Council of the European Union
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Brussels, 23 September 2026

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MEETING DOCUMENT

From:	Presidency
To:	Working Party on Animals and Veterinary Questions (Animal Welfare)
N° Cion doc.:	16405/23 + ADD 1
Subject:	Working Party on Animals and Veterinary Questions (Animal Welfare) on 30 September and 1 October 2026 - Presidency flash

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

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PRESIDENCY FLASH

Meeting of the Working Party on Working Party on Animals and Veterinary Questions

30 September – 1 October 2026, 10:00

Member States attendance will be limited to 1+2+1

When		Where	Format
30 September	10:00	JUSTUS LIPSIUS 50.1	2+2
1 October	10:00	JUSTUS LIPSIUS 50.1	2+2

Dear Colleagues,

We are pleased to invite you to the third meeting of the Animals and Veterinary Questions (Animal Welfare and Husbandry) Working Party under the Irish Presidency. The meeting takes place on 30 September and 1 October 2026 in Brussels.

As always, we would like to thank Member States, the General Secretariat of the Council and the European Commission for their collegiality as we work to progress this important file.

Agenda

The Working Party 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. The meeting will examine the clean consolidated text circulated in documents ST 12192/1/26 REV 1 & 12193/1/26 REV 1.

The Presidency has continued working to enhance the clarity and readability of the compromise text. The discussions will centre on Chapter VI, Chapter VII and Chapter IX of the Articles and Chapter VII of Annex I. Time permitting, there will be an examination of Annexes III and V.

On the first day of the Working Party meeting, we intend to discuss Chapters VI, VII and Chapter IX of the Articles. On the second day, we intend to discuss Chapter VII of Annex I, Chapters I to V of the

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Articles and Annex III and Annex V. We would ask delegations for flexibility in this approach depending on the rate of progress as we work through the text.

Please note that in the circulated documents, changes with respect to the Commission proposal have been marked in bold for insertions and strikethrough for deletions. Changes compared to the previous versions of the texts circulated at the end of July, ST 12192/26 and 12193/26, are marked with underline.

While stressing the understanding that nothing is agreed until everything is agreed, it is worth taking stock at this stage of all the positive progress on this proposal since work began in December 2023, and the improvements it will bring about for animal welfare. Member States have considered more protective journey times, 24-hour rest periods at control posts following long roll-on roll-off journeys, clear species-specific temperature requirements, feeding and watering requirements, enhanced rules for approval of organisers, transporters, means of transport, and training requirements for those involved in the handling of animals during transport, temperature control systems in vehicles and the monitoring of indicators to track animal welfare in transit.

Significant advances have also been made on digitalisation, which will improve traceability and oversight, alongside clearer rules on fitness for transport, increased minimum ages for the transport of unweaned animals, more harmonised enforcement and enhanced penalties for non-compliance. Substantial work has been done to allocate legal responsibility for each aspect of transport and to ensure accountability where rules are breached. A further key step is the move towards enshrining in law the allometric equation for increased, targeted and species-specific space allowances, marking a major step forward for animal welfare during transport. These gains reflect the constructive engagement of Member States, and the Presidency remains focused on striking the right balance between ambition and proportionality so that the final overall package is one that Member States can support and implement effectively.

We look forward to guiding productive discussions on the proposed text over the two days of the meeting.

Recitals

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Several new recitals have been drafted, and existing recitals have been amended, based on changes made to the latest text of the proposal. Some of these recitals are mentioned specifically elsewhere in this Flash where relevant. These changes to the draft recitals are set out below for the consideration of delegations.

The existing recital (17) has been amended with the text in bold to reflect the changes to the approach for the scope of the Regulation and scientific animals:

> *"Directive 2010/63/EU of the European Parliament and of the Council regulates the protection of animals used for scientific purposes. Due to the strict requirements on the quality of animals needed for research and testing, any compromises to the health or welfare status of animals on arrival at their place of destination have a direct impact on the possibility to use them for those purposes. In addition, scientific procedures may require the use of animals that can potentially be considered unfit for transport according to this Regulation such as some genetically modified animals and animals which have undergone surgical procedures for the purpose of the projects in line with Directive 2010/63/EU. Transport of live animals for scientific purposes is undertaken by specialist operators with specially designed vehicles equipped to ensure the health and welfare of the animals throughout the planned journeys.*
>
> *While a distinction can be made with regard to the purpose for which these animals are transported, their welfare should be guaranteed. However, it would be neither coherent nor acceptable to include them completely in the scope of this Regulation.* ***For these reasons, the transport of animals used or destined to be used for scientific purposes in a project authorised under Directive 2010/63/EU of the European Parliament and of the Council should be subject to the general provisions on animal welfare."***

