points network for the region of Europe (53 countries), based on the EU's experiences, was useful.

It was proposed to expand the contact points network to OIE members from Europe and non-European countries (e.g. Middle East and Asia).

The main advantages of this network identified by the respondents were improved communication on transport conditions (96 %, 26/27), notification of animal welfare problems on specific journeys (93 %, 25/27), communication to verify that all the documents and conditions are met before beginning the operation (e.g. import permits, health certificates, etc.) (81 %, 20/27) and regular feedback on animal welfare conditions at sea ports of third countries (70 %, 18/27).

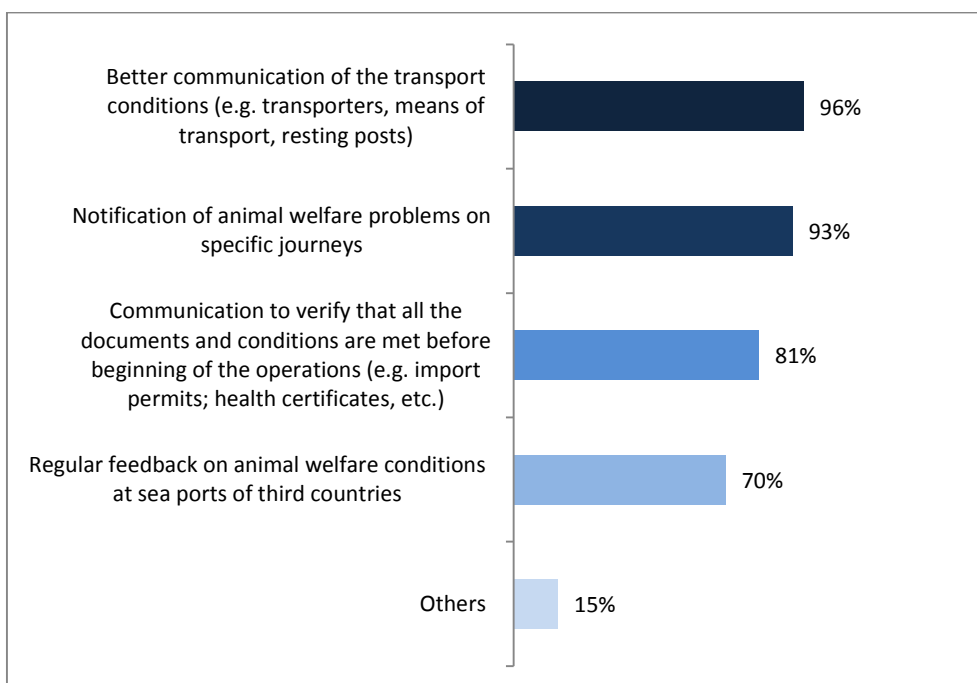


Figure - 5 Main advantages from the OIE transport contact points network for the region of Europe (53 countries)

Moreover, respondents reinforced the importance of feedback on conditions during the journey and upon arrival of the animals (for road, air and sea transport). Feedback from the competent authorities would significantly contribute to the quality of the retrospective checks after the journey and allow action to be taken regarding the transporters and means of transport.

Better communication would also improve the adoption of contingency measures.

A respondent identified as an advantage the potential to work together towards a common basic standard for resting points outside the EU. The OIE could play a role, establishing an international standard or recommendation for approval requirements and for the use of resting points for international transport.

The importance of exchanging and communicating information, best practices and guidelines related to animal welfare transport was also highlighted.

3. Livestock vessels

3.1 Enforcement of the legislation

Crew training and competence (72 %, 13/18), organiser's obligations (67 %, 12/18), sea transporter's obligations (44 %, 8/18) and the definition/identification of the transporter and organiser (44 %, 8/18), were identified as the most difficult points to enforce in relation to transport by livestock vessel.

Several respondents acknowledged the difficulty in identifying the organiser responsible for animal transport on livestock vessels and consequently the difficulty in assigning responsibilities. This is particularly problematic if the operation involves consignments with origins in different Member States and journey logs where different organisers are identified for the road journey.

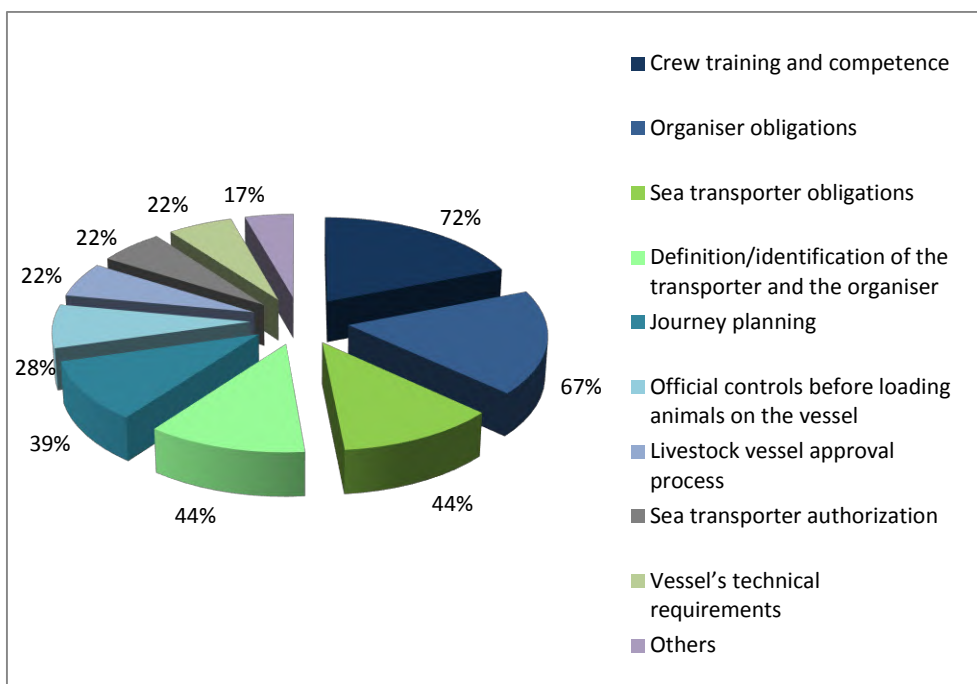


Figure 6 - Most difficult points to enforce in relation to animal transport by livestock vessel

The level of difficulty in enforcing various points on the livestock vessels was also considered, the hardest to implement being the journey planning (28 %, 5/18), followed by crew training and competence (22 %, 4/18), and the organiser's obligations (17 %, 3/18).

The aspects selected as the second most difficult to apply were the organiser's obligations (33 %, 6/18), crew training and competence (28 %, 5/18), the sea transporter's obligations and definition/identification of the transporter and the organiser (both 17 %, 3/18).

The third hardest aspects to enforce were once again crew training and competence (22 %, 4/18), organiser's obligations, sea transporter's obligations and definition/identification of the transporter and the organiser (all 17 %, 3/18).

