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CONTRIBUTION

From:	General Secretariat of the Council
To:	Working Party on Animals and Veterinary Questions (Animal Welfare)
N° prev. doc.:	6626/25
N° Cion doc.:	16405/23 + ADD 1
Subject:	Proposal for a Regulation of the European Parliament and of the Council on the protection of animals during transport and related operations, amending Council Regulation (EC) No 1255/97 and repealing Council Regulation (EC) No 1/2005 - Consultation on revised Presidency text on Chapter II - Comments from delegations

Delegations will find in annex submissions from delegations concerning the revised Presidency text on Chapter II of the proposal for a regulation on protection of animals during transport and related operations.

AW transport - Chapter II - Pcy text 6626-25
From: AT, BE, BG, CY, CZ, DE, EE, ES, FI, FR, FR, GR, HR, HU, IE, IT, LV, NL, PT, RO, SE, SI

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Guidelines to be followed

Please kindly provide your contributions in the table below.

Drafting suggestions: you may use '**track changes**' or formatting (for example **bold-underline** for additions and ~~strike-through~~ for deletions, **where necessary, in a different colour**).

Name of document: please add the **two initials** of your delegation's country followed by a space (to the MS Word document name), followed by any optional text, for example, for Austria: **AT comments on … .docx**

Thank you for your cooperation!

Presidency text	Drafting suggestions and Comments
General comments	AT (Drafting suggestions): **Austria thanks the Polish Presidency for the new text on Chapter II, which goes largely in the right direction.** CY (Comments): Cyprus would like to thank the Presidency for drafting a clear, balanced and structured text. EE (Comments): We do hope that all processes will be in TRACES system and TRACES will work problem free. It's verry important that all MS use this system, despite of if they have their own database. The data (problems, appeals

Presidency text	Drafting suggestions and Comments
	etc) should be in one place so all MS can see it and make their decisions according to this data. FR (Comments): **Prerequisites: definition of terms used in this Chapter II** (transporter; organizer). Since the Regulation applies only to transport carried out in the context of an economic activity, it is important that transporters and organisers (in particular when they are subject to authorisations) are explicitly defined as **legal persons** and not as natural persons, in order to distinguish in particular the responsibilities legally incumbent on legal persons from those legally incumbent on natural persons (drivers, natural persons handling animals or their containers, etc.). The obligation to designate a natural person to provide certain information to the competent authority as defined in Article 14 (obligations of organisers) will also be included in Article 18 (general obligations of transporters). FR (Comments): **Prérequis : définition des termes employés dans ce chapitre II** (transporteur ; organisateur).

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Presidency text	Drafting suggestions and Comments
	Le règlement ne s'appliquant qu'aux transports réalisés dans le cadre d'une activité économique, il est important que les transporteurs et les organisateurs (en particulier quand ils sont soumis à autorisations) soient explicitement définis en tant que **personnes morales** et non pas en tant que personnes physiques, pour distinguer notamment les responsabilités qui incombent juridiquement aux personnes morales de celles qui incombent juridiquement aux personnes physiques (conducteurs, personnes physiques qui manipulent les animaux ou leurs contenants…). L'obligation de désigner une personne physique chargée de fournir certaines informations à l'autorité compétente étant définie à l'article 14 (obligations des organisateurs) sera à intégrer également à l'article 18 (obligations générales des transporteurs). HU (Comments): We appreciate the efforts of the Presidency — it is evident that significant work and dedication have gone into this. We consider the general direction to be promising. Nevertheless, further refinement is needed, particularly in addressing the diversity of national administrative structures and procedures across the Member States. IE (Comments):

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Presidency text	Drafting suggestions and Comments
	Ireland thanks the Presidency for the extensive and detailed work done on the text since its last iteration and except where indicated below, largely agrees with the changes made. IT (Comments): In the introduction, we would like to express general appreciation for the revision of the text made by the Presidency, even if a simplification of the text would be appreciated. We also suggest a possible financial support of the Commission for the interoperability among TRACES and other data base (national database,thethis…) PT (Comments): We acknowledge the Presidency's efforts to present a new proposal for Cap II, particularly with regard to the flexibility concerning the registration of authorisations, renewals, suspensions and withdrawals. However, despite the possibility of these procedures being carried out in the national databases of each Member State, there is a lack of a requirement to reflect the European Commission's commitment to provide the financial and technical means to create interoperability between the national databases and TRACES.

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Presidency text	Drafting suggestions and Comments
	It also seems to us that there should be an adaptation of authorizations according to the type of transport (road, sea and air), as well as flexibility in the documentation required according to the length of the journey. We are also of the opinion that the role of the legal representative in the case of third country carriers and the type of contract should be more specified

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	FR (Drafting suggestions): Article 3, point 7: "Organiser" means "a **legal person** whose role is to prepare and coordinate the whole stages of a journey of an animal or a consignment of animals, complying with the present regulation, in conjunction with the transport or the successive transports where applicable, the keepers at the places of departure, rest, transfer and destination, and the competent authorities where applicable. A transport may assume the role of organizer for all or part of a journey provided that he transports the animals for the leg of the journey under his responsibility or subcontracts to at least one other transport all or part of this leg". FR (Comments): Proposed definition: ORGANIZER FR (Drafting suggestions): Article 3, Point 7 : « Organiser » means « a **legal person** whose role is to prepare and coordinate the whole stages of a journey of an animal or a consignment of

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Presidency text	Drafting suggestions and Comments
	animals, complying the present regulation, in conjunction with the transporter or the successive transporters where applicable, the keepers at the places of departure, rest, transfer and destination, and the competent authorities where applicable. A transporter may assume the role of organizer for all or part of a journey provided that he transports the animals for the leg of the journey under his responsibility or subcontracts to at least one other transporter all or part of this leg". FR (Comments): Proposition de définition : ORGANISATEUR

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Presidency text	Drafting suggestions and Comments
	FR (Drafting suggestions): Article 3, point 11: "transport" means a **legal person** whose economic activity includes transporting animals on his own behalf or on behalf of a third party FR (Comments): Proposed definition: TRANSPORTER FR (Drafting suggestions): Article 3, Point 11 : « transporter » means a **legal person** whose economic activity includes transporting animals on his own behalf or on behalf of a third party FR (Comments): Proposition de définition : TRANSPORTEUR

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Presidency text	Drafting suggestions and Comments
CHAPTER II	CZ (Comments): We would like to highlight the need for a more precise definition of the terms "species" and "categories of animals" in this chapter. Terminology should be harmonized across Member States. Animal categories could be divided at least by weight, as currently outlined in Regulation No. 1/2005, or by purpose, as specified in veterinary certificates (e.g., for breeding or for slaughter), and aligned with the commodity categories used in the TRACES system.
ORGANISER AND TRANSPORTER AUTHORISATIONS	
Article 5	

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Presidency text	Drafting suggestions and Comments
*Application for organiser authorisation for **any** long journeys~~s~~, **and for short journeys to third countries***	AT (Comments): Austria welcomes the application for organiser authorisation for short journeys to third countries. NL (Drafting suggestions): *Application for organiser authorisation for **for short journeys to third countries, and any** long journeys* NL (Comments): To avoid any confusion or misinterpretation we suggest to switch the order which short journeys to third counties and long journeys are mentioned. In our opinion this makes it more clear that this applies to short journeys to third countries and any other long journey (whether that is a long journey to a third country or within the Union). We suggest to do this everywhere, where short journeys to third countries and any long journeys are mentioned in the same sentence.
1. **The** organisers ~~may only~~ **shall** make arrangements for the transport of animals for **any** long journeys **and for short journeys to third countries only** if they hold an authorisation granted in accordance with Article 6.	DE (Drafting suggestions): 1. **The** organisers ~~may only~~ **shall** make arrangements for the transport of **terrestrial or aquatic** animals ~~for~~ **on any** long journeys **and**

Presidency text	Drafting suggestions and Comments
	for short journeys to third countries only if they hold an authorisation granted in accordance with Article DE (Comments): Please refer to our comment of the previous consultation. Specifically, we consider the administrative burden to be disproportionately high for organisers who organise commercial transport of small pets (such as small mammals, reptiles and amphibians), e.g. to or between pet shops. NL (Drafting suggestions): The organiser~~s~~ shall make arrangements for the transport of animals **for short journeys to third countries, and any** long journey~~s~~ only if they hold an authorisation granted in accordance with Article 6. SE (Drafting suggestions): 1. The organiser **may only** ~~shall~~ make arrangements for the transport of animals for any long journey~~s~~ and for short journeys to third countries ~~only~~ if they hold an authorisation granted in accordance with Article 6. SE (Comments):

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Presidency text	Drafting suggestions and Comments
	'May only' is more suitable than 'shall' in this context.
2. The organiser shall submit an application for an authorisation ~~to transport animals for long journeys~~ to the competent authority ~~in TRACES~~[1] using the form in Section 1 of Annex V. The application shall specify **the species and categories of animals transported, the type of transport, and** whether the organiser intends to organise the transport of animals to third countries or not. ~~3. O~~ **The o**rganisers~~s~~ shall apply for an	CY (Drafting suggestions): 2. The organiser shall submit an application for an authorisation to the competent authority using the form in Section 1 of Annex V. The application shall specify the species and categories of animals transported, the type of transport, and whether the organiser intends to organise the transport of animals to third countries or not.

[1] **A new Article will be added in Chapter XI:**

1. **Authorisations and approvals of organisers, transporters and means of transport shall be applied, renewed, granted, rejected, suspended and withdrawn in TRACES. Certificates of competence referred to in Article 38 shall be granted in TRACES.**
2. **However, a Member State may use a national database for the procedures referred to in paragraph 1 provided that this database is interoperable with TRACES. In this case, the national database shall contain at least the information referred to in the forms set out in Annex V. The Member State concerned shall ensure the instant automatic transmission from its national database to TRACES of the following information:**
   a. **the identification of the organiser, transporter or the means of transport, as applicable, the submission of the application and the status of the application, including authorisation, approval, , rejection, suspension, lifting of suspension and withdrawal;**
   b. **the certificates of competence granted.**
3. **The Commission shall, by [one year before the date of application of this Regulation,] adopt implementing acts to lay down the technical parameters necessary for the interoperability of the national databases and TRACES as referred to in paragraph 2.**

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Presidency text	Drafting suggestions and Comments
authorisation to no more than one competent authority, in no more than one Member State.	**The application shall also contain a declaration signed by the organiser that they have not committed a serious infringement as provided for in Article 44 in the 5 years preceding the date of the application or, if the organiser committed a serious infringement during that period, they shall demonstrate to the satisfaction of the competent authority that they have taken measures necessary to prevent further infringements.** The organiser shall apply for an authorisation to no more than one competent authority, in no more than one Member State. CY (Comments): We believe that the application for initial organiser authorisation should also include a declaration similar to the one mentioned in paragraph 3 of Article 6 regarding the renewal application. This is because, in the past, an organiser may have been active in the field in a different capacity (such as a transporter or as an attendant/driver) and could therefore have committed a serious infringement. CZ (Comments): We would also highlight in this chapter the need to specify more precisely the term species and categories of animals. It should be harmonize terminology among Member States (Animal categories could be divided at

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Presidency text	Drafting suggestions and Comments
	least by weight, as is currently the case in Regulation No. 1/2005, or by purpose, as indicated in the veterinary certificate (e.g., for breeding or for slaughter) and as the comodities in TRACES system. EE (Comments): Is the category of animals explained somewhere? FI (Comments): Categories should be determined. FR (Drafting suggestions): the organizers **mentioned in paragraph 1** shall submit application for an authorisation to the competent authority using the form in Section 1 of Annex V. (etc...) FR (Comments): As travel organisers limited to 9h in the EU are not subject to authorisation, adding the reference to paragraph 1 would avoid confusion. FR (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	the organizers **mentioned in paragraph 1** shall submit application for an authorisation to the competent authority using the form in Section 1 of Annex V. (etc…) FR (Comments): Les organisateurs de voyages limités à 9h dans l'UE n'étant pas soumis à autorisation, l'ajout de la mention ci-contre faisant référence au paragraphe 1 permettrait d'éviter toute confusion. IT (Comments): We agree to submit the application for the authorisation for organizers to the competent authority, instead using traces LV (Drafting suggestions): 2. The organiser shall submit an application for an authorisation to the competent authority in **TRACES** using the form in Section 1 of Annex V. LV (Comments): Thanks to Presidency for new text proposal, but, as we agree to register organizers, it should be done through TRACES. NL

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): 2. The organiser shall submit an application for an authorisation to transport ~~animals for long journeys~~ to the competent authority ~~in TRACES~~ using the form in Section 1 of Annex V. The application shall specify the species and categories of animals transported, the type of transport, and whether the organiser intends to organise the transport of animals to third countries or not. The organisers shall apply for an authorisation to no more than one competent authority, in no more than one Member State**.** **The application for authorisation shall contain a declaration signed by the organiser that they have not committed a serious infringement with regards to animal welfare in the 5 years preceding the date of the application or, if the organiser committed a serious infringement during that period, they shall demonstrate to the satisfaction of the competent authority that they have taken measures necessary to prevent further infringements.** **The application for authorisation shall also contain a declaration signed by the organiser that they have not had a previous**

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Presidency text	Drafting suggestions and Comments
	authorization withdrawn by the competent authority, even if the previous authorisation was issued to a different company name. NL (Comments): We understand that an organizer is not yet able to prove that he has not committed a serious infringement as provided for in article 44 in the 5 years preceding the date of the application for his first authorization. But we do think it is important to conduct some kind of background check to make sure that the person applying for an organizer authorization has not committed any serious offence in animal welfare in general. Someone who has committed animal welfare violations should not be granted an authorization for the role of organizer, a role that is very important for the protection of the animal welfare during transport. One of the problems we face in the Netherlands right now is that persons whose authorization has been rejected or withdrawn for whatever reason, will just start another company and apply for a new authorization. This is something that should be prohibited within this regulation. PT (Drafting suggestions): We propose to add a new paragraph 4, on the new Article, in Chapter XI:

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Presidency text	Drafting suggestions and Comments
	4. The European Commission shall set up financial support programs to enable Member States to interconnect national databases with TRACES in order to comply with paragraph 2 of this article. PT (Comments): The financial support for the developments mentioned on the new article of chapter XI, should be previewed on the text of the Regulation. The models of Section 1. Annex V, must be revised since its important to differentiate the information that is requested for the organizer and transporter involved in the specific types of transport SE (Drafting suggestions): 1. Authorisations and approvals of organisers, transporters and means of transport shall be applied, renewed, granted, rejected, suspended and withdrawn in TRACES. Certificates of competence referred to in Article 38 shall be granted in TRACES. **Concerned parties shall be notified of aforementioned activities in TRACES.** SE

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Presidency text	Drafting suggestions and Comments
	(Comments): Regarding footnote 1, it ought to be clarified that concerned parties should receive notifications about changes or messages in TRACES to make sure they do not miss out on pertinent information from the competent authority. SI (Comments): Why do we need to highlight "specifying the species and categories of animals transported and the type of transport covered"? All data from the form must be mandatory. Same stands for Article 7 and 8 .
	ES (Comments): Only operators involved in intraEU movements or movements to third countries (crossing borders journeys) should be registered in TRACES.
3a An organiser established in a third country shall apply for an authorisation only if they appoint, for the duration of the authorisation, a natural or legal person established in the Union to act as their representative before competent authorities in relation to the compliance of the organiser with this Regulation. The organiser established in a third country shall conclude a written contract with that representative laying down the conditions of the representation.	CZ (Comments): We would like to request clarification regarding the terms "natural" and "legal" person. In the case of a natural person, does this refer specifically to a natural person engaged in business, or to any natural person in general?

