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CONTRIBUTION

From:	General Secretariat of the Council
To:	Working Party on Animals and Veterinary Questions (Animal Welfare)
N° prev. doc.:	7372/25
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 VI - Comments from delegations

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

AW transport - Chapter VI - Pcy text 7372
From: AT, BE, BG, CY, CZ, DE, DK, EE, ES, FI, FR, FR, GR, HU, HR, IE, IT, LT, 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 (Comments): **Austria thanks the Polish Presidency for its efforts and work on Chapter VI. As already mentioned several times, animal welfare during transport is a key issue for Austria. Austria acknowledges that, due to the geographical circumstances, a compromise is necessary. This compromise should take into account, as far as possible, the EFSA opinions. These have shown that very long transports of live animals unfortunately all too often have negative effects on animal welfare. Slaughter animals and vulnerable animals in particular should be protected, and especially in these cases,**

Presidency text	Drafting suggestions and Comments
	transport times should be reduced to the necessary minimum for the welfare of the animals. CY (Comments): Cyprus would like to thank the Presidency for drafting a clear and balanced text. Cyprus particularly welcomes the consideration of internal vehicle temperatures and the revision of the temperature values. That being said, we believe that temperature value requirements should not be applied to short journeys, as in our view imposing strict temperature controls in such cases may be unnecessary, potentially creating numerous challenges to all parties involved without offering substantial benefits to the animals. The number of journey parts is also extremely important, as restrictions on journey time could significantly compromise the sustainability and viability of the farming sector. This is particularly crucial for the outermost border Member States of the EU. In this context, any reduction of the number of journey parts already included in the current PCY proposal is a red flag for Cyprus.

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Presidency text	Drafting suggestions and Comments
	Another important point is the suspension of the counting of journey time during sea or air travel, since in case these journey times are included the movement of animals to and from Cyprus will not be possible. In this context, any counting of journey time during sea or air travel -especially the time at sea- is a red flag for Cyprus. We also believe that maximum journey times should remain consistent and not distinguish the journey time of animals for slaughter from that of other purposes. That being said, specific rules for the protection of vulnerable animals, like end of career animals, should be put in place. Regarding the cases where transport includes a leg of the journey by a roll-on-roll-off vessel lasting more than 12 hours, it is extremely important for Cyprus that rest at a control post shall not be required if the place of destination can be reached within 4 hours of journey time by land from the port of arrival.

Presidency text	Drafting suggestions and Comments
	Finally, we have some concerns regarding the data that shall be provided by the designated temperature forecast body which are explained in more detail in our comments for article 31. CZ (Comments): We would like to thank the PL Presidency for the proposed revised wording of Chapter VI and the related documents. We support this direction, particularly the exclusion of loading and unloading times from the calculation of the overall journey duration. DE (Comments): We support the introduction of the modular principle that leads to uniform structure of provisions (set out in the respective first paragraphs of Articles 26a, 27, 27a, 28, 29). We sympathize with the concept behind “overall journey” and “journeys” within an overall journey, also considering transports to and from assembly centres as journeys. Excluding loading and unloading from the journey time by land is acceptable to us, if prolonged waiting times between loading at the place of departure and first moving (the actual departure) of the loaded vehicle or between stopping the loaded vehicle at

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Presidency text	Drafting suggestions and Comments
	the place of destination and unloading are prevented. Animals will only benefit from the time limits resulting from the social regulations if the drivers are on their own. If assistance is provided by others (e.g. for loading/unloading), the time that the animals spend on the stationary vehicles before departure or after arrival may be significant. Here we see a loophole that needs to be addressed, as the current wording, even when taking Art. 4(2)(a) into account, leaves room for interpretation. In our opinion, this can be prevented if the definitions in Article 3(25) and (25a) that were presented by the Presidency on the last working party are further amended to: 25. ‘journey time **by land**’ means the time period **of a journey** ~~during which~~ **that the** animals ~~are moved by~~ **spent on a** ~~means of transport~~ **vehicle, including the break periods** ~~, including~~ **and excluding** the time for loading and unloading the animals; **25a. ‘overall journey time by land’ means the total time period of the overall journey ~~during which~~ that the animals ~~are moved by~~ spent on a vehicle, including the break periods~~,~~ and excluding the time for loading and unloading the animals;** DK (Comments):

Presidency text	Drafting suggestions and Comments
	Overall, we support the intentions of the Presidency proposal. We are acutely aware of the difficult task it has been to draft this proposal. In general, we find it very important to restrict the maximum journey time. In our view, it should be shorter than the Commission has proposed. We find that there is a need to specify the definitions more and, if possible, use terms/concepts that are more different than e.g. "overall journey" and "journey". The distinction between "rest period" and "break period" is a very good example of how this could be done. Since it is not possible to make the proposals directly to the new and amended definitions, you will find our proposals as general comments to Article 26a. EE (Comments): This proposal is very good, and we really welcome it! We would like to emphasize our position, which we have repeatedly stated at meetings, that any animal transport must take into account

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Presidency text	Drafting suggestions and Comments
	animal welfare and therefore no distinction should be made in transport conditions whether the animal is going to slaughter or not. ES (Comments): The concept of "overall journey" comes from the idea and the proposal to enable assembly centres to be point of destination, as long as some requirements about traceability are complied. In the last proposal, the operator had to declare the final destination, in the 12 hours following the arrival of the animals to the last assembly center. We think that the "overall journey" approach would be better to be considered and drafted in conjunction with the proposal of the modification of article 15 related to the planification of the journey log and the consideration of assembly center as place of destination in article 22. HU (Comments): While we appreciate the general direction of the revision, we have several concerns regarding the details. If the proposed limitations on the total journey (maximum three sub-journeys and 63 hours) were to apply to road transports towards third countries as well, we foresee unintended

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Presidency text	Drafting suggestions and Comments
	consequences. We believe the sector's likely response would be to officially document the "final" destination of animals within the maximum allowed distance, after which third-country transporters with their vehicle would continue the journey to the buyers' premises. O the other hand in our position the weaker requirements in terms sea transport would not serve higher animal welfare but would lead to market distortion, putting Member States without seaports at a disadvantage. IE (Comments): Ireland commends the Polish Presidency for taking Member States' comments into account in this latest draft, which Ireland welcomes. Ireland is in agreement with the changes made except where indicated below. NL (Comments): We would like to take this opportunity to thank the presidency for their hard and diligent work. However, we have to raise some major concerns for the Netherlands, that will probably be red lines for NL. The major concerns entail the – in comparison to the Commission's proposal - extended journey times as stated in article 26a, 27, 28 and 29 and the upper temperature limit of 35 degrees Celsius as stated in article 31,

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Presidency text	Drafting suggestions and Comments
	paragraph 0(a). These and other important concerns are described in more detail below. PT (Comments): We acknowledge the effort of the presidency to present a text that is more flexible and at the same time intends to prevent the assembly center hoping. Nevertheless, we consider that it is important to clarify the definitions of journey and overall journey, to be able to propose text improvements. In our view the text should be simplified and keep the initial proposal of journey definition, and the maximum number of legs allowed. We consider that it is simpler to define maximum journey times, number of legs and in which conditions the assembly centers are considered places of origin and destination. Also, its, necessary to differentiate what applies to long and short journeys. In which respect the journey through assembly centers, the requirements should be differentiated, depending if the transport is made exclusively inside the country or to other MS/third countries (and in which conditions these places can be places of origin and destination),.

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Presidency text	Drafting suggestions and Comments
	We consider that it is difficult to assess and control the journey times when animals are going through the assembly centers, since in these places you can form consignments of different origins. So not all the animals that form a consignment come from the same origin, which implies different journey times between places of origin and the assembly center. In the case of transport involving sea and air transport, the time should only be counted during land transport. SI (Comments): Slovenia would like to thank the Polish Presidency for its dedicated and hard work. It is very important for Slovenia that the new regulation improves animal welfare in all areas. That is why Chapter VI is one of the most important, as it regulates the driving time and conditions in the vehicle, which is considered one of the most important items when driving animals. Therefore, as EFSA has already pointed out, we want the journeys to be as short as possible, and above all, **we do not want the new rules to worsen the conditions for animals in relation to the current Regulation 1/2005** (for example, excluding loading and

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Presidency text	Drafting suggestions and Comments
	unloading from the travel time, not counting transport by vessel in the travel time, etc.).
	ES (Comments): The text needs to be clear and easy to understand. The description about the journey times shall be clear enough to figure out the number of total hours and total segments of the journey. Uniform wording to name the same concept (journey, leg, part, segment) should be used. There is still missing several clarifications about article 2 (defination such us unweaned animals, overall journey… are still not defined). We are missing clear differences about very different types of movements: short and long distance transport; and transport by Aircraft, livestock vessels and roll on roll off vessels have a completly different idiosyncrasy (about the type of compartments used, type of animals… They shall be treated separately. Operational proceeding for Livestock vessels (article 30) have a very particular functioning. They are filled in with hundreds of animals coming from very different origins by truck and the journey time for each movement shall be considered separately. We propose the use of an integrated journey log (IJL, CABI in spanish).

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Presidency text	Drafting suggestions and Comments
	IE (Comments): Due perhaps to the diversity of MS comments and the commendable work of the Presidency to take them into account, the text has become somewhat convoluted and could be challenging for non-specialists to follow. If there were some way to consolidate and simplify the text while still meeting the needs of MS, we would support.
2023/0448 (COD))	ES (Comments): We suggest to include 2 hours range to reach the destination point in addition to the journey times of article 27 in order to avoid a 24 compulsory resting period when the end of the journey is so close.
	ES (Comments): It is no significant difference in the treatment during transport of breeding and keeping animals in comparison with animals destined to slaughter. The standards for the transport of animals should guarantee the fitness for transport and the conditions and the practices for transport to ensure they are maintained during the whole journey. These criteria shall apply for all

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Presidency text	Drafting suggestions and Comments
	the types of journeys and species, without distinction on the destination of the movement.
CHAPTER VI	CZ (Comments): With regard to the newly introduced concept of composing an overall journey from multiple individual journeys, we would like to express our concerns about the potential complications this may pose for animal traceability and the likely increase in administrative burden (e.g., three journeys requiring three separate journey logs). We also foresee practical challenges in terms of supervision and enforceability. We would also like to suggest evaluating the appropriateness of assigning responsibility for these journey segments to a single organiser. Additionally, we have concerns regarding the overall clarity of the text in relation to the new concept of journeys definitions. HU (Comments): Without the definitions and footnotes regarding this chapter is very difficult to suggest any amendments. The current wording is rather complex and difficult to interpret. It is important to keep in mind the needs of those applying the law in practice. We therefore recommend simplifying the text for greater clarity and accessibility.

Presidency text	Drafting suggestions and Comments
	IT (Comments): a simplification of the text would be appreciated
CONDITIONS FOR TRANSPORT OF TERRESTRIAL ANIMALS	

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Article 26a	DK (Comments): Proposals regarding definitions: 3a. 'assembly centre of destination'. We have a few questions regarding the journey log: How should the competent authority assess if the journey log is realistic in terms of journey time? Who fills out TRACES from the AC of destination to the place of destination? Who is held accountable for not exceeding the maximum journey time? How should animals that are not individually registered be handled, e.g. pigs? 4. ~~'journey'~~ 'segment'. Comment: We propose to use 'segment' instead of 'journey' to make a clear distinction to 'overall journey'. No additional changes proposed. 4a. **'overall journey' means the movement of animals completed with the use of one or more means of transport starting with the loading onto the first means of transport at the initial place of departure and ending with the unloading at the final place of destination ;** Comment: Changes marked in red proposed to make it clear when the overall journey starts and ends. In our view, the last sentence is not necessary; it is included in the first sentence. But we would not oppose to keep it.

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Presidency text	Drafting suggestions and Comments
	23. '**assembly** centre' means an establishment, ***including markets and venues for auctions***, ~~for assembly operations~~ **registered in accordance with Article 93 of Regulation (EU) 2016/429 or approved** ~~registered~~ in accordance with Article 97(1) of Regulation (EU) 2016/429 where: (a) **terrestrial** animals ~~of the bovine, ovine, caprine, equine or porcine species~~ originating from one or more ~~holding~~ **establishments** are housed temporarily to form a consignment; **or** Comment: Minor changes proposed in (a), marked with red. For animal health reasons, it is appropriate to allow for national vehicle to pick up animals at the farms and take them to an AC, where they can be loaded onto a new vehicle and transported out the country of origin. No changes proposed in (b). 25 and 25a: We propose to **delete** these definitions. In our view, they are covered by no. 4 'journey' (or 'segment' as we propose) and 4a 'overall journey'. In addition, it is contradictory to the definitions in 4 and 4a to exclude loading and unloading in 25 and 25a, because it is included in 4 and 4a.

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Presidency text	Drafting suggestions and Comments
	‘unweaned animal’ means a mammal whose dietary and physiological needs consist fully or partially of milk or appropriate milk replacements; Comment: What does ‘or partially’ mean? Could it be “fully **or mostly**” instead?
Transport of weaned [kept] equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids for purposes other than slaughter	AT (Comments): Is there no specification of what type of transport is taking place, e.g. by road, by rail? BG (Drafting suggestions): ***Transport of weaned [kept] equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids for slaughter and purposes other than slaughter*** BG (Comments): Transport of animals for slaughter and purposes other than slaughter shall comply with equal conditions. That is why we propose transport of

Presidency text	Drafting suggestions and Comments
	terrestrial animals to slaughter to comply with the conditions in article 26a. DE (Drafting suggestions): ***Transport of weaned ~~[kept]~~ equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids for purposes other than slaughter*** DE (Comments): We see no need for 'kept' equidae and refer to our comment on footnote 1 from the previous consultation. FI (Comments): How is the definition of kept equidae different from equidae? Transport of kept reindeer Rangifer tarandus tarandus should only be subject to article 4. HR (Drafting suggestions): ***Transport of weaned [kept] equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids by land ~~for purposes other than slaughter~~***

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Presidency text	Drafting suggestions and Comments
	IT (Comments): Italy supports the deletion of the differentiation based on journey purposes, providing the same rules regarding duration of journeys between animals destined for slaughter and those for breeding/fattening PT (Drafting suggestions): **Long distance** Transport **by road and rail** of weaned [kept] equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids ~~for purposes other than slaughter~~ PT (Comments): We believe that provision should be made for maritime transport, because it is a different reality. Apart from the fact that it is not possible to make stops during transport by livestock vessel, the transport conditions are equivalent to those of a farm. We propose to apply these requirements just to long-distance transport of animals, since the short distance are limited on time and being so the proposed requirements are not applicable. We don't agree to exclude transport to slaughter.