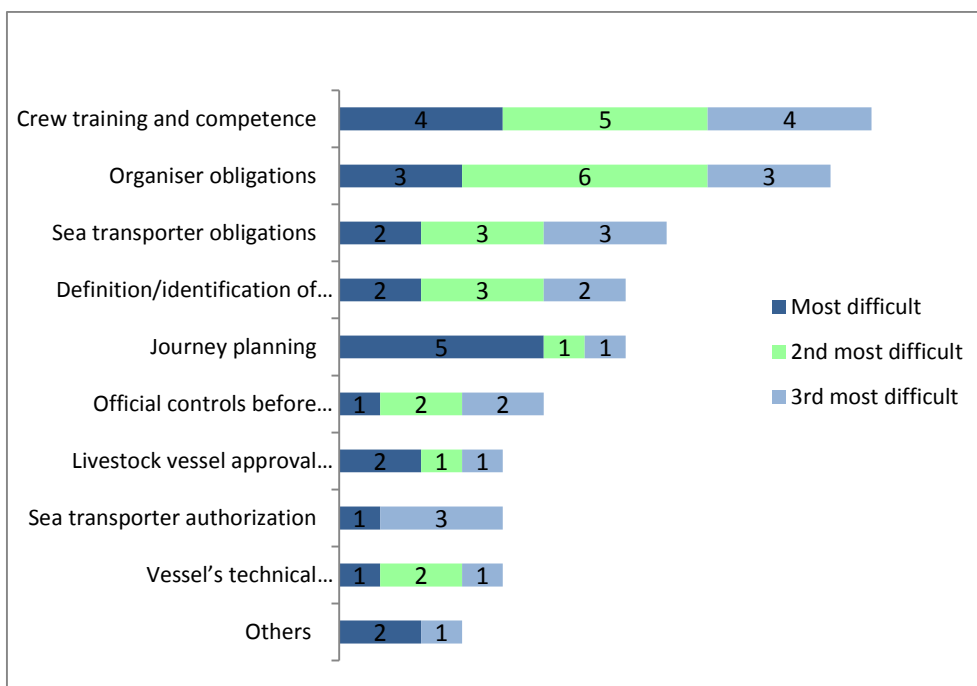


Figure 7 - Rating of the most difficult aspects to enforce in the transport by livestock vessel to third countries

3.2 Definition/identification of the transporter and the organiser

Regarding the definition/identification of the transporter and the organiser of transport by livestock vessel, several aspects were identified as being in need of improvement.

Respondents considered it necessary to revise the definition of ‘organiser’ to take into account the specificities of animal transport by sea (79 %, 15/19), as well as the need, for vessels transporting animals originating from Member States different than the Member State where the port of exit is located, for a single organiser that communicates with all the competent authorities involved (79 %, 15/19).

Other aspects were mentioned, such as the need to define who is considered to be the sea transporter (e.g. the ISM company that operates the vessel, as identified by port state rules) (68 %, 13/19) and at a lower level the need to revise the definition of ‘transporter’ to take into account the specificities of animal transport by sea (42 %, 8/19).

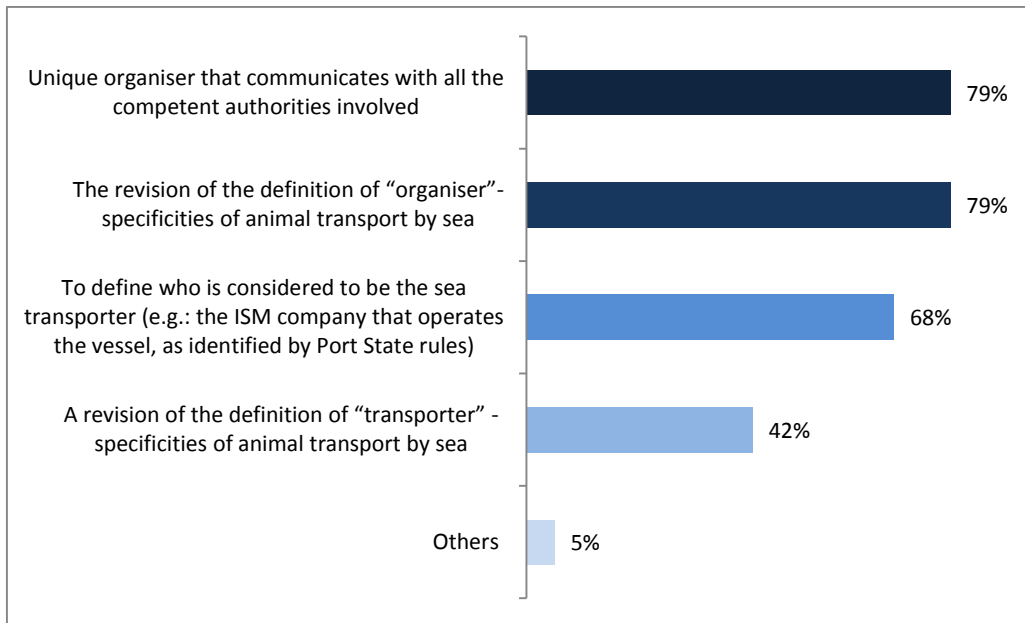


Figure 8 - Points for improvement regarding the definition/identification of the transporter and the organiser of transport by livestock vessel

The comments made by respondents emphasised the need to clarify definitions and responsibilities for organisers and transporters, in order to identify, authorise, sanction, and suspend/withdraw parties responsible for transporting animals as necessary.

It was also pointed out that the conclusions of the working groups on transport by sea, namely the work on the EU contact point network document on livestock vessels, on the identification of who the transporter is, should be included in a future revision of the Regulation.

3.3 Organiser authorisation and obligations

The majority of respondents were in favour of additional requirements in order for the competent authority (CA) to authorise an organiser (86 %, 19/22). From the replies it is clear that the organiser of the journey is important, and there is a need to establish an authorisation system, define specific obligations and to be able to sanction as appropriate.

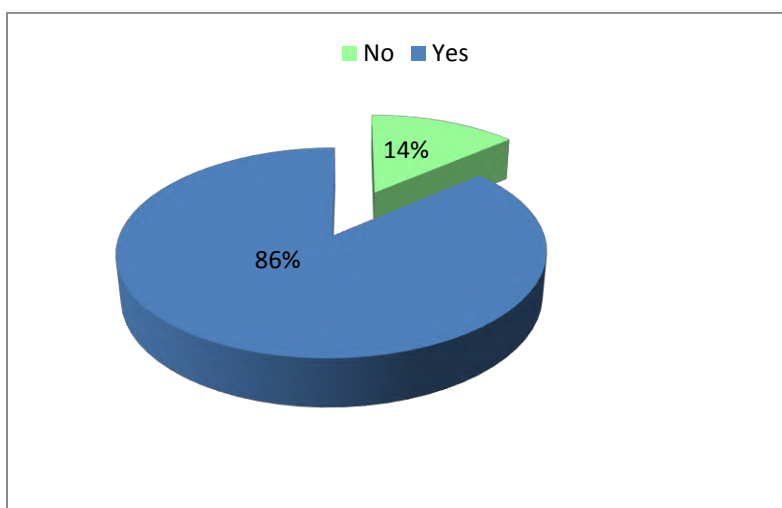


Figure 9 - Need for additional requirements for the organiser to be authorised by the CA

The most important organiser obligation, according to the respondents, was the planning of the journey from the place of origin to the final place of destination in the non-EU country (89 %, 16/18). In the general comments it was mentioned that although journey planning covers the journey until the final place of destination, it can be difficult to validate the journey plan in a third country, since the rules of Regulation (EC) 1/2005 do not apply in third countries (e.g. transport authorisations). That being so, validation will only be possible if planning is adapted and simplified.