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Presidency text	Drafting suggestions and Comments
	Regarding the written contract, we consider it essential to establish, through legislation, at least the basic requirements of a legal agreement—for example, the obligation to clearly define the responsibilities between the organiser from a third country and the representative. FR (Drafting suggestions): 3a An organiser established in a third country shall apply for an authorisation only if ~~they~~ **he** appoint**s**, for the duration of the authorisation, a natural or legal person established in the Union to act as ~~their~~ **representative** before competent authorities in relation to the compliance of the organisation with this Regulation. The organiser established in a third country shall conclude a written contract with that representative laying down the conditions of the representation. FR (Drafting suggestions): 3a An organiser established in a third country shall apply for an authorisation only if ~~they~~ **he** appoint**s**, for the duration of the authorisation, a natural or legal person established in the Union to act as ~~their~~ **his** representative before competent authorities in relation to the compliance of the organiser with this Regulation. The organiser

Presidency text	Drafting suggestions and Comments
	established in a third country shall conclude a written contract with that representative laying down the conditions of the representation. IE (Comments): We welcome the inclusion of a signed contract between the organiser and their representative. We would suggest more detail on what will be covered by the contract between the organiser and the representative. It is still unclear to what extent the representative takes on the responsibilities of the organiser, in particular if there is a noncompliance with animal welfare rules. Council Legal Services may be able to advise on whether it is possible for the representative to be deemed to have joint enterprise with the organiser in any transport operations and be sanctioned for any noncompliances. The organiser should also be responsible for producing, to the competent authority, all documents required prior to the transport, and for retaining said documents in auditable format for a set period of time. IT (Comments): We suggest to define in an implementing act the essential elements of the contract between the organiser established in the third country and the legal person established in the Union

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Presidency text	Drafting suggestions and Comments
	PT (Comments): It is not clear what the role of the legal representative is. Is the legal representative the point of contact with the Competent Authorities? or will they also be sanctioned if the organizer does not comply with the legislation? We consider that the legal representative must ensure compliance with the legislation and will be responsible for the measures or sanctions in case of non-compliances
4. The application referred to in paragraph 2 shall contain evidence that the following conditions are met:	FR (Drafting suggestions): 4. The application referred to in paragraph 2: **(a)** shall contain evidence that ~~the following conditions are met:~~ ~~(a)~~ the organiser is established in the Member State in which ~~they~~ **he** appli**es**~~y~~ for the authorisation; or the organiser is established in a third country and has ~~their~~ **representative** established in the Member State in which **he** appli**es**~~y~~ ~~they apply~~ for the authorisation, and provides a signed copy of ~~their~~ **contract** with the representative.

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Presidency text	Drafting suggestions and Comments
	FR (Comments): At the initial application stage, the applicant can provide proof that he/she (or his/her representative) is established in the EU, but not proof that he/she will comply with the rules in the future: it can only commit to these rules in the future. **Hence the change in the numbering of the points (a. evidence) and (b. commitment) opposite.** FR (Drafting suggestions): 4. The application referred to in paragraph 2 : **(a)** shall contain evidence that ~~the following conditions are met: (a)~~ the organiser is established in the Member State in which ~~they~~ **he** appl**ies**~~y~~ for the authorisation; or the organiser is established in a third country and has ~~their~~ **his** representative established in the Member State in which **he** appl**ies**~~y~~ ~~they apply~~ for the authorisation, and provides a signed copy of ~~their~~ **his** contract with the representative. FR (Comments): Au stade de la demande initiale, le demandeur peut produire la preuve qu'il (ou son représentant) est établi dans l'UE, mais pas la preuve qu'il respectera des règles dans le futur : il peut seulement s'engager à

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Presidency text	Drafting suggestions and Comments
	respecter ces règles, dans le futur. **D'où la modification de la numérotation des points (a. evidence) et (b. commitment) ci-contre.**
(a) the organiser is established, ~~or, in the case of an organiser established in a third country, is represented,~~ in the Member State ~~of the respective competent authority~~ **in which they apply for the authorisation**; **or the organiser is established in a third country and has their representative established in the Member State in which they apply for the authorisation, and provides a signed copy of their contract with the representative.**	CY (Drafting suggestions): (a) the organiser is established~~,~~ in the Member State in which they apply for the authorisation~~;~~ or the organiser is established in a third country and has their representative established in the Member State in which they apply for the authorisation, and provides a signed copy of their contract with the representative **as laid down in paragraph 3a**. FR (Drafting suggestions): ~~(a) the organiser is established in the Member State in which they **he** appl**ies**y for the authorisation; or the organiser is established in a third country and has their **representative** established in the Member State in which **he** appl**ies**y they apply for the authorisation, and provides a signed copy of their **contract** with the representative.~~ FR (Comments): Paragraph back to **(a)** above. FR

Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): ~~(a) the organiser is established in the Member State in which they **he** applies**y** for the authorisation, or the organiser is established in a third country and has their **his** representative established in the Member State in which **he** applies**y** they apply for the authorisation, and provides a signed copy of their **his** contract with the representative.~~ FR (Comments): Paragraphe remonté au **(a)** ci-dessus. HU (Drafting suggestions): (a) the organiser is established**, or, in the case of an organiser established in a third country, is represented, i**n the Member State ~~of the respective competent authority~~ **in which they apply for the authorisation**; **or the organiser is established in a third country and has their representative established in the Member State in which they apply for the authorisation, and** provides a signed copy of their contract with the representative. HU (Comments):

Presidency text	Drafting suggestions and Comments
	The original short text, stating "represented" is clear enough, no need to include the details already described in the previous paragraph (3a).
(b) the organiser has the capacity to comply with Article 14.	DE (Drafting suggestions): (b) the organiser has the capacity to comply with Article 14, **19 (4), 20 (3), 21 (3a), 23 and, where relevant, 32**. DE (Comments): Please refer to our comment of the previous consultation. FR (Drafting suggestions): (b) **shall contain commitment that** the organizer ~~has~~ **will have** the capacity to compy with Article 14**, Article 26.3 and, in case of organisation of journey to third countries, with Article 33.** FR (Comments): When applying for authorisation, the organiser should **undertake to comply with all the obligations** laid down in the Regulation, which also includes those of Article 26.3 (analysis of indicators) and Article 33 (obligations linked to the third-country certificate) if he is concerned.

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Presidency text	Drafting suggestions and Comments
	FR (Drafting suggestions): (b) **shall contain commitment that** the organizer ~~has~~ **will have** the capacity to compy with Article 14**, article 26.3 and, in case of organization of journey to third countries, with article 33.** FR (Comments): Au moment de sa demande d'autorisation, l'organisateur devrait **s'engager à respecter toutes les obligations** prévues par le règlement, ce qui inclut également celles de l'article 26.3 (analyse des indicateurs) et de l'article 33 (obligations liées au certificat « pays tiers ») s'il est concerné. NL (Drafting suggestions): (b) the organiser has the capacity to comply with Article 14**, 15, 19, 21, 23, 24, 31 and in case of organizing journeys to third counties, also article 32 and 33.** NL (Comments): Paragraph 4.b specifically refers to article 14. But this is not the only article that the organizer has to comply with. He also needs to comply with the articles mentioned in our drafting suggestion.

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Presidency text	Drafting suggestions and Comments
	PT (Comments): Article 14 should be reviewed to preview specific requirements for sea, road and air transport organisers
	DE (Drafting suggestions): **(c) neither the organiser nor their representatives in the Member State where the application is submitted has committed a serious infringement as referred to in Article 44 in the 5 years preceding the date of the application.** **For the purposes of point (c), if the organiser or their representatives committed a serious infringement during that period, they shall demonstrate to the satisfaction of the competent authority that they have taken all necessary measures to avoid further infringements.** DE (Comments): Please refer to our comment of the previous consultation. In addition, we would like to point out that an organiser applying for authorisation for the first time may have previously committed serious infringements of this

Presidency text	Drafting suggestions and Comments
	regulation when she/he is or was a transporter, driver/attendant/animal welfare officer or other responsible person subject to this regulation.
Article 6	

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Presidency text	Drafting suggestions and Comments
Grant, renewal, suspension and withdrawal of organiser authorisation	FR (Drafting suggestions): *Grant, **rejection**, renewal, suspension and withdrawal of organiser authorisation* FR (Comments): Since the refusal to grant the authorisation is provided for in Article 6, it should appear in its title. FR (Drafting suggestions): *Grant, **rejection**, renewal, suspension and withdrawal of organiser authorisation* FR (Comments): Le refus de délivrance de l'autorisation étant prévu dans l'article 6, il devrait apparaitre dans son intitulé.
1. The competent authority shall grant the authorisation referred to in Article 5 ~~in TRACES~~ using the form in Section 1 of Annex V[2], provided that the conditions set out in **paragraphs (2), (3a) and (4)** of Article 5~~(4)~~	ES (Comments):

Presidency text	Drafting suggestions and Comments
are met. **In case of rejection, the competent authority shall record the reasons for the rejection without delay.**	We understand the "In case of rejection, the competent authority shall record…" means "record in TRACES". If there is no national database the record will be in TRACES. And if there is a national database, the information will be recorded in the national database and then, "transfert" to TRACES HU (Drafting suggestions): 1. The competent authority shall grant the authorisation referred to in Article 5 ~~in TRACES~~ using the form in Section 1 of Annex V[3], provided that the conditions set out in **paragraphs (2), (3a) and (4)** of Article 5~~(4)~~ are met. **In case of rejection, the competent authority shall record the reasons for the rejection without undue delay.** HU (Comments): Taken into account the lack of official veterinarians and their extreme workload we believe the wording undue delay would be more appropriate as this reduces the burden on the competent authorities LV (Drafting suggestions):

[2] **A new point 2a 'representative of the organiser, where relevant' will be included in the form set out in Annex V, section 1.**
[3] **A new point 2a 'representative of the organiser, where relevant' will be included in the form set out in Annex V, section 1.**

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Presidency text	Drafting suggestions and Comments
	1. The competent authority shall grant the authorisation referred to in Article 5 **in TRACES** using the form in Section 1 of Annex V[4],… LV (Comments): Thanks to Presidency for new text proposal, but it should be done through TRACES.
2. The authorisation provided for in paragraph 1 shall specify the species and categories of animals and the type(s) of transport covered and whether it covers the transport of animals to third countries or not.	CZ (Drafting suggestions): **Renewal of the authorisation may be granted for up to 10 years, based on a risk analysis.** CZ (Comments): We prefer an initial authorization of the organiser for a maximum of 5 years, followed by a renewal period of up to 10 years, based on risk/data analysis. ES (Comments):

[4] **A new point 2a 'representative of the organiser, where relevant' will be included in the form set out in Annex V, section 1.**

Presidency text	Drafting suggestions and Comments
	The requirements for transport to third countries should be clarify (art. 33, etc) , and also de role of the certification body regarding the issuing of authorisations.
The authorisation shall be valid for a period of not more than 5 years from the date of issue.	CZ (Comments): . EE (Comments): We support 5 years, some MS proposed 10 years but we believe that this is too long period. Also, we understand that it's important to reduce bureaucracy, but we believe that 10 years may increase it, because you must control and keep finger on for longer period. ES (Comments): The CA could be able to extend the period of 5 years for the renewal of the authorisations, only for road transport, in certain cases: no record of infringement, small companies with stable personnel, very standard activity, etc. In case of transport by sea we don't support to extend the authorisation more than 5 years because of the physical wearing, and many times they are already all vessels.

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Presidency text	Drafting suggestions and Comments
	FR (Drafting suggestions): The authorisation shall be valid for a period of not more than **10** years from the date of issue. FR (Comments): In the absence of specific failures, France proposes to increase the period of validity of an organiser authorisation to 10 years, in order to reduce the administrative burden for organisers and official services alike. FR (Drafting suggestions): The authorisation shall be valid for a period of not more than **10** years from the date of issue. FR (Comments): En l'absence de manquement particuliers, la France propose de relever la durée de validité d'une autorisation d'organisateur à 10 ans, pour alléger la charge administrative des organisateurs comme celle des services officiels. HR (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	The authorisation shall be valid for a period of not more than ~~5~~ 10 years from the date of issue. LV (Drafting suggestions): The authorisation shall be valid for a period of not more than **10** years from the date of issue. PT (Drafting suggestions): The authorisation shall be valid for a period of no more than 5 years from the date of issue or until the cancelation, resolution or breach of the contract between a third country organiser and his legal representative. PT (Comments): In case of an organizer in the third country the authorization validity, is also dependent cancelation, resolution or breach of the contract with the legal representative SI (Comments): We agree with 5-year period.

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Presidency text	Drafting suggestions and Comments
2a. The organiser shall notify the competent authority that granted the authorisation of any change in the information referred to in paragraphs (2), (3a) and (4) of Article 5 no later than [10] working days from the date the change took place.	BE (Comments): If this concerns changes that require a modification of the authorisation, they should be notified before these changes take place (see also the comment below about the notification of changes by the transporter). CZ (Comments): We suggest excluding the species and category of animals from change notifications, as this may pose challenges for pet shops with variable species. Alternatively, an exception could be made for selected business entities. DE (Comments): We agree with the suggested 10 working days and are also open to extend the deadline to 15 working days. FI (Comments): 10 working days is sufficient.

Presidency text	Drafting suggestions and Comments
3. ~~One~~ **Three** month**s** before the expiry of the authorisation, the organiser may apply for a renewal ~~in TRACES~~. An application for renewal shall include evidence that the conditions set out **paragraphs (2), (3a) and (4)** of Article 5~~(4)~~ are met, the certificate provided for in Article 33 when relevant, and documented analysis of monitoring of indicators for the period of validity of the previous ~~approval~~ **authorisation** and where appropriate, documented evidence of measures put in place if values quantifying the indicators exceed the thresholds provided for in Article 26(3).	CZ (Comments): We consider it appropriate to establish uniform requirements and a standardized format for the documented analysis of indicator monitoring. DE (Drafting suggestions): 3. ~~One~~ **Three** month**s** before the expiry of the authorisation, the organiser may apply for a renewal ~~in TRACES~~. An application for renewal shall include evidence that the conditions set out in **paragraphs (2), (3a) and (4)** of Article 5~~(4)~~ are met, the certificate provided for in Article 33 when relevant, and documented analysis of monitoring of indicators for the period of validity of the previous ~~approval~~ **authorisation** and where appropriate, documented evidence of measures put in place if values quantifying the indicators exceed the thresholds provided for in Article 26(3). DE (Comments): Editorial change EE (Comments):

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Presidency text	Drafting suggestions and Comments
	We really welcome this three-month period for renewal of an application. One month was too little time frame. FR (Drafting suggestions): 3. Three month**s** before the expiry of the authorisation, the organiser may apply for a renewal. An application for renewal shall include evidence that the conditions set out paragraphs (2), (3a) and (4) of Article 5 are met, the certificate provided for in Article 33 when relevant, ~~**and**~~ documented analysis of monitoring of indicators for the period of validity of the previous authorisation and where appropriate~~,~~ **and** documented evidence of measures put in place if values quantifying the indicators exceed the thresholds provided for in Article 26(3). FR (Drafting suggestions): 3. Three month**s** before the expiry of the authorisation, the organiser may apply for a renewal. An application for renewal shall include evidence that the conditions set out paragraphs (2), (3a) and (4) of Article 5 are met, the certificate provided for in Article 33 when relevant, ~~**and**~~ documented analysis of monitoring of indicators for the period of validity of the previous authorisation and where appropriate~~,~~ **and** documented

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Presidency text	Drafting suggestions and Comments
	evidence of measures put in place if values quantifying the indicators exceed the thresholds provided for in Article 26(3). GR (Drafting suggestions): set out in **paragraphs (2), (3a) and (4).** GR (Comments): A SIGNIFICANT BUREAUCRATIC BURDEN WILL BE CAUSED TO REGIONAL VETERINARY SERVICES REGARDING DOCUMENTED ANALYSIS OF MONITORING OF INDICATORS FOR THE PERIOD OF VALIDITY OF THE PREVIOUS APPROVAL AUTHORISATION AND WHERE APPROPRIATE, DOCUMENTED EVIDENCE OF MEASURES PUT IN PLACE IF VALUES QUANTIFYING THE INDICATORS EXCEED THE THRESHOLDS PROVIDED FOR IN ARTICLE 26(3). RO (Drafting suggestions): **One** month before the expiry of the authorisation, the organiser may apply for a renewal……... RO (Comments): We do not agree with PL suggestion (three months is too much; for

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Presidency text	Drafting suggestions and Comments
	example, under our national legislation, the official inspectors have to provide operators with an answer concerning the approval/non-approval in one month). SI (Drafting suggestions): ~~Three months before the expiry of the authorisation, the organiser may apply for a renewal in TRACES.~~ SI (Comments): We do not think it is important to give a time limit for submitting an application. If a person wants to extend the permit, he must take care of it himself, and the deadlines for resolving the application are already set in other legislation.