A new recital (17b) has been added to explain the addition to Article 4 on a general rule for ensuring animals are fit for transport:

> *"It is necessary to lay down a general requirement for fitness applicable to all animals. The general requirement should provide that, at the time of loading, animals are to be in a physical and physiological state that allows them to undergo the planned transport without unnecessary suffering and without aggravating any pre-existing injuries, illness or physiological conditions. Such a general requirement is necessary to ensure that all animals,*

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irrespective of species or the circumstances of a given journey, and including those used or destined to be used for scientific purposes in a project authorised under Directive 2010/63/EU of the European Parliament and of the Council, are protected against harm during transport in situations not explicitly addressed by the specific rules set out in this Regulation."

A recital (17c) has been added to also address the specific rules for fitness for transport in the Annexes to distinguish them from the general Article 4 rule:

"Moreover, terrestrial and aquatic animals should have their fitness for transport assessed against all the conditions during the entire transport, from place of departure to place of destination. To undertake such assessments, specific rules on fitness for transport are necessary. These specific rules should ensure the protection of animal welfare and clarify the responsibilities of keepers, attendants and animal welfare officers involved in the transport of animals."

A new recital (XX) has been added to explain the rules around serious infringements and the basis for punishing serious infringements in the same manner, regardless of whether they are committed deliberately or negligently:

"(XX) In order to achieve an adequate and harmonised approach to enforcement of the animal welfare rules in this Regulation, the commission of a serious infringement as set out in this Regulation should be subject to the same penalty, regardless of whether its commission was deliberate or negligent. These serious infringements relate to specific and precise technical rules laid down in the Regulation, of which all operators must be aware in advance of commencing transport. Consequently, whether such an infringement results from intent or from a lack of attention or diligence, the required duty of care has, in either case, not been met. Moreover, in both situations, the infringement constitutes a serious breach of essential animal welfare rules having the same grave impact on the animals concerned. It is thus irrelevant from animal welfare perspective and the suffering caused to the animals whether the commission of a serious infringement is deliberate or negligent. These elements justify the application of the same penalty in case of serious infringement."

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A new recital (XY) has been added to explain the scope for Member States to punish serious infringements other than those listed at Article 44 in line with their national law and based on the seriousness of the offence:

> *"(XY)Furthermore, in order to ensure a harmonised approach to enforcement under the Regulation, a defined category of "serious infringements" should be established to cover the most serious breaches of essential animal welfare rules having the gravest impact on the animals concerned. Such serious infringements must attract minimum levels of punishment, to uphold clear and consistent enforcement throughout the Union. Notwithstanding the need to create a harmonised set of "serious infringements", Member States can deem other cases of non-compliance with the rules in this Regulation as serious offences. Such other offences are subject to punishment in accordance with the national law of the Member State concerned."*

Chapter I

The definition of "transport in connection with economic activity" has remained unchanged from the previous text. To explain this further, and for the avoidance of doubt, the definition at Article 1 has two strands. The first strand captures transport by an individual in the course of their economic activity. An example of such a scenario would be a farmer transporting animals in connection with their economic activity, namely farming.

The second strand captures any transport which is performed as a service on the market for any benefit, whether the benefit is monetary or non-monetary, and whether the benefit is delivered immediately or at a later date. An example of such a transport would be a commercial transporter being hired to transport dogs for search and rescue operations. The commercial transporter is performing the transport as a service on the market for a monetary reward. Therefore, it is transport in connection with an economic activity. Because it is transport in connection with an economic activity, an exemption is required to ensure that this type of transport is only subject to the general welfare requirements under Article 4. If the transport is not being carried out by a commercial transporter, but instead is being carried out by the national authorities, it is not transport in connection with an economic activity and therefore does not fall within the scope of the Regulation.

It is felt that the definition is sufficiently clear to serve as the basis of the Regulation. As noted previously, the Commission is open to the potential for guidance documents to issue to outline cases where transport is or is not connected with an economic activity.