The obligation to prepare and submit the contingency plan for the sea journey, including sea port operations, was another important point raised (83 %, 15/19). It was added that the contingency plans have to provide for stopping and preventing the arrival of animals in case of a negative result in the pre-loading inspection of the livestock vessel. Contact with the competent authorities involved (place of origin/port of loading) to assure the necessary authorisations to start the operations was also indicated by the respondents (56 %, 10/15).

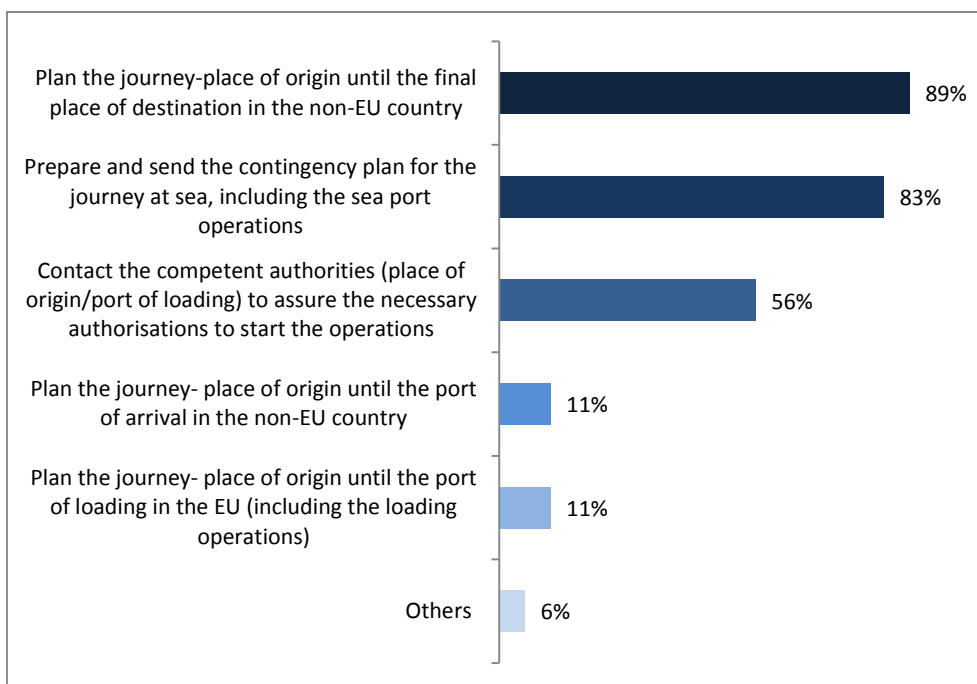


Figure 10 - Selection of the most relevant obligations of a sea organiser

3.4 Sea transporter's obligations

On the sea transporter's obligations, respondents identified the main points that need to be improved regarding documentation and communication with the competent authorities.

Most of the respondents (88 %, 15/17) selected the obligation for the sea transporter to send information to the competent authority at the port of departure prior to the journey (e.g. stowage plan, food, water and bedding, medicines, mortality, etc.), as an important point for improvement. The obligation to communicate all the actions taken whenever there is an event on board that can compromise the welfare of the animals during the sea journey (e.g. mechanical problems), and contingency planning for each journey which takes into consideration the sea and weather conditions were selected by 76 % (13/17) of the respondents.

Although at a lower rate (53 %, 9/17), respondents also pointed out the need for the transporter to communicate all the maintenance work that the vessel needs (at the loading port), prior to the competent authority's inspection. This maintenance work can compromise the date of inspection of loading and this information is relevant for the planning of the journey.

The other two obligations mentioned by the respondents were the communication of the entire records kept during the journey to the competent authority at the exit point after the sea journey and the need to present contingency plans to address situations such as the refusal of unloading of animals by the third country of destination.

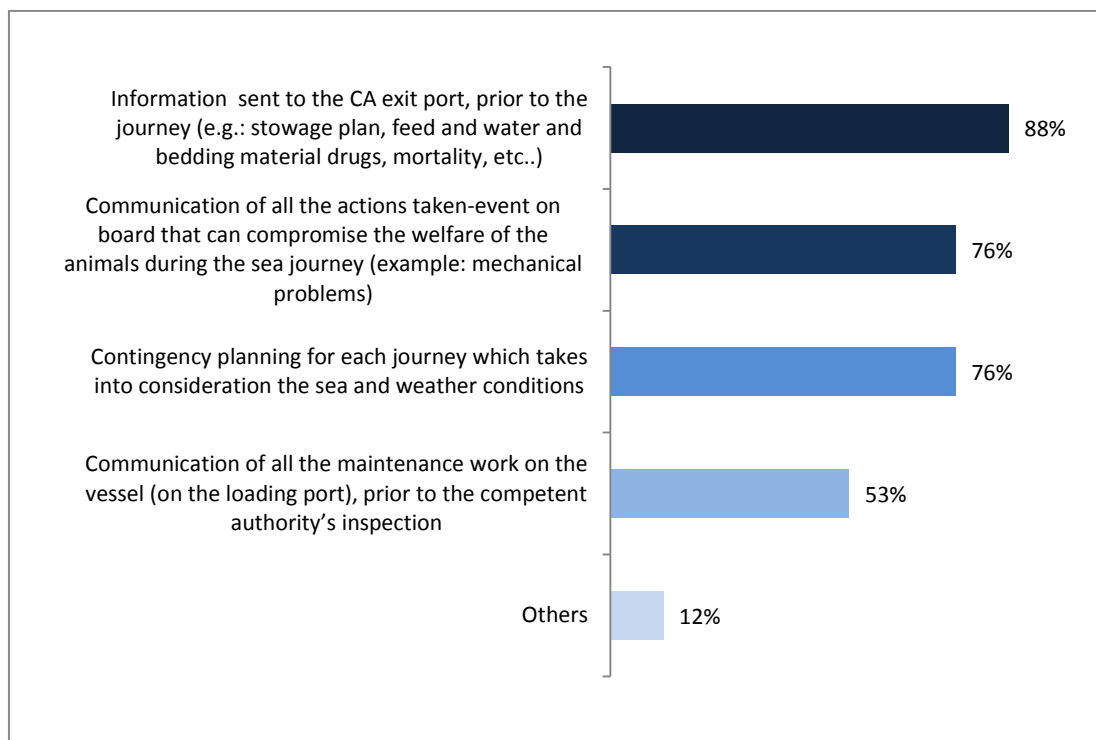


Figure 11 - Obligations of a sea transporter that need to be improved

3.5 Sea transporter authorisation

Concerning the main points to be improved on the sea transporter authorisation process, the majority of the respondents selected the documentation necessary for the authorisation process (e.g. emergency planning, internal procedures, training and competence) (87 %, 13/15), followed by the need to improve the role and responsibilities of the EU representative of a transporter from a third country (80 %, 12/15) and to define specific criteria for suspension/withdrawal of the transporter authorisation (73 %, 11/15).