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Presidency text	Drafting suggestions and Comments
The application for renewal shall also contain a declaration signed by the organiser that they have not committed a serious infringement as provided for in Article 44 in the 5 years preceding the date of the application or, if the organiser committed a serious infringement during that period, they shall demonstrate to the satisfaction of the competent authority that they have taken measures necessary to prevent further infringements.	DE (Comments): This sub-paragraph may be omitted if our suggestion under Article 5(4)(c) is accepted. FR (Drafting suggestions): The application for renewal shall also contain a declaration signed by the organiser that ~~they have~~ **he has** not committed ~~**a**~~ **any** serious infringement as provided for in Article 44 in the 5 years preceding the date of the application or, if the organiser committed a serious infringement during that period, ~~they~~ **he shall** demonstrate to the satisfaction of the competent authority that ~~they have~~ **he has** taken measures necessary to prevent further infringements. FR (Drafting suggestions): The application for renewal shall also contain a declaration signed by the organiser that ~~they have~~ **he has** not committed ~~**a**~~ **any** serious infringement as provided for in Article 44 in the 5 years preceding the date of the application or, if the organiser committed a serious infringement during that period, ~~they~~ **he** shall demonstrate to the satisfaction of the competent

Presidency text	Drafting suggestions and Comments
	authority that ~~they have~~ **he has** taken measures necessary to prevent further infringements. GR (Comments): GREECE SUGGESTS THAT THIS DECLARATION BE REQUESTED FOR THE INITIAL APPLICATION FORMS OF ARTICLE 5 AND ARTICLE 7. LV (Comments): The definition – "Serious infringement" should be included in regulation – with the reference to Article about infringements. There can be cases, that Competent Authority has no information about serious infringements in other EU country or in Third Country. Serious infringements should be registered in TRACES. Competent Authority can check TRACES system before renewal and take the decision – to issue or reject the authorization after risk based evaluation of the TRACES data. There should be a point system for infringements – in case of maximal points of infringements in 10 years the authorization could be blocked. SI (Comments): We propose that even when the organizer first obtains approval for their activities, they make a declaration that they have not violated Community

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Presidency text	Drafting suggestions and Comments
	legislation on animal welfare, regardless of whether they have ever carried out the activity of organizing animal transport or not.
The competent authority shall grant ~~or reject the application for a~~ **the** renewal ~~and~~ **provided that the conditions set out in the first and second sub-paragraphs of this paragraph are met. In case of rejection, the competent authority shall** record ~~the renewal or~~ **the reasons for the** rejection **without delay** ~~in TRACES and, in case of rejection, the reasons for it~~.	DE (Drafting suggestions): The competent authority shall grant ~~or reject the application for a~~ **the** renewal ~~and~~ **provided that the conditions set out in ~~the first and second sub-paragraphs of~~ this paragraph are met. In case of rejection, the competent authority shall** record ~~the renewal or~~ **the reasons for the** rejection **without delay** ~~in TRACES and, in case of rejection, the reasons for it~~. DE (Comments): Please see our comment on the first subparagraph of this Article. ES (Comments): Instead of "without delay" will be better to clarify the number of working days (2, 5, etc). IT (Comments):

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Presidency text	Drafting suggestions and Comments
	In case of renewal of authorization, the period of validity should lasted 10 years from the date of reissue, to reduce the administrative burden for the CA
4. ~~If the organiser no longer meets the conditions provided for in Article 5(4) or in Article 33(6), the~~ **The** competent authority **that granted the authorisation** shall ~~order the suspension of the authorisation in accordance with Article 138(2), point (j), of Regulation (EU) 2017/625 and shall record the suspension in TRACES~~ **suspend it** ~~without delay~~ **if:**	HU (Drafting suggestions): 4. ~~If the organiser no longer meets the conditions provided for in Article 5(4) or in Article 33(6), the~~ **The** competent authority ~~**that granted the authorisation**~~ shall ~~order the suspension of the authorisation in accordance with Article 138(2), point (j), of Regulation (EU) 2017/625 and shall record the suspension in TRACES~~ **suspend it** ~~without delay~~ **if:** HU (Comments): Based on the current wording, the competent authority identified the infringement only allowes to notify the competent authority that issued the authorisation. We are not convinced that this supports the efforts to simplify the procedure and reduce administrative burden, nor is it clear how this contributes to the achievement of the objectives (animal welfare) of the legislation.

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Presidency text	Drafting suggestions and Comments
(a) <u>there is evidence that the organiser no longer meets the conditions provided for in paragraphs (2), (3a) and (4) of Article 5 which may be evidence provided by a competent authority of another Member State, or</u>	FR (Drafting suggestions): (a) there is evidence that the organiser no longer meets the conditions provided for in paragraphs (2), (3a) and (4) of Article 5 **<u>or provided for in Article 26.3</u>,** which may be evidence provided by a competent authority of another Member State, or FR (Comments): In the absence of this reference to Article 26.3, the Regulation will not allow the suspension of the authorisation if it is found that the organiser does not comply with his obligations to monitor the indicators and to take corrective measures to be put in place as appropriate. FR (Drafting suggestions): (a) there is evidence that the organiser no longer meets the conditions provided for in paragraphs (2), (3a) and (4) of Article 5 **<u>or provided for in article 26.3</u>,** which may be evidence provided by a competent authority of another Member State, or FR (Comments):

Presidency text	Drafting suggestions and Comments
	En l'absence de cette référence à l'article 26.3, le règlement ne permettra pas de suspendre l'autorisation s'il est constaté que l'organisateur ne se conforme pas à ses obligations relatives au suivi des indicateurs et des mesures correctives à mettre en place en tant que de besoin.
	DE (Drafting suggestions): **(aa) has committed a serious infringement as provided for in Article 44, or** DE (Comments): Please refer to our comment of the previous consultation on Article 6(4) sub-paragraph 1. Serious infringements within the meaning of Article 44 should be listed as a further ground for suspension of the authorisation. However, if our suggestion under Article 5(4)(c) is accepted [please see our comment under Article 5(4)(c)], we consider the present text above under point (a) to be appropriate.
(b) in the case of Article 33(6).	

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Presidency text	Drafting suggestions and Comments
Where relevant, the competent authority shall suspend the part of the authorisation covering transport to a third country.[5]	CY (Drafting suggestions): Where relevant, the competent authority shall suspend the part of the authorisation covering transport to a third country. **Where relevant, the suspension may cover certain species and categories of animals and type(s) of transport.** CY (Comments): In our opinion the authorisation may not always be suspended in its entirety. The suspension should be relevant to the type of transport and the species and categories of animals concerned. GR (Comments): GREECE SUGGESTS THAT THIS SUSPENSION BE APPLIED PARTIALLY FOR THE ANIMAL SPECIES INVOLVED OR THE TYPE OF TRANSPORT FOR ALL KINDS OF TRANSPORTS AND NOT ONLY FOR TRANSPORTS TO THIRD COUNTRIES.
The competent authority shall ~~provide the organiser with a written statement indicating the reasons for~~ **record** the suspension ~~and~~	AT (Comments):

[5] **In Annex V, section 1, point 5.1., a possibility of a partial suspension of the authorisation needs to be added.**

Presidency text	Drafting suggestions and Comments
~~recommendations to address the deficiencies found~~ **and the reasons for it without delay**.	The suspension and the notification of suspension as well as the request to remedy the deficiencies may be issued at different times. This could mean that there is not enough time to rectify the defects. A standardisation of the deadlines is desirable. CY (Drafting suggestions): The competent authority shall record the suspension**, where relevant the species and categories of animals and the type(s) of transport for which the authorisation has been suspended** and the reasons for it without delay. CY (Comments): Justification same as above. ES (Comments): . HU (Drafting suggestions): The competent authority shall ~~provide the organiser with a written statement indicating the reasons for~~ **record** the suspension ~~and~~

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Presidency text	Drafting suggestions and Comments
	~~recommendations to address the deficiencies found~~ **and the reasons for it without undue delay**. HU (Comments): see above
The competent authority shall lift the suspension if the organiser provides evidence that they have corrected the deficiencies on which the suspension of their ~~application~~ **authorisation** is based.-**The competent authority shall record the lifting of the suspension and the reasons for it without delay.**	FR (Drafting suggestions): The competent authority shall lift the suspension if the organiser provides evidence that ~~they have~~ **he has** corrected the deficiencies on which the suspension of ~~their~~ **authorisation** is based.-The competent authority shall record the lifting of the suspension and the reasons for it without delay. FR (Drafting suggestions): The competent authority shall lift the suspension if the organiser provides evidence that ~~they have~~ **he has** corrected the deficiencies on which the suspension of ~~their~~ **his** authorisation is based.-The competent authority shall record the lifting of the suspension and the reasons for it without delay. HR (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	The competent authority shall lift the suspension if **there is evidence that organiser has** ~~the organiser provides evidence that they have~~ corrected the deficiencies on which the suspension of their ~~application~~ **authorisation** is based. **The evidence may be provided by CA of another member state or by certification body in third country** -**The competent authority shall record the lifting of the suspension and the reasons for it without delay.**
5. ~~For transport within the Union, if the organiser has not corrected the deficiencies within one month of the suspension, the competent authority shall withdraw the authorisation.~~	
~~For transport to a third country,~~ **I**f the organiser has not corrected the deficiencies within three months of the suspension, the competent authority shall withdraw the authorisation **or the part covering transport to third countries**.	ES (Drafting suggestions): For transport to a third country, if the organiser has not corrected the deficiencies within three months of the suspension, **according with the EU and national legislation** the competent authority shall withdraw the authorisation ES

Presidency text	Drafting suggestions and Comments
	(Comments): The national administrative procedure law include deadlines for this, to protect the citizen's rights HU (Drafting suggestions): ~~For transport to a third country,~~ **I**f the organiser has not corrected the deficiencies within three months of the suspension, the competent authority shall withdraw the authorisation ~~**or the part covering transport to third countries**~~ HU (Comments): It provides the authority with the possibility to partially withdraw the authorisation, limited to third countries. In this context, we are not certain how this serves animal welfare, if the transporter who committed the infringement can continue operating under Union jurisdiction LV (Comments): Like we mentioned earlier in meetings, Latvia suggests dividing the responsibility of organizer and transporter. At this moment – Article 3 is not very clear - what kind of corrective measures Competent Authority should apply to organizers, which – on transporters. PT

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Presidency text	Drafting suggestions and Comments
	(Comments): In practical terms, if a authorisation is withdrawn, can the organizer reapply for a new authorisation? It seems to us that they can, since even if they have serious infringements of the regulations, the organizer can apply for a authorisation if they can show that they have corrected the permit.
The competent authority shall record the withdrawal and the reasons for it without delay.	
	FR (Drafting suggestions): **In the case of repeated or serious infringements of articles 14, 26.3 or 32, a member state may temporarily prohibit an organiser, holding an authorisation issued by the competent authority of another member state, to organise journeys with departure on his territory, provided that all the possibilities afforded by mutual assistance and exchanges of information according by article 104 to 108 of regulation 2017-625 [OCR] have been exhausted.**

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Presidency text	Drafting suggestions and Comments
	This prohibition, and its lifting when occurring, must be notified to the other MS and to the Commission in accordance with the procedure provided for FR (Comments): France reiterates its proposal to add an article to suspend the failure of mutual assistance in the event of serious or repeated breaches of the Regulation committed in the context of the organization of a journey departing from one Member State by an organiser authorised by another Member State, by prohibiting that organizer to organize journeys departing from its territory. FR (Drafting suggestions): **In the case of repeated or serious infringements of articles 14, 26.3 or 32, a member state may temporarily prohibit an organiser, holding an authorization issued by the competent authority of another member state, to organise journeys with departure on his territory, provided that all the possibilities afforded by mutual assistance and**

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Presidency text	Drafting suggestions and Comments
	exchanges of information according by article 104 to 108 of regulation 2017-625 [OCR] have been exhausted. **This prohibition, and its lifting when occurring, must be notified to the other MS and to the Commission in accordance with the procedure provided for** FR (Comments): La France renouvelle sa proposition d'ajouter un article permettant de sursoir à l'échec de l'assistance mutuelle en cas de manquements graves ou répétés au règlement commis dans le cadre de l'organisation d'un voyage au départ d'un EM, par un organisateur autorisé par un autre EM, en interdisant l'organisation de voyages par cet organisateur au départ de son territoire. GR (Comments): WHERE IT IS REFERRED "WITHOUT DELAY" SHALL DEFINE A SPECIFIC INTERVAL HU (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	If serious infringements are detected on multiple occasions, the competent authority shall withdraw or reject the renewal of the authorisations. HU (Comments): This addition is important both in the case of transporter authorization and organizer authorization as this plays an important role at enforcement NL (Drafting suggestions): **The organizer is prohibited to apply for another authorization under a different company name.** NL (Comments): One of the problems we face in the Netherlands right now is that persons whose authorization has been rejected or withdrawn for whatever reason, will just start another company and apply for a new authorization. This is something that should be prohibited within this regulation.

