Council of the European Union
General Secretariat

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Brussels, 29 September 2025

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**MEETING DOCUMENT**

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|---|---|
| From: | Presidency |
| To: | Working Party on Animals and Veterinary Questions (Animal Welfare) |
| N° Cion doc.: | ST 16405 2023 + ADD 1 |
| Subject: | Working Party on Animals and Veterinary Questions (Animal Welfare) on 09 and 10 October 2025 - Presidency flash |

In view of the above meeting, delegations will find in annex the Presidency flash.

Danish Presidency
Council of the European Union

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# Presidency Flash

## Working Party on Animals and Veterinary Questions (Animal Welfare and Husbandry)

## 9 - 10 October 2025, Brussels

| When | Where | Format |
|---|---|---|
| 9 and 10 October 2025<br>10.00 | Justus Lipsius | 2 + 2 |

## Dear Colleagues,

The Danish Presidency is pleased to invite you to the third meeting under Danish Presidency in the Working Party on Animals and Veterinary Questions (Animal Welfare and Husbandry). The meeting will take place on 9 and 10 October 2025 in Brussels.

The Presidency will continue the examination of the proposal for a Regulation of the European Parliament and of the Council *on the protection of animals during transport and related operations*. Specifically, we will initiate discussions on fitness for transport (Chapter I of Annex I) and continue discussions on space allowances (Chapter VII of Annex I).

## Fitness for transport

Based on the comments from the Member States, the Presidency has made a number of changes to the provisions regarding fitness for transport. We aim to ensure that the words and terms used are easily understandable to all actors involved in the transport chain of live animals. Furthermore, we aim at clearly describing the conditions that render animals unfit for transport but still leaving room for a veterinary professional assessment.

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With a view to finding a compromise regarding unweaned calves, the Presidency proposes to distinguish between short journeys of up to 9 hours and long journeys of more than 9 hours so that unweaned calves are considered fit for transport without their dam for short journeys from 3 weeks of age (point 1(h)) and for any long journeys from 5 weeks of age (new point 2(c)).

Throughout the current negotiations, several Delegations have mentioned end of career animals as vulnerable animals that need specific provisions when they are transported. The Presidency proposes to add a new provision in point 2(d) regarding end of career sows, dairy cows and laying and breeder hens.

We invite Delegations to share their views on the Presidency proposal on Chapter I of Annex I which is available on Delegates Portal under document **ST 13228/25**.

## Space allowances

The Presidency also presents a proposal on Chapter VII of Annex I (Space allowances) based on the Delegations' written and oral comments.

In line with simplification, the general approach chosen by the Presidency includes:

- to keep the allometric equation for animals of the bovine, porcine, ovine and caprine species and for weaned farmed lagomorphs and poultry other than day-old chicks;
- to introduce a series of k-values for these animals depending on
    - the time spent on a means of transport (for road and rail vehicle, this includes any time that the road vehicle is on a ro-ro vessel);
    - the means of transport;
- to set up species-specific tables;
- to increase the space allowance by at least 10 percent per animal when the external temperature is predicted to be above 30°C;
- to increase the space allowance by at least 10 percent per animal if unshorn sheep are transported;
- to add specific provisions instead of k-values for equine species, day-old chicks, unweaned farmed lagomorphs, dogs and cats;

K-values are presented separately for road and rail transport (including ro-ro journeys), and for transport by livestock vessels.

K-values for air transport have not been included at this point. Such k-values will be considered when the Presidency presents a draft text on air transport.

For transport by road or rail, including ro-ro vessel, the k-values for the shortest time intervals are in line with the space allowances in the current Regulation 1/2005. According to EFSA scientific opinions, they roughly correspond to how much space animals need to stand. When the time spend on a means of transport exceeds 21 hours (12-36 for weaned farmed lagomorphs), i.e. road transport involving ro-ro vessels, the k-values correspond to the Commission's proposal and thus to EFSA's scientific opinions from September 2022,

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which reflect the space animals need to stand, lie down, rise, thermoregulate, eat and drink. In general, the middle interval will make it possible for some animals to stand and for some to lie down, according to EFSA's scientific opinions.

For transport by livestock vessels, only k-values for bovine, porcine, ovine and caprine species are provided. These k-values correspond to the Commission's proposal as these journeys usually take several days and the animals thus need space to stand, lie down, rise, eat and drink.

Regarding the increased risks when predicted external temperature is above 30°C and for the transport of unshorn sheep, the proposed approach is to increase the space allowance by at least 10 percent per animal to make the provisions easy to apply. For horned animals, additional space shall be provided to accommodate the physical size of all animals and prevent injuries.

We invite Delegations to share their views on the Presidency proposal on Chapter VII of Annex I which is available on Delegates Portal under document **ST 13246/25**.

## Next steps

Consultations on fitness for transport and space allowances will be launched on Delegates Portal. Delegations are invited to submit their written comments no later than **24 October 2025**. Presidency proposals based on the oral and written comments will be presented at the final meeting during the Danish Presidency in December.

For the Working Party on 4-5 November 2025, the Danish Presidency intends to present updated proposals on **Chapter III, Chapter IV** and **Chapter VIII (only Articles 36, 36b, 37 and 38)** based on the Delegations' written and oral comments from July and September.

## Any other business

Delegations that would like to raise any other business during the meeting are kindly requested to inform the General Secretariat of the Council (LIFE.3@consilium.europa.eu) as well as the Chairs of the Presidency team, [redacted] ([redacted]) and [redacted] ([redacted]), in advance of the meeting.

The helpful support by the General Secretariat of the Council is highly appreciated.

We are looking forward to seeing you in Brussels.

Kind regards,

**The Danish Presidency team**

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## Potato Holiday

In the late 1700s, potatoes became increasingly common in Danish agriculture, initially serving as animal feed. These potatoes were typically harvested in the autumn, and in rural communities it was customary for children to assist in the fields. To accommodate this practice, the Danish Education Act of 1814 stipulated that children attending school in rural areas were required to attend classes only every other day. By 1823, it became permissible to keep children at home so they could help with the potato harvest.

However, this system of pupils being absent at different times soon proved to be impractical for schooling. As a result, in 1899, it was decided that the so-called “potato holiday” should be fixed in the middle of October.





In rural communities, children continued to be an important source of labor during the potato harvest well into the 1960s. Today, however, the potato holiday is no longer associated with potatoes and is simply a regular autumn holiday for schools.