Presidency text	Drafting suggestions and Comments
	There should only be differentiation for vulnerable animals (animals at the end of their productive life). RO (Drafting suggestions): Transport of weaned [kept] equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids ~~for purposes other than slaughter~~ RO (Comments): We suggest that the provisions concerning the exemption applied in case of other purposes than slaughter to be deleted. The requirements should be the same for all the adult animals for all purposes. We do not agree with limiting the length of the journey in case of transport to slaughterhouses. Therefore, we do not agree with the exception in this article. SE (Comments): It is positive that definitions of weaned and unweaned animals are now included in the proposal. This is something that we have long requested.

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Presidency text	Drafting suggestions and Comments
1. Transport of weaned [kept] equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids, for purposes other than slaughter shall comply with the following conditions:	BG (Drafting suggestions): **1. Transport of weaned [kept] equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids, for slaughter and purposes other than slaughter shall comply with the following conditions:** BG (Comments): Transport of animals for slaughter and purposes other than slaughter shall comply with equal conditions. That is why we propose transport of terrestrial animals to slaughter to comply with the conditions in article 26a. DE (Drafting suggestions): *Delete* '[kept]. DE (Comments): Please see our comment on the Article's chapeau. ES (Comments):

Presidency text	Drafting suggestions and Comments
	General comments about un equal treatment applying for transport of all animals, including those destined to slaughter (in terms of journey times and condition and transport practices). HR (Drafting suggestions): **Transport of weaned [kept] equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids, ~~for purposes other than slaughter~~ shall comply with the following conditions:** NL (Comments): We strongly object to extending the maximum journey time, see b). PT (Drafting suggestions): **1. Transport of weaned [kept] equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids, ~~for purposes other than slaughter~~ shall comply with the following conditions:** RO (Drafting suggestions): Transport of weaned [kept] equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids, ~~for purposes other~~

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Presidency text	Drafting suggestions and Comments
	~~than slaughter~~ shall comply with the following conditions:
a) an overall journey shall consist of a maximum of three journeys;	AT (Drafting suggestions): **an overall journey shall consist of a maximum of two journeys;** AT (Comments): Austria would welcome a return to the Commission proposal with a maximum of two journeys with a 24 h break in between, so 21 h + 24 h rest + 21 h. CZ (Comments): We suggest introducing an exception allowing up to four journey segments for breeding animals, in recognition of their specific transport requirements and the nature of such movements. DK (Drafting suggestions): **a) an overall journey shall consist of a maximum of [three] ~~journeys~~ segments each not exceeding [21] hours;** DK (Comments):

Presidency text	Drafting suggestions and Comments
	See our proposals regarding the definitions of 'overall journey' (no. 4a) and 'segment' (no. 4) above. In addition, we find that the journey time should be shorter than proposed. ES (Drafting suggestions): a) an overall journey shall consist of a maximum of **four** journeys; ES (Comments): We suggest having at least 4 parts of 21 hours each. Maybe could be possible to stablish special conditions (stocking density, bedding, feeding and watering...) for very long journeys HU (Drafting suggestions): **a) an overall journey shall consist of a maximum of ~~three~~ four long journeys** HU (Comments): We do not support the proposal being so restrictive with regard to land transport, while no similar limitations are imposed on sea transport, where no transport time restrictions are foreseen. We can accept 4 long journeys, and would like to see similar approach regarding sea transport

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Presidency text	Drafting suggestions and Comments
	HR (Drafting suggestions): **an overall journey shall consist of a maximum of ~~three~~ four journeys** LV (Drafting suggestions): **a)** an overall journey shall consist of a maximum of three **journey legs;** PT (Comments): The new definitions should be in the text to better understand the meaning of the proposals and to make comments on it. Nevertheless, and having in consideration the text discussed on the last meeting, we consider that these definitions are complex and difficult to understand. SE (Drafting suggestions): a) an overall journey shall consist of a maximum of ~~three~~**two** journeys; SE (Comments):

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Presidency text	Drafting suggestions and Comments
	An overall journey should <u>not</u> be allowed to continue for a maximum of three cycles. For animal welfare reasons, the proposal should aim for shorter transport times and fewer cycles for animals transported. SI (Drafting suggestions): an overall journey shall consist of a maximum of **<u>two</u>** ~~three~~ journeys;
	FR (Drafting suggestions): g FR (Drafting suggestions): g

b) the overall journey time by land shall not exceed 63 hours;	AT (Drafting suggestions): … **shall not exceed 42 hours;** DE (Drafting suggestions): **b) the overall journey time by land shall not exceed ~~63~~ 42 hours;** DE (Comments): Please refer to our comment from the previous consultation concerning three parts of a journey of weaned animals (formerly Art. 27(1)(a)). Addionally, we point out, that the suggested 42 hours also allow for collecting animals at the 1st assembly centre and redistributing animals from the 2nd assembly centre, both within short journeys, by leaving max. 21 hours between the two assembly centres (overall journey time by land being 39 hours). DK (Drafting suggestions): **the overall journey shall not exceed [63] hours** DK (Comments): We propose to delete the definition on 'overall journey time by land', c.f. above. In addition, we find that the overall journey described here should include rest and break periods.

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Presidency text	Drafting suggestions and Comments
	EE (Comments): Animal health and welfare conditions must be complied with and it's not important the purpose of the journey. EE support max 63 hours journey. ES (Comments): This part is confusing because it doesn't take into account the resting periods where animals are still in transit. It seems 4 resting periods are allowed which comes up to 24x4 hours. FI (Comments): It is good, that there is a limit for overall journey time, but the suggestion is quite complicated and is not supporting transport of germinal products and meat rather than live animals. FR (Drafting suggestions): **b)** the overall journey time by land shall not exceed ~~63~~ **84** hours; FR (Comments): Addition of a 21h segment (for a total of 4 segments of 21 = 84h) FR

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): **b)** the overall journey time by land shall not exceed ~~63~~ 84 hours; FR (Comments): Ajout d'un segment de 21h (soit un total de 4 segments de 21 = 84h) HU (Drafting suggestions): **b) the overall journey time by land shall not exceed 84 hours;** HU (Comments): With the conditions above the 84-hour limit seems more appropriate. However, it would not be feasible unless assembly centres can be used as control posts which we are not supporting as they are very different establishment in terms of authorisation, and infrastructure. HR (Drafting suggestions): **the overall journey time by land shall not exceed ~~63~~ 84 hours** NL (Comments): We strongly object to extending the overall journey time to a maximum of 63 hours. This is not in line with EFSA recommendations, since EFSA

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Presidency text	Drafting suggestions and Comments
	clearly states that risk of welfare concerns increase with increasing journey duration. Apart from that, the risk of spreading contagious animals diseases and/or zoonotic diseases will also increase with an increasing journey duration: the farther you go, the greater the risk. That is why the journey should be as short as possible and **we strongly suggest to at least return to the Commission proposal of a maximum of 2 times 21 hours**. This will probably be a red line for the Netherlands. PT (Drafting suggestions): ~~**b) the overall journey time by land shall not exceed 63 hours;**~~ PT (Comments): If we understood the concept of overall journey, the time is higher than 63 hours, considering the breaks and the resting time on control posts or assembly centers. We cannot agree with this proposal, unless time spent at these places doesn't count on the overall journeys. We propose to delete this maximum overall journey time and just keep the maximum number of segments of the journey. SE

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): b) the overall journey time ~~by land~~shall not exceed ~~63~~**42** hours; SE (Comments): An overall journey should not be allowed to last up to 63 hours. Transport should only be allowed to continue for two cycles and a maximum of 42 hours. This should apply regardless of means of transport and thus not be limited to transport by land. SI (Drafting suggestions): the overall journey time by land shall not exceed **42** ~~63~~ hours;

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c) within an overall journey, there shall be no more than four loadings and four unloadings;	AT (Drafting suggestions): ~~within an overall journey, there shall be no more than four loadings and four unloadings;~~ AT (Comments): Austria does not want to stipulate the number of loading and unloading processes. This is because the loading processes can vary greatly depending on whether two assembly centers are used alone or with a control post. DE (Drafting suggestions): **c) within an overall journey, there shall be no more than ~~four~~ three loadings and ~~four~~ three unloadings;** DE (Comments): Three loadings/unloadings suffice for a journey duration not exceeding 42 hours (please see respective comment on point (b)) and for three journeys within an overall journey. DK (Drafting suggestions): **c) within an overall journey, there shall be no more than three ~~four~~ loadings and three ~~four~~ unloadings;**

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Presidency text	Drafting suggestions and Comments
	DK (Comments): We wish to lower the number of loadings and unloadings. ES (Comments): The drafting and wording of the articles should be according with the intention and the aim of this article (journey time). When a maximum of three journeys (21+21+21, separated by 24 hours resting periods) takes place from the place of loading to the place of destination, 3 loadings and 3 unloadings would be undertaken. Does paragraph 26.a.1.c) indicates that the final destination could be an assembly center? If this is the aim of the text it should be clarify, whereas sometimes the way from the last assembly center can be far away from the final holding of destination. HR (Drafting suggestions): **within an overall journey, there shall be no more than ~~four~~ five loadings and ~~four~~ five unloadings** LV (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	c) within an overall journey, there shall be no more than **three** loadings and **three** unloadings; LV (Comments): If we implement this requirement mentioned in 26a point 1b, can be only three loadings and three unloadings. PT (Drafting suggestions): ~~**within an overall journey, there shall be no more than four loadings and four unloadings;**~~ PT (Comments): We propose to delete this text and make the provisions more flexible. If the transporter loads animals in different farms how do we count the number of loadings? If it is per animal this should be clear on text. These journey times only applies to long journeys SE (Drafting suggestions): c) within an overall journey, ~~there~~**no animal** shall be ~~no~~**subjected to** more than four loadings and four unloadings;

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Presidency text	Drafting suggestions and Comments
	SE (Comments): It is important that the number of loading and unloading of animals is calculated per animal and not per vehicle. It is common practice when transporting animals for slaughter to pick up a given number of animals from different farms to fill the vehicle. As it stands, the original wording is open to interpretation; our suggestion aims to provide clarity. SI (Drafting suggestions): ~~within an overall journey, there shall be no more than four loadings and four unloadings;~~ SI (Comments): delete or leave with the condition: except in emergency situations...
d) <u>no more than two stops at assembly centres shall take place during an overall journey;</u>	AT (Drafting suggestions): no more than two stops at **assembly centres*** shall take place during an overall journey; DK (Comments):

Presidency text	Drafting suggestions and Comments
	Regarding d) and e), we find that only two stops in total should be allowed during an overall journey. That is, two stops at ACs, two stops at control posts or one stop in each. FR (Drafting suggestions): d) no more than ~~two~~ **three** stops at assembly centres shall take place during an overall journey FR (Drafting suggestions): d) no more than ~~two~~ **three** stops at assembly centres shall take place during an overall journey HR (Drafting suggestions): **no more than ~~two~~ three stops at assembly centres shall take place during an overall journey;** PT (Drafting suggestions): **d) no more than two stops at assembly centres shall take place during an overall journey, unless its necessary due to contingency situations** PT

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Presidency text	Drafting suggestions and Comments
	(Comments): We consider that is important to be more flexible, since sometimes its necessary to unload more frequently in control post due for example to weather conditions. If this is a derogation than it should be clear on the text this possibility.
	AT (Drafting suggestions): *** From Austria's perspective, the animals must be collected within a maximum of 4 hours to an assembly center of departure, from where a short- or long-distance transport can be undertaken. If the transport ends at another assembly center (assembly center of destination, the animals must be unloaded and, if necessary, fed and watered. The animals can then be distributed to the final fattening farms within a maximum of 4 hours after an appropriate rest period at the assembly center (at least 3 hours).** DE (Drafting suggestions): **da) where an assembly centre is used in an overall journey, animals shall have a rest period of a minimum of 6 hours at the assembly centre if the previous journey was a short journey, or a rest**

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Presidency text	Drafting suggestions and Comments
	period of a minimum of 24 hours if the previous journey was a long journey; DE (Comments): We suggest to move Article 22(4) to Article 26a(1)(da) so that this provision can be read in direct context with the afore mentioned point (d).
e) no more than two stops at control posts shall take place during an overall journey.	AT (Drafting suggestions): **no more than one stop at control posts shall take place during an overall journey.** CZ (Comments): The current concept of control post and assembly centres is confusing. We suggest to align with other regulations (AHL as well as Reg. 1255/1997) and considering the introduction of a specific distance limit for assembly centres to ensure consistency and clarity. DE (Drafting suggestions): **e) no more than ~~two~~ one stop~~s~~ at a control post~~s~~ shall take place during an overall journey.** DE

Presidency text	Drafting suggestions and Comments
	(Comments): We oppose two stops at control posts, please see our comment on point (b). DK (Comments): Regarding d) and e), we find that only two stops in total should be allowed during an overall journey. That is, two stops at ACs, two stops at control posts or one stop in each. FR (Drafting suggestions): e) no more than ~~two~~ **three** stops at control posts shall take place during an overall journey. FR (Drafting suggestions): e) no more than ~~two~~ **three** stops at control posts shall take place during an overall journey. HR (Drafting suggestions): **no more than ~~two~~ three stops at control posts shall take place during an overall journey.** NL

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): e) no more than ~~two~~ **one** stop~~s~~ at **a** control post~~s~~ shall take place during an overall journey. NL (Comments): Both journey time and the number of times of loading and unloading have a great effect on the risk on animal welfare concerns occurring or not. Since we strongly object to extending the journey times, we also strongly object to adding another control post within the overall journey. A second control post would not be needed when keeping the Commission's proposal on maximum journey times. PT (Drafting suggestions): **e) no more than two stops at control posts shall take place during an overall journey, unless its necessary due to contingency situatiins** PT (Comments): We consider that is important to be more flexible, since sometimes its necessary to unload more frequently in control post due for example to

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Presidency text	Drafting suggestions and Comments
	weather conditions. If this is a derogation than it should be clear on the text this possibility. We purpose to define leg that is the period of 21 hours.
2. In addition to paragraph 1, long journeys shall fulfil the following conditions:	PT (Drafting suggestions): ~~**2. In addition to paragraph 1, long journeys shall fulfil the following conditions:**~~ PT (Comments): The above provisions can only be applicable on long journeys. Propose to delete. SE (Drafting suggestions): 2. In addition to paragraph 1, ~~long~~**overall** journeys shall fulfil the following conditions: SE (Comments): The term long journey should be replaced with overall journey in this case.