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Presidency text	Drafting suggestions and Comments
Article 7	CZ (Comments): We would like to highlight, in relation to short journeys within the Union, that we support the exclusion of national short-term journeys from TRACES. In our opinion, vehicles should not require approval for these journeys, as this would impose a significant administrative burden.
Application for transporter authorisation for short journeys ***within the Union***[6]	FR (Drafting suggestions): *Application for transport authorisation for* ~~*short*~~ *journeys* ***limited to 9 hours*** *within the Union* 7 FR (Comments): France reiterates its proposal not to describe journeys limited to 9 hours as 'short', but, as was the case in Regulation (EC) No 1/2005, to refer to journeys covered by a Type 1 transporter's authorization, as 'travel limited to 9 hours'. In this case, the term 'short-journey' could be used to

[6] **In Annex V, section 2 will be amended to clarify that 'type 1' is not valid for long journeys nor for short journeys to third countries. In the title of the section, reference to Article 8 will be removed.**

[7] **In Annex V, section 2 will be amended to clarify that 'type 1' is not valid for long journeys nor for short journeys to third countries. In the title of the section, reference to Article 8 will be removed.**

Presidency text	Drafting suggestions and Comments
	refer to journeys limited to 100 km (for example to the context of derogation for breeders < 50 km, derogation for assembly centres, …). FR (Drafting suggestions): *Application for transporter authorisation for* ~~*short*~~ *journeys* ***limited to 9 hours*** *within the Union*[8] FR (Comments): La France renouvelle sa proposition de ne pas qualifier de « courte durée », les voyages limités à 9 heures mais, comme c'était le cas dans le R(CE)1/2005, de désigner par les termes « voyage limités à 9 heures » les voyages relevant d'une autorisation de transporteur de Type 1. Le terme « transports de courte durée » pourrait dans ce cas être désigner les voyages limités à 100 km (suggestion : dérogation éleveurs, dérogation centres de rassemblement). GR (Comments): GREECE WISHES THE CURRENT SITUATION TO BE MAINTAINED. TRANSPORTER TYPE I TO BE ABLE TO CARRY OUT TRANSPORTS

[8] **In Annex V, section 2 will be amended to clarify that 'type 1' is not valid for long journeys nor for short journeys to third countries. In the title of the section, reference to Article 8 will be removed.**

Presidency text	Drafting suggestions and Comments
	TO THIRD COUNTRIES AS WELL. GREECE EXPORTS LIVE ANIMALS TO ALBANIA. HR (Drafting suggestions): *Application for transporter authorisation for short journeys* ***between the Member States*** ~~***within the Union***~~ SI (Comments): What is the difference between short trips within the EU and short trips to third countries?
1. **The** transporters[9] ~~may only~~ **shall** transport animals for short journeys **within the Union only** if they hold:	CY (Drafting suggestions): The transporter shall transport animals for short journeys within the Union only if they hold~~:~~ **an authorisation for short journeys or an authorisation for long journeys granted in accordance with Article 9 for the species and categories of animals and the type of transport concerned.**

[9] **The definition of 'transporter' in Article 3 would be modified as follows:**
'transporter' means an operator whose economic activity ~~consists of~~ **includes** transporting animals on its own behalf, or on behalf of a third party, **[excluding operators of roll-on roll-off vessels]**.

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Presidency text	Drafting suggestions and Comments
	CY (Comments): For simplification we suggest merging the two subparagraphs into one paragraph with the addition of the phrase “of animals and the type of transport concerned” after the word “categories”. DE (Comments): Please see our comment on Footnote 5 below. ES (Comments): We don’t agree with the new proposal about definition of “transporter”, as we thing the operators of roll-on roll-off vessels should be considered as transporters FR (Drafting suggestions): The transport shall transport animals for ~~short~~ journeys **limited to 9 hours** within the Union only if he holds **an authorisation granted in accordance with Article 9, for the species and categories concerned:** FR (Comments):

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Presidency text	Drafting suggestions and Comments
	Several ideas concerning both points (a) and (b), it would be more readable to group them before the wording of these points (a) and (b) FR (Drafting suggestions): The transporter shall transport animals for ~~short~~ journeys **limited to 9 hours** within the Union only if he holds **an authorization granted in accordance with article 9, for the species and categories concerned** : FR (Comments): Plusieurs idées concernant à la fois les points (a) et au point (b), il serait plus lisible de les grouper avant l'énoncé de ces points (a) et (b) HR (Drafting suggestions): **The** transporters[10] ~~may only~~ **shall** transport animals for short journeys **between the Member States** ~~within the Union only~~ if they hold: IE (Drafting suggestions):

[10] **The definition of 'transporter' in Article 3 would be modified as follows:**
'transporter' means an operator whose economic activity ~~consists of~~ **includes** transporting animals on its own behalf, or on behalf of a third party, **[excluding operators of roll-on roll-off vessels]**.

Presidency text	Drafting suggestions and Comments
	Delete the phrase "excluding operators of roll-on roll-off vessels" from Footnote 5 to this point. IE (Comments): See more detailed comment under "Footnote 5" below. LV (Comments): Roll-on roll -off vessels should be included in the definition "transporter". PT (Drafting suggestions): transporter' means any natural or legal person transporting animals on his own account, or for the account of a third party ~~an operator whose economic activity consists of~~ **includes** ~~transporting animals on its own behalf, or on behalf of a third party,~~ ~~**[excluding operators of roll-on roll-off vessels]**~~. PT (Comments): We consider that the RO_RO transporters should also be included. We propose to keep the actual definition of transporter of the Regulation 1/2005. What is necessary is to define what is a transport under an

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Presidency text	Drafting suggestions and Comments
	economic activity and limiting the scope of the Regulation to this type of transports. A specific definition of sea transporter should be included Sea transporter- It's the ISM company that operates the livestock vessel SE (Drafting suggestions): 1. The transporter **may only** ~~shall~~ transport animals for short journeys within the Union ~~only~~ if they hold: SE (Comments): 'May only' is more suitable than 'shall' in this context.
(a) an authorisation for short journeys granted in accordance with Article 9 for the species and categories concerned; or	CY (Drafting suggestions): ~~(a) an authorisation for short journeys granted in accordance with Article 9 for the species and categories concerned; or~~ DE

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): (a) an authorisation for short journeys granted in accordance with Article 9(1) for the species and categories concerned; or DE (Comments): The Commission Proposal referred to paragraph 1. We suggest to maintain this, as the reference is more precise. FR (Drafting suggestions): (a) ~~an authorization~~ **either** for ~~short~~ journeys **limited to 9 hours within the Union** ~~granted in accordance with Article 9 for the species and categories concerned;~~ gold FR (Drafting suggestions): (a) ~~an authorization~~ **either** for ~~short~~ journeys **limited to 9 hours within the Union** ~~granted in accordance with Article 9 for the species and categories concerned;~~ or PT (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	an authorisation for short journeys granted in accordance with Article 9 for the species and categories **and types of transport** concerned; or PT (Comments): The authorization should be specific for the types of transport
(b) an authorisation for long journeys granted in accordance with Article 9 for the species and categories concerned.	CY (Drafting suggestions): ~~(b) an authorisation for long journeys granted in accordance with Article 9 for the species and categories concerned.~~ DE (Drafting suggestions): (b) an authorisation for long journeys granted in accordance with Article 9(1) for the species and categories concerned DE (Comments): Please see above under point (b). FR (Drafting suggestions): (b) ~~an authorization for long~~ **or for all** journeys, **including any long journeys and journeys limited to 9h to and from third countries,**

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Presidency text	Drafting suggestions and Comments
	~~granted in accordance with Article 9 for the species and categories concerned.~~ FR (Comments): Experience with the application of Regulation (EC) No 1/2005 has shown that it is important for the text to be fully explicit about the scope of a Type 2 authorisation: it is not an authorisation for long journeys, but for journeys of any length (or: not limited to 9h) FR (Drafting suggestions): (b) ~~an authorization for long~~ **or for all** journeys, **including any long journeys and journeys limited to 9h to and from third countries,** ~~granted in accordance with Article 9 for the species and categories concerned.~~ FR (Comments): L'expérience de l'application du R(CE)1/2005 a démontré qu'il est important que le texte soit en tous points explicite sur la portée d'une autorisation de Type 2 : il ne s'agit pas d'une autorisation pour les

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Presidency text	Drafting suggestions and Comments
	voyages de longue durée, mais pour les voyages de toutes durées (ou : non limités à 9h) PT (Drafting suggestions): an authorisation for long journeys granted in accordance with Article 9 for the species and categories **and types of transport** concerned
	NL (Drafting suggestions): **This authorization may act as the registration of the transporter in articles 87, 93 and 101 of Regulation (EU) 2016/429 of the European Parliament and of the Council of 9 March 2016 on transmissible animal diseases and amending and repealing certain acts in the area of animal health ('Animal Health Law').** NL (Comments): We suggest to make it possible that the transport authorization as granted through the transport regulation also counts as the registration of the transporter in articles 87, 93 and 101 of the animal health regulation. The same goes for article 8 of course. This would minimise the administrative burden of the competent authorities.

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Presidency text	Drafting suggestions and Comments
2. The transporter shall submit an application for an authorisation ~~to transport animals on short journeys~~ to the competent authority ~~in TRACES~~ using the form in Section 2 of Annex V**, specifying the species and categories of animals transported and the type of transport covered**. **The transporter shall apply for an authorisation to no more than one competent authority, in no more than one Member State.**	CY (Drafting suggestions): The transporter shall submit an application for an authorisation to the competent authority using the form in Section 2 of Annex V, specifying the species and categories of animals transported and the type of transport covered. **The application shall also contain a declaration signed by the organiser that they have not committed a serious infringement as provided for in Article 44 in the 5 years preceding the date of the application or, if the organiser committed a serious infringement during that period, they shall demonstrate to the satisfaction of the competent authority that they have taken measures necessary to prevent further infringements.** The transporter shall apply for an authorisation to no more than one competent authority, in no more than one Member State. CY (Comments): Justification the same as above for the organiser authorisation. CZ (Comments):

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Presidency text	Drafting suggestions and Comments
	Regarding species and categories of animals, there should be consistency with the list of commodities used in the TRACES system. For example, in the context of pet shops, entering a large number of animals may present challenges and result in a significant administrative burden, particularly when frequent updates are required to report changes in species or categories. IT (Comments): We agree to submit the application for the authorisation for transporters to the competent authority, instead of using TRACES NL (Drafting suggestions): 2. The transporter shall submit an application for an authorisation to the competent authority using the form in Section 2 of Annex V, specifying the species and categories of animals transported and the type of transport covered. **This information will also be displayed on the authorization itself.** The transporter shall apply for an authorisation to no more than one competent authority, in no more than one Member State. **The application for authorisation shall contain a declaration signed by the transporter that they have not committed a serious**

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Presidency text	Drafting suggestions and Comments
	infringement with regards to animal welfare in the 5 years preceding the date of the application or, if the transporter committed a serious infringement during that period, they shall demonstrate to the satisfaction of the competent authority that they have taken measures necessary to prevent further infringements. **The application for authorisation shall also contain a declaration signed by the transporter that they have not had a previous authorization withdrawn by a competent authority, even if the previous authorisation was issued to a different company name.** NL (Comments): It is important that the authorization also shows for which type of transport the authorization is granted. It is a good thing that the person who is applying should state this in the application, but the text does has no obligations to also show this on the authorization itself. We think this might help the competent authority in their controls. We understand that an transporter is not yet able to prove that he has not committed a serious infringement as provided for in article 44 in the 5 years preceding the date of the application for his first authorization. But we do think it is important to conduct some kind of background check to make sure

Presidency text	Drafting suggestions and Comments
	that the person applying for a transporter authorization has not committed any serious offence in animal welfare in general. Someone who has committed animal welfare violations should not be granted an authorization for the role of transporter, a role that is very important for the protection of the animal welfare during transport. One of the problems we face in the Netherlands right now is that persons whose authorization has been rejected or withdrawn for whatever reason, will just start another company and apply for a new authorization. This is something that should be prohibited within this regulation. PT (Comments): The models of Section 2. Annex V, must be revised since it's important to differentiate the information that is requested for the organizer and transporter involved in the specific types of transport
2a The application **referred to in paragraph 2** shall contain evidence that the following conditions are met:	

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Presidency text	Drafting suggestions and Comments
(a) the transporter is established, ~~or, in the case of a transporter established in a third country, is represented,~~ in the Member State **in which they apply for the authorisation** ~~of the respective competent authority~~;	FR (Drafting suggestions): (a) the transport is established in the Member State in which ~~they apply~~ **he applies** for the authorisation; FR (Drafting suggestions): (a) the transporter is established in the Member State in which ~~they apply~~ **he applies** for the authorisation ~~;~~ PT (Comments): We believe that should be maintained the possibility for a transporter based in a third country to be able to apply for this type of transporter authorization, provided that it has a representative in the MS where it applies for authorization. We could use a similar article to the one used for the authorization of the organizer. RO (Drafting suggestions): (a) the transporter is established, **or, in the case of a transporter established in a third country, is represented,** in the Member State **of the respective competent authority;**

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Presidency text	Drafting suggestions and Comments
	RO (Comments): In our opinion, the wording would be clearer this way.
(b) the transporter has sufficient and appropriate staff and equipment and has ~~written instructions for staff as regards watering, feeding and care of animals and operational~~ **operating** procedures in place to enable its staff to comply with this Regulation;	FR (Drafting suggestions): (b) the transporter has sufficient and appropriate staff and equipment and has **written** operating procedures in place to enable its staff to comply with this Regulation; FR (Drafting suggestions): (b) the transporter has sufficient and appropriate staff and equipment and has **written** operating procedures in place to enable its staff to comply with this Regulation; HU (Drafting suggestions): (b) the transporter has sufficient and appropriate staff and equipment and has **written** ~~instructions for staff as regards watering, feeding and care of animals and operational~~ **standard operating** procedures in place to enable its staff to comply with this Regulation; HU

Presidency text	Drafting suggestions and Comments
	(Comments): The obligation for the transporters to record instructions in writing has been removed from the text — we recommend reinstating this provision. LV (Drafting suggestions): (b) the transporter has staff **which has** certificates **of competence as provided for in Article 38, appropriate vesicle and equipment** and has operating procedures in place to enable its staff to comply with this Regulation; LV (Comments): What is sufficient staff? How transporter can evaluate this measure. In existing wording, the vesicles is not under the control of Competent Authority. PT (Drafting suggestions): the transporter has sufficient and appropriate staff and equipment and has written instructions for staff ~~as regards watering, feeding and care of~~

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Presidency text	Drafting suggestions and Comments
	~~animals~~ and operational **~~operating~~** procedures in place to enable its staff to comply with this Regulation; PT (Comments): We consider that the more formal operating procedures should only be obligatory to the long-distance transport or the transport for third countries
(c) the [drivers**,**] ~~and~~ attendants **and animal welfare officers** employed by or providing services to the transporter have ~~followed the relevant training courses and have~~ certificates of competence as provided for in Article 38;	FI (Comments): FI supports that driver should always have a certificate of competence. PT (Comments): The drivers need to have formal training RO (Drafting suggestions): (c) the drivers, attendants and animal welfare officers employed by or providing services to the transporter, **as well as the personnel in the assembly centres**, have followed the relevant training courses and have certificates of competence as provided for in Article 38;

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Presidency text	Drafting suggestions and Comments
(d) ~~neither the transporter nor their representatives in the Member State where the application is submitted have committed a serious infringement as provided for in Article 44 in the 5 years preceding the date of the application.~~	DE (Drafting suggestions): undo DE (Comments): Analogous to our suggestion concerning the organiser under Article 5(4)(c), the transporter shall also declare whether she/he has committed an infringement. Notabene: transporters applying for transporter authorisation for the first time may have previously committed serious infringements of this regulation if she/he is or was an organiser, driver/attendant/animal welfare officer or other responsible person subject to this regulation. FI (Drafting suggestions): **The application for renewal shall also contain a declaration signed by the transporter that they have not committed a serious infringement as provided for in Article 44 in the 5 years preceding the date of the application or, if the transporter committed a serious infringement during that period, they shall demonstrate to the satisfaction of the competent authority that they have taken measures necessary to prevent further infringements**.