The need to develop a specific template for the sea transporter authorisation (47 %, 7/15) was selected, as was, at a lower rate, the need to establish the validity of the transporter authorisation (40 %, 6/15).

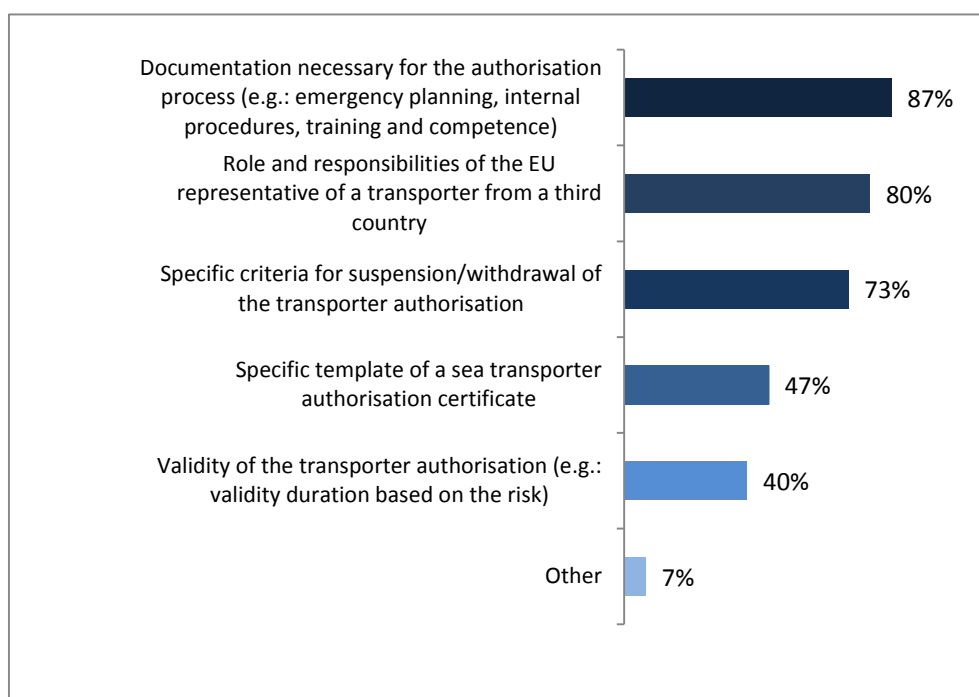


Figure 12 - Points for improvement in the authorisation of a sea transporter

In the general comments the need for an EU common transporter authorisation database, with information on infringements, was mentioned.

3.6 Livestock vessel approval process

Regarding aspects of the livestock vessel approval process that need to be improved, the majority of respondents (87 %, 13/15) chose the need to indicate the level of competence necessary for an approval process (e.g. veterinarians, maritime engineers, port state control), followed by 73 % (11/15) that considered it important to set specific criteria for suspension/withdrawal of the vessel certificate of approval. The level of detail in the vessel documents needed during the approval process (e.g. vessel plans) was considered important by 67 % (10/15) of the respondents.

The need to review the validity of the livestock vessel certification (e.g. validity duration based on the risk), was identified by 60 % of the respondents (9/15), and a similar rate (53 %, 8/15) applied to the need to define a specific template for a livestock vessel approval certificate and to define which state flags and classification societies can be accepted.

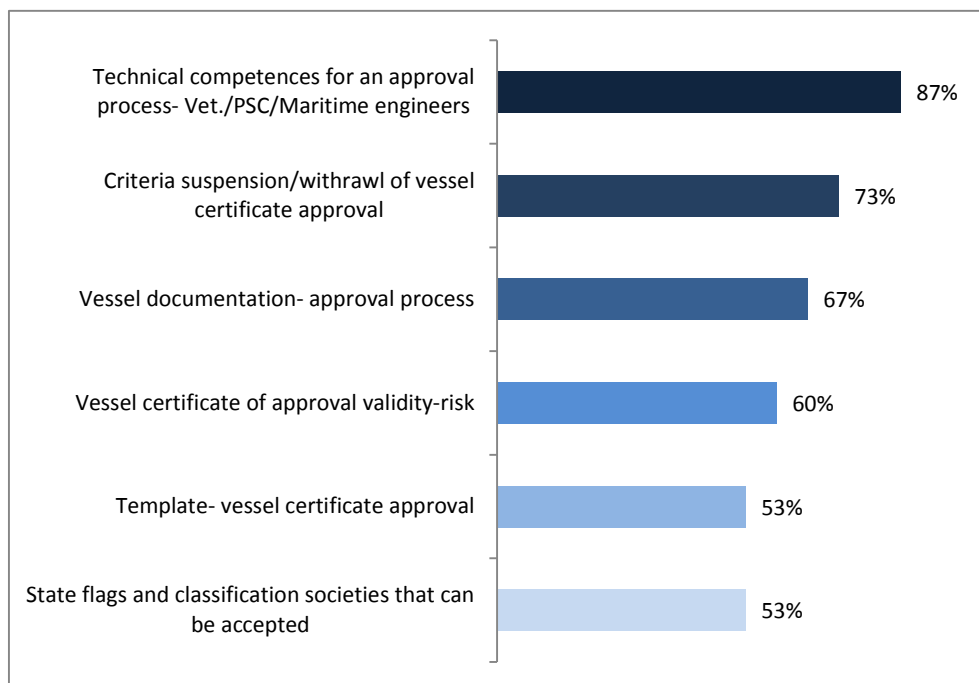


Figure 13 - Main points for improvement in the livestock vessel approval process

The importance of creating a common EU register for livestock vessels was mentioned once again.

3.7 Crew training and competence

Regarding crew training and competence, almost all the respondents (93 %, 14/15) identified as a point to be improved the establishment of recognised training courses on sea transport welfare by the Member States. These training courses should be recognised at EU level.

The need for an animal welfare officer in a livestock vessel similar to the animal welfare officer in slaughterhouses was considered as point to be improved by 87 % of the respondents (13/15), and the presence of a veterinarian in a livestock vessel by 73 % of the respondents (11/15). In the general comments the possibility for Member States to select the veterinarian on board during the journey was mentioned.