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Presidency text	Drafting suggestions and Comments
a) the long journey shall consist of a maximum three segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination;	AT (Drafting suggestions): …**shall consist of a maximum of two segments, each of them not exceeding 21 hours of journey time by land,** … AT (Comments): Austria would prefer limit the journey to two segments before the assembly center of destination or the place of destination is reached. BE (Comments): We do not support extending the duration of the journey to 63 hours and would like to go back to the initial proposal of maximum two journeys of max. 21 hours DE (Drafting suggestions): **a) the long journey shall consist of a maximum ~~three~~ two segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination;** DE (Comments):

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Presidency text	Drafting suggestions and Comments
	We oppose that a journey shall consist of three parts, please see our comment on (1)(b). DK (Drafting suggestions): DK (Comments): We propose to delete a). In our view, this is included in b). ES (Drafting suggestions): a) the long journey shall consist of a maximum ~~three~~ **four**-segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination; ES (Comments): After several segments of the journey, separated by 24 hours resting period, it is not the same that the last stop is an assembly centre of destination or the place of destination. The experience shows that the planification of the journey shall consider the whole journey. Sometimes several km separate the last assembly centre to the place of destination.

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Presidency text	Drafting suggestions and Comments
	This article should be drafted in conjunction with un explanation of the requirement in article 15 to be consider the final destination (farm of destination) in the planification. We agree with the possibility to allow 12 hours of delay, once the animals arrive to the last assembly centre, in order to add the final destination to the journey log. The whole planification of the journey shall be clear at least at the end of the journey, even if we agree on the possibility of assembly centres to be place of destination in the initial planification. FR (Drafting suggestions): a) the long journey shall consist of a maximum ~~three~~ **four** segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination; FR (Comments): France would like a maximum of 4 segments of 21 hours for an overall journey FR (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	a) the long journey shall consist of a maximum ~~three~~ **four** segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination; FR (Comments): La France souhaite un maximum de 4 segments de 21 heures pour un voyage global HR (Drafting suggestions): **the long journey shall consist of a maximum ~~three~~ four segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination** LV (Drafting suggestions): a) the long journey shall consist of a maximum three **legs**, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination; NL

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): a) the long journey shall consist of a maximum ~~three~~ **two** segments, each of them not exceeding 21 hours of journey time by land, **including the journey time by land from the place of departure to the assembly center of departure and the journey time by land from the assembly center of destination to the place of destination.** ~~after which time the animals shall reach the assembly centre of destination or the place of destination;~~ PT (Drafting suggestions): **a)** the long journey shall consist of a maximum three segments, each of them not exceeding 21 hours of journey time by ~~land~~ **road and rail**, after which time the animals shall reach the assembly centre of destination or the place of destination; SE (Drafting suggestions): a) the ~~long~~**overall** journey shall consist of a maximum ~~three~~**two** segments, each of them not exceeding 21 hours of journey time ~~by land~~, after which time the animals shall reach the assembly centre of destination or the place of destination; SE

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Presidency text	Drafting suggestions and Comments
	(Comments): It is not acceptable from an animal welfare perspective to allow transports to continue for three segments of 21 hours. A transport should at most consist of two cycles of 21 hours. This should apply regardless of means of transport and thus not be limited to transport by land. The term long journey should also be replaced with overall journey in this case. SI (Drafting suggestions): the long journey shall consist of a maximum **two** ~~three~~ segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination;
(b) after each segment of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues;	AT (Drafting suggestions): **b) after ~~each~~ the first segment of 21 hours of journey time by land,…** DK (Drafting suggestions): **after each segment of [21] hours, and if the animals have not yet reached the final place of destination, they shall have a rest period of**

Presidency text	Drafting suggestions and Comments
	at least 24 hours at an assembly centre or a control post before the transport continues; DK (Comments): Rewording to align with our proposed changes, including in the definitions. ES (Comments): The approach to resemble in appearance the arrival to the last assembly centre and the place/farm of destination might mask another segment in the journey (sometimes a long journey from the last assembly centre and the final destination). FR (Drafting suggestions): after each segment of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post **or at an assembly centre** before the transport continues; FR (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	after each segment of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post **or at an assembly centre** before the transport continues; LV (Drafting suggestions): _(b) after each **journey leg** of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues; NL (Drafting suggestions): (b) after **the first** ~~each~~ segment of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues; PT (Drafting suggestions): (b) after each segment of 21 hours of journey time by ~~land~~ **road and rail**, and if the animals have not yet reached the assembly centre of

Presidency text	Drafting suggestions and Comments
	destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues SE (Drafting suggestions): (b) after each segment of 21 hours of journey time ~~by land~~, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues; SE (Comments): This provision should apply regardless of means of transport and thus not be limited to transport by land.
(c) each segment of the journey referred to in point (a) shall include a break period of at least 1 hour after a maximum of 10 hours of journey time by land, unless the animals are transported by rail.	DK (Drafting suggestions): ~~each segment of the journey referred to in point (a) shall include a break period of at least 1 hour after a maximum of 10 hours of journey time by land, unless the animals are transported by rail~~ DK (Comments):

Presidency text	Drafting suggestions and Comments
	We find that the animals should have access to water and straw feed such as hay ad libitum during long journeys. There is no scientific basis for this break period after 10 hours of driving, cf. this article https://www.eurekalert.org/news-releases/1079584 LV (Drafting suggestions): (c) each **leg** of the journey referred to in point (a) shall include a break period of at least 1 hour after a maximum of 10 hours of journey time by land, unless the animals are transported by rail.

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Presidency text	Drafting suggestions and Comments
3. Weaned [kept] equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids shall be offered water and feed in regular intervals, as laid down in point 1 of Chapter V of Annex I.	BG (Drafting suggestions): **3. Weaned [kept] equidae, weaned animals of the bovine, porcine, ovine, caprine species and weaned cervids for purposes other than slaughter shall be offered water and feed in regular intervals, as laid down in point 1 of Chapter V of Annex I.** DE (Drafting suggestions): *Delete* '[kept]'. DE (Comments): Please see our comment on the chapeau of Article 26a. We note that watering and feeding of cervids is not mentioned in point 1 of Chapter V of Annex I.

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Presidency text	Drafting suggestions and Comments
	SE (Drafting suggestions): **4. For long journeys, the requirements set out in Chapter VI of Annex I shall apply.** SE (Comments): The requirements for long journeys are missing, the text of the original paragraph needs to be reintroduced.
Article 27	

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~~*Journey times, rest periods, feeding and watering intervals during*~~ ~~t~~*Transport of […]* ~~*terrestrial animals*~~***, other than unweaned terrestrial animals,*** ~~*by road and rail for long journeys*~~ ***lagomorphs and poultry for purposes other than slaughter***	ES (Comments): General comments about un equal treatment applying for transport of all animals, including those destined to slaughter (in terms of journey times and condition and transport practices). HR (Drafting suggestions): ~~*Journey times, rest periods, feeding and watering intervals during*~~ ~~t~~*Transport of […]* ~~*terrestrial animals*~~***, other than unweaned terrestrial animals,*** ~~*by road and rail for long journeys*~~ ***lagomorphs and poultry by land for purposes other than slaughter*** IT (Comments): We appreciate the general definition of lagomorphs. Moreover, Italy supports the deletion of the differentiation based on journey purposes, providing the same rules regarding duration of journeys between animals destined for slaughter and those for breeding/fattening PT (Drafting suggestions): ~~*Journey times, rest periods, feeding and watering intervals during*~~ ~~t~~*Transport of […]* ~~*terrestrial animals*~~***, other than unweaned terrestrial***

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Presidency text	Drafting suggestions and Comments
	~~***animals,*** *by road and rail for long journeys*~~ ***lagomorphs and poultry*** ~~***for purposes other than slaughter***~~ PT (Comments): Propose to not exclude transport to slaughter RO (Drafting suggestions): *Transport of […]* lagomorphs and poultry ~~for purposes other than slaughter~~ RO (Comments): We suggest that the provisions concerning the exemption applied in case of other purposes than slaughter to be deleted. The requirements should be the same for all the adult animals for all purposes. We do not agree with limiting the length of the journey in case of transport to slaughterhouses. Therefore, we do not agree with the exception in this article.
~~1. Without prejudice to stricter rules on journey times laid down in this Chapter […] long journeys for the transport by road or rail of~~ ~~**weaned *kept equidae, weaned animals of the bovine, porcine, ovine,***~~	

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Presidency text	Drafting suggestions and Comments
~~***caprine species and weaned cervids,*** terrestrial animals, other than domestic birds and rabbits, for a purpose other than slaughter, shall fulfil the following conditions:~~	
~~(a) the journey consists of a maximum of […]~~ ~~**three**~~ ~~parts, each of them not exceeding 21 hours, after which time the animals shall reach the place of destination;~~	
~~(b) after the first~~ ~~**and second parts**~~ ~~[…] of the journey, and if the animals have not yet reached the place of destination, they are unloaded for a rest period of at least 24 hours at a control post before the transport may continue;~~	
~~(c) […]~~ ~~**each part**~~ ~~of the journey referred to in point (a) includes rest periods of at least 1 hour after a maximum of 10 hours; during the rest period, the animals shall remain on the stationary means of transport~~**~~, unless the animals are transported by rail~~**~~.~~	
2. […].	DE (Comments):

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Presidency text	Drafting suggestions and Comments
	Please refer to our comment from the previous consultation (formerly Art. 27(2)). We oppose the deletion of this paragraph and suggest to move it to Chapter IV.
3. The transport ~~by road or **rail**~~ of […] **lagomorphs and poultry other than day-old chicks** ~~and rabbits~~ for a purpose other than slaughter shall […] **comply with the following ~~maximum journey times~~ conditions:**	FI (Comments): Numbering of points must be corrected. HR (Drafting suggestions): The transport ~~by road or **rail**~~ of […] **lagomorphs and poultry other than day-old chicks** ~~and rabbits~~ ~~for a purpose other than slaughter~~ shall […] **comply with the following ~~maximum journey times~~ conditions:** IT (Comments): Italy supports the deletion of the differentiation based on journey purposes, providing the same rules regarding duration of journeys between animals destined for slaughter and those for breeding/fattening PT (Drafting suggestions): 3. The **long distance** transport ~~by road or rail~~ of […] lagomorphs and poultry other than day-old chicks ~~and rabbits~~ ~~for a purpose other than~~

Presidency text	Drafting suggestions and Comments
	~~slaughter~~ shall […] comply with the following ~~maximum journey times~~ conditions: PT (Comments): The requirements should only be applicable for long journeys. RO (Drafting suggestions): The transport of […] lagomorphs and poultry other than day-old chicks ~~for a purpose other than slaughter~~ shall […] comply with the following conditions: RO (Comments): We suggest that the provisions concerning the exemption applied in case of other purposes than slaughter to be deleted. The requirements should be the same for all the adult animals for all purposes. We do not agree with limiting the length of the journey in case of transport to slaughterhouses. Therefore, we do not agree with the exception in this paragraph.
~~(a) 24 hours for day-old chicks of all […] poultry species, if the transport is completed within 72 hours after hatching;~~	

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Presidency text	Drafting suggestions and Comments
~~**(b) 24 hours for adult breeding rabbits;**~~	
~~**(c) 12 hours for poultry and rabbits not covered by points (a) or (b).**~~	
(a) <u>an overall journey shall consist of a maximum of two journeys;</u>	DE (Drafting suggestions): Delete. DE (Comments): We see an inconsistency between paragraph 3(c) and the Animal Health Law (AHL): according to the revised Article 3(23) assembly centres are establishments approved or registered as set out in the AHL. The AHL foresees an approval or registration only with regards to ungulates and poultry. Therefore, points (a) and (c) seem inapplicable to lagomorphs. In our opinion (a) and (c), applicable to poultry, would already result from point (b). DK (Drafting suggestions): **<u>an overall journey shall consist of a maximum of two segments</u>**

Presidency text	Drafting suggestions and Comments
	DK (Comments): Rewording to align with our proposed changes, including in the definitions. ES (Comments): This point 27.3.a) doesn't match with point 3.d) and e) where says the overall journey time shall not exceed 12 hours. How are these "two parts" considered to generate 12 hours at the arrival? LT (Comments): See comment under point 3(e) LV (Drafting suggestions): (a) an overall journey shall consist of a maximum of two **journey legs**; PT (Comments): It's necessary to understand the meaning of journey and overall journey in the case of poultry and lagomorph transport.´ In any case the stricter requirements should only be applicable for long journeys.

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Presidency text	Drafting suggestions and Comments
	In our view the text should be simplified and address the problems found during the poultry and lagomorph transport. In our view the assembly centers for poultry and lagomorphs are markets and fairs where the animals are sold to private buyers. Its is very difficult to control the journey times, after the animals are sold to private buyers. We propose to just define the maximum journey time in case of poultry and lagomorphs. SE (Drafting suggestions): ~~(a) an overall journey shall consist of a maximum of two journeys;~~ SE (Comments): Animals transported in containers (lagomorphs and poultry) are practically never unloaded from their containers before they have arrived at their destination.
(b) within an overall journey, there shall be no more than two loadings and two unloadings;	CY (Drafting suggestions): (b) within an overall journey, there shall be no more than ~~two~~ **one** loadings and ~~two~~ **one** loadings; CY

Presidency text	Drafting suggestions and Comments
	(Comments): The loading and unloading of animals in cages during the journey is neither common practice nor feasible. NL (Drafting suggestions): (b) within an overall journey, there shall be no more than ~~two~~ **one** loadings~~s~~ and ~~two~~ **one** unloadings~~s~~; NL (Comments): Because there is no need for the use of an assembly center (see below), there is also no need to have multiple loadings and unloadings. PT (Drafting suggestions): ~~**(b) within an overall journey, there shall be no more than two loadings and two unloadings;**~~ PT (Comments): These requirements are not possible to control. Propose to delete RO (Drafting suggestions): We suggest deletion of this paragraph

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Presidency text	Drafting suggestions and Comments
	RO (Comments): If the overall journey time is 12 hours, it is not clear how the two loadings and two unloadings will fit within the 12 hours. SE (Drafting suggestions): ~~(b) within an overall journey, there shall be no more than two loadings and two unloadings;~~ SE (Comments): Animals transported in containers (lagomorphs and poultry) are practically never unloaded from their containers before they have arrived at their destination.
(c) no more than one stop at an assembly centre shall take place during an overall journey;	AT (Comments): Do these transports have a need for assembly centers? We have little experience with the long transportation of rabbits in Austria. CY (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	~~(c) no more than one stop at an assembly centre shall take place during an overall journey;~~ CY (Comments): In our knowledge assembly centres are not used for lagomorphs and poultry. DE (Drafting suggestions): Delete. DE (Comments): Please refer to point (a). ES (Comments): Lagomorphs do not stop for resting and feeding/watering on assembly centers. IT (Comments): It is not clear how poultry and lagomorphs are handled at assembly centers NL