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Presidency text	Drafting suggestions and Comments
	FI (Comments): Also the transporter should show compliance with the regulation, as well as the organizer. FR (Drafting suggestions): **(d) the transporter <u>is not known by his competent authority</u> to have committed serious infringement as provided for in Article 44 in the 5 years preceding the date of the application.** FR (Comments): This provision remains useful, **<u>even in the case of an initial application,</u>** for transporters who are known to their competent authority to have committed serious infringements against <u>animals transported without authorisation</u> during the previous 5 years, under: - the derogations provided for in Article 2(2) and (3) (breeders within 50 km of their holding or in the context of transhumance; transport not subject to the Regulation) - the 65 km derogation provided for in Regulation (EC) No 1/2005 (in the years following the entry into force of the project) - or in breach of the authorisation requirement

Presidency text	Drafting suggestions and Comments
	FR (Drafting suggestions): **(d) the transporter is not known by his competent authority to have committed serious infringement as provided for in Article 44 in the 5 years preceding the date of the application.** FR (Comments): Cette disposition reste utile, **même dans le cas d'une demande initiale**, pour les transporteurs qui seraient connus de leur autorité compétente pour avoir commis des infractions graves à l'encontre d'animaux transportés sans autorisation au cours des 5 précédentes années, au titre : - soit des dérogations prévues à l'article 2 points 2 et 3 (éleveurs dans les 50 km de leur exploitation ou dans le cadre de la transhumance ; transports non soumis au règlement) - soit de la dérogation des 65 km prévue par le R(CE)1/2005 (dans les années qui suivront l'entrée en vigueur du projet) - soit en infraction avec l'obligation d'autorisation PT (Drafting suggestions): neither the transporter nor their representatives in the Member State where the application is submitted have committed a serious infringement

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Presidency text	Drafting suggestions and Comments
	as provided for in Article 44 in the 5 years preceding the date of the application. PT (Comments): We purpose to keep the text SE (Drafting suggestions): **(d) the transporter holds valid certificates of approval as provided for in Articles X for the means of transport and containers to be used by the transporter for the journeys concerned;** SE (Comments): This drafting suggestion relates to our proposals on the approval for containers used in transport of animals including poultry and lagomorphs and means of transport for short journeys in Chapter III. This has been communicated at the last meeting of the Working Party in April and shall be included in the ongoing consultation regarding Chapter III and IV. SI (Comments): This should stay in.

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Presidency text	Drafting suggestions and Comments
~~For the purposes of point (d), if the transporter or their representatives committed a serious infringement during that period, they shall demonstrate to the satisfaction of the competent authority that they have taken all necessary measures to avoid further infringements.~~	DE (Drafting suggestions): undo DE (Comments): Please see above under first sub-paragraph of point (d). FR (Drafting suggestions): **For the purposes of point (d), if the transporter or their representatives committed <u>any</u> serious infringement during that period, they shall demonstrate to the satisfaction of the competent authority that they have taken all necessary measures to avoid further infringements.** FR (Comments): In connection with the previous remark, this paragraph remains useful, even for an initial request. FR (Drafting suggestions): **For the purposes of point (d), if the transporter or their representatives committed <u>any</u> serious infringement during that period, they shall demonstrate to the satisfaction of the competent**

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Presidency text	Drafting suggestions and Comments
	authority that they have taken all necessary measures to avoid further infringements. FR (Comments): En lien avec la remarque précédente, ce paragraphe reste utile, même pour une demande initiale.
(e) the transporter has a contingency plan in line with Annex Va.[11]	AT (Comments): Austria welcomes that the contingency plan is now also mandatory for application for transporter authorization for short journeys. DE (Comments): In our view, ro-ro-vessel and airline operators do not necessarily need a specific contingency plan, as in the case of ro-ro vessels the contingency plan is provided by the transporter by land and in the case of air transport no additional measures to those already taken for passengers and crew are

[11] **A new paragraph 3 will be added in Article 18:**

3, The transporter shall develop a contingency plan in line with Annex Va and shall keep it updated. The contingency plan shall be available in writing and accessible to the attendant and to the driver at any time during the transport.

Presidency text	Drafting suggestions and Comments
	expected. We do see the point that ro-ro-vessel operators shall react to unexpected adverse weather conditions (heavy sea). If ro-ro-vessel operators do not fall under the definition of the transporter, this shall be regulated elsewhere, e.g.in the obligations for the master under Article 19a. Additionally, the contingency plan shall be checked by the competent authority at the place of departure or assembly center of departure as already regulated for livestock vessels in Article 3 of Commission Delegated Regulation (EU) 2023/842. A corresponding requirement on the check of the contingency plan by the competent authority at the place of departure should be included in Chapter VIII. ES (Comments): We understand that "updated" includes all the modifications in the activity of the operators (new species, etc) LV (Drafting suggestions): (e) the transporter has a contingency plan in line with Annex Va.[12] **The contingency plan should be available to organizer as well.**

[12] **A new paragraph 3 will be added in Article 18:**

Presidency text	Drafting suggestions and Comments
	LV (Comments): The contingency plan should be available to organizer as well, as several points are in responsibility of organizer. NL (Drafting suggestions): e. the transporter has a contingency plan in line with Annex Va **that is tailored to:** **i. the specific means of transport used;** **ii. the duration of the transport;** **iii. the transported species or categories of animals.** NL (Comments): Paragraph 2a.e could be interpreted as if one contingency plan for all types of transport is sufficient, while this is not the case. The contingency plan has to be adjusted to the specific journey, taking into account the duration of the journey, the species and category of animal that is being transported and the type of transport involved. PT

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3, The transporter shall develop a contingency plan in line with Annex Va and shall keep it updated. The contingency plan shall be available in writing and accessible to the attendant and to the driver at any time during the transport.

Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): **the transporter has a contingency plan in line with Annex Va, in special on the transports which involve a transfer to other means of trasport** [13] PT (Comments): The need for a contingency plan should be proportional to the distance and type of transport. Transporters that just transport is own animals in is own means of transport in a very short distance might not need to have this type of contingency plan. In our view the contingency plan is needed on long journeys, short journeys to third countries and journeys that involve transferring animals to other means of transport. SE (Drafting suggestions): (e) the transporter has a contingency plan in ~~line~~ **accordance** with Annex Va.[14]

[13] **A new paragraph 3 will be added in Article 18:**

3, The transporter shall develop a contingency plan in line with Annex Va and shall keep it updated. The contingency plan shall be available in writing and accessible to the attendant and to the driver at any time during the transport.

[14] **A new paragraph 3 will be added in Article 18:**

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Presidency text	Drafting suggestions and Comments
	SE (Comments): "In accordance with" is more suitable language in this context.
	NL (Drafting suggestions): **(f) The transporter holds the following documents:** **i. valid certificates of approval as provided for in Articles 12 or 13 for the means of transport to be used by the transporter for the journey concerned;** NL (Comments): We would like to suggest that it should also be mandatory to have a certificate of approval of the means of transport for a short journey within the Union. The construction of the means of transport can have a big effect on the animal welfare and this is not always linked to the duration of the transport. A badly constructed vehicle can also negatively affect the animal welfare during short transport.

3, The transporter shall develop a contingency plan in line with Annex Va and shall keep it updated. The contingency plan shall be available in writing and accessible to the attendant and to the driver at any time during the transport.

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Presidency text	Drafting suggestions and Comments
Article 8	
Application for transporter authorisation for ***any*** *long journeys* ~~*s*~~ ***and for short journeys to third countries***	AT (Comments): Austria welcomes the application for transporter authorisation for short journeys to third countries FR (Drafting suggestions): *Application for transport authorisation for any long journey and for* ~~*short*~~ *journeys* ***limited to 9 hours*** *to third countries* FR (Comments): Change in line with the commentary on the title of Article 7 FR (Drafting suggestions): *Application for transporter authorisation for any long journey and for* ~~*short*~~ *journeys* ***limited to 9 hours*** *to third countries* FR (Comments): Modification en cohérence avec le commentaire de l'intitulé de article 7 NL (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	Application for transporter authorisation for **short journeys to third countries, and any long journeys.** NL (Comments): To avoid any confusion or misinterpretation we suggest to switch the order which short journeys to third counties and long journeys are mentioned. In our opinion this makes it more clear that this applies to short journeys to third countries and any other long journey (whether that is a long journey to a third country or within the Union). We suggest to do this everywhere, where short journeys to third countries and any long journeys are mentioned in the same sentence.
1. **The** transporter~~s may only~~ **shall** transport animals for **any** long **journey or short** journeys **to third countries only** if they hold an authorisation granted in accordance with Article 9. Such **an** authorisation~~s~~ shall also be valid for short journeys **within the Union referred to in Article 7**.	FR (Drafting suggestions): 1. The transport~~s~~ shall transport animals for any long journey or ~~short~~ journeys **limited to 9 hours** to third countries only if they hold an authorisation granted in accordance with Article 9. Such an authorisation shall also be valid for ~~short~~ journeys **limited to 9 hours** within the Union referred to in Article 7. FR (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	1. The transporters shall transport animals for any long journey or ~~short~~ journeys **limited to 9 hours** to third countries only if they hold an authorisation granted in accordance with Article 9. Such an authorisation shall also be valid for ~~short~~ journeys **limited to 9 hours** within the Union referred to in Article 7. HR (Drafting suggestions): 1. **The** transporter~~s may only~~ **shall** transport animals for **any** long **journey or short** journeys **to third countries only** if they hold an authorisation granted in accordance with Article 9. Such **an** authorisation~~s~~ shall also be valid for short journeys **between the Member States ~~within the Union only~~ referred to in Article 7**. LV (Drafting suggestions): …..within the Union referred to in **Article 5 and 7**. NL (Drafting suggestions): 1. The transporters ~~may only~~ shall transport animals **for short journeys to third countries, and any long journey** only if they hold an authorisation granted in accordance with Article 9. Such an authorisations shall also be valid for short journeys within the Union referred to in Article 7.

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Presidency text	Drafting suggestions and Comments
	SE (Drafting suggestions): 1. The transporter **may only** ~~shall~~ transport animals for any long journey or short journeys to third countries ~~only~~ if they hold an authorisation granted in accordance with Article 9. Such an authorisation shall also be valid for short journeys within the Union referred to in Article 7. SE (Comments): 'May only' is more suitable than 'shall' in this context.
2. The transporter shall submit an application for an authorisation ~~to transport animals for long journeys~~ to the competent authority ~~in TRACES~~ using the form in Section 3 of Annex V, **specifying the species and categories of animals transported and the type of transport covered**. Transporters shall apply for an authorisation to no more than one competent authority, in no more than one Member State.	IT (Comments): We agree to submit the application for the authorisation for transporter to the competent authority instead of using TRACES NL (Drafting suggestions): 2. The transporter shall submit an application for an authorisation to the competent authority using the form in Section 3 of Annex V, specifying the species and categories of animals transported and the type of transport covered. **This information will also be displayed on the**

Presidency text	Drafting suggestions and Comments
	authorization itself. Transporters shall apply for an authorisation to no more than one competent authority, in no more than one Member State. **The application for authorisation shall contain a declaration signed by the transporter that they have not committed a serious infringement with regards to animal welfare in the 5 years preceding the date of the application or, if the transporter committed a serious infringement during that period, they shall demonstrate to the satisfaction of the competent authority that they have taken measures necessary to prevent further infringements.** **The application for authorisation shall also contain a declaration signed by the transporter that they have not had a previous authorization withdrawn by the competent authority, even if the previous authorisation was issued to a different company name.** NL (Comments): It is important that the authorization also show for which type of transport the authorization is granted. It is a good thing that the person who is applying should state this in the application, but the text does has no obligations to also show this on the authorization itself. We think this might help the competent authority in their controls.

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Presidency text	Drafting suggestions and Comments
	We understand that an transporter is not yet able to prove that he has not committed a serious infringement as provided for in article 44 in the 5 years preceding the date of the application for his first authorization. But we do think it is important to conduct some kind of background check to make sure that the person applying for a transporter authorization has not committed any serious offence in animal welfare in general. Someone who has committed animal welfare violations should not be granted an authorization for the role of transporter, a role that is very important for the protection of the animal welfare during transport. One of the problems we face in the Netherlands right now is that persons whose authorization has been rejected or withdrawn for whatever reason, will just start another company and apply for a new authorization. This is something that should be prohibited within this regulation. PT (Comments): The models of Section 3. Annex V, must be revised since it's important to differentiate the information that is requested for the organizer and transporter involved in the specific types of transport
	NL (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	This authorization may act as the registration of the transporter in articles 87, 93 and 101 of Regulation (EU) 2016/429 of the European Parliament and of the Council of 9 March 2016 on transmissible animal diseases and amending and repealing certain acts in the area of animal health ('Animal Health Law'). NL (Comments): See article 7 for the comments
2a. A transporter established in a third country shall apply for an authorisation only if they appoint, for the duration of the authorisation, a natural or legal person established in the Union to act as their representative before competent authorities in relation to the compliance of the transporter with this Regulation. The transporter established in a third country shall conclude a written contract with that representative laying down the conditions of the representation.[15]	CZ (Comments): Regarding species and categories of animals, there should be consistency with the list of commodities used in the TRACES system. For example, in the context of pet shops, entering a large number of animals may present challenges and result in a significant administrative burden, particularly when frequent updates are required to report changes in species or categories. FR (Drafting suggestions):

[15] **In Annex V, section 3, a new point will be added to distinguish between authorisations of transport within the EU and to third countries.**

Presidency text	Drafting suggestions and Comments
	2a. A transport established in a third country shall apply for an authorisation only if ~~they appoint~~ **he appoints**, for the duration of the authorisation, a natural or legal person established in the Union to act as ~~their~~ **representative** before competent authorities in relation to the compliance of the transport with this Regulation. The transporter established in a third country shall conclude a written contract with that representative laying down the conditions of the representation. FR (Drafting suggestions): 2a. A transporter established in a third country shall apply for an authorisation only if ~~they appoint~~ **he appoints**, for the duration of the authorisation, a natural or legal person established in the Union to act as ~~their~~ **his** representative before competent authorities in relation to the compliance of the transporter with this Regulation. The transporter established in a third country shall conclude a written contract with that representative laying down the conditions of the representation. IE (Comments): Same comment as above under Article 5, Point 3a. IT (Comments):

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Presidency text	Drafting suggestions and Comments
	We suggest to define in an implementing act the essential elements of the contract between the transporter established in the third country and the legal person established in the Union LV (Comments): The responsibility of the transporter in a third country and responsibility of their representative should be defined. Who will carry legal responsibility in case of non-compliances or infringements. PT (Comments): It is not clear what the role of the legal representative is. Is the legal representative the point of contact with the Competent Authorities? or will they also be sanctioned if the transporter does not comply with the legislation?
3. The application provided for in paragraph 2 shall contain evidence that the following conditions are met:	
(a) the transporter complies with the conditions set out in ~~Article 7(2)~~ **in points(a), (b) and (c) of Article 7(2b)**;	CY (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	(a) the transporter complies with the conditions set out in in points (a), (b) and (c) of Article 7(2**a**~~b~~); DE (Drafting suggestions): (a) the transporter complies with the conditions set out in ~~Article 7(2)~~ **in points ~~(a),~~ (b) ~~and~~ to ~~(c)~~ (e) of Article 7~~(2b)~~** (2a); DE (Comments): In our opinion, Article 8 should only refer to provisions that go beyond what is regulated in Article 7. Therefore, reference should already be made to the contingency plan set out in point (e) of Article 7(2a). Consequently, Article 8(3)(b)iii. shall be deleted (please refer to our suggested amendment on Art. 8(3)(b)iii. below). If our suggestion under Article 7(2a)(d) is accepted (please see our comment there), point (d) shall also apply. Point (a) may be deleted as it is covered by Article 8(3)(aa). HR (Drafting suggestions): (a) the transporter complies with the conditions set out in ~~Article 7(2)~~ **in points(a), (b) and (c) of Article 7(2a~~b~~)**; PT