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In Article 3, the definition of "owner of a livestock vessel" at Article 3(33d) has been revised. Point 33d now refers to "operating company" to indicate that the company operating a livestock vessel is not necessarily the owner of the livestock vessel. The rest of the definition remains the same. It still references the definition of "company" already established in Union law, in Article 2(3) of Regulation (EC) No 336/2006. The phrase "operating company" has been substituted into the text where relevant. This change does not alter the substance of the text.

In response to questions from Member States, and for the avoidance of doubt, there is no age-limit inherent in the definition of unweaned animals. "Unweaned" means a characteristic of a mammal whose dietary and physiological needs consist fully or partially of milk or appropriate milk replacements.

In the "*General provisions on the transport of animals*" at Article 4, paragraph (2)(b) has been amended to require that animals must be in a fit state to endure the planned transport. This is distinct from the specific fitness for transport requirements in Chapter I of Annexes I and II. It is necessary to have an overall general requirement to ensure animals are fit for transport while also allowing providing for specific fitness for transport requirements in the Annexes in detail, and this change has been made accordingly.

Chapter II

The title of Article 5 has been shortened as the previous full title, which did not refer to journeys by livestock vessels, container vessels, well-boats or aircraft, had become inconsistent with the text of the Article.

A point around timelines has been clarified in Articles 6(3), 9(3), and in Chapter III for Articles 12a(7), and 13a(9). In each case, it has been clarified that the relevant applications for renewals may be submitted from ***within*** three months of the expiry of the relevant document. Member States may set their own timelines and procedures within this three-month window for the submission of renewal applications.

Chapter III

A new paragraph, Article 12a(3) has been added. There was a requirement in Annex II Chapter II Point 2 for the owner of the means of transport or the operating company to mark approved containers

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with a label indicating the approval number of the certificate of approval for that container. This requirement only applied to containers for aquatic animals. The requirement should also apply in the case of large animals. The most effective way to achieve this change is to move the requirement from the Annex to the Articles so that it will apply generally, which has been done here.

Article 13(1a) will be updated in a future revision. Applications for the approval of a livestock vessel should be required to include the International Maritime Organisation and Thetis numbers of the vessel. These details are required in the new Annex V and therefore the legal basis for requesting them has to be set out in the Articles. The Presidency will work on developing definitions for these numbers so that specific reference can be made to them in Article 13(1a).

Chapter IV

Significant work has been done to clarify processes when several journeys converge, and animals are loaded onto a single livestock vessel. This has resulted in improved text regarding the approval of journey logs as detailed in Article 15(2a) and (2b).

Where several journeys converge and the animals are loaded onto a single livestock vessel for a leg of a journey by sea, one single journey log shall be completed, indicating all relevant starting and end points for the journeys. For these integrated journey logs, the competent authorities assessing and validating the planning shall be:

- The competent authorities of the Member States where the journeys by road start, for the part of the planning concerning the animals departing from their territory; and
- The competent authority of the port in the Member State where those journeys converge for loading onto the single livestock vessel.

Where the competent authority at one place of departure does not validate the planning for that part of the journey, only that part of the journey log shall be rejected or cancelled. The remaining parts of the journey log shall remain valid, and any approval already granted by a concerned competent authority shall remain valid. This will be possible through the use of TRACES and the templates contained in Annex III.

In relation to the catching and handling of poultry and weaned farmed lagomorphs, Article 16a makes it clear that the operator at the place of departure is responsible for ensuring that keepers and staff carry out their obligation as set out in Article 17.

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Chapter V

Article 24a(6) and (7) have been updated to clarify that the requirements apply to each entire deck, not just a single deck.

Chapter VI

In response to requests for greater flexibility, several amendments have been made throughout this Chapter.

The 4.5-hour time limit to travel either from the place of departure to an assembly centre, or from an assembly centre to the place of distribution, has been revisited. Member States have expressed a clear desire for flexibility in how this time is allocated and used.

Accordingly, Article 26a(1)(c) has been amended. Now, there is an overall limit of 9 hours of journey time by land for travel to or from assembly centres. For example, if a total of 5 hours are used to reach the assembly centre where the animals are grouped, then any subsequent journey from an assembly centre where animals are distributed can take no longer than 4 hours, that being the remainder from the overall limit. If the full 9-hour allocation is used to reach the assembly centre where the animals are grouped, there is no further allowance for a subsequent journey from an assembly centre where animals are distributed.