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): ~~(c) no more than one stop at an assembly centre shall take place during an overall journey;~~ NL (Comments): There is no need to add assembly centers for poultry and lagomorphs, since such assembly centers do not exist. This would also unnecessarily prolong the journey duration. Apart from that a stop at an assembly center will not be beneficial to the animals because they are either kept in the crates they are transported in, prolonging their stay in the crates which is detrimental to the animals welfare, or they are unloaded from the crates and loaded again a second time, which would significantly increase the risk for catching injuries and handling stress. PT (Drafting suggestions): ~~**(c) no more than one stop at an assembly centre shall take place during an overall journey;**~~ PT (Comments): These requirements are not possible to control. Propose to delete RO (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	We suggest deletion of this paragraph RO (Comments): There are no assembly centres for lagomorphs and poultry SE (Drafting suggestions): ~~(c) no more than one stop at an assembly centre shall take place during an overall journey;~~ SE (Comments): Is there any benefit to keep animals transported in containers at an assembly centre? Animals transported in containers (lagomorphs and poultry) are practically never unloaded from their containers before they have arrived at their destination. The proposal in paragraph 3(c) therefore appears to be an unnecessary extension of the transport time if the animals are not unloaded at an assembly centre so that they have space and the opportunity to rest.
	FR (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	(ca) in case of stop at an assembly centre, feed and hydration shall be provided in regular intervals, as laid down in point 1.3 of Chapter V of Annex I. FR (Comments): Point 1.3 reproduces paragraph b of point 1.6 of Chapter V of Annex I FR (Drafting suggestions): **(ca) in case of stop at an assembly centre, feed and hydration shall be provided in regular intervals, as laid down in point 1.3 of Chapter V of Annex I.** FR (Comments): Le point 1.3 reprend l'alinéa b du point 1.6 du chapitre V de l'annexe I
(d) the overall journey time by land for lagomorphs shall not exceed 12 hours. However, if the animals are provided with permanent access to feed and hydration, the overall journey time by land shall not exceed 36 hours;	AT (Drafting suggestions): … **the overall journey time by land shall not exceed 24 hours;**

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Presidency text	Drafting suggestions and Comments
	AT (Comments): We find the maximum of 24 hours sufficiently long and would prefer this over 36 hours even with sufficient access to feed and hydration. DE (Drafting suggestions): **(d) the overall journey time by land for lagomorphs shall not exceed 12 hours. However, if the animals are provided with permanent access to feed and hydration, the overall journey time by land shall not exceed ~~36~~24 hours;** DE (Comments): We oppose 36 hours of transport of lagomorphs unless the conditions of transport concerning vertical heights, space allowance and group size are adjusted for such long journeys. Furthermore, no concrete examples were given in the working party underpinning a need for such long journeys of lagomorphs DK (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	the overall journey for lagomorphs shall not exceed 12 hours. However, if the animals are provided with permanent access to feed and hydration, the overall journey shall not exceed 36 hours DK (Comments): Rewording to align with our proposed changes, including in the definitions. ES (Drafting suggestions): (d) the overall journey time by land for lagomorphs shall not exceed **72 ~~12~~ hours for adult lagomorphs. ~~However, if the animals are provided with permanent access to feed and hydration, the overall journey time by land shall not exceed 36 hours;~~** ES (Comments): Does it make sense to talk about overall journey for lagomorphs? Definition of overall journey would be very appreciated. FR (Drafting suggestions): (d) the overall journey time by land for lagomorphs shall not exceed 12 hours. However, if the animals are provided with permanent access to

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Presidency text	Drafting suggestions and Comments
	feed and hydration, the overall journey time by land shall not exceed 36 hours **for unweaned lagomorphs and 48h for weaned lagomorphs selected for reproduction**; FR (Drafting suggestions): (d) the overall journey time by land for lagomorphs shall not exceed 12 hours. However, if the animals are provided with permanent access to feed and hydration, the overall journey time by land shall not exceed 36 hours **for unweaned lagomorphs and 48h for weaned lagomorphs selected for reproduction**; HR (Drafting suggestions): **the overall journey time by land for lagomorphs shall not exceed 12 hours excluding the time for loading and unloading animals. However, if the animals are provided with permanent access to feed and hydration, the overall journey time by land shall not exceed 36 hours excluding the time for loading and unloading animals** NL (Drafting suggestions): (d) the overall journey time by land for lagomorphs shall not exceed 12 hours**, calculated from the time of feed and water withdrawal**.

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Presidency text	Drafting suggestions and Comments
	~~However, if the animals are provided with permanent access to feed and hydration, the overall journey time by land shall not exceed 36 hours;~~ NL (Comments): A transport duration of 12 hours is too long for poultry and lagomorphs, since the feed will be withdrawn probably several hours prior to the transport (also when the animals are not destined for slaughter, which is the case within this article). Since these animal species are known to develop prolonged hunger after 12 hours of feed withdrawal (as stated by EFSA), the risk of experiencing prolonged hunger will be very great with a maximum transport time of 12 hours. That is why we suggest to calculate the maximum transport duration from the time of feed and water withdrawal. Apart from that EFSA states that lagomorphs cannot be adequately provided with feed and hydration within the containers. Therefore it is not possible to guarantee that all the lagomorphs will have adequate access to feed and hydration during the transport. So it is not justifiable to transport lagomorphs for 36 hours with hydration and feed, because there is no guarantee they can actually use it and thus the risk for prolonged hunger and thirst is just too great. PT (Drafting suggestions): d) the ~~overall~~ journey time by ~~land~~ **road** for lagomorphs shall not exceed 12 hours, **excluding loading and unloading**. However, if the animals are

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Presidency text	Drafting suggestions and Comments
	provided with permanent access to feed and hydration, the ~~overall~~ journey time by ~~land~~ **road** shall not exceed 36 hours; PT (Comments): What is the reason to limit the journey time of poultry and rabbit if the trucks have access to some kind of feed and hydration? It should be excluded from the loading and unloading time. The overall journey should be reviewed in the case of poultry and lagomorph SE (Drafting suggestions): (d) the ~~overall~~ journey time ~~by land~~ for lagomorphs shall not exceed 12 hours. However, if the animals are provided with permanent access to feed and hydration, the ~~overall~~ journey time by land shall not exceed ~~36~~**24** hours; SE (Comments): The change in the transport time from 24 hours to 12 hours for lagomorphs is a positive one. However, we would like to remind of the EFSA statement that lagomorphs offered feed and hydration during transport neither eat nor drink. Therefore, 36 hours is too long a transport

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Presidency text	Drafting suggestions and Comments
	time for these animals, even if they receive permanent access to feed and hydration during transport. For animal welfare reasons, the overall journey time should not exceed 24 hours as an absolute maximum. Since we do not think that there should be more than one cycle for these categories of animals, there is no need for this provision to refer to an overall journey.
(e) <u>the overall journey time by land for poultry other than day-old chicks shall not exceed 12 hours.</u>	BE (Comments): The process of catching and crating poultry takes a long time, and the feed is taken away hours before that. Therefore, we would like to see a shorter journey time for poultry and suggest a maximum of 10 hours. CY (Drafting suggestions): the overall journey time by land for poultry other than day-old chicks shall not exceed 12 hours. **<u>However, if the animals are provided with permanent access to feed and hydration, the overall journey time by land shall not exceed 36 hours</u>**; CY (Comments):

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Presidency text	Drafting suggestions and Comments
	12 hours of journey time by land in some cases might not be enough, therefore we propose a similar approach to the one set out for lagomorphs. DK (Drafting suggestions): **the overall journey for poultry other than day-old chicks shall not exceed 12 hours** DK (Comments): Rewording to align with our proposed changes, including in the definitions. GR (Comments): Greece proposes to maintain the current regime for poultry. That is, a maximum travel time of up to 12 hours, excluding loading and unloading time, without food and water and more than 12 hours with food and water supply. Otherwise, transfers of this type cannot take place nor within the Greek territory between northern and southern Greece neither from Greece to other Member States. HR (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	the overall journey time by land for poultry other than day-old chicks shall not exceed 12 hours excluding the time for loading and unloading animals LT (Comments): There is a contradiction in Article 27 between paragraphs 3 (a) and (e). Paragraph (a) provides for "an overall shall consist of a maximum of two journeys", while paragraph (e) mentions "the overall journey time by land for poultry other than day-old chicks shall not exceed 12 hours". We therefore propose to delete the word "overall" in paragraph (e). Or if the text of paragraph (e) were to be left as it is, Lithuanian poultry farmers would like to extend the overall journey time to 18 hours. LV (Drafting suggestions): **e)** the overall journey time by land for poultry , **domestic birds** than day-old chicks shall not exceed 12 hours. NL (Drafting suggestions): (e) the overall journey time by land for poultry other than day-old chicks shall not exceed 12 hours**, calculated from the time of feed and water withdrawal**.

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Presidency text	Drafting suggestions and Comments
	NL (Comments): A transport duration of 12 hours is too long for poultry and lagomorphs, since the feed will be withdrawn probably several hours prior to the transport (also when the animals are not destined for slaughter, which is the case within this article). Since these animal species are known to develop prolonged hunger after 12 hours of feed withdrawal (as stated by EFSA), the risk of experiencing prolonged hunger will be very great with a maximum transport time of 12 hours. That is why we suggest to calculate the maximum transport duration from the time of feed and water withdrawal. PT (Drafting suggestions): **e)** the overall journey time by land for poultry other than day-old chicks shall not exceed 12 hours, **excluding loading and unloading, unless animals are provided with permanent access to feed and hydration** PT (Comments): See point above RO (Comments): We suggest the extension of the overall journey time.

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Presidency text	Drafting suggestions and Comments
	SE (Drafting suggestions): (e) the ~~overall~~ journey time ~~by land~~ for poultry other than day-old chicks **and end-of-lay hens** shall not exceed 12 hours. SE (Comments): End-of-lay hens should only be allowed to be transported for a maximum of 10 hours. These animals belong to a vulnerable category, are generally in poor condition and may also lose their feathers at this stage of their life. This provision should apply regardless of means of transport and thus not be limited to transport by land. Since we do not think that there should be more than one cycle for these categories of animals, there is no need for this provision to refer to an overall journey.
3a. In case of transport of day-old chicks, the overall journey shall be completed within 24 hours after hatching. However, if the day-old chicks are provided with permanent access to feed and hydration, the overall journey shall be completed within 72 hours after hatching.	AT (Drafting suggestions): **…, the overall journey shall be completed within 48 hours after hatching.** AT (Comments):

Presidency text	Drafting suggestions and Comments
	The maximum journey time should not exceed 48 hours for day old chicks, even if they are provided with feed or water. CZ (Comments): We would like to thank and support the increase in the transport limit for day-old chicks to 72 hours. DE (Drafting suggestions): **3a. In case of transport of day-old chicks, the overall journey shall be completed within ~~24~~ 48 hours after hatching. However, if the day-old chicks are provided with permanent access to feed and hydration, the overall journey shall be completed within 72 hours after hatching.** DE (Comments): Completion of an overall journey 24 hours after hatching will pose difficulties in practice as there can be 24 hours delay between first and last chicks of a batch to hatch. We suggest to keep 48 hours in line with EFSA 2022. DK (Comments):

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Presidency text	Drafting suggestions and Comments
	We find that 72 hours is too long time to complete the journey after hatching. The chicks need time at the place of destination to learn where to find feed and water before they have used the contents of their yolk sacks. ES (Comments): Day old chicks travel a lot by aircraft. We suggest transport by plane to be treated separately in an article. Is the provision of permanent access to feed and hydration needed during the first 72 hours of life for day-old-chicks given the existence of the yolk sac? FI (Comments): Finland supports this, as our poultry industry is dependent on import of parent and grandparent generations as day-old-chicks. HU (Drafting suggestions): **~~3a. In case of transport of day-old chicks, the overall journey shall be completed within 24 hours after hatching. However, if the day-old chicks are provided with permanent access to feed and hydration, the overall journey shall be completed within 72 hours after hatching.~~**

Presidency text	Drafting suggestions and Comments
	For day-old chicks of all domestic bird species, if food and water is not provided, the journey shall not exceed 24 hours and shall be completed within 72 hours after hatching. HU (Comments): The hatching window should be considered. HR (Drafting suggestions): **In case of transport of day-old chicks, the overall journey shall be completed within 72 ~~24~~ hours after hatching. ~~However, if the day-old chicks are provided with permanent access to feed and hydration, the overall journey shall be completed within 72 hours after hatching.~~** IT (Comments): We agree on the Presidency text." In case of transport of day-old chicks, the overall journey shall be completed within 24 hours"-Anyway as the yolk sac duration is 72 hours,the journey must be completed after 72 hours after hatching LV (Drafting suggestions): 3a. In case of transport of day-old chicks, the overall journey shall be completed within **72 hours** after hatching. However, if the day-old chicks

Presidency text	Drafting suggestions and Comments
	are provided with permanent access to feed and hydration, the overall journey shall be completed within 72 hours after hatching. PT (Drafting suggestions): **3a. In case of transport of day-old chicks, the overall journey shall be completed within ~~24 hours after hatching. However, if the day-old chicks are provided with permanent access to feed and hydration, the overall journey shall be completed within~~ 72 hours after hatching.** PT (Comments): We cannot agree with this proposal since there are reserves on the yolk sac for the 72 hours journey. SE (Drafting suggestions): 3a. In case of transport of day-old chicks, the overall journey shall be completed within ~~24~~**48** hours after hatching. However, if the day-old chicks are provided with permanent access to feed and hydration, the overall journey shall be completed within 72 hours after hatching. SE (Comments):

Presidency text	Drafting suggestions and Comments
	The yolk sac contains nutrients and can be used as nutrition for longer than 24 hours before it is depleted. The transport can thus be allowed to continue without feed for 48 hours without negatively affecting the welfare of the day-old chicks.
	SE (Drafting suggestions): **3b. In case of transport of end-of-lay hens, the overall journey shall not exceed 10 hours.** SE (Comments): End-of-lay hens should only be allowed to be transported for a maximum of 10 hours. These animals belong to a vulnerable category, are generally in poor condition and may also lose their feathers at this stage of their life.
~~4. Terrestrial animals **other than unweaned terrestrial animals**, […] shall be offered water and feed […], as laid down in **points 1, 3 and 4 of** Chapter V of Annex I.~~	
~~5. For transport by rail, paragraph (1), point (c) shall not apply.~~	

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Presidency text	Drafting suggestions and Comments
~~6. Paragraphs (1) to (5) shall not apply to animals transported in bio-secure transports for the purposes of an authorised project or breeding under Directive 2010/63/EU~~.	
Article 27a	
Transport of dogs and cats	AT (Comments): As some breeds have restrictions in different member state should there be a necessity for import documents that can previously be considered before the animals are loaded? It would be easier to avoid an unnecessary journey if the animal is not permitted to enter the country. CZ (Comments): We would like to clarify if this article apply to dogs and cats covered by the new proposal of regulation on the welfare and traceability of dogs and