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Presidency text	Drafting suggestions and Comments
	(Comments): For long distance transport we agree with the following text: the transporter has sufficient and appropriate staff and equipment and has ~~written instructions for staff as regards watering, feeding and care of animals and operational~~ **operating** procedures in place to enable its staff to comply with this Regulation
(aa) the transporter is established in the Member State **in which they apply for the authorisation**; **or the transporter is established in a third country and has their representative established in the Member State in which they apply for the authorisation, and provides a signed copy of their contract with the representative;**	CY (Drafting suggestions): (aa) the transporter is established in the Member State in which they apply for the authorisation; or the transporter is established in a third country and has their representative established in the Member State in which they apply for the authorisation, and provides a signed copy of their contract with the representative **as laid down in paragraph 2a**; FR (Drafting suggestions): (aa) the transporter is established in the Member State in which ~~they apply~~ **he applies** for the authorisation; or the transport is established in a third country and **complies with point 2a or Article 8**. ~~has their representative established in the Member State in which they apply for~~

Presidency text	Drafting suggestions and Comments
	~~the authorisation, and provides a signed copy of their contract with the representative;~~ FR (Comments): Redundancy with Article 2a avoidable (simplification of text) FR (Drafting suggestions): (aa) the transporter is established in the Member State in which ~~they apply~~ **he applies** for the authorisation; or the transporter is established in a third country **and complies with point 2a or article 8**. ~~has their representative established in the Member State in which they apply for the authorisation, and provides a signed copy of their contract with the representative;~~ FR (Comments): Redondance avec l'article 2a évitable (simplification de texte) HU (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	(a) the transporter is established**, or, in the case of an organiser established in a third country, is represented,** in the Member State authority ~~**in which they apply for the authorisation**~~; ~~**or the transporter is established in a third country and has their representative established in the Member State in which they apply for the authorisation, and**~~ **provides a signed copy of their contract with the representative.** HU (Comments): see above LV (Comments): Please see the coment in Point 2.a. SE (Comments): Double spacing occurs twice in this provision.
(b) the transporter holds the following documents:	

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Presidency text	Drafting suggestions and Comments
i. valid certificates of approval as provided for in Articles 12 or 13 for the means of transport to be used by the transporter for the ~~long~~ journey concerned;	CZ (Drafting suggestions): valid certificates of approval as provided for in Articles 12 or 13 for the means of transport to be used by the transporter **for any long journey and for short journeys to third countries** ~~the long journey~~ concerned; CZ (Comments): We suggest aligning with the title of the article and stating "for any long journey and for short journeys to third countries", to ensure clarity. DE (Comments): In consequence Article 12 and the title of Chapter VI of Annex I also need to refer to short journeys to third countries. SE (Drafting suggestions): i. valid certificates of approval as provided for in Articles 12 or 13 for the means of transport **and containers** to be used by the transporter for the journey concerned; SE (Comments):

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Presidency text	Drafting suggestions and Comments
	Our drafting suggestion on the approval for containers used in the transport of animals including poultry and lagomorphs is stated in the ongoing consultation on Chapter III and IV.
ii. ~~a document setting out in detail the procedures enabling the transporter to trace and record the movements of vehicles and vessels under their responsibility, and the procedures to contact the drivers concerned at any time during long journeys;~~[16]	CY (Drafting suggestions): ii. a document setting out in detail the procedures enabling the transporter to trace and record the movements of vehicles and vessels under their responsibility, and the procedures to contact the drivers concerned at any time during long journeys; CY (Comments): We believe that this subparagraph should be retained since in our view it is not covered by the contingency plan. DE (Drafting suggestions): Undo DE (Comments):

[16] **To be covered by the contingency plan in a new Annex Va.**

Presidency text	Drafting suggestions and Comments
	We do not see the requirement concerning tracing of the movement of the vehicles and vessels covered in Annex Va. This requirement serves as a precautionary measure for the transporter to ensure him-/herself that the animal journey takes place in accordance with the planned schedule during transport. NL (Drafting suggestions): **ii. a document setting out in detail the procedures enabling the transporter to trace and record the movements of vehicles and vessels under their responsibility, and the procedures to contact the drivers concerned at any time during long journeys;** NL (Comments): This was deleted and according to footnote 8 this will be covered by the contingency plan in the new Annex Va. However this provision is not included in Annex Va. We think this is an important provision, especially in the context of contingency plans. For an organizer or transporter to be able to help the driver in case of an emergency, they should be able to track the means of transport with which the animals are transported. That is why we suggest to include this provision within the proposal, either in the corpus of the text or Annex Va.

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Presidency text	Drafting suggestions and Comments
	PT (Comments): We are not sure if this text is covered on the Annex Va. RO (Drafting suggestions): **ii. a document setting out in detail the procedures enabling the transporter to trace and record the movements of vehicles and vessels under their responsibility, and the procedures to contact the drivers concerned at any time during long journeys;**
iii. a contingency plan ~~in the event of emergencies during the intended transport~~ **in line with Annex Va.**	DE (Drafting suggestions): Delete DE (Comments): We suggest to include this provision in Article 8(3)(a) by referring to Article 7(2a)(e). Please see our comment on Article 8(3)(a). NL (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	iii. the transporter has a contingency plan in line with Annex Va **that is tailored to:** **i. the specific means of transport used;** **ii. the duration of the transport;** **iii. the transported species or categories of animals.** NL (Comments): See our suggestions for article 7 with regard to what the contingency plan should be tailored to. The same construction can be used for paragraph 3.b.iii. SE (Drafting suggestions): iii. a contingency plan in **accordance**~~line~~ with Annex Va. SE (Comments): "In accordance with" is more suitable language in this context.
4. ~~In order to ensure the uniform presentation of contingency plans in the event of emergencies during long journeys provided for in paragraph (b), point (iii), the Commission is empowered to adopt~~	

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Presidency text	Drafting suggestions and Comments
~~implementing acts in accordance with Article 49 to lay down minimum requirements for the content of the contingency plan, for different types of journeys, and establish and update as necessary standard model forms for the submission of those contingency plans.~~ [17]	

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[17] **An empowerment concerning amendments to the contingency plan will be included in Article 47.**

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Presidency text	Drafting suggestions and Comments
Article 9	
Grant, renewal, suspension and withdrawal of transporter authorisations	FR (Drafting suggestions): *Grant, **rejection**, renewal, suspension and withdrawal of transport authorisations* FR (Comments): Since the refusal to grant the authorisation is provided for in Article 9, it should appear in its title. FR (Drafting suggestions): *Grant, **rejection**, renewal, suspension and withdrawal of transporter authorisations* FR (Comments): Le refus de délivrance de l'autorisation étant prévu dans l'article 9, il devrait apparaitre dans son intitulé
1. The competent authority shall grant an authorisation to a transporter for short or long journeys as ~~required under~~ **referred to in**	CY (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
Article 7(1) and Article 8(1) ~~in TRACES~~ using the forms in Sections 2 and 3 of Annex V respectively, provided **that** the conditions set out in Article 7(2), **7(2a), 7(2b)** and Article 8(2), **8 (2a) and 8(3)** respectively are met. **In case of rejection, the competent authority shall record the reasons for the rejection without delay.**	1. The competent authority shall grant an authorisation to a transporter for short or long journeys referred to in Article 7(1) and Article 8(1) using the forms in Sections 2 and 3 of Annex V respectively, provided that the conditions set out in Article 7(2)~~,~~ **and** 7(2a), ~~7(2b)~~ and Article 8(2), 8 (2a) and 8(3) respectively are met. In case of rejection, the competent authority shall record the reasons for the rejection without delay. CZ (Comments): We do not support the requirement to enter the reasons for withdrawal of authorisation for each transporter. We consider this an unnecessary administrative burden and propose that such information should only be recorded in justified cases or upon request by another Member State via the TRACES system. DE (Drafting suggestions): 1. The competent authority shall grant an authorisation to a transporter for short or long journeys as ~~required under~~ **referred to in** Article 7(1) and Article 8(1) ~~in TRACES~~ using the forms in Sections 2 and 3 of Annex V respectively, provided **that** the conditions set out in Article 7(2), **7(2a)**~~, 7(2b)~~ and Article 8(2), **8 (2a) and 8(3)** respectively

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Presidency text	Drafting suggestions and Comments
	are met. **In case of rejection, the competent authority shall record the reasons for the rejection without delay.** DE (Comments): Article 7(2b) does not exist FR (Drafting suggestions): 1. The competent authority shall grant an authorisation to a transport for ~~short~~ journeys **limited to 9 hours** or long journeys as referred to in Article 7(1) and Article 8(1) using the forms in Sections 2 and 3 of Annex V respectively, provided that the conditions set out in Article 7(2), 7(2a), 7(2b) and Article 8(2), 8 (2a) and 8(3) respectively are met. In case of rejection, the competent authority shall record the reasons for the rejection FR (Comments): Consistent with the proposed amendment to the concept of "short" journey FR (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	1. The competent authority shall grant an authorisation to a transporter for ~~short~~ journeys **limited to 9 hours** or long journeys as **referred to in** Article 7(1) and Article 8(1) using the forms in Sections 2 and 3 of Annex V respectively, provided that the conditions set out in Article 7(2), 7(2a), 7(2b) and Article 8(2), 8 (2a) and 8(3) respectively are met. In case of rejection, the competent authority shall record the reasons for the rejection without delay. FR (Comments): En cohérence avec la proposition de modification de la notion de « short » journey HU (Drafting suggestions): 1. The competent authority shall grant an authorisation to a transporter for short or long journeys as ~~required under~~ **referred to in** Article 7(1) and Article 8(1) ~~in TRACES~~ using the forms in Sections 2 and 3 of Annex V respectively, provided **that** the conditions set out in Article 7(2), **7(2a), 7(2b)** and Article 8(2), **8 (2a) and 8(3)** respectively are met. **In case of rejection, the competent authority shall record the reasons for the rejection without undue delay.**

Presidency text	Drafting suggestions and Comments
2. The authorisation provided for in paragraph 1 shall specify the species and categories of animals and the type of transport covered**, ~~and~~** whether it covers long or short journeys **and whether it covers the transport of animals to third countries or not**.	PT (Comments): To prevent a break of the legal representation in the EU, we suggest adding to paragraph 2: The authorisation shall be valid for a period of no more than 5 years from the date of issue or until the cancelation, resolution or breach of the contract between a third country transporter and its legal representative.
The authorisation shall be valid for a period of not more than 5 years from the date of issue.	EE (Comments): See the comment above. We support 5 years. HR (Drafting suggestions): The authorization shall be valid for a period of not more than ~~5~~ 10 years from the date of issue. IT (Comments):

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Presidency text	Drafting suggestions and Comments
	In case of renewal of authorization, the period of validity should lasted 10 years from the date of reissue, to reduce the administrative burden for the CA PT (Drafting suggestions): The authorisation shall be valid for a period of no more than 5 years from the date of issue **or until the cancelation, resolution or breach of the contract between a third country transporter and its legal representative**
2a. The transporter shall notify the competent authority that granted the authorisation of any change in the information referred to in paragraphs 2, 2a and 2b of Article 7(2) and paragraphs 2, 2a and 3 of Article 8(2) respectively no later than [10] working days from the date the change took place.	BE (Comments): It's not entirely clear from this which changes need to be notified. E.g. does the reference to point 2 a) of article 7(2), and the certificates of competence, mean that a transporter should notify the competent authority every time they employ a new driver or attendant? This seems like a lot of administrative burden and we don't really see the added value.

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Presidency text	Drafting suggestions and Comments
	Same with the contingency plan. Ideally this should be adapted to the transport route. Should the transporter send the contingency plans to the CA after each modification? On the other hand, there are changes that require a modification of the authorization, like transport of a different species. The current phrasing seems to imply that a transporter can transport a different species for 10 days before notifying it. In our opinion, only changes in contact details of the transporter or changes in the contract with the representative are necessary to know. If there are any changes that require a modification of the authorisation, like a change in transported species, transports can only take place after the authorisation has been modified. CY (Drafting suggestions): 2a. The transporter shall notify the competent authority that granted the authorisation of any change in the information referred to in paragraphs 2~~,~~ **and** 2a ~~and 2b~~ of Article 7~~(2)~~ and paragraphs 2, 2a and 3 of

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Presidency text	Drafting suggestions and Comments
	Article 8~~(2)~~ respectively no later than [10] working days from the date the change took place. DE (Drafting suggestions): **2a. The transporter shall notify the competent authority that granted the authorisation of any change in the information referred to in paragraphs 2, 2a ~~and 2b~~ of Article 7~~(2)~~ and paragraphs 2, 2a and 3 of Article 8~~(2)~~ respectively no later than [10] working days from the date the change took place.** DE (Comments): Editorial correction of references. We agree with the suggested 10 working days and are also open to extend the deadline to 15 working days. FI (Comments): 10 working days is sufficient. SE (Drafting suggestions): 2a. The transporter shall notify the competent authority that granted the authorisation of any change in the information referred to in

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Presidency text	Drafting suggestions and Comments
	paragraphs 2, 2a and 2b of Article 7~~(2)~~ and paragraphs 2, 2a and 3 of Article 8~~(2)~~ respectively no later than [10] working days from the date the change took place. SE (Comments): The reference to a paragraph after Article 7 and Article 8 respectively is incorrect as the paragraphs are numerous and listed before each Article. This is written correctly in other relevant paragraphs.
3. ~~One~~ **Three** month**s** before the expiry of the authorisation ~~for short or long journeys~~, the transporter may apply for the renewal of the authorisation ~~in TRACES~~. An application for renewal shall ~~contain the documents required under Article 7(2) or Article 8(2) and~~ **include:**	EE (Comments): See the previous comment. We support three-month period. RO (Drafting suggestions): **One** month before the expiry of the authorisation……..……...
	RO (Comments): We do not agree with PL suggestion (three months is too much; for example, under our national legislation, the official inspectors have to provide operators with an answer concerning the approval/non-approval

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	in one month). SI (Comments): Same as for organizer.
(a) evidence that the conditions set out in paragraphs 2, 2a and 2b of Article 7 and paragraphs 2, 2a and 3 of Article 8 respectively are met;	CY (Drafting suggestions): (a) evidence that the conditions set out in paragraphs 2~~,~~ **and** 2a ~~and 2b~~ of Article 7 and paragraphs 2, 2a and 3 of Article 8 respectively are met; DE (Drafting suggestions): **(a) evidence that the conditions set out in paragraphs 2~~,~~ and 2a ~~and 2b~~ of Article 7 and paragraphs 2, 2a and 3 of Article 8 respectively are met;** DE (Comments): Please see above
(b) documented analysis of monitoring of indicators for the period of validity of the previous ~~approval~~ **authorisation** and where appropriate,	CZ (Comments):

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Presidency text	Drafting suggestions and Comments
documented evidence of measures put in place if values quantifying the indicators exceed the thresholds provided for in Article 26(3)**;**	The indicators need to be specified in greater detail to ensure clarity and consistency. ES (Comments): We don't support the approach to the indicators in the proposal. We do not believe truthful, accurate and homogeneous information about self-declarations coming from operators declaring no compliances with the legislation and animal health assessments shall be taken into consideration. Therefore, article 26 and all the cross reference should be changed PT (Comments): This point should be evaluated together with article 26(3) to access the feasibility to implement this requirement. It would be necessary to better understand which type of analysis is requested and the amount of information that a transporter might record for 5 years. Does the transporter have access to all this data in TRACES and can make an analysis of all this information and measures adopted? SI (Comments):

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Presidency text	Drafting suggestions and Comments
	Will this be supported by TRACES, via QlikSense maybe as a unified report so competent authorities and the Commission as well could double check the results of the reports of monitoring of indicators presented by transporters?
(c) in the case of an application for renewal of an authorisation for long journeys, documented analysis of 31 values outside the ranges provided for in Article 31(0) and, where applicable, documented evidence of measures put in place to address such occurences;	BE (Comments): Where does the number of 31 values come from? What if a transporter doesn't have 31 cases where temperatures were outside the ranges? CY (Drafting suggestions): ~~(c) in the case of an application for renewal of an authorisation for long journeys, documented analysis of 31~~ **~~temperature~~** ~~values outside the ranges provided for in Article 31(0) and, where applicable, documented evidence of measures put in place to address such occurences;~~ CY (Comments): We suggest removing this requirement, as we believe it would lead to an increased and unnecessary administrative burden for all parties involved. Any temperature values falling outside the specified ranges can be addressed on a case-by-case basis.