Where the journey to an assembly centre is longer than 4.5 hours, or where the journey from an assembly centre to a place of destination is longer than 4.5 hours, the animals shall be unloaded on arrival at the assembly centre, fed and watered and rested for a minimum of 8 hours before the next journey. By way of practical example, if the journey from the assembly centre where the animals are distributed to the place of destination will take longer than 4.5 hours of journey time by land, then when the animals reach that assembly centre they must be unloaded, fed and watered and rested for a minimum of 8 hours before that next journey.

If only one assembly centre is used, the overall limit of 9 hours of journey time by land to or from that assembly centre remains the same and all the above rules apply.

In Article 26b(c), for poultry other than day-old chicks, if the animals are not provided with feed and hydration, the journey time by land must not exceed 12 hours. No assembly centre can be used.

If poultry other than day-old chicks are provided with feed and hydration, the journey time by land must not exceed 21 hours. No assembly centre can be used.

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In Article 26b(d), for day-old chicks, if the animals are not provided with feed and hydration, the journey must be completed within 60 hours after hatching. No assembly centre can be used.

If the day-old chicks are provided with feed and hydration, the journey must be completed within 72 hours after hatching. No assembly centre can be used.

Regarding the provisions on transport to slaughter, a number of Member States have indicated a need for greater flexibility and overall journey times where certain weaned domestic animals are concerned, particularly where no suitable slaughterhouses are located within sufficient geographic proximity.

To account for this, Article 28(1) has been amended to increase the journey time by land from a maximum of 21 to 31 hours. The journey shall consist of a maximum of two segments, after which the animals must reach the slaughterhouse. If a maximum segment of 21 hours of journey time by land is completed, there must be a rest period of 24 hours at a control post before the journey continues. After such a 24-hour rest period, the maximum remaining journey time by land to the slaughterhouse is 10 hours.

In Article 28(3), on the transport of poultry and farmed lagomorphs to slaughter, if the animals are not provided with feed and hydration, the journey time by land must not exceed 12 hours. No assembly centre can be used.

If the animals are provided with feed and hydration, the journey time by land must not exceed 21 hours. While an assembly centre **may** be used, there is no obligation to use one.

As a general point that is worth emphasising, wherever the text states that an assembly centre **may** be used (for example, in Art. 26b (a)(ii), Art. 27a(1)(a), Art 28(1)(a) and Art. 28 (3)(b)), there is no obligation to use one. An assembly centre may be used, but it does not have to be used.

In Article 28(3)(a) and (b), there were references in the previous text to point 1.6 of Chapter V of Annex I. These references to point 1.6 have now been corrected to point 1.4 of Chapter V of Annex I. Point 1.4 sets out the exemptions from feeding requirements that apply in cases of transport to slaughter.

In Article 29(1)(c), the same overall limit of 9 hours of journey time by land for travel to or from assembly centres has been introduced, as with Article 26a(1)(c). Again, this will give Member States flexibility on journey times to an assembly centre for gathering animals or from an assembly centre

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for distribution. If only one assembly centre is used, the overall limit of 9 hours of journey time by land to or from that assembly centre remains the same.

Under Article 29(1)(d), where the journey to an assembly centre is longer than 4.5 hours, or where the journey from an assembly centre to a place of destination is longer than 4.5 hours, the animals shall be unloaded on arrival at the assembly centre, fed with milk or milk replacement and rested for a minimum of 8 hours before the next journey.

In order to ensure sufficient market access for Member States located on the periphery of the Union, the maximum journey time by land has been increased to 30 hours. This is to meet the requests of Member States geographically remote from the centre of the Union.

However, in the interests of ensuring animal welfare is protected, it is necessary to enshrine in law that if a maximum segment of 21 hours of journey time by land is completed, a rest period of 24 hours must be enforced. After such a 24-hour rest period, the maximum remaining journey time by land is 9 hours for the journeys listed in Art 29(1)(b).

In Article 30(2a), for situations where animals are remaining onboard a stationary vehicle after arrival at the port or airport of departure: Text has been added to allow animals to be returned to the place of departure if it is located within 2 hours of journey time by land from the port or airport in question.

In relation to Article 31, as several queries have been received on this point since the publication of the last text, the Presidency wishes to clarify that the temperature requirements apply during active transport. That is, when the means of transport is in motion during transport and at rest during break periods.

Chapter VII

An additional provision has been included in Article 32a(2) outlining that competent authorities may instruct an organiser to engage a conformity assessment body to assess an upcoming journey by reference to a specific journey or indeed a specific third country to which the organiser may wish to transport animals.