Presidency text	Drafting suggestions and Comments
	cats, where the placing on the market now includes free donation and if the breeder have to be an approved transporter?
1. **The transport of dogs and cats shall comply with the following conditions:**	PT (Comments): The definition of the maximum journey times should take into consideration the risk in terms of animal welfare and the reality of this type of transport. We consider that it's necessary to better understand the concept of overall journey and journey and the impact on dog and cat's transport. Also, the definition of maximum journey times needs to be taken into consideration with the scientific data. If animals have water and feed available, the journey time should be longer
(a) an overall journey shall consist of a maximum of two journeys;	DE (Comments): Our comment on Art. 27(3)(a) describing a supposed inconsistency with the Animal Health Law also applies to points (a) and (c) of this paragraph. DK (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	an overall journey shall consist of a maximum of two segments DK (Comments): Rewording to align with our proposed changes, including in the definitions. LV (Drafting suggestions): (a) an overall journey shall consist of a maximum of two **journey legs**;
(b) within an overall journey, there shall be no more than two loadings and two unloadings;	RO (Drafting suggestions): We suggest deletion of this paragraph RO (Comments): If the maximum journey time is 21 hours, with an 1 hour break (during which the animals are not unloaded), how can two loadings and two unloadings fit within the 21 hours? SI (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	~~within an overall journey, there shall be no more than two loadings and two unloadings;~~ SI (Comments): Unnecessary for cats and dogs.
(c) no more than one stop at an assembly centre shall take place during an overall journey;	DE (Comments): Please see our comment on point (a).
(d) the overall journey time by land shall not exceed 21 hours;	DK (Drafting suggestions): **the overall journey ~~time by land~~ shall not exceed [21] hours** DK (Comments): Rewording to align with our proposed changes, including in the definitions. ES (Comments): Paragraph a) and d) should be considered and explained together in order to understand the duration of each part of the overall journey, given that

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Presidency text	Drafting suggestions and Comments
	two journeys shall not exceed 21 hours. How many hours have each part of the overall journey? Which is the difference, in hours, between an overall journey and a journey? Definition of overall journey could help. FR (Comments): Pour les entrainements, les compétitions et les concours, l'article 2 point 2 exclut la prise en compte de la durée HU (Drafting suggestions): **(d) the overall journey time by land shall not exceed ~~21~~ 42 hours** PT (Comments): We cannot agree with this proposal since in our view there is no scientific base for this provision. Longer journey times should be previewed. RO (Comments): What is the maximum journey time by rail?

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Presidency text	Drafting suggestions and Comments
(e) the overall journey shall include a break period of at least 1 hour after a maximum of 10 hours of journey time by land, unless the animals are transported by rail.	EE (Comments): Journey by rail – it's difficult to understand why this is special. If we transport animals by rail they are still in cages, don't they need in that case also break period? ES (Comments): Many dogs and cats travel by plane. The same comments for this type of transport as for day all chicks. HU (Drafting suggestions): **(e) the overall journey shall include a break period of at least 1 hour after a maximum of 12 hours of journey time by land in case of adult animals, and after a maximum of 8 hours of journey time by land in case of young animals, unless the animals are transported by rail.** HU (Comments): We think that break periods need to be in line with feeding and drinking intervals. HR

Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): **the overall journey shall include a break period of at least 1 hour after a maximum of 10 hours of journey time by land, ~~unless the animals are transported by rail.~~** NL (Drafting suggestions): (e) the overall journey shall include a break period of at least 1 hour **every 4 hours** ~~after a maximum of 10 hours of journey time by land~~, unless the animals are transported by rail. NL (Comments): We support this article in general, but we propose to include a break of at least one hour every four hours to be able to adequately offer food and water to the animals and to give them time to eat and drink properly as recommended by the Voluntary Initiaitive Group on the welfare of dogs and cats. For dogs this would also allow them to be walked. Since dogs are usually not transported in very large numbers, this could be done on a parking lot near the motorway, for example the parking lot at a gas station. It is of course important to walk the dog on a leash for safety. SE (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	(e) the overall journey shall include a break period of at least 1 hour after a maximum of ~~10~~**8** hours of journey time by land, unless the animals are transported by rail. **Dogs and cats younger than six months shall have a break after a maximum of 4 hours.** SE (Comments): A shorter interval for dogs and cats would be beneficial for their welfare and allow for them to take care of their natural needs when transported. This is particularly important in the case of dogs and cats younger than six months.
2. Dogs and cats shall be offered water and feed, as laid down in point 3 of Chapter V of Annex I.	ES (Comments): Provision of water and feed shall match with the resting periods.

Article 28	BG (Comments): Transport of animals for slaughter and purposes other than slaughter shall comply with equal conditions. That is why we propose transport of terrestrial animals to slaughter to comply with the conditions in article 26a. ES (Drafting suggestions): ~~***Article 28***~~ ES (Comments): General comments about equal treatment applying for transport of all animals, including those destined to slaughter (in terms of journey times and condition and transport practices). HU (Comments): We would like to express that, in our view, it would be preferable if transport times were determined not based on the intended use of the animals, but rather on their fitness for transport. This approach would better safeguard animal welfare during transport. IT (Comments):

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Presidency text	Drafting suggestions and Comments
	We propose the deletion of article 28 because in our opinion with regard to the duration of the journey a difference between animals destined for slaughter and breeding/fattening should not be taken into account
~~*Journey times […] for*~~ ~~**T**~~*transport* ~~**by road or rail**~~ *of terrestrial animals to slaughter […]*	BG (Drafting suggestions): ~~Transport *of terrestrial animals to slaughter*~~ HU (Drafting suggestions): ~~*Journey times […] for*~~ ~~**T**~~*transport* ~~**by road or rail**~~ *of terrestrial animals* **other than dogs and cats** *to slaughter […]* HR (Drafting suggestions): ~~*Journey times […] for* **T***transport* **by road or rail** *of terrestrial animals to slaughter*~~ PT (Drafting suggestions): ~~*Journey times […] for* **T***transport* **by road or rail** *of terrestrial animals to slaughter […]*~~ PT (Comments):

Presidency text	Drafting suggestions and Comments
	See comments above. We don't agree with the separation of journey times during transport to slaughter or other purposes. Propose to delete the whole article 28.
1. **~~The journey time for the~~ ~~t~~T**ransport of terrestrial animals **~~by road or rail~~** […] to slaughter shall […] **comply with the following conditions:**	BG (Drafting suggestions): ~~Transport of terrestrial animals to slaughter shall […]~~ **~~comply with the following conditions:~~** CY (Drafting suggestions): Transport of terrestrial animals to slaughter shall ~~comply with the following conditions:~~**follow the specific rules laid down in articles 26a, 27 and 29.** GR (Comments): Greece proposes that the Journey time for transport of terrestrial animals to slaughter shall be at least 21 hours, otherwise there is no possibility of intra-EU trade for the purpose of slaughter for the country. HU (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	1. ~~**The journey time for the t**~~**T**ransport of terrestrial animals ~~**by road or rail**~~ […] to slaughter shall […] **comply with the following conditions:** HR (Drafting suggestions): ~~**The journey time for the t**~~**T**~~ransport of terrestrial animals **by road or rail** […] to slaughter shall […] **comply with the following conditions:**~~

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a) an overall journey shall consist of a maximum of two journeys;	BG (Drafting suggestions): ~~**an overall journey shall consist of a maximum of two journeys;**~~ CY (Drafting suggestions): ~~a) an overall journey shall consist of a maximum of two journeys;~~ CY (Comments): We believe that max journey times should remain consistent and not distinguish the journey time of animals for slaughter from that of other purposes. That being said, specific rules for the protection of vulnerable animals, like end of career animals, should be put in place. DK (Drafting suggestions): **an overall journey shall consist of a maximum of two segments** DK (Comments): Rewording to align with our proposed changes, including in the definitions. HR (Drafting suggestions): ~~**an overall journey shall consist of a maximum of two journeys**~~ LV

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): a) an overall journey shall consist of a maximum of two **journey legs;** SI (Drafting suggestions): an overall journey shall consist of a maximum of **one** two journeys;

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Presidency text	Drafting suggestions and Comments
b) within an overall journey, there shall be no more than two loadings and two unloadings;	BG (Drafting suggestions): ~~**within an overall journey, there shall be no more than two loadings and two unloadings;**~~ CY (Drafting suggestions): ~~b) within an overall journey, there shall be no more than two loadings and two unloadings;~~ HR (Drafting suggestions): ~~**within an overall journey, there shall be no more than two loadings and two unloadings**~~ RO (Comments): If the maximum journey time is 12 hours, how can two loadings and two unloadings fit within the 12 hours? SI (Drafting suggestions): ~~within an overall journey, there shall be no more than two loadings and two unloadings;~~

c) no more than one stop at an assembly centre shall take place during an overall journey;	BG (Drafting suggestions): ~~**no more than one stop at an assembly centre shall take place during an overall journey;**~~ CY (Drafting suggestions): ~~c) no more than one stop at an assembly centre shall take place during an overall journey;~~ FR (Drafting suggestions): c) no more than one stop at an assembly centre shall take place during an overall journey; **no more than one stop at a control post shall take place during an overall journey of domestic ungulates;** FR (Drafting suggestions): c) no more than one stop at an assembly centre shall take place during an overall journey; **no more than one stop at a control post shall take place during an overall journey of domestic ungulates;** HR (Drafting suggestions): ~~**no more than one stop at an assembly centre shall take place during an overall journey**~~ NL

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): c) no more than one stop at an assembly centre shall take place during an overall journey; **End of career animals shall be transported directly to the slaughterhouse without any stop at an assembly center.** NL (Comments): For vulnerable end of career animals it would be better if the transport to the slaughterhouse would take place via direct short transports without any extra loadings and unloadings. Of course a clear definition of what's an end of career animal an what's not, should be included. SI (Drafting suggestions): ~~no more than one stop at an assembly centre shall take place during an overall journey;~~

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d) the overall journey time by land shall not exceed [12] hours.	AT (Drafting suggestions): …**shall not exceed 9 hours.** AT (Comments): Austria has repeatedly spoken in favor of limiting the time for transport when it comes to animals for slaughter. We are of the opinion that 9 hours is a sufficient timespan to reach a slaughterhouse besides for the situations mentioned in 2a-c. Transport to local slaughterhouses should be preferred in order to sustain a high standard of animal welfare. The aforementioned exceptions should only be considered so long as to allow the member states to construct sufficient facilities for slaughtering animals of various species. It should be the end goal to limit the transport time without limiting the options of slaughter in the EU or in the member state of origin. BG (Drafting suggestions): ~~**the overall journey time by land shall not exceed [12] hours.**~~ CY (Drafting suggestions): ~~d) the overall journey time by land shall not exceed [12] hours.~~ CZ (Comments):

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Presidency text	Drafting suggestions and Comments
	We support increasing the limit to 12 hours. DE (Drafting suggestions): **(d) the overall journey time ~~by land~~ shall not exceed ~~[12]~~ 9 hours for terrestrial animals other than poultry and lagomorphs~~.~~;** DE (Comments): Please refer to our comment from the previous consultation (formerly Article 28(1)) concerning the maximum journey time. We oppose restricting the journey time only to the time spent on vehicles (‘by land’), as this will lead to prolonged fastening times which can quickly exceed 12 hours when animals travel via an assembly centre or if a leg at sea is included in the journey. We can only accept ‘by land’, if feeding and watering at sea and at the assembly centre is ensured. DK (Drafting suggestions): **he overall journey shall not exceed 8 hours** DK (Comments):

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Presidency text	Drafting suggestions and Comments
	We find that animals destined for slaughter should not be transported for more than 8 hours. In addition, a slight rewording to align with our proposed changes, including in the definitions. FI (Drafting suggestions): **the overall journey time by land shall not exceed 14 hours.** FI (Comments): Finland is a sparsely populated country and distances are long. 14 hours would be sufficient to all operators to get their animals to slaughter and, also allows freedom to choose the slaughterhouse without the deed for derogation. FR (Drafting suggestions): d) the overall journey time by land shall not exceed **15h for poultry and lagomorphs, and 42 hours for domestic ungulates** FR (Comments): France requires 2 segments of 21h for domestic ungulates and 15h for poultry, including hens. FR

Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): d) the overall journey time by land shall not exceed **15h for poultry and lagomorphs, and 42 hours for domestic ungulates** FR (Comments): La France demande 2 segments de 21h pour les ongulés domestiques et 15h pour les volailles, y compris les volailles de réforme HR (Drafting suggestions): ~~**the overall journey time by land shall not exceed [12] hours**~~ LV (Comments): Not clear the logic of point d – especially in association with point a) and b). NL (Drafting suggestions): d) the overall journey time by land shall not exceed ~~[12]~~ **9** hours. NL (Comments): We strongly object to extending the journey time for slaughter animals to 12 hours. As stated in our comments of the 28th of February 2025, the

Presidency text	Drafting suggestions and Comments
	Commission has shown us that almost all slaughterhouses within the Union can be reached within 9 hours, so there is no reason to extend the journey time. And for those regions that cannot reach a suitable slaughter house, there is a derogation included in paragraph 2 even lessening the need for extending the journey time in paragraph 1. Apart from that, end of career animals are often transported to the slaughterhouse and they are extremely vulnerable and their journey time should be restricted as much as possible. We strongly suggest to at least return to the Commission proposal of a maximum of 9 hours. If this is not possible for all slaughter animals, then at least for the end of career animals (end of career dairy cows, spent hens, sows). Of course then clear definitions of end of career animals and non-end of career animals should be made. The argument that an animal is an animal regardless of the reason they are being transported is simply not valid. There are different categories of animals, even within the same animal species, that all have a different risk profile. For example: highly valuable pigs within a pure genetic line that are specific pathogen free will be transported with much more care and attention than end of career sows that are often wounded or lame, transported via an assembly center and just generally not worth a lot of money. This will probably be a red line for the Netherlands. SE (Drafting suggestions): d) the overall journey time by land shall not exceed [~~12~~**8**] hours. SE (Comments):

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Presidency text	Drafting suggestions and Comments
	The proposed maximum transport time for terrestrial animals for slaughter is not acceptable. For animal welfare reasons, the maximum transport time for terrestrial animals other than lagomorphs and poultry should be more limited, we propose 8 hours. SI (Drafting suggestions): the overall journey time by land shall not exceed [**9** ~~12~~] hours. SI (Comments): 9 hours is consistent with short journey, social legislation and therefore lower costs for the breeder and greater welfare for the animal.