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Presidency text	Drafting suggestions and Comments
	CZ (Comments): *We do not support the inclusion of an analysis of temperature exceedances; it is unclear what such an analysis should include and what it should look like, any violations must be proven by the MS. Carriers will not want to self-report their violations.* DE (Drafting suggestions): Delete DE (Comments): We understand that this provision is about raising awareness of temperatures inside of means of transport. However, this can also be achieved through risk-orientated checks of temperature records. We consider the submission of this data analysis as part of the new application to be too bureaucratic as the competent authority will need to carry out plausibility checks of the raw data. Also, the legal consequence is unclear, if the measures put in place are not sufficient. The transporter will refer to the submitted contingency plan in this context. FI (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	~~(c) in the case of an application for renewal of an authorisation for long journeys, documented analysis of 31 values outside the ranges provided for in Article 31(0) and, where applicable, documented evidence of measures put in place to address such occurrences;~~ FI (Comments): This would create too much administrative burden. GR (Drafting suggestions): **documented analysis of values outside the ranges provided for in Article 31(0) and, where applicable, documented evidence of measures put....** HR (Drafting suggestions): **~~in the case of an application for renewal of an authorisation for long journeys, documented analysis of 31 values outside the ranges provided for in Article 31(0) and, where applicable, documented evidence of measures put in place to address such occurences~~** IE (Comments): "31" may be a typographical error, in the phrase "of 31 values". PT

Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): **(c) in the case of an application for renewal of an authorisation for long journeys, documented analysis of 31 values outside the ranges provided for in Article 31(0) and, where applicable, documented evidence of measures put in place to address such occurences;** PT (Comments): The text is not clear and needs to be better explained. What is the purpose of this point? Why 31 values outside the temperature ranges set on article 31 (0)? How can the CA control if in fact the 31 values outside the range happened during the journeys. We propose to delete
(d) a declaration signed by the transporter that they have not committed a serious infringement as provided for in Article 44 in the 5 years preceding the date of the application or, if the transporter committed a serious infringement during that period, they shall	DE (Comments): This sub-paragraph may be omitted if our suggestion to maintain the requirements of Article 7(2a)(d) is accepted. FR

Presidency text	Drafting suggestions and Comments
demonstrate to the satisfaction of the competent authority that they have taken measures necessary to prevent further infringements.	(Drafting suggestions): (d) a declaration signed by the transporter that ~~they have~~ **he has** not committed ~~a~~ **any** serious infringement as provided for in Article 44 in the 5 years preceding the date of the application or, if the transporter committed a serious infringement during that period, ~~they~~ **he** shall demonstrate to the satisfaction of the competent authority that ~~they have~~ **he has** taken measures necessary to prevent further infringements. FR (Drafting suggestions): (d) a declaration signed by the transporter that ~~they have~~ **he has** not committed ~~a~~ **any** serious infringement as provided for in Article 44 in the 5 years preceding the date of the application or, if the transporter committed a serious infringement during that period, ~~they~~ **he** shall demonstrate to the satisfaction of the competent authority that ~~they have~~ **he has** taken measures necessary to prevent further infringements. LV (Comments): The system should be centralized. In which the declaration could be generated electronically and visible to transporter and Competent Authority. (To reduce the administrative burden). PT (Comments):

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Presidency text	Drafting suggestions and Comments
	In practice sometimes it is difficult to access if the transporter corrected the noncompliance. Example if a transporter had serious infringements on fitness for transport is very difficult to access the correction of this non compliance. SI (Comments): Same as for organizer.
4. The competent authority shall grant ~~or reject the application for a~~ **the** renewal ~~and record the renewal or rejection~~ ~~in TRACES and~~ **provided that the conditions set out in paragraph 3 are met**. **I**n case of rejection, the **competent authority shall record** the reasons for the rejection **without delay**.	HU (Drafting suggestions): 4. The competent authority shall grant ~~or reject the application for a~~ **the** renewal ~~and record the renewal or rejection~~ ~~in TRACES and~~ **provided that the conditions set out in paragraph 3 are met**. **I**n case of rejection, the **competent authority shall record** the reasons for the rejection **without undue delay**.
~~5. The transporter shall notify the relevant competent authority of any change in the documents referred to in Articles 7(2) and 8(2) no later than 5 working days from the date the change took place.~~	

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Presidency text	Drafting suggestions and Comments
6. ~~If~~ **The competent authority that granted the authorisation shall suspend it without delay if there is evidence that** the transporter no longer meets the conditions provided for in ~~Article 7(2) or Article 8(2), the competent authority shall order the suspension of the authorisation in accordance with Article 138(2), point (j), of Regulation (EU) 2017/625 and shall record the suspension in TRACES without delay~~ **paragraphs 2, 2a and 2b of Article 7 and paragraphs 2, 2a and 3 of Article 8 respectively, which may be evidence provided by the competent authority of another Member State.**	CY (Drafting suggestions): 6. The competent authority that granted the authorisation shall suspend it without delay if there is evidence that the transporter no longer meets the conditions provided for in paragraphs 2~~,~~ **and** 2a ~~and 2b~~ of Article 7 and paragraphs 2, 2a and 3 of Article 8 respectively, which may be evidence provided by the competent authority of another Member State. DE (Drafting suggestions): 6. ~~If~~ **The competent authority that granted the authorisation shall suspend it without delay if:** **(a) there is evidence that** the transporter no longer meets the conditions provided for in ~~Article 7(2) or Article 8(2), the competent authority shall order the suspension of the authorisation in accordance with Article 138(2), point (j), of Regulation (EU) 2017/625 and shall record the suspension in TRACES without delay~~ **paragraphs 2~~,~~ and 2a ~~and 2b~~ of Article 7 and paragraphs 2, 2a and 3 of Article 8 respectively, which may be evidence provided by the competent authority of another Member State, or** DE

Presidency text	Drafting suggestions and Comments
	(Comments): We suggest small editorial corrections of references to articles and, if our suggestion below on point (b) is accepted, to use the same chapeau as in Article 6(4). GR (Comments): GREECE SUGGESTS THAT THIS SUSPENSION BE APPLIED PARTIALLY FOR THE ANIMAL SPECIES INVOLVED OR THE TYPE OF TRANSPORT FOR ALL KINDS OF TRANSPORTS HU (Drafting suggestions): 6. ~~If~~ **The competent authority** ~~**that granted the authorisation**~~ **shall suspend** ~~**it**~~ **the authorisation without delay if there is evidence that** the transporter no longer meets the conditions provided for in ~~Article 7(2) or Article 8(2), the competent authority shall order the suspension of the authorisation in accordance with Article 138(2), point (j), of Regulation (EU) 2017/625 and shall record the suspension in TRACES without delay~~ **paragraphs 2, 2a and 2b of Article 7 and paragraphs 2, 2a and 3 of Article 8 respectively, which may be evidence provided by the competent authority of another Member State.** HU

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Presidency text	Drafting suggestions and Comments
	(Comments): Based on the current wording, the competent authority identified the infringement is only allowed to notify the competent authority that issued the authorisation. We are not convinced that this supports the efforts to simplify the procedure and reduce administrative burden, nor is it clear how this contributes to the achievement of the objectives (animal welfare) of the legislation. LV (Comments): The criteria and thresholds should determined for uniform interpretation. Maybe there is a possibility to create a gradation system in TRACES for transporters: A- Without infringements; B- With non-serious infringements; C - With serious infringements. NL (Drafting suggestions): 6. The competent authority that granted the authorisation shall suspend, **or in case of falsifying declarations and documents withdraw it** without delay if there is evidence that the transporter no longer meets the conditions provided for in paragraphs 2, 2a and 2b of Article 7 and

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Presidency text	Drafting suggestions and Comments
	paragraphs 2, 2a and 3 of Article 8 respectively, which may be evidence provided by the competent authority of another Member State. NL (Comments): If the competent authority finds out that the declaration signed by the transporter that they did not commit a serious infringement as set out in paragraph 3.d is false, this cannot be corrected (because the serious infringement is committed, there is nothing to be done about that). In that case immediate withdrawal of the authorization will be reasonable.
	DE (Drafting suggestions): **b) has committed a serious infringement as provided for in Article 44,** DE (Comments): Please refer to our comment of the previous consultation on Article 9(6) sub-paragraph 1. Serious infringements within the meaning of Article 44 should be listed as a further ground for suspension of the authorisation. However, if our suggestion under Article 7(2a)(d) is accepted [please see our comment on Art. 7(2a)(d)], we consider the present text above to appropriately address this matter.

Presidency text	Drafting suggestions and Comments
Where relevant, the competent authority shall suspend the part of the authorisation covering transport to a third country.	CY (Drafting suggestions): **Where relevant, the suspension may cover certain species and categories of animals and type(s) of transport.** Where relevant, the competent authority shall suspend the part of the authorisation covering transport to a third country. CY (Comments): Justification the same as above for the organiser authorisation. HU (Drafting suggestions): **Where relevant, the competent authority shall suspend the part of the authorisation covering transport to a third country.** HU (Comments): It provides the authority with the possibility to partially withdraw the authorisation, limited to third countries. In this context, we are not certain how this serves animal welfare, if the transporter who committed the infringement can continue operating under Union jurisdiction

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Presidency text	Drafting suggestions and Comments
The competent authority shall **record** ~~provide the transporter with a written statement indicating the reasons for~~ the suspension ~~and recommendations to address the deficiencies found~~ **and the reasons for it without delay**.	AT (Comments): The suspension and the notification of suspension as well as the request to remedy the deficiencies may be issued at different times. This could mean that there is not enough time to rectify the defects. A standardisation of the deadlines is desirable. CY (Drafting suggestions): , The competent authority shall record the suspension**, where relevant the species and categories of animals and the type(s) of transport for which the authorisation has been suspended** and the reasons for it without delay.
The competent authority shall lift the suspension when the transporter provides evidence that they have corrected the deficiencies on which the suspension of their ~~application~~ **authorisation** is based. **The competent authority shall record the lifting of the suspension and the reasons for it without delay**.	FR (Drafting suggestions): The competent authority shall lift the suspension when the transport provides evidence that ~~they have~~ **he has** corrected the deficiencies on which the suspension of ~~their~~ **authorisation** is based. The competent authority shall record the lifting of the suspension and the reasons for it without delay. FR

Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): The competent authority shall lift the suspension when the transporter provides evidence that ~~they have~~ **he has** corrected the deficiencies on which the suspension of ~~their~~ **his** authorisation is based. The competent authority shall record the lifting of the suspension and the reasons for it without delay. HR (Drafting suggestions): The competent authority shall lift the suspension if **there is evidence that organiser has** ~~the transporter provides evidence that they have~~ corrected the deficiencies on which the suspension of their ~~application~~ **authorisation** is based. **The evidence may be provided by CA of another member state or by certification body in third country** -**The competent authority shall record the lifting of the suspension and the reasons for it without delay.** PT (Drafting suggestions): The competent authority shall lift the suspension, **when the suspension period determined is finished and** when the transporter provides evidence that they have corrected the deficiencies on which the

Presidency text	Drafting suggestions and Comments
	suspension of their ~~application~~ **authorisation** is based. **The competent authority shall record the lifting of the suspension and the reasons for it without delay**. PT (Comments): It is important to preview a suspension time and to lift the suspension when this period is finished
7. If the transporter has not corrected the deficiencies within ~~one~~ **three** month**s** of the suspension, the competent authority shall withdraw the authorisation. **The competent authority shall record the withdrawal and the reasons for it without delay.**	ES (Comments): We don't support this approach, especially for the livestock vessels. In any case, the transporter should not use the means of transport that doesn't comply, but can use other one, keeping the authorisation as transporter. Maybe more than one month is needed to do the repair. LV (Comments): The form of the document should be issued in TRACES as well, for operative information flow and traceability. PT (Comments):

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Presidency text	Drafting suggestions and Comments
	In practical terms, if a authorisation is withdrawn, can the transporter reapply for a new authorisation? It seems to us that they can, since even if they have serious infringements of the regulations, the transporter can apply for a authorisation if they can show that they have corrected the permit.
	HU (Drafting suggestions): **If serious infringements are detected on multiple occasions, the competent authority shall withdraw or reject the renewal of the authorisations.** HU (Comments): This addition is important both in the case of transporter authorization and organizer authorization as this plays an important role at enforcement
~~*Article 10*~~	
~~*Training of drivers, attendants and animal welfare officers*~~	
~~The transporter shall arrange for drivers, attendants, and the animal welfare officers referred to in Article 21, to follow one of the approved~~	

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Presidency text	Drafting suggestions and Comments
~~animal welfare training courses referred to in Article 37(1)(b). Such training shall be relevant to their tasks, the species, the categories of animals they handle, and the means of transport used.~~ **18**	
Footnotes	
1 **A new Article will be added in Chapter XI:**	CZ (Comments): Regarding new footnotes 1 and 2: We support the proposal of other Member States concerning the interoperability of TRACES with national databases. However, we do not agree with the current proposed wording. In our view, the interoperability, management, and transfer of data between databases must be ensured by the Commission. While Member States have their own databases and IT systems, it is essential to guarantee that the

18 **All requirements concerning training will be regrouped.**

Presidency text	Drafting suggestions and Comments
	interconnection with TRACES is carried out in cooperation with the Member States. This should not result in double administration—at both the national level and in TRACES—since this would significantly increase the administrative burden. Additionally, we would like to clarify several technical solutions regarding interoperability and digitalisation. It is crucial to take into account the administrative procedures of Member States, which are carried out based on the valid national legislation. We also consider it necessary to implement at least a one-sided overlay of information concerning the notification of applications in TRACES. ES (Drafting suggestions): CHAPTER XI Article… 4- The European Commission shall develop an informatic tool to ensure the interoperability to enable the transmission between the applications (Thetis ID, GPS data point, temperature forecast organism), national databases and TRACES, in order to be able to share the data provided for in Section 1 and 3 of Annex V, the transporter information required for

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Presidency text	Drafting suggestions and Comments
	the intracomunity certification, previewed in the Section 2 of Annex V, as well as information regarding the rejection, suspension and withdrawn of the organiser and transporter authorisations. 5- The Commission will provide financial support to the Member States who request it, to update their information system to comply with paragraph 3. ES (Comments): Article 59 shall consider the application of this implementing act, necessary for the interoperability, in order to provide enough time for implementation. LV (Comments): In the title should be a mark – where we mention the journeys which is not included in the scope of the Chapter. For instance – journeys under 65km and inner journeys between the holdings of the same enterprise.