Finally 67 %, of the respondents (10/15) indicated the need to define the minimum experience period for attendants on livestock vessels.

Other points were raised about the definition of different responsibilities of the crew and stockman, and the type/level of training courses needed. Also it was stated the need to set specific procedures to verify the training and competence of the crew.

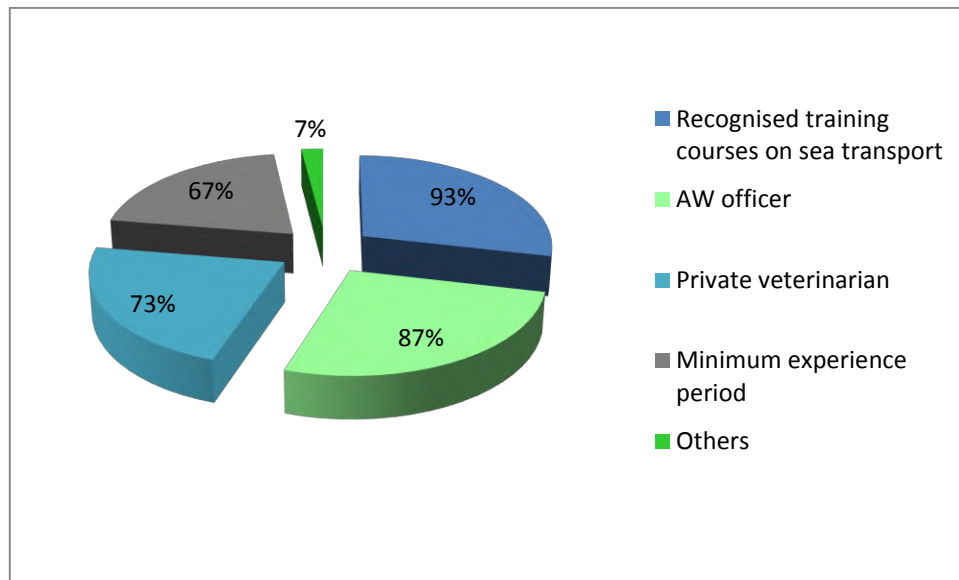


Figure 14 - Main points for improvement on crew training and competence

3.8 Journey planning taking into consideration the entire journey (i.e. road and sea parts of the journey)

Regarding journey planning, the majority of respondents (75 %, 15/20) identified as a point to be improved the establishment of detailed procedures for the competent authority validating the journey plan needs. This was followed by the need to improve the communication between the Member States of departure and the Member States of the ports of exit (where applicable) before validating the journey plan (70 %, 14/20).

Respondents considered to an equal degree (60 %, 13/20) that communication should be improved between the Member States of the ports of exit and the organisers to allow operations to start (only after the vessel inspection) and that the information on the sea journey plan sent by the organiser should be harmonised.

This communication would improve the sharing of information on approved sea vessels, arrivals at ports, inspection dates, results of the inspection, estimated arrival time in the port and loading of animals on the vessel, departure time, etc. In addition, communication between competent authorities and between competent authorities and organisers should be easy and occur throughout the export process so that any delay or relevant information influencing animal welfare can be taken into account (e.g. delays in sea voyages).

Another key point mentioned on the general comments, relevant for proper planning, relates to the need to improve communication between the main organiser and all the secondary organisers (in case of multiple origins), so that the all the information regarding the planning (e.g. arrival times in the sea port) and execution of the operation is available on time.

Also in the general comments it was mentioned that, for exports involving long distance road transport, it would be useful to develop an EU-wide IT solution for submission of the journey log (JL) section 1 for preapproval, for communication of the approved JL automatically to the transporter and to the competent authorities of the transit and destination countries, for the return of the JL section 4 and for data from satellite navigation monitoring and temperatures recorded during the journey.

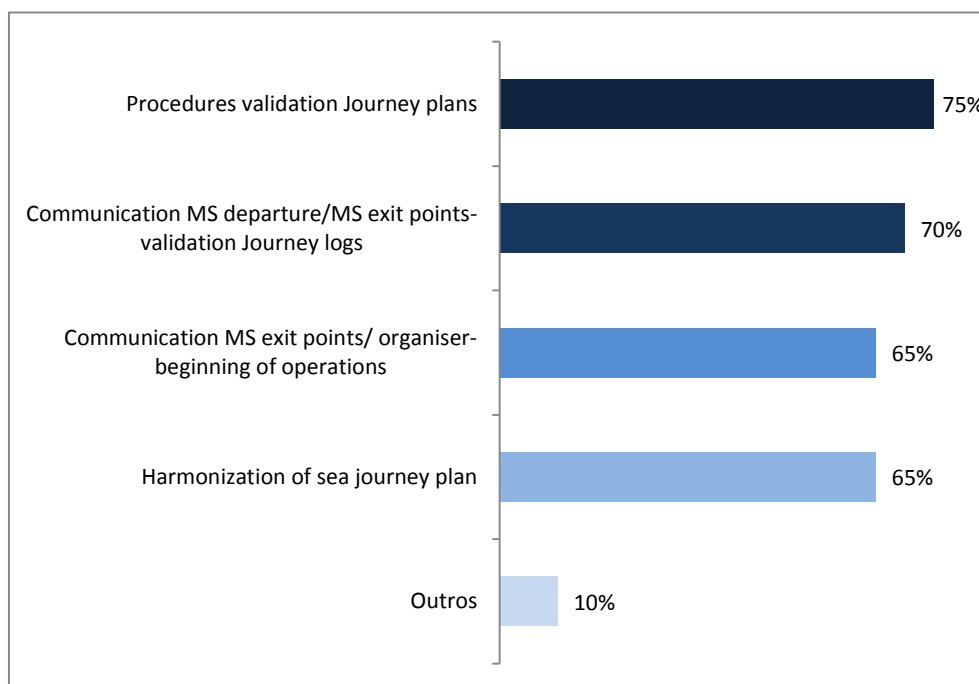


Figure 15 - Main points for improvement on journey planning

3.9 Vessel technical requirements

The three main vessel technical requirements identified by the respondents as needing improvement were the ventilation requirements (86 %, 13/16), followed by pen construction and maintenance (63 %, 10/16) and drainage requirements (44 %, 7/16).

More specifically, some of the respondents commented that the ventilation capacity (number of renewals per hour) and the minimum air flow should be assessed for each pen and not for a whole deck. Other requirements mentioned by some respondents were the need to control and record the temperature and humidity during the sea journey. Temperature and humidity data should be collected in the most critical locations and recorded automatically in such way that allows consultation and evaluation by the competent authorities.

Regarding pen construction, strength should be verified by a classification society at the time of construction or conversion. A template of such certificate, including precise instructions for those verifications, would be useful and the time when it is issued by the classification society should be reviewed.

Some respondents indicated the need to revise the feed and water requirements, namely the quantity of feed and water available to the animals, and to define the number of drinkers in proportion to the number of animals transported.