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	DE (Drafting suggestions): **(da) the overall journey time shall not exceed 12 hours for poultry other than end-of-lay hens and lagomorphs;** DE (Comments): We suggest a maximum journey time for poultry and rabbits of 12 hours as this is in line with EFSA concerning maximum fastening times and refer to our answer to question 10 of the questionnaire on Chapter VI (WK 16021/24 INIT). FR (Drafting suggestions): e) **for domestic ungulates, after each segment of 21 hours of journey time by land, and if the animals have not yet reached the slaughterhouse of destination, they shall have a rest period of at least 24 hours at a control post or at an assembly centre before the transport continues;** FR (Drafting suggestions): e) **for domestic ungulates, after each segment of 21 hours of journey time by land, and if the animals have not yet reached the slaughterhouse of destination, they shall have a rest period of at least**

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Presidency text	Drafting suggestions and Comments
	24 hours at a control post or at an assembly centre before the transport continues;
	DE (Drafting suggestions): **(db) the overall journey time shall not exceed 10 hours for end-of-lay hens.** DE (Comments): 10 hours of maximum fasting time follows EFSA opinion and is of high relevant for end-of-lay hens. Otherwise, as feeding in containers is not done in practice, the animals are exposed to prolonged hunger and thirst. Also, the time spent in containers outside the vehicles is not included to the journey time. Since Council Regulation (EC) No 1099/09 only provides for feeding if the animals are not slaughtered within 12 hours of their arrival, the time that laying hens spend without feed can reach intolerable extremes for these vulnerable animals. DK (Drafting suggestions): **1a. For end of career animals, an overall journey shall consist of one segment not exceeding 8 hours, one loading and one unloading and no stops at assembly centres.**

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Presidency text	Drafting suggestions and Comments
	DK (Comments): End of career animals are particularly vulnerable. We therefore propose to insert this paragraph to ensure a high level of protection during their final transport. FR (Drafting suggestions): **f) for domestic ungulates, the journey shall include a break period of at least one hour after a maximum of 10 hours of journey time by land unless the animals are transported by rail or in containers.** FR (Drafting suggestions): **f) for domestic ungulates, the journey shall include a break period of at least one hour after a maximum of 10 hours of journey time by land unless the animals are transported by rail or in containers.**
2. **By way of derogation from paragraph 1(d), the competent authority may approve a longer overall journey time in the journey log provided that the following conditions are met:**	BG (Drafting suggestions): ~~**By way of derogation from paragraph 1(d), the competent authority may approve a longer overall journey time in the journey log provided that the following conditions are met:**~~

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Presidency text	Drafting suggestions and Comments
	CY (Drafting suggestions): ~~By way of derogation from paragraph 1(d), the competent authority may approve a longer overall journey time in the journey log provided that the following conditions are met:~~ CY (Comments): If the journey time of animals for slaughter is the same with that of other purposes, then there will be no need for a derogation. Specific rules for the protection of vulnerable animals, like end of career animals, transported for slaughter could be included in this paragraph instead. CZ (Comments): In relation to this article, we would like to emphasize that an exception should only be permitted if the organiser submits a prior declaration providing a justified explanation as to why the animals cannot be transported to the slaughterhouse within 12 hours. DE (Comments):

Presidency text	Drafting suggestions and Comments
	We can only accept 12 hours in (1)(d) as a compromise where paragraph 2 is deleted (please also refer to our comment from the previous consultation). DK (Drafting suggestions): **By way of derogation from paragraph 1(d), the competent authority may approve a longer overall journey in the journey log provided that the following conditions are met** DK (Comments): Rewording to align with our proposed changes, including in the definitions. FI (Drafting suggestions): 2. ~~**By way of derogation from paragraph 1(d), the competent authority may approve a longer overall journey time in the journey log provided that the following conditions are met:**~~ FI (Comments): If maximum journey time for transport to slaughter is 14 hours, no derogation is needed.

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Presidency text	Drafting suggestions and Comments
	HR (Drafting suggestions): ~~**By way of derogation from paragraph 1(d), the competent authority may approve a longer overall journey time in the journey log provided that the following conditions are met**~~ NL (Drafting suggestions): 2. **For a maximum period of 10 years after this regulation coming into force, the competent authority may,** by way of derogation from paragraph 1(d~~), the competent authority may~~ approve a longer overall journey time in the journey log provided that the following conditions are met: NL (Comments): For the derogation in paragraph 2 we suggest to only allow this derogation for a maximum period of time (for example 10 years). That way regions are stimulated and could be supported to open regional slaughterhouses, decreasing the journey time needed to reach a suitable slaughterhouse, increasing regional job opportunities, stimulating regional economy and slowing down the increasing size and specialization of slaughterhouses as stated in the report of the European Court of Auditors (Review 03/2023: Transport of live animals in the EU: challenges and opportunities).

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Presidency text	Drafting suggestions and Comments
	SE (Comments): How should this derogation be understood in terms of transport time? The proposal is open to interpretation when it comes to the wording about reaching the slaughterhouse within the shortest total transport time by land. The exception seems to be limited to transport by land, should this be interpreted as meaning that the conditions for the exception do not apply to transport by sea or air?
(a) ~~When within the Union~~, no slaughterhouse **within the Union, that is** adapted to the species ~~transported~~ **and categories of animals concerned and has sufficient slaughter capacity,** ~~adapted for slaughter of the species and categories of animals **concerned**~~ […] can be reached within […] **[12] hours of journey time by land from** ~~a specific~~**the** place of departure~~, the competent authorities at the place of departure may grant an authorisation for a […] **transport** to the nearest slaughterhouse adapted to the species transported~~**;**	BE (Comments): We don't support the extension of the journey time for animals destined for slaughter to 12 hours and would like to go back to the initial proposal of 9 hours. BG (Drafting suggestions): ~~(a) no slaughterhouse **within the Union, that is** adapted to the species transported **and categories of animals concerned and has sufficient slaughter capacity,** adapted for slaughter of the species and categories of animals **concerned** […] can be reached within […] **[12] hours of journey time by land from** a specific**the** place of departure~~

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	CY (Drafting suggestions): ~~(a) no slaughterhouse within the Union, that is adapted to the species and categories of animals concerned and has sufficient slaughter capacity, can be reached within [12] hours of journey time by land from the place of departure;~~ CY (Comments): Justification same as above. DE (Drafting suggestions): **(a)** ~~When within the Union~~, no slaughterhouse **within the Union, that is** adapted to the species ~~transported~~ **and categories of animals concerned and has sufficient slaughter capacity,** ~~adapted for slaughter of the species and categories of animals **concerned**~~ […] can be reached within […] ~~[12]~~ **9 hours of journey time** ~~**by land**~~ **from** ~~a specific~~**the** place of departure~~, the competent authorities at the place of departure may grant an authorisation for a […] **transport** to the nearest slaughterhouse adapted to the species transported~~**;** DE (Comments):

Presidency text	Drafting suggestions and Comments
	Please see our comment on paragraph 1(d). DK (Drafting suggestions): ~~When within the Union~~, no slaughterhouse **within the Union, that is** adapted to the species ~~transported~~ **and categories of animals concerned and has sufficient slaughter capacity,** ~~adapted for slaughter of the species and categories of animals **concerned**~~ […] can be reached within an overall journey of […] [**8 hours from** ~~a specific~~**the** place of departure~~,~~ ~~the competent authorities at the place of departure may grant an authorisation for a […] **transport** to the nearest slaughterhouse adapted to the species transported~~;**</u>** DK (Comments): Rewording to align with our proposed changes, including in the definitions. FI (Drafting suggestions): **(a)** ~~When within the Union, no slaughterhouse **within the Union, that is** adapted to the species transported **and categories of animals concerned and has sufficient slaughter capacity,** adapted for slaughter of the species and categories of animals **concerned** […] can be reached

Presidency text	Drafting suggestions and Comments
	~~within […] [12] hours of journey time by land from a specific the place of departure, the competent authorities at the place of departure may grant an authorisation for a […] transport to the nearest slaughterhouse adapted to the species transported;~~ FI (Comments): See above FR (Drafting suggestions): **(a)** ~~When within the Union,~~ no slaughterhouse **within the Union, that is** adapted to the species transported **and categories of animals concerned and has sufficient slaughter capacity,** can be reached-within **the time laid down in point 1(d)** ~~[…] [12] hours of journey time by land from a the place of departure;~~ FR (Drafting suggestions): **(a)** ~~When within the Union,~~ no slaughterhouse **within the Union, that is** adapted to the species transported **and categories of animals concerned and has sufficient slaughter capacity,** can be reached-within

Presidency text	Drafting suggestions and Comments
	the time laid down in point 1(d) […] **[12] hours of journey time by land from** a **the** place of departure; HU (Drafting suggestions): **(a)** When within the Union, no slaughterhouse **within the Union, that is** adapted to the species transported **and categories of animals concerned and has sufficient slaughter capacity,** adapted for slaughter of the species and categories of animals **concerned** […] can be reached within […] **[12 21] hours of journey time by land from** a specific**the** place of departure, the competent authorities at the place of departure may grant an authorisation for a […] **transport** to the nearest slaughterhouse adapted to the species transported**; in this case the requirements in article 26a point 2, 3 shall apply** HU (Comments): The current drafting proposal does not contain any requirements for this journey. According to the interpretation, with this permit, the animal can travel for any length of time without any restrictions. In our view, although we welcome this derogation, it is necessary to define the circumstances more precisely in the interests of animal welfare, otherwise the chances of abuse will be greatly increased.

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Presidency text	Drafting suggestions and Comments
	HR (Drafting suggestions): ~~When within the Union, no slaughterhouse~~ **~~within the Union, that is~~** ~~adapted to the species transported~~ **~~and categories of animals concerned and has sufficient slaughter capacity,~~** ~~adapted for slaughter of the species and categories of animals~~ **~~concerned~~** ~~[…] can be reached within […] [~~**~~12] hours of journey time by land from~~** ~~a specific~~**~~the~~** ~~place of departure, the competent authorities at the place of departure may grant an authorisation for a […]~~ **~~transport~~** ~~to the nearest slaughterhouse adapted to the species transported~~ NL (Drafting suggestions): (a) no slaughterhouse within the Union, that is adapted to the species and categories of animals concerned and has sufficient slaughter capacity, […] can be reached within […] [~~12~~ **9**] hours of journey time by land from the place of departure; NL (Comments): For rationale see paragraph 1(d). SE (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	(a) **When** no slaughterhouse within the Union, that is adapted to the species and categories of animals concerned and has sufficient slaughter capacity, can be reached within [12] hours of journey time ~~by land~~ from the place of departure SE (Comments): How should this derogation be understood in terms of transport time? The proposal is open to interpretation when it comes to the wording about reaching the slaughterhouse within the shortest total transport time by land. The exception seems to be limited to transport by land, should this be interpreted as meaning that the conditions for the exception do not apply to transport by sea or air? SI (Drafting suggestions): [**9** ~~12~~]
(b) the place of destination indicated in the journey log is a slaughterhouse which can be reached within the shortest overall journey time by land and which is adapted for the slaughter of the species and categories of animals concerned and has sufficient slaughter capacity;	BG (Drafting suggestions): ~~**(b) the place of destination indicated in the journey log is a slaughterhouse which can be reached within the shortest overall journey time by land and which is adapted for the slaughter of the**~~

Presidency text	Drafting suggestions and Comments
	~~species and categories of animals concerned and has sufficient slaughter capacity;~~ CY (Drafting suggestions): ~~(b) the place of destination indicated in the journey log is a slaughterhouse which can be reached within the shortest overall journey time by land and which is adapted for the slaughter of the species and categories of animals concerned and has sufficient slaughter capacity;~~ CY (Comments): Justification same as above. DK (Drafting suggestions): **the place of destination indicated in the journey log is a slaughterhouse which can be reached within the shortest overall journey and which is adapted for the slaughter of the species and categories of animals concerned and has sufficient slaughter capacity** DK (Comments): Rewording to align with our proposed changes, including in the definitions.

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Presidency text	Drafting suggestions and Comments
	EE (Drafting suggestions): – the place of destination indicated in the journey log is a slaughterhouse which can be reached within the shortest overall journey time by land and which meets the following standards: **(b1) the slaughterhouse is adapted for the slaughter of the species and categories of animals concerned** **(b2) the slaughterhouse has sufficient slaughter capacity** **(b3) the slaughterhouse meets the justified standards for the slaughter set out by the owner of the animals** EE (Comments): For example, we take our end of carrier hens to Poland, we know that in Lithuania is also slaughterhouse, but it's not in very good condition. So, if we look at a future perspective, we should take the hens there, but our sector does not agree with that. It's important that we keep flexibility! But we are not allowed to decide from our sector whom they can do their business or not. We have a market economy.

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Presidency text	Drafting suggestions and Comments
	FI (Drafting suggestions): ~~**(b) the place of destination indicated in the journey log is a slaughterhouse which can be reached within the shortest overall journey time by land and which is adapted for the slaughter of the species and categories of animals concerned and has sufficient slaughter capacity;**~~ HU (Drafting suggestions): ~~**(b) the place of destination indicated in the journey log is a slaughterhouse which can be reached within the shortest overall journey time by land and which is adapted for the slaughter of the species and categories of animals concerned and has sufficient slaughter capacity;**~~ HR (Drafting suggestions): ~~**the place of destination indicated in the journey log is a slaughterhouse which can be reached within the shortest overall journey time by land and which is adapted for the slaughter of the species and categories of animals concerned and has sufficient slaughter capacity**~~

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Presidency text	Drafting suggestions and Comments
	SE (Drafting suggestions): (b) the place of destination indicated in the journey log is a slaughterhouse which can be reached within the shortest overall journey time ~~by land~~ and which is adapted for the slaughter of the species and categories of animals concerned and has sufficient slaughter capacity; SE (Comments): The derogation should be applicable irrespective of the means of transport and thus not be limited to transport by land.
(c) the journey shall include a break period of at least one hour after a maximum of 10 hours of journey time by land unless the animals are transported by rail or in containers.	BG (Drafting suggestions): ~~**(c) the journey shall include a break period of at least one hour after a maximum of 10 hours of journey time by land unless the animals are transported by rail or in containers.**~~ CY (Drafting suggestions): ~~(c) the journey shall include a break period of at least one hour after a maximum of 10 hours of journey time by land unless the animals are transported by rail or in containers.~~

Presidency text	Drafting suggestions and Comments
	CY (Comments): Justification same as above. DK (Drafting suggestions): ~~(c) the journey shall include a break period of at least one hour after a maximum of 10 hours of journey time by land unless the animals are transported by rail or in containers.~~ DK (Comments): We propose to delete this. There is no scientific basis for this break period after 10 hours of driving, cf. this article https://www.eurekalert.org/news-releases/1079584 FI (Drafting suggestions): ~~(c) the journey shall include a break period of at least one hour after a maximum of 10 hours of journey time by land unless the animals are transported by rail or in containers.~~ FI (Comments): see above

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Presidency text	Drafting suggestions and Comments
	FR (Drafting suggestions): c) for domestic ungulates, the journey shall include a break **and a rest period, as laid down in point 1(e) and (f);~~period of at least one hour after a maximum of 10 hours of journey time by land unless the animals are transported by rail or in containers.~~** FR (Drafting suggestions): c) for domestic ungulates, the journey shall include a break **and a rest period, as laid down in point 1(e) and (f);~~period of at least one hour after a maximum of 10 hours of journey time by land unless the animals are transported by rail or in containers.~~** HR (Drafting suggestions): **~~the journey shall include a break period of at least one hour after a maximum of 10 hours of journey time by land unless the animals are transported by rail or in containers.~~** SE (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	(c) the journey shall include a break period of at least one hour after a maximum of 10 hours of journey time ~~by land~~ unless the animals are transported by rail or in containers. SE (Comments): The derogation should be applicable irrespective of the means of transport and thus not be limited to transport by land.
	AT (Drafting suggestions): **d) the overall journey time by land shall not exceed 10 hours for end of career animals (end of ley hens)** AT (Comments): Animals, at the end of their career, are very vulnerable.
3. […] **Terrestrial animals ~~other than poultry and rabbits~~ transported ~~by road or rail~~ to slaughter shall be offered feed and water as** laid down in […] Chapter V of Annex I.	BG (Drafting suggestions): 3. ~~[…] **Terrestrial animals transported to slaughter shall be offered feed and water as** laid down in […] Chapter V of Annex I.~~ CZ (Comments): .