Article 33(2)(d), which referenced journeys from the assembly centre to the places of destination taking no longer than 4.5hrs, has been deleted as it no longer fits with the logic of the provisions on journey times in Chapter VI.

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Chapter VIII

A number of queries have been raised regarding the provision of training courses. Training courses can be provided by approved entities regardless of where they are located. Training courses can be provided to people based in one Member State from another Member State or from outside a Member State, as long as they are provided by an entity approved by the relevant competent authority. This is a positive development as it allows for the provision of training by approved entities, without imposing inflexible limits on where these approved entities are located.

Chapter IX

Member States have expressed concerns that the list of serious infringements at Article 44 constrains or limits them from treating other infringements of the Regulation as serious.

To reassure Member States that this is not the case, Article 43(3) has been amended to state that Member States shall take into account the nature, gravity and extent of the infringement, including its duration, its repetition, and **whether the infringement falls under Article 44**. It is clear from the text that Member States can deem other infringements as serious where they are severe in their nature, extent and gravity. Whether they also fall under Article 44 is yet another factor they can consider in making this assessment.

All that Article 44 does is set out a harmonised list of serious offences. If one of the offences listed in Article 44 is committed, Member States are obliged, at a minimum, to ensure that it Is punished in accordance with Article 43(5). This does not prevent Member States from punishing other offences appropriately when they are deemed serious for other reasons, such as their gravity, nature and extent. A recital has also been drafted to clarify that other infringements may also be considered serious under national law.

Article 43(5) has had the following sentence inserted **"The minimum financial penalty is without prejudice to the application of general rules concerning mitigating circumstances provided for under national law, when deciding on the penalties to be applied in each individual case.**" This is to reassure Member States that their national courts, when determining a case where a minimum financial penalty is a possibility, may still consider mitigating circumstances under their own national law when deciding on the penalties to be applied. We remind Member States that as an alternative to minimum financial penalties, they may apply non-financial criminal penalties.

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Chapter X

At Article 47(1), the Commission's empowerment to adopt delegated acts has been updated, with feeding, watering, hydration requirements reintroduced following a review of Member State comments at the WP meeting in early September.

Chapter XII

Article 59(5) previously contained a deferred application date for what was point 3.1 of Chapter IV of Annex I, concerning the minimum ceiling height for transport by livestock vessels.

Point 3.1 of Chapter IV has been moved to become a new point 4 in Chapter VII of Annex I to consolidate all ceiling height requirements in the same Chapter. Article 59(5) now contains point 4 of Chapter VII of Annex as the correct point to be subject to that deferred application date.

Annex I - Chapter I

On fitness for transport, an error with the numbering in the previous text has been corrected. The newly numbered points 1 and 1a are aimed at clarifying the responsibilities of keepers at places of departure, and the responsibilities of keepers at assembly centres, control posts, handling facilities at ports and airports, as regards the applicable criteria for assessing fitness for transport. Point 1a underlines that as well as keepers, attendants and animal welfare officers have a responsibility to monitor fitness for transport and sets out the criteria they must assess. The subpoint (ka) has been added to the list in point 1a. Points 1(f) to (k) are not included on the list in point 1a as it is not practical to monitor fitness for transport in respect of those criteria once the transport has begun.

A new Point 1(f)(ii) has been introduced to create an exemption for pregnant females for whom less than 90% of the expected gestation period has already passed, provided that the transport is part of a measure to eradicate diseases in accordance with Regulation (EU) 2016/429. Point 3 of Chapter I has been corrected to refer to the abovementioned point 1 and point 1a.

Annex I – Chapter VII

Certain k-values have been amended in Chapter VII of Annex I based on feedback already provided. The amendments aim to not only deliver meaningful improvements for animal welfare but also to

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strike a balance for economic feasibility and proportionality. The k-values for air transport remain unchanged in all case and are linked to the existing IATA values used in practice. The Presidency anticipates that this Chapter will be discussed further during the Working Party. We would encourage Member States to be ready to share their views.

Annex II - Chapter II

Point 2 of Chapter II has been moved to become Article 12a(3), as explained earlier in this document. The requirement to mark approved containers with a label indicating the approval number of the certificate of approval for that container now applies to containers for large animals as well as to containers for aquatic animals. The most effective way to achieve this goal was to move the requirement to the Articles so that it will apply generally. That is why this change has been made.

Annexes III and V

Delegations have received one document ST 13226/26 which contains Annexes III and V. Annex III contains the templates referred in Articles 14a, 15, 19, 20, 24, 26 and 32. Annex V contains the templates referred to in Articles 5, 6, 7, 8, 9, 12, 12a, 13, 13a and 38.