On the space requirements, it is necessary to make these less vague and to establish a formula which takes into consideration the weight of the animals and other key aspects.

On the bedding requirements, the definition of the type, quantity and management procedures were points that would be important to define.

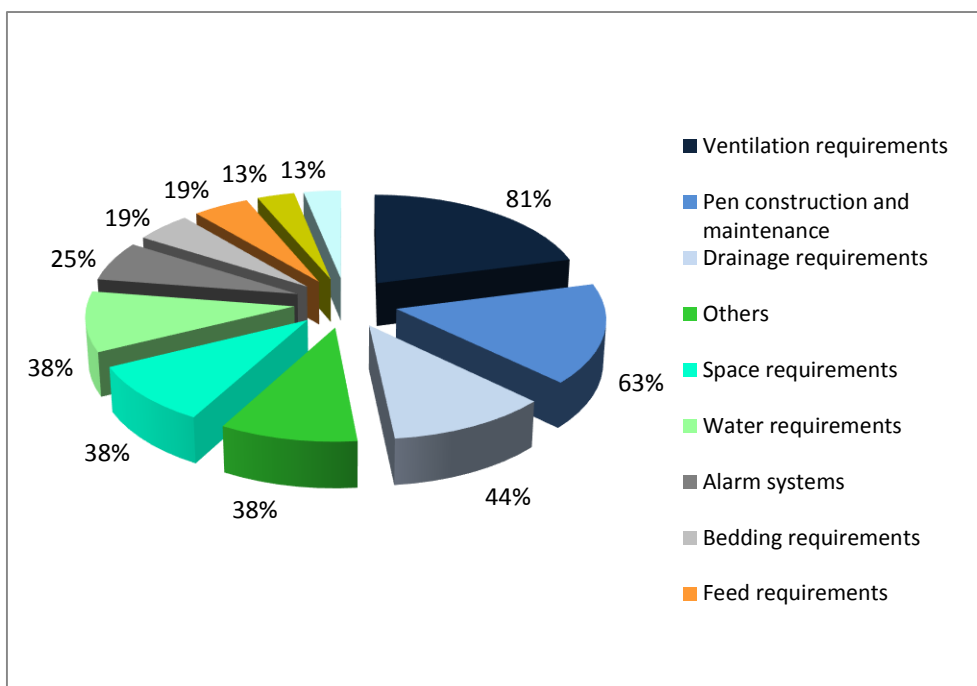


Figure 16 - Main points for improvement on the vessel technical requirements

3.10 Official controls before loading animals on the vessel

Regarding the options that could improve official controls carried out on livestock vessels, most of the respondents mentioned the definition of the type of information that each competent authority should receive from the transporter and organiser, regarding the planning, execution and completion of the journey (90 %, 18/20).

The creation of a report template to be filled out by the competent authority at the port of the country of destination, was mentioned by 80 % of the respondents (16/20) and the establishment of minimum requirements for exit points to care for the animals and their needs (facilities if necessary, loading equipment, etc.), by 75 % (15/20) of the respondents.

The respondents also identified the development of an EU-wide IT solution to share information on livestock vessel controls as being important (70 %, 14/20). The information contained in the EU database should also be available to the competent authorities of the places of departure.

Rated lower by the respondents was the need for additional records for the sea transporter to fill out during the journey and present to the Member State competent authorities at the end of the journey (55 %, 11/20).

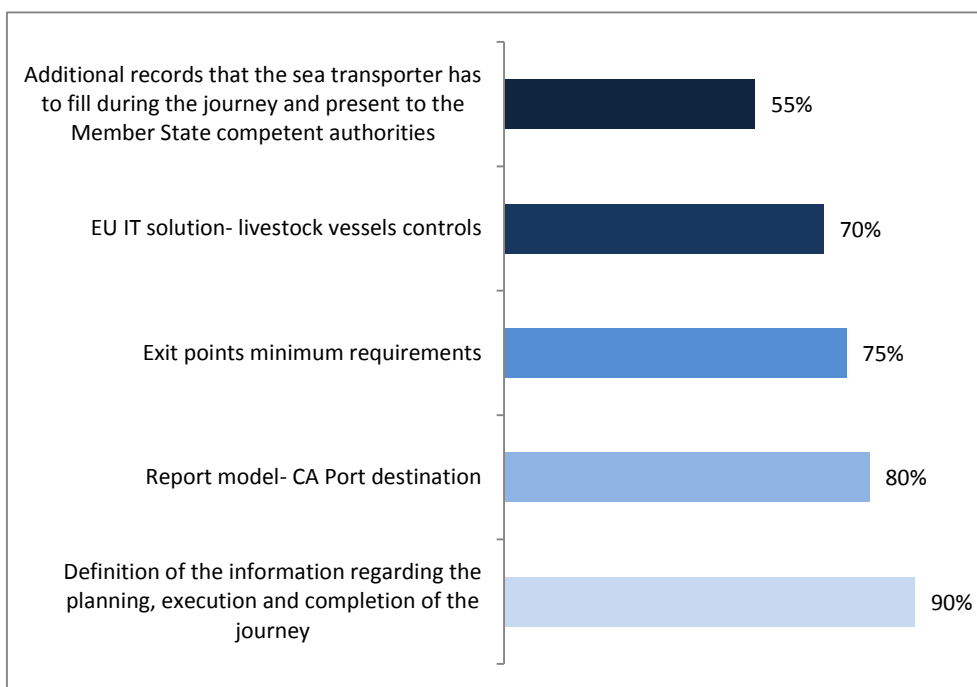


Figure 17 - Main points for improvement on official controls before loading animals on the vessel

3.11 Official veterinarian during the whole journey

The mandatory presence of an official veterinarian during the whole journey was considered important, but possibly difficult to implement due to limited resources, by 60 % of the respondents (12/20), whilst 30 % (6/20) considered that it is not necessary. Some respondents (15 %, 3/20) stated that this requirement should be applied to all journeys. Finally one respondent (4 %, 1/24) opted for another option for this question, considering that an official veterinarian should be present during the first journey after approval by a given MS, and then on a random basis. Another option would be to have an official veterinarian placed on the vessel on risk basis.