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Presidency text	Drafting suggestions and Comments
	HR (Drafting suggestions): ~~**[…] Terrestrial animals other than poultry and rabbits transported by road or rail to slaughter shall be offered feed and water as** laid down in […] Chapter V of Annex I.~~
Article 29	SI (Comments): We do not support additional 9+3+9 travel cycle after a 24-hour rest period. Unweaned animals are especially sensitive, so their transport should be minimized.

~~*Journey times, rest periods, feeding and watering*~~ ***Transport*** *of unweaned calves, lambs, kids, piglets and foals* ~~***for transport by road or rail***~~ ***for purposes other than slaughter***	CZ (Comments): We consider this article to be overly complicated. We do not deem it appropriate to require unloading and reloading within a 3-hour for feeding and watering, as this could result in additional stress for the animals. ES (Comments): General comments about equal treatment applying for transport of all animals, including those destined to slaughter (in terms of journey times and condition and transport practices). FR (Drafting suggestions): Transport of unweaned calves, lambs, kids, piglets and foals **without their mothers** for purposes other than slaughter FR (Comments): As the definition of unweaned animals stands, these provisions would also apply to unweaned animals accompanied by their mothers, which is not the objective. Another option would be to include the phrase "without their mother" in the definition of unweaned animals for the purposes of this text. FR

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): Transport of unweaned calves, lambs, kids, piglets and foals **without their mothers** for purposes other than slaughter FR (Comments): En l'état de la définition des animaux non sevrés, ces dispositions s'appliqueraient aussi aux animaux non sevrés accompagnés de leur mère, ce qui n'est pas l'objectif. Une autre option serait de mettre cette précision « sans leur mère » dans la définition des animaux non sevrés pour l'application de ce texte. HU (Comments): We do not support such long time transport of un-weaned animals due to their vulnerability, as they are really weak creatures. We also do believe that loading the animals for feeding can be very harmful to their welfare, as it is the most stressful situations during the journey. HR (Drafting suggestions): ***Transport*** *of unweaned calves, lambs, kids, piglets and foals* ~~***for transport by road or rail***~~ ~~***for purposes other than slaughter***~~ IT

Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): ***Transport*** *of unweaned calves, lambs, kids, piglets and foals* ~~***for transport by road or rail for purposes other than slaughter***~~ PT (Drafting suggestions): ~~*Journey times, rest periods, feeding and watering*~~ ***Transport*** *of unweaned calves, lambs, kids, piglets and foals* ~~***for transport by road or rail for purposes other than slaughter***~~ PT (Comments): The text needs simplification to be more clear. We consider that it is simpler to define maximum journey times, number of segments and in which conditions the assembly centers are considered places of origin and destination. Also it's necessary to differentiate what applies to long and short journeys. See comments regarding journey and overall journey. For a question of coherence, we propose to not exclude transport for slaughter purpose. RO

Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): Transport of unweaned calves, lambs, kids, piglets and foals RO (Comments): Please see the same justification as above: We do not agree with a different length of the journeys in case of transports to slaughterhouse
1. The ~~journey time for the~~ transport ~~by road~~ of unweaned calves, lambs, kids, piglets and foals ~~**by road or rail for purposes other than slaughter**~~ shall **comply with the following conditions**:	FR (Drafting suggestions): 1. The transport of unweaned calves, lambs, **goat** kids, piglets and foals **without their mothers** shall comply with the following conditions: FR (Drafting suggestions): 1. The transport of unweaned calves, lambs, **goat** kids, piglets and foals **without their mothers** shall comply with the following conditions: NL (Comments): We strongly suggest to maximize the journey time for unweaned animals at 8 hours (excluding loading and unloading, because of the new definition of journey time by land and overall journey time by land), without any derogations or exceptions. Unweaned animals are extremely vulnerable an thus should be strongly protected. They should only be transported if their

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Presidency text	Drafting suggestions and Comments
	needs can be met fully, especially with regards to feeding, resting and digesting. Otherwise their health and welfare will be compromised too much, which is simply not acceptable. This will probably be a red line for the Netherlands.
(a) <u>an overall journey shall consist of a maximum of two journeys;</u>	DE (Comments): It may be necessary to transport unweaned animals, such as calves, via 2 assembly centres (i.e. three journeys and three loading/unloading operations). When using assembly centres, journeys to and between assembly centres should only take maximum 9 hours to avoid long resting periods. We believe that long resting periods at assembly centres negatively affect the health of unweaned animals (please also refer to our comment on (2)(c)). In our opinion, the recovery time of the animals after transport depends on the previous part of the journey. DK (Drafting suggestions): **<u>an overall journey shall consist of a maximum of two segments</u>** DK (Comments):

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Presidency text	Drafting suggestions and Comments
	Rewording to align with our proposed changes, including in the definitions. HU (Drafting suggestions): **~~(a) an overall journey shall consist of a maximum of two journeys;~~** LV (Drafting suggestions): (a) an overall journey shall consist of a maximum of two **journey legs**; NL (Drafting suggestions): ~~(a) an overall journey shall consist of a maximum of two journeys;~~ SI (Drafting suggestions): ~~(a) an overall journey shall consist of a maximum of two journeys;~~

(b) within an overall journey, there shall be no more than two loadings and two unloadings;	AT (Drafting suggestions): ~~within an overall journey, there shall be no more than two loadings and two unloadings;~~ AT (Comments): Austria does not want to stipulate the number of loading and unloading processes. This is because the loading processes can vary greatly depending on whether two assembly centers are used alone or with a control post. DE (Comments): Please see our comment on point (a). HU (Drafting suggestions): ~~**(b) within an overall journey, there shall be no more than two loadings and two unloadings**~~ NL (Drafting suggestions): ~~(b) within an overall journey, there shall be no more than two loadings and two unloadings;~~ RO

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Presidency text	Drafting suggestions and Comments
	(Comments): For a maximum duration of 9 hours, how will the 2 loadings and 2 unloadings fit within the 9 hours? SI (Drafting suggestions): ~~(b) within an overall journey, there shall be no more than two loadings and two unloadings;~~
	DE (Comments): Please see our comment on point (a).

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(c) no more than one stop at an assembly centre shall take place during an overall journey;	AT (Drafting suggestions): **no more than two stops at assembly centers* shall take place during an overall journey;** AT (Comments): Is the transport of unweaned animals possible if they depart from an assembly center and have a assembly center as a destination? It is possible for weaned (young) animals so it should also be possible for unweaned ones, especially if the overall journey time does not exceed 9 hours. DE (Comments): Please see our comment on point (a). HU (Drafting suggestions): ~~**(c) no more than one stop at an assembly centre shall take place during an overall journey;**~~ NL (Drafting suggestions): ~~(c) no more than one stop at an assembly centre shall take place during an overall journey;~~ SI

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): ~~(c) no more than one stop at an assembly centre shall take place during an overall journey;~~
	AT (Drafting suggestions): *** In these cases, animals must be collected within a maximum of 4 hours to an assembly center of departure, from where a short- or long-distance transport can be undertaken. If the transport ends at another assembly center (assembly center of destination), the animals must be unloaded and, if necessary, fed and watered at the assembly center. The animals can then be distributed to the final fattening farms within a maximum of 4 hours after an appropriate rest period at the assembly center (at least 3 hours).** AT (Comments): **Example: Animals are collected at an assembly center in Austria and then transported with a short distance transport to an assembly center in neighboring countries, such as Italy. There, the animals are distributed to the surrounding fattening farms.**

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Presidency text	Drafting suggestions and Comments
(d) **the overall journey shall** not exceed […] **9** hours.	AT (Comments): ok ES (Comments): Definition of overall journey to understand how two parts of the journey can raise 9 hours in total would be appreciated. NL (Comments): If this includes loading and unloading, we support the 9 hours (which it would according to the new definition of overall journey). If this does not include loading and unloading, we suggest a maximum journey time of 8 hours.

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Presidency text	Drafting suggestions and Comments
	AT (Comments): We are very skeptical about an additional 24-hour stay at a control posts; this not only extends the transport to place of the destination by 21 hours, as the time for loading and unloading, as well as the time spent at assembly centers and control posts, is not included. We are also skeptical about a three-hour stay in the vehicle for the calves to digest their food, as the animals may not have enough space to lie down in the vehicle. Therefore, back to the Commission's proposal = 9h – 1h break – 9h
2. By way of derogation from paragraph 1**d**, […] **the overall journey of** unweaned calves, lambs, kids, piglets and foals may ~~be transported for~~ **exceed** […] ~~**more than**~~ 9 hours […], **provided that the following conditions are met:**	AT (Drafting suggestions): **By way of derogation from paragraph 1d, unweaned calves, lambs, kids, piglets and foals may be transported for a maximum of 9 hours, after which a break period of at least an hour without unloading shall take place before resuming the journey for a maximum of another 9 hours.** AT (Comments): Back to Commission's proposal = 9h – 1h break period – 9h

Presidency text	Drafting suggestions and Comments
	BE (Comments): Unweaned animals are very vulnerable animals and we don't support feeding these animals on a truck. We would prefer to see the journey time for these animals limited to 8 hours FI (Comments): If the main rule is, that overall journey shall not exceed 9 hours, the derogations allow too long journey times and risk the welfare of unweaned animals. FR (Drafting suggestions): 2. By way of derogation from paragraph 1d, […] the overall journey of unweaned calves, lambs, kids, piglets and foals **without their mothers** may ~~be transported for~~ exceed […] ~~more than~~ 9 hours […], provided that the following conditions are met: FR (Drafting suggestions): 2. By way of derogation from paragraph 1d, […] the overall journey of unweaned calves, lambs, kids, piglets and foals **without their mothers**

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Presidency text	Drafting suggestions and Comments
	may ~~be transported for~~ exceed […] ~~more than~~ 9 hours […], provided that the following conditions are met: HU (Drafting suggestions): 2. By way of derogation from paragraph 1**d**, […] **the overall journey of** unweaned calves, lambs, kids, piglets and foals may **be transported for** ~~**exceed**~~ […] **more than** 9 hours **provided that the overall journey time by land does not exceed 21 hours and the following conditions are met**: […]~~, **provided that the following conditions are met:**~~ NL (Drafting suggestions): ~~2. By way of derogation from paragraph 1d, […] the overall journey of unweaned calves, lambs, kids, piglets and foals may be transported for exceed […] more than 9 hours […], provided that the following conditions are met:~~ NL (Comments): See our previous comments from the 28th of February 2025.

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Presidency text	Drafting suggestions and Comments
~~**(a) the means of transport is equipped with a feeding system approved in accordance with paragraph 4;**~~	AT (Drafting suggestions): **(a) the means of transport is equipped with a feeding system approved in accordance with paragraph 6;**
~~**(b) the journey consists of a maximum of two parts, each of them not exceeding 21 hours, after which time the animals shall reach the place of destination;**~~	
~~**(c) each part of the journey referred to in point (b) includes a rest period of at least 3 hours after a maximum of 9 hours, during the rest period, the animals shall remain on the stationary means of transport;**~~	
~~**(d) after the first part of the journey referred to in point (b), and if the animals have not yet reached the place of destination, they are unloaded for a rest period of at least 24 hours at a control post.**~~	

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(a) the animals do not spend on board of a vehicle more than 9 hours and the journey time by land from the place of departure to the assembly centre of destination does not exceed 9 hours, after which the animals are unloaded at the assembly centre of destination, fed with milk or milk replacement and rested for a minimum of 3 hours and the journey time by land from that assembly centre to the place of destination does not exceed 9 hours; or	AT (Drafting suggestions): ~~(a) the animals do not spend on board of a vehicle more than 9 hours and the journey time by land from the place of departure to the assembly centre of destination does not exceed 9 hours, after which the animals are unloaded at the assembly centre of destination, fed with milk or milk replacement and rested for a minimum of 3 hours and the journey time by land from that assembly centre to the place of destination does not exceed 9 hours; or~~ DK (Drafting suggestions): **~~(a) the animals do not spend on board of a vehicle more than 9 hours and the journey time by land from the place of departure to the assembly centre of destination does not exceed 9 hours, after which the animals are unloaded at the assembly centre of destination, fed with milk or milk replacement and rested for a minimum of 3 hours and the journey time by land from that assembly centre to the place of destination does not exceed 9 hours; or~~** **(a) an overall journey shall consist of a maximum of two segments.** DK (Comments):

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Presidency text	Drafting suggestions and Comments
	We propose to shorten the text and use the same model as in Articles 26a-28. ES (Comments): Does this article mean that in case of a maritime part of the journey, this leg doesn't count into the overall journey time? If this is the purpose, it should be written in the text. IE (Drafting suggestions): **(a) the animals do not spend on board of a vehicle more than 9 hours at a time and the journey time by land from the place of departure to the assembly centre of destination does not exceed 9 hours, after which the animals are unloaded at the assembly centre of destination, fed with milk or milk replacement and rested for a minimum of 3 hours and the journey time by land from that assembly centre to the place of destination does not exceed ~~9~~ 4 hours; or** IE (Comments): 9 hours "at a time" is more precise and clear.