Both annexes have a colour scheme. The colour scheme is explained on page 1 of Annex III. It is used in the templates to distinguish between elements that will have to be completed by the organiser by selecting from menus or tick-boxes, elements that are manually typed, elements that are automatically calculated by TRACES, elements that are selected in a calendar and areas where no information is entered, etc. It demonstrates that only a minority of the template needs to be completed manually and that the end-product will be efficient and user-friendly to complete.

The colour scheme is to assist delegations in understanding how the templates will work in practice. It will be possible, through technical solutions, to create the different entry fields that the colour scheme describes.

However, the colour scheme may not appear in the final version of the Annexes that is published to the Official Journal as it is not possible to use the full range of colours in EU legislation when it is formally published. This caveat is to say that while the colour scheme is a useful visual guide, please be aware that it may not be possible to replicate it exactly in the final version of the legislation published to the Official Journal.

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In Annex III, there are three templates. Template 1 lays out the journey log for the transport of terrestrial animals on any long journey, any journey including a leg by livestock vessel, container vessel or aircraft and for short journeys to a third country. Template 2 lays out journey log for the transport of aquatic animals on any long journey, any journey including a leg by a well-boat or short journey to a third country. Template 3 lays out the transport documentation for the transport of terrestrial animals on any short journey of terrestrial and aquatic animals between Member States or a short journey of terrestrial animals starting at or ending at an assembly centre.

In Annex V, there are five templates. Template 1 is for the Organiser Authorisation and Template 2 is for the Transporter Authorisation. Template 3 represents the certificate of competence of attendants and animal welfare officers. Template 4 is the form for the approval of means of transport by road or rail, of containers for large animals and of containers for aquatic animals for any long journeys or short journeys to or from third countries. Template 5 is the certificate for the approval of livestock vessels as per Article 13a.

Further information, technical notes, clarifications and footnotes are contained within the body of Annex III and Annex V respectively. Member States will have an opportunity to ask questions on the Annexes during the second day of the Working Party meeting and we would be very interested in hearing your views.

Miscellaneous

For the sake of clarification, wherever the word “hydration” appears in the text, in the context of providing hydration and feed, it should be read and understood as including the use of hydrogel for the purposes of hydration.

In relation to distinctions in the text between land transport and sea transport, and as identified in the recitals accompanying the original Commission proposal, scientific opinion acknowledges that animals transported by road and rail are subject to motion stress, an important risk for the welfare of animals. Animals transported by sea are not exposed to the same type of motion as animals transported by road or rail. Motion on sea vessels does not produce the same repeated and unexpected sudden movements as motion on road or rail vehicles and consequently is less detrimental for the welfare of the animals transported.

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Nevertheless, it is important that the specific circumstances of sea transport are taken into account, and it is for that reason that Chapter IV of Annex I sets out, in extensive detail, specific additional provisions for livestock vessels and container vessels. There is also a new requirement, now set out in the Articles, for livestock vessels, container vessels and well-boats to have an animal welfare officer directly in charge of the welfare of animals for the duration of their journeys on such vessels.

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 Presidency team, at presanimalwelfarewp@agriculture.gov.ie and [redacted] and [redacted] in advance of the meeting. The helpful support of the General Secretariat of the Council is highly appreciated.

We look forward to seeing you in Brussels.

Kind regards,

The Irish Presidency team

Irish Working Party on Animal Welfare and Husbandry Team

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[redacted] Head of Division, Animal Welfare Division (Chair	[redacted]	[redacted] Assistant Principal, Animal Welfare Division	[redacted]
[redacted] Director, One Health One Welfare (Vice-Chair)	[redacted]	[redacted] Veterinary Liaison Officer	[redacted]
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Irish grass-fed beef
Irish grass-fed beef (PGI) refers to beef products from cattle raised on a grass-based diet on pasture grazing farms in Ireland.
Ireland's mild, temperate climate means that cattle can graze on lush pastures for up to 300 days a year. This results in meat which is tender and succulent, with creamy, yellow fat and a pronounced cherry red meat colour. It has also been found to contain higher levels of vitamins and minerals than beef produced in non or low grass feed systems.
It is for these reasons that the superior quality of Irish grass-fed beef is internationally recognised and can be found listed as a premium ingredient on restaurant menus and food products across the world.
Image courtesy of Bord Bia