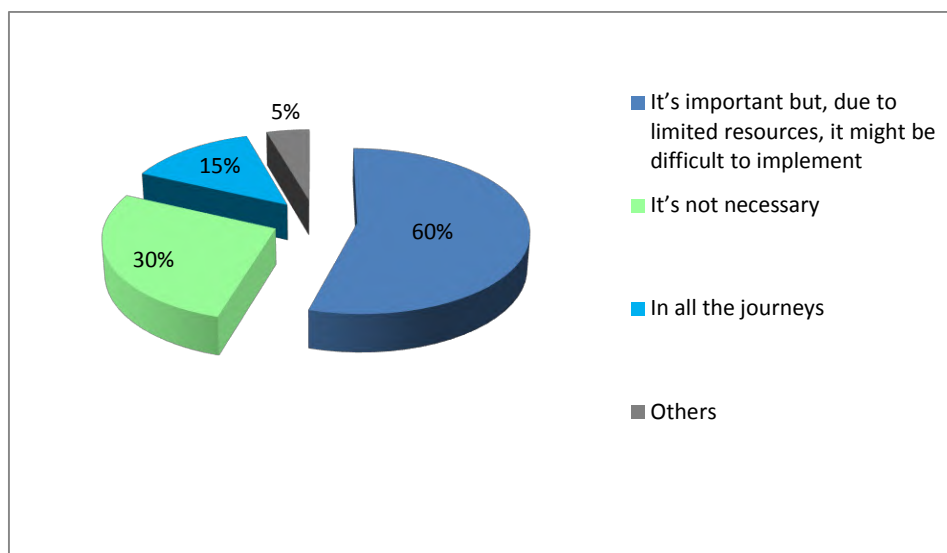


Figure 18 – Mandatory official veterinarian aboard during the whole journey

4. General comments (Would you like to make any further comments or remarks on long distance transport to third countries?)

In open-text comments some respondents mentioned that the Regulation (EC) No 1/2005, has enacted relatively high standards of animal welfare during transport within Europe, although there are aspects which are difficult to implement.

Several respondents supported the planned evaluation and revision of Regulation (EC) No 1/2005.

Other points that were not specifically tackled in this questionnaire were mentioned, regarding the scope of the future legislation revision. Some MS consider it necessary to impose limits on long distance transport of unweaned animals and animals for immediate slaughter, and during the most critical seasons, whilst others mention the need to maintain long distance transport to third countries by finding solutions that take into account scientific and technical knowledge and the socio-economic impact of such restrictions. Some respondents recognised the need for specific requirements regarding certain types of animals considered more vulnerable (revise the minimum age of certain animals permitted to transport over long distances).

Some respondents also mentioned that the rules outside EU are not precise and it is not clear how to implement the Regulation outside Europe or how the animals are slaughtered in the third country.

Although the questionnaire was more detailed on livestock vessel transport, some respondents made some suggestions on other points not covered, especially regarding road transport.

Synergies concerning the use of TRACES and the journey log have to be identified and used as well as a preview of the need for a contingency plan before each journey.

On the satellite navigation system data, the need was mentioned to standardise the type of data to be shared with the competent authorities and to have real time access to this type of information.

The importance of the organiser, which should be authorised in an EU Member State, was mentioned for all long journeys to non-EU countries. It must be possible to withdraw the authorisation in the event of repeated serious violations.

On the space allowances, it would be necessary to revise the requirements of the Regulation and to define new requirements for certain species and categories of animals, having in mind the most recent research. Also the height of the vehicle/deck should be established in accordance with the species and types of animals

Lastly, it is necessary to improve communication between competent authorities in order to solve problems that might occur during a journey.

**Questionnaire to contribute to the planned evaluation and revision of
Regulation (EC) No 1/2005 on the protection of animals during transport as regards long
distance transport to third countries**

1. Please select your Member State from the following list:

- | | | | | | |
|----------|--------------------------|------------|--------------------------|-------------|--------------------------|
| Austria | <input type="checkbox"/> | France | <input type="checkbox"/> | Malta | <input type="checkbox"/> |
| Belgium | <input type="checkbox"/> | Germany | <input type="checkbox"/> | Netherlands | <input type="checkbox"/> |
| Bulgaria | <input type="checkbox"/> | Greece | <input type="checkbox"/> | Poland | <input type="checkbox"/> |
| Croatia | <input type="checkbox"/> | Hungary | <input type="checkbox"/> | Portugal | <input type="checkbox"/> |
| Cyprus | <input type="checkbox"/> | Ireland | <input type="checkbox"/> | Romania | <input type="checkbox"/> |
| Czechia | <input type="checkbox"/> | Italy | <input type="checkbox"/> | Slovakia | <input type="checkbox"/> |
| Denmark | <input type="checkbox"/> | Latvia | <input type="checkbox"/> | Slovenia | <input type="checkbox"/> |
| Estonia | <input type="checkbox"/> | Lithuania | <input type="checkbox"/> | Spain | <input type="checkbox"/> |
| Finland | <input type="checkbox"/> | Luxembourg | <input type="checkbox"/> | Sweden | <input type="checkbox"/> |

Please provide the name and email address of a contact person regarding this questionnaire, if this person is not the CVO of your country:

Section 1- General questions on animal welfare during long journeys:

2. Does your country export farmed animals to third countries? *

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

*Including countries of departure, transit and exit

3. If yes, do these long journeys involve (multiple choice available):

Only road transports	<input type="checkbox"/>
Road and sea transport (livestock vessels)	<input type="checkbox"/>
Road and sea transport (Roll-on-Roll-off vessels)	<input type="checkbox"/>
Road and air transport	<input type="checkbox"/>
Others (specify)	<input type="checkbox"/>

4. IIs your country (multiple choice available):

Place of departure	<input type="checkbox"/>
Transit country	<input type="checkbox"/>
Exit point	<input type="checkbox"/>
None of the above	<input type="checkbox"/>

5. What are the three most challenging aspects to enforce during the exports to third countries (please use numbering 1 – 3 with “1” being the most difficult)

Extreme temperatures	
Resting points	
Delays at borders	
Lack of harmonised or agreed health certificates	
Wrong information on the certificates	
Lack of communication between Member States and third countries	
Others (specify)	
Don't know	<input type="checkbox"/>

Could you please elaborate a bit more on the most challenging aspect you have selected above?

6. The OIE is working on the establishment of an OIE transport contact points network for the region of Europe (53 countries), based on the EU's experiences. Do you think this initiative could be useful to improve the welfare of animals exported from the EU to third countries?

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

Comments:

7. If “yes”, please reply what could be the main advantages from such network (multiple choice available):

Better communication of the transport conditions (e.g. transporters, means of transport, resting posts)	<input type="checkbox"/>
Communication to verify that all the documents and conditions are met before beginning of the operations (e.g. import permits; health certificates, etc.)	<input type="checkbox"/>
Regular feedback on animal welfare conditions at sea ports of third countries	<input type="checkbox"/>
Notification of animal welfare problems on specific journeys	<input type="checkbox"/>
Others (please specify)	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Comments:	

Section 2- Specific questions on animal transport by livestock vessels

8. What are the three most difficult points to enforce during the transport by livestock vessels of animals to third countries? (please use numbering 1 – 3 with “1” being the most difficult)

Definition/identification of the transporter and the organiser	
Organiser obligations	
Sea transporter obligations	
Sea transporter authorisation	
Livestock vessel approval process	
Crew training and competence	
Journey planning	
Vessel's technical requirements	
Official controls before loading animals on the vessel	
Others (please specify)	
Don't know	<input type="checkbox"/>
Comments	