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Presidency text	Drafting suggestions and Comments
1. <u>Authorisations and approvals of organisers, transporters and means of transport shall be applied, renewed, granted, rejected, suspended and withdrawn in TRACES. Certificates of competence referred to in Article 38 shall be granted in TRACES.</u>	BG (Comments): The applications for authorizations for short journeys within Member state should be excluded. (not to use TRACES system). FR (Drafting suggestions): 1. Authorisations and approvals of organisers, transporters and means of transport shall be applied, renewed, granted, rejected, **<u>canceled</u>**, suspended and withdrawn in TRACES. Certificates of competence referred to in Article 38 shall be granted in TRACES. FR (Comments): The cancellation of a valid authorisation (e.g. in case of cessation of activity) is a status that must exist in the application, as it is not the same as a withdrawal. FR (Drafting suggestions): 1. Authorisations and approvals of organisers, transporters and means of transport shall be applied, renewed, granted, rejected, **<u>canceled</u>**, suspended and withdrawn in TRACES. Certificates of competence referred to in Article 38 shall be granted in TRACES.

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Presidency text	Drafting suggestions and Comments
	FR (Comments): L'annulation d'une autorisation en cours de validité (par exemple en cas de cessation de l'activité) est un statut qui doit exister dans l'application, car ce n'est pas la même chose qu'un retrait. HU (Comments): A footnote indicates that the authorisations and approvals for organisers, transporters, and means of transport must be applied for, renewed, issued, rejected, suspended, and withdrawn in the TRACES system. The certificates of competence referred to in Article 38 must also be issued in TRACES. In our view, based on the current wording proposal, it is unclear whether the entire procedure must be conducted within the TRACES system. the administrative system in HU does not allow such procedures to be carried out solely through a Commission-managed online platform, and even the initiation of a procedure cannot be based solely on a notification received via TRACES. Imposing such a requirement in this form would place a significant administrative burden on the authorities. We do not see the animal welfare benefits of having all procedures carried out on a central server NL (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	Authorisations and approvals of organisers, transporters and means of transport shall be applied, renewed, granted, rejected, suspended and withdrawn in TRACES, **together with the reasons for rejection, suspension or withdrawal**. Certificates of competence referred to in Article 38 shall be granted in TRACES. NL (Comments): We support the idea of this footnote, but we would like to point out that there is no obligation to also register the reason of a possible rejection of authorizations and approvals in TRACES. Footnote one only states that the rejection itself shall be registered in TRACES and not the reasons why. While in our opinion it is really important to also register the reason(s) why an authorization or approval is rejected for example when an organizer tries to apply for an authorization in another member state.
2. However, a Member State may use a national database for the procedures referred to in paragraph 1 provided that this database is interoperable with TRACES. In this case, the national database shall contain at least the information referred to in the forms set out in Annex V. The Member State concerned shall ensure the instant automatic transmission from its national database to TRACES of the following information:	AT (Comments): The fact that national databases can now also be used is a positive development, but Austria is skeptical about how this transmission can be technically ensured. In the past, entries in TRACES alone were already difficult; interoperability between the national databases and TRACES should be examined beforehand (and not afterward).

Presidency text	Drafting suggestions and Comments
	CY (Drafting suggestions): However, a Member State may use a national database for the procedures referred to in paragraph 1 provided that this database is interoperable with TRACES. In this case, the national database shall contain at least the information referred to in the forms set out in Annex V. The **following information** ~~Member State concerned~~ shall **be** ~~ensure the instant~~ automatic**ally** transmi**tted**~~ssion~~ from ~~its~~**the** national database to TRACES ~~of the following information~~: CY (Comments): We have concerns regarding the implementation of the requirement that MSs shall ensure the instant automatic transmission of information from their national databases to TRACES. HR (Drafting suggestions): **However, a Member State may use a national database for the procedures referred to in paragraph 1 provided that this database is interoperable with TRACES. In this case, the national database shall contain at least the information referred to in the forms set out in**

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Presidency text	Drafting suggestions and Comments
	Annex V. The Member State concerned shall ensure without delay the ~~instant automatic~~ transmission from its national database to TRACES of the following information: HU (Comments): According to Footnote 2, a Member State may use a national database for the procedures, provided that the database is interoperable with the TRACES system. In such cases, the national database must contain at least the information specified in the templates set out in Annex V. The Member State concerned must ensure the immediate and automatic transmission of the information from the national database to TRACES. In our view, ensuring interoperability should not be imposed as a responsibility of the Member State; the necessary resources for this should be provided by the Commission LV (Comments): If we request that National databases is interoperable with TRACEs, this should be in scope of financial support from EU side.
a. the identification of the organiser, transporter or the means of transport, as applicable, the submission of the application and the status of the application, including authorisation, approval, , rejection, suspension, lifting of suspension and withdrawal;	EE (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	the identification of the organizer, transporter or the means of transport, as applicable, the submission of the application and the status of the application, including authorization, approval, ~~,~~ rejection, suspension, lifting of suspension and withdrawal;
b. the certificates of competence granted.	
3. The Commission shall, by [one year before the date of application of this Regulation,] adopt implementing acts to lay down the technical parameters necessary for the interoperability of the national databases and TRACES as referred to in paragraph 2.	
	PT (Drafting suggestions): 4. We propose to add a new paragraph 4, on the new Article, in Chapter XI: 4. The European Commission shall set up financial support programs to enable Member States to interconnect national databases with TRACES to comply with paragraph 2 of this article PT (Comments):

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Presidency text	Drafting suggestions and Comments
	The financial support for the developments mentioned on the new article of chapter XI, should be previewed on the text of the Regulation.
[2] **A new point 2a 'representative of the organiser, where relevant' will be included in the form set out in Annex V, section 1.**	
[3] **In Annex V, section 1, point 5.1., a possibility of a partial suspension of the authorisation needs to be added.**	
[4] **In Annex V, section 2 will be amended to clarify that 'type 1' is not valid for long journeys nor for short journeys to third countries. In the title of the section, reference to Article 8 will be removed.**	FR (Drafting suggestions): [4] In Annex V, section 2 will be amended to clarify that 'type 1' is not valid for long journeys nor for ~~short~~ journeys **limited to 9 hours** to third countries. In the title of the section, reference to Article 8 will be removed. FR (Drafting suggestions): [4] In Annex V, section 2 will be amended to clarify that 'type 1' is not valid for long journeys nor for ~~**short**~~ journeys **limited to 9 hours** to third countries. In the title of the section, reference to Article 8 will be removed. SI (Comments):

Presidency text	Drafting suggestions and Comments
	The transporter Type 1 certificate should state at the top which journeys this permit is for, and the footnote of this certificate should state an explanation for which types of transport this certificate is not suitable.
[5] **The definition of 'transporter' in Article 3 would be modified as follows:**	RO (Comments): We do not agree with this proposal. We believe that the operators of roll-on roll-off vessels should be authorised as transporters so that they are subject to official controls under the legislation.
'transporter' means an operator whose economic activity ~~consists of~~ **includes** transporting animals on its own behalf, or on behalf of a third party, **[excluding operators of roll-on roll-off vessels]**.	CY (Drafting suggestions): 'transporter' means an operator whose economic activity **consists of** ~~includes~~ transporting animals on its own behalf, or on behalf of a third party, [excluding operators of roll-on roll-off vessels]. CY (Comments): We believe that the wording "consists of" should be retained, as the word "includes" implies the possibility of additional, unspecified activities, which could lead to various interpretations. We agree with the exclusion of the operators of roll-on roll-off vessels.

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Presidency text	Drafting suggestions and Comments
	DE (Comments): We are open to whether ro-ro-vessel operators should be transporters or not. However, if they are included, this has to be specifically addressed in the definition to avoid misinterpretation. FR (Drafting suggestions): "transporter" means an ~~operator~~ **legal person** whose economic activity includes transporting animals on its own behalf, or on behalf of a third party, [excluding operators of roll-on roll-off vessels]. FR (Comments): This definition would require defining what an operator is. On the other hand, on the part [excluding operators of roll-on roll-off vessels], the French position has not yet stabilised. FR (Drafting suggestions): 'transporter' means an ~~operator~~ **legal person** whose economic activity includes transporting animals on its own behalf, or on behalf of a third party, [excluding operators of roll-on roll-off vessels]. FR

Presidency text	Drafting suggestions and Comments
	(Comments): Cette définition nécessiterait de définir ce qu'est un opérateur. Par ailleurs, sur la partie [excluding operators of roll-on roll-off vessels] la position française n'est pas encore stabilisée. HU (Comments): A new definition concerning transporters has been introduced, which excludes the operators of RO-RO vessels from the category of transporters. However, this creates uncertainty regarding how responsibility is distributed among the different actors involved in the transport of goods on such vehicles. IE (Drafting suggestions): Delete the phrase "excluding operators of roll-on roll-off vessels" from Footnote 5. IE (Comments): Ireland has national legislation which requires a transporter authorisation for roll-on-roll-off (RoRo) ferry operators to carry livestock (https://www.irishstatutebook.ie/eli/2007/si/580/made/en/print). This

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Presidency text	Drafting suggestions and Comments
	assigns legal duties to the Master of the RoRo vessel, covering many matters including ventilation requirements, provision of adequate space around livestock lorries to facilitate inspection (and ventilation), contingency planning, and a prohibition on a vessel from leaving the State with a livestock vehicle on board when the forecasted winds exceed certain limits. It would be difficult to enforce such requirements if there was not also a requirement for the RoRo transporter to hold a transporter authorisation, which could be suspended or revoked in the case of non-compliance with animal welfare rules. It is quite clear that the transporter who is responsible for the care of the animals is the road transporter, even while the animals are within a road transport vehicle that is also being carried within a RoRo ferry. This is analogous to the situation of horses being transported by air, where the airline is an authorized transporter, and responsible for maintaining air pressure and temperature as set out in Regulation 1/2005, but where the road transporter is also represented on the aircraft by the attendant who is responsible for the primary care of the animals. Ireland recognizes that for some other Member States, the RoRo stages of livestock journeys may be relatively short and few in number, but Ireland transports over 300,000 animals to other countries via a 17-18 hour ferry

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Presidency text	Drafting suggestions and Comments
	journey annually and has had a very positive experience with requiring a transporter authorisation of RoRo vessel operators. Without such a requirement, our instructions to them might be merely advisory. It would create a level playing field and promote risk reduction in animal transport if such a provision were left in the text of the proposed Regulation. NL (Drafting suggestions): 'transporter' means an operator whose economic activity includes transporting animals on its own behalf, or on behalf of a third party~~,~~ ~~[excluding operators of roll-on roll-off vessels].~~ NL (Comments): Operators of roll-on-roll-off vessels should not be excluded from the definition of transporter. They are responsible for some conditions on the ship (like ventilation) that have an effect on animal welfare. PT (Drafting suggestions): transporter' means any natural or legal person transporting animals on his own account, or for the account of a third party ~~an operator~~ ~~whose~~

Presidency text	Drafting suggestions and Comments
	~~economic activity consists of~~ **~~includes~~** ~~transporting animals on its own behalf, or on behalf of a third party,~~ **~~[excluding operators of roll-on roll-off vessels]~~**. PT (Comments): We consider that the RO_RO transporters should also be included. We propose to keep the actual definition of transporter of the Regulation 1/2005. What is necessary is to define what is a transport under an economic activity and limiting the scope of the Regulation to this type of transports. A specific definition of sea transporter should be included Sea transporter- It's the ISM company that operates the livestock vessel SE (Drafting suggestions): 'transporter' means an operator whose economic activity includes transporting animals on its own behalf, or on behalf of a third party~~,~~ ~~[excluding operators of roll-on roll-off vessels]~~. SE (Comments):

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Presidency text	Drafting suggestions and Comments
	Operators of roll-on roll-off vessels should hold an authorization as a transporter. They have responsibilities that have a major impact on the welfare of the animals transported whilst on their vessel. Including roll-on roll-off vessels is an appropriate and reasonable way to ensure that they diligently carry out these responsibilities.
[6] **A new paragraph 3 will be added in Article 18:**	
3, The transporter shall develop a contingency plan in line with Annex Va and shall keep it updated. The contingency plan shall be available in writing and accessible to the attendant and to the driver at any time during the transport.	DE (Comments): Supported. We further suggest linking the update of the contingency plan to a repeated risk analysis and have made a corresponding proposal in Annex Va (see our comment there). RO (Drafting suggestions): 3. The transporter shall develop a contingency plan in line with Annex Va and shall keep it updated. The contingency plan shall be available in writing and accessible to the attendant, to the driver **and to the animal**

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Presidency text	Drafting suggestions and Comments
	welfare officer at any time during the transport. SE (Drafting suggestions): 3, The transporter shall develop a contingency plan in ~~line~~**accordance** with Annex Va and shall keep it updated. The contingency plan shall be available in writing, **its content known to the attendant and to the driver** and accessible ~~to the attendant and to the driver~~ at any time during the transport. SE (Comments): The content of the contingency plan should be known to the staff responsible for the welfare of the animals transported. This knowledge would greatly facilitate implementation should contingencies arise during transport. "In accordance with" is more suitable language than "in line with" in this context.
[7] **In Annex V, section 3, a new point will be added to distinguish between authorisations of transport within the EU and to third countries.**	

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[8] **To be covered by the contingency plan in a new Annex Va.**	DE (Comments): Please see comment above under Art. 7(2a)(e)
[9] **An empowerment concerning amendments to the contingency plan will be included in Article 47.**	DE (Comments): Supported
[10] **All requirements concerning training will be regrouped.**	ES (Drafting suggestions): 1.The transporter shall arrange for drivers, attendants, **and** the animal welfare officers referred to in Article 21, **keepers at assembly centres, control posts, and handling facilities at ports and airports, and the staff handling the animals on livestock vessels** to follow one of the approved animal welfare training courses referred to in Article 37(1)(b). Such training shall be relevant to their tasks, the species, the categories of animals they handle, and the means of transport used. **3.** (Include here **Article 37 Trainings:** 1. For the purposes of Article 10, Member States shall designate the competent authority responsible for:

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	(a) ensuring that training courses are available for all **the persons** drivers, attendants and animal welfare officers, involved on the **handling and** transport of animals relevant to species and the categories of animals concerned; (b) keeping a list of approved training courses available to **all those** drivers, attendants and animal welfare officers responsible for animal welfare during transport **and who handle the animals**; (c) organising an independent final examination to test knowledge **of all persons handling the animals** the drivers', attendants' and animal welfare officers', the content of which shall be relevant for the categories of animal concerned and shall correspond to the stage of transport concerned; (d) delivering certificates of competence attesting the passing of the independent final examination; (e) determining the content of the training courses referred to in point (a) and the modalities of the examination referred in point (b **c**). 2. The training courses referred to in paragraph 1 shall cover at least the following competences, knowledge and skills: (a) the animal welfare obligations, in particular those set out in Annexes I and II;

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	(b) the species-specific behaviour of animals and their physiological and ethological needs during a journey; (c) ways to minimise animal welfare risks during a journey; (d) recognition of expressions of animals' positive and negative emotions, including any sign of suffering during a journey; (e) use and maintenance of equipment used for animals accommodated in the means of transport **and the equipement to measure the minimun requirements for animal welfare**; (f) methods for monitoring indicators in accordance with Article 26; and (g) contingency plans in Article 8.) **(h) Killing and stunning methods.** ES (Comments): Article 10 + article 37 We propose specifically, for the workers loading poultry in a farm, one person of the company should be the animal welfare officer. In those companies, a high turnaround of employees exists, so it's better to ensure that one person do one in-house training, and is in charge of ensure that animal welfare rules are respected

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