9. Definition/identification of the transporter and the organiser of transport by livestock vessel

What are in your opinion the main points that need to be improved regarding the definition/identification of the transporter and organiser? (multiple choice available)

A revision of the definition of “transporter” to take into account the specificities of animal transport by sea	<input type="checkbox"/>
To define who is considered to be the sea transporter (e.g.: the ISM company that operates the vessel, as identified by Port State rules)	<input type="checkbox"/>
The revision of the definition of “organiser” to take into account the specificities of animal transport by sea	<input type="checkbox"/>
For vessels transporting animals originating from Member States different than the Member State where the port of exit is located, the need for a unique organiser that communicates with all the competent authorities involved	<input type="checkbox"/>
No need to improve	<input type="checkbox"/>
Others (please specify)	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Comments:	

10. Organiser obligations

10.1 Should organisers of sea journeys fulfil additional requirements in order to be authorised by the competent authorities

Yes	<input type="checkbox"/>
No	<input type="checkbox"/>

10.2 What are in your opinion the most important obligations of a sea journey organiser, in terms of journey planning (road and sea transport) and communication with the competent authorities involved (multiple choices available)

Plan the journey from the place of origin until the port of loading in the EU (including the loading operations)	<input type="checkbox"/>
Plan the journey from the place of origin until the port of arrival in the non-EU country	<input type="checkbox"/>
Plan the journey from the place of origin until the final place of destination in the non-EU country	<input type="checkbox"/>
Prepare and send the contingency plan for the journey at sea, including the sea port operations	<input type="checkbox"/>
Contact the competent authorities involved (place of origin/port of loading) to assure the necessary authorisations to start the operations	<input type="checkbox"/>
Others (please specify)	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Comments:	

11. Sea transporters' obligations

What are in your opinion the main points that would need to be improved regarding sea transporters' obligations, in terms of documentation and communication with the competent authorities? (multiple choice available)

Information to be sent to the competent authority of the exit port, prior to the journey (e.g.: stowage plan, feed and water and bedding material drugs, mortality, etc..)	<input type="checkbox"/>
Contingency planning for each journey which takes into consideration the sea and weather conditions	<input type="checkbox"/>
Communication of all the maintenance work that need to take place on the vessel (on the loading port), prior to the competent authority's inspection	<input type="checkbox"/>
Communication of all the actions taken whenever there is an event on board that can compromise the welfare of the animals during the sea journey (example: mechanical problems)	<input type="checkbox"/>
Others (please specify)	<input type="checkbox"/>
No need to improve	
Don't know	<input type="checkbox"/>
Comments:	

12. Transporter authorisation

What are the main points that would need to be improved in the sea transporter authorisation process? (multiple choice available)

Documentation necessary for the authorisation process (e.g.: emergency planning, internal procedures, training and competence)	<input type="checkbox"/>
Role and responsibilities of the EU representative of a transporter from a third country	<input type="checkbox"/>
Specific template of a sea transporter authorisation certificate	<input type="checkbox"/>
Validity of the transporter authorisation (e.g.: validity duration based on the risk)	<input type="checkbox"/>
Specific criteria for suspension/withdrawal of the transporter authorisation	<input type="checkbox"/>
No need to improve	<input type="checkbox"/>
Others (please specify)	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Comments	

13. Livestock vessel approval process

What are the main points that would need to be improved in the livestock vessel approval process?
(multiple choice available)

Level of details of the vessel documents needed during the approval process (e.g.: vessel plans)	<input type="checkbox"/>
Level of details of the competences needed for an approval process (e.g.: veterinarians and maritime engineers, port state control)	<input type="checkbox"/>
Specific template for a livestock vessel approval certificate	<input type="checkbox"/>
Validity of the livestock vessel certification (e.g. validity duration based on the risk)	<input type="checkbox"/>
State flags and classification societies that can be accepted	<input type="checkbox"/>
Specific criteria for suspension/withdrawal of the vessel certificate of approval	<input type="checkbox"/>
No need to improve	<input type="checkbox"/>
Others (please specify)	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Comments	

14. Crew training and competence

Please indicate the points that would need to be improved (multiple choices available)

Establishment of recognised training courses on sea transport welfare by the Member States	<input type="checkbox"/>
Definition of the minimum experience period for attendants on livestock vessels	<input type="checkbox"/>
Presence of an animal welfare officer in a livestock vessel with tasks similar to the animal welfare officer in slaughterhouses	<input type="checkbox"/>
Presence of a veterinarian in a livestock vessel	<input type="checkbox"/>
No need to improve	<input type="checkbox"/>
Others (specify)	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Comments	

15. Journey planning

Please indicate which points would need to be improved taking into consideration the entire journey (*i.e.* road and sea parts of the journey) (multiple choices available)

Harmonisation of the information on the sea journey plan sent by the organiser	<input type="checkbox"/>
Detailed procedures for the competent authority validating the journey plan	<input type="checkbox"/>

Communication between the Member States of departure and the Member States of the ports of exit (where applicable) before validating the journey plan	<input type="checkbox"/>
Communication between the Member States of the ports of exit and the organisers to allow the beginning of the operations (only after the vessel inspection)	<input type="checkbox"/>
No need to improve	<input type="checkbox"/>
Others (specify)	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Comments	

16. Vessel's technical requirements

Please indicate which are in your opinion the three main technical requirements that would need to be improved for vessels (please use numbering 1 – 3 with “1” being the most difficult)

Pen construction and maintenance

Feed requirements

Water requirements

Space requirements

Ventilation requirements

Lightning requirements

Bedding requirements

Drainage requirements

Energy power sources

Alarm systems

No need to improve

Others (please specify)

Don't know

Comments

Could you please elaborate a bit more on the technical requirements selected?

17. Official controls before loading animals on the vessel

Please indicate which are the options that in your opinion could most improve official controls carried out on livestock vessels (multiple choices available)

Development of an EU IT solution to share information on livestock vessel controls	<input type="checkbox"/>
Establishment of a report model to be filled by the competent authority at the port of the country of destination	<input type="checkbox"/>
Additional records that the sea transporter has to fill during the journey and present to the Member State competent authorities	<input type="checkbox"/>
Definition of the type of information that each competent authority should receive from the transporter and organiser, regarding the planning, execution and completion of the journey	<input type="checkbox"/>

Minimum requirements for exit points to care for the animals and their needs (facilities if necessary, loading equipment, etc.)	<input type="checkbox"/>
No need to improve	<input type="checkbox"/>
Others (please specify)	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Comments	

18. Do you consider that the presence of an official veterinarian during the whole journey would be needed? (multiple choice available)

It's not necessary	<input type="checkbox"/>
It's important but, due to limited resources, it might be difficult to implement	<input type="checkbox"/>
Only in the first journey of the vessel	<input type="checkbox"/>
In all the journeys	<input type="checkbox"/>
Others (please specify)	<input type="checkbox"/>
Don't know	<input type="checkbox"/>
Comments	

19. Would you like to make any further comments or remarks on long distance transport to third countries?