Presidency text	Drafting suggestions and Comments
	NL (Drafting suggestions): ~~(a) the animals do not spend on board of a vehicle more than 9 hours and the journey time by land from the place of departure to the assembly centre of destination does not exceed 9 hours, after which the animals are unloaded at the assembly centre of destination, fed with milk or milk replacement and rested for a minimum of 3 hours and the journey time by land from that assembly centre to the place of destination does not exceed 9 hours; or~~ PT (Comments): Is the journey for the assembly center of destination? We don't think that this is the right term, unless the conditions in which the assembly center is a place of destination are defined. The minimum time on the assembly center is 3 hours? SE (Drafting suggestions): (a) the animals do not spend on board of a vehicle more than 9 hours and the journey time ~~by land~~ from the place of departure to the assembly centre of destination does not exceed 9 hours, after which the animals are

Presidency text	Drafting suggestions and Comments
	unloaded at the assembly centre of destination, fed with milk or milk replacement and rested for a minimum of 3 hours and the journey time ~~by land~~ from that assembly centre to the place of destination does not exceed 9 hours; or SE (Comments): 3 hours of rest and feeding with milk or milk replacement for this category of animals is positive from an animal welfare perspective. This provision should however apply irrespective of the means of transport and thus not be limited to transport by land. SI (Drafting suggestions): ~~(a) the animals do not spend on board of a vehicle more than 9 hours and the journey time by land from the place of departure to the assembly centre of destination does not exceed 9 hours, after which the animals are unloaded at the assembly centre of destination, fed with milk or milk replacement and rested for a minimum of 3 hours and the journey time by land from that assembly centre to the place of destination does not exceed 9 hours; or~~

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(b) the animals do not spend on board of a vehicle more than 9 hours and the long journey from the place of departure to the place of destination includes a rest period at a control post of a minimum of 3 hours after a maximum of 9 hours of journey time by land. During the rest period, the animals are unloaded, fed with milk or milk replacement and rested for a minimum of 3 hours after which the transport may continue for a maximum of 9 hours of journey time by land, or:	AT (Drafting suggestions): ~~the animals do not spend on board of a vehicle more than 9 hours and the long journey from the place of departure to the place of destination includes a rest period at a control post of a minimum of 3 hours after a maximum of 9 hours of journey time by land. During the rest period, the animals are unloaded, fed with milk or milk replacement and rested for a minimum of 3 hours after which the transport may continue for a maximum of 9 hours of journey time by land, or:~~ DE (Comments): We point out that Article 57 should contain an amendment to Council Regulation (EC) No 1255/97 in order to take into account the 3-hour breaks. DK (Drafting suggestions): **~~(b) the animals do not spend on board of a vehicle more than 9 hours and the long journey from the place of departure to the place of destination includes a rest period at a control post of a minimum of 3 hours after a maximum of 9 hours of journey time by land. During the rest period, the animals are unloaded, fed with milk or milk replacement and rested for a minimum of 3 hours after which the~~**

Presidency text	Drafting suggestions and Comments
	~~**transport may continue for a maximum of 9 hours of journey time by land, or:**~~ **(b) each segment does not exceed 9 hours.** FR (Drafting suggestions): (b) the animals do not spend on board of a vehicle more than 9 hours and the long journey from the place of departure to the place of destination includes a rest period at a control post ~~of a minimum of 3 hours~~ after a maximum of 9 hours of journey time by land. During the rest period, the animals are unloaded, fed with milk or milk replacement and rested for a minimum of 3 hours after which the transport may continue for a maximum of 9 hours of journey time by land, or: FR (Comments): Consistent with point (a), the 3 hours of rest are deducted after the animals are fed (which is in line with the EFSA opinion, for digestion purposes). FR (Drafting suggestions): (b) the animals do not spend on board of a vehicle more than 9 hours and the long journey from the place of departure to the place of

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Presidency text	Drafting suggestions and Comments
	destination includes a rest period at a control post ~~of a minimum of 3 hours~~ after a maximum of 9 hours of journey time by land. During the rest period, the animals are unloaded, fed with milk or milk replacement and rested for a minimum of 3 hours after which the transport may continue for a maximum of 9 hours of journey time by land, or: FR (Comments): En cohérence avec le point (a), les 3 heures de repos sont décomptées **après que** les animaux soient alimentés (ce qui est conforme avec l'avis de l'EFSA, à des fins de digestion). IE (Drafting suggestions): **(b) ~~the animals do not spend on board of a vehicle more than 9 hours and~~ the long journey from the place of departure to the place of destination includes a rest period ~~at a control post~~ of a minimum of 3 hours after a maximum of 9 hours of journey time by land. During the rest period, the animals are ~~unloaded,~~ fed with milk or milk replacement within the vehicle, using a feeding system approved in accordance with paragraph 4 - 6 and rested for a minimum of 3 hours after which the transport may continue for a maximum of 9 hours of journey time by land, or:**

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Presidency text	Drafting suggestions and Comments
	IE (Comments): It may be preferable from a welfare perspective not to unload calves after 9 hours of transport and reload them 3 hours later, as loading and unloading are among the most stressful parts of the journey, but instead to feed them on the vehicle using a MS approved in-truck feeding system. NL (Drafting suggestions): ~~(b) the animals do not spend on board of a vehicle more than 9 hours and the long journey from the place of departure to the place of destination includes a rest period at a control post of a minimum of 3 hours after a maximum of 9 hours of journey time by land. During the rest period, the animals are unloaded, fed with milk or milk replacement and rested for a minimum of 3 hours after which the transport may continue for a maximum of 9 hours of journey time by land, or:~~ PT (Comments): We cannot agree with this provision. A margin of flexibility should be given, in case the place of destination is within 9-12 hours. SE (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	(b) the animals do not spend on board of a vehicle more than 9 hours and the long journey from the place of departure to the place of destination includes a rest period at a control post of a minimum of 3 hours after a maximum of 9 hours of journey time ~~by land~~. During the rest period, the animals are unloaded, fed with milk or milk replacement and rested for a minimum of 3 hours after which the transport may continue for a maximum of 9 hours of journey time ~~by land~~, or: SE (Comments): This provision should apply irrespective of the means of transport and thus not be limited to transport by land. SI (Drafting suggestions): ~~(b) the animals do not spend on board of a vehicle more than 9 hours and the long journey from the place of departure to the place of destination includes a rest period at a control post of a minimum of 3 hours after a maximum of 9 hours of journey time by land. During the rest period, the animals are unloaded, fed with milk or milk replacement and rested for a minimum of 3 hours after which the transport may continue for a maximum of 9 hours of journey time by land, or:~~

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(c) the overall journey time by land does not exceed 42 hours, the animals do not spend on board of a vehicle more than 9 hours unless the vehicle is equipped with a feeding system approved in accordance with paragraph 4 ~~-~~ 6; and in case of stopping at an assembly centre the animals are unloaded at the assembly centre, fed with milk or milk replacement and rested for a minimum of 3 hours .	AT (Drafting suggestions): **the overall journey time by land does not exceed 18 hours.** ~~, the animals do not spend on board of a vehicle more than 9 hours unless the vehicle is equipped with a feeding system approved in accordance with paragraph 4 6; and in case of stopping at an assembly centre the animals are unloaded at the assemble centre, fed with milk or milk replacement and rested for a minimum of 3 hours .~~ AT (Comments): Austria is of the opinion that the maximum journey time is excessively long. Back to Commissions Proposal = 9+1+9 DE (Drafting suggestions): **(c) the overall journey time by land does not exceed 42 hours, the animals do not spend on board of a vehicle more than 9 hours unless the vehicle is equipped with a feeding system approved in accordance with paragraph 4 ~~-~~ 6 and, where applicable, the assembly centre of destination is reached within 9 hours of journey time by land; ~~and~~ in case of stopping at an assembly centre the animals are unloaded at**

Presidency text	Drafting suggestions and Comments
	the assembly centre, fed with milk or milk replacement and rested for a minimum of 3 hours. DE (Comments): We oppose long journey times of unweaned animals to assembly centres as these will need to involve rest periods of at least 24 hours. Unweaned animals are in an age with an immunological gap and are particularly susceptible to diseases. We therefore suggest the length of stay at these centres to be as short as possible (e.g. 3-6 hours) for them. Short stays at assembly centres can be justified if they are reached within 9 hours either from the place of departure or from a control post. In our opinion the rest period required depends more on the length of the previous than the subsequent transport. DK (Drafting suggestions): ~~**(c) the overall journey time by land does not exceed 42 hours, the animals do not spend on board of a vehicle more than 9 hours unless the vehicle is equipped with a feeding system approved in accordance with paragraph 4–6; and in case of stopping at an assembly centre the animals are unloaded at the assembly centre, fed with milk or milk replacement and rested for a minimum of 3 hours.**~~

Presidency text	Drafting suggestions and Comments
	(c) the animals are unloaded at an assembly centre or control post, fed with milk or milk replacements, and then rested for a minimum of 3 hours between the two segments. ES (Comments): If the overall journey comes from only 2 parts/journeys, and each journey has a maximum of 9 hours with 3 hours break between, there are 21 hours missing. The difference between paragraphs a) and b) doesn't seem clear. Consider feeding the unweaned animals inside the truck should be checked whereas loading and unloading is very stressful for this type of animals. HU (Drafting suggestions): **(c) ~~the overall journey time by land does not exceed 42 hours, the~~ animals do not spend on board of a vehicle more than 9 hours unless the vehicle is equipped with a feeding system approved in accordance with paragraph 4~~ 6; and in case of stopping at an assembly centre the animals are unloaded at the assembly centre, fed with milk or milk replacement and rested for a minimum of 3 hours~~ .** IE

Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): **(c) the overall journey time by land does not exceed 42 hours, the animals do not spend on board of a vehicle more than 9 hours at a time unless the vehicle is equipped with a feeding system approved in accordance with paragraph 4- 6; and in case of stopping at an assembly centre the animals are unloaded at the assembly centre, fed with milk or milk replacement and rested for a minimum of 3 hours .** **The journey from place of departure to the assembly centre may be up to 6 hours.** IE (Comments): In Ireland four hours is required for unweaned calves to be moved from their farm of origin to the assembly centre where they are formed into a consignment for transport by ferry to continental Europe. NL (Drafting suggestions): ~~(c) the overall journey time by land does not exceed 42 hours, the animals do not spend on board of a vehicle more than 9 hours unless the vehicle is equipped with a feeding system approved in accordance with paragraph 4- 6; and in case of stopping at an assembly centre the animals~~

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Presidency text	Drafting suggestions and Comments
	~~are unloaded at the assembly centre, fed with milk or milk replacement and rested for a minimum of 3 hours .~~ PT (Comments): 42 hours is not enough to drive 21 hours and then unload animals on the control posts. It would be necessary for at least 64 hours. It's necessary to have a clear and comprehensible definition of journey and overall journey. The text should be clarified and simplified. RO (Comments): It is not clear how the overall journey time is 42 hours, as a derogation from the maximum length of 9 hours. SE (Drafting suggestions): (c) the overall journey time ~~by land~~ does not exceed ~~42~~**21** hours, the animals do not spend on board of a vehicle more than 9 hours unless the vehicle is equipped with a feeding system approved in accordance with

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Presidency text	Drafting suggestions and Comments
	paragraph ~~4–6~~; and in case of stopping at an assembly centre the animals are unloaded at the assembly centre, fed with milk or milk SE (Comments): An overall journey time of 42 hours is far too long for this category of animals. Unweaned animals are a particularly vulnerable category of animals and transport affects them more negatively than transport of healthy adult animals. The COM proposal was better in this regard. SI (Drafting suggestions): ~~(c) the overall journey time by land does not exceed 42 hours, the animals do not spend on board of a vehicle more than 9 hours unless the vehicle is equipped with a feeding system approved in accordance with paragraph 4–6; and in case of stopping at an assembly centre the animals are unloaded at the assembly centre, fed with milk or milk replacement and rested for a minimum of 3 hours .~~

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2a. In addition to paragraph 2 (c), long journey shall meet the following conditions:	AT (Drafting suggestions): ~~2a. In addition to paragraph 2 (c), long journey shall meet the following conditions:~~ CY (Drafting suggestions): 2a. In addition to paragraph 2 ~~(c)~~, long journey shall meet the following conditions: DE (Drafting suggestions): **2a. In addition to paragraph 2 (c), long journeys shall meet the following conditions:** DE (Comments): Editorial. DK (Drafting suggestions): **~~2a. In addition to paragraph 2 (c), long journey shall meet the following conditions:~~** DK (Comments): We do not support Article 2a. In our view, this is much too long a journey for unweaned animals since these animals are very vulnerable.

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Presidency text	Drafting suggestions and Comments
	ES (Comments): Three types of journeys seems to be permitted for unweaned animals: 9 hours; 9h +3h + 9h, and 21h (9h +3h + 9h) + 24h + 21h (9h +3h + 9h) Clarification of the criteria and requirements for each type would be appreciated. HU (Drafting suggestions): ~~**2a. In addition to paragraph 2 (c), long journey shall meet the following conditions:**~~ HU (Comments): see above. LV (Comments): Not clear to which species this point is intended. NL (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	~~2a. In addition to paragraph 2 (c), long journey shall meet the following conditions:~~ SI (Drafting suggestions): ~~2a. In addition to paragraph 2 (c), long journey shall meet the following conditions:~~
(a) the long journey consists of a maximum of two segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination;	AT (Drafting suggestions): ~~(a) the long journey consists of a maximum of two segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination~~; DE (Drafting suggestions): **(a) the long journey consists of a maximum of two segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach ~~the assembly centre of destination or~~ the place of destination or have a rest period of at least 24 hours at a control post before the transport continues;** DE

Presidency text	Drafting suggestions and Comments
	(Comments): Please refer to our comment on paragraph (2)(c). We also suggest to merge this point with point (b) to make it clearer, that only two options are available once the time limit of a segment is reached. DK (Drafting suggestions): ~~**(a) the long journey consists of a maximum of two segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination;**~~ FI (Comments): Two journeys each taking 21 hours is too long time for unweaned animals. HU (Drafting suggestions): ~~**(a) the long journey consists of a maximum of two segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination;**~~ LV

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): (a) the long journey consists of a maximum of two **legs**, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination; NL (Drafting suggestions): ~~(a) the long journey consists of a maximum of two segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination;~~ SE (Drafting suggestions): ~~(a) the long journey consists of a maximum of two segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination;~~ SE (Comments):

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Presidency text	Drafting suggestions and Comments
	This category of animals should not be transported for more than one cycle of 21 hours. Unweaned animals are a particularly vulnerable category of animals and transport affects them more negatively than transport of healthy adult animals. SI (Drafting suggestions): ~~(a) the long journey consists of a maximum of two segments, each of them not exceeding 21 hours of journey time by land, after which time the animals shall reach the assembly centre of destination or the place of destination;~~
(b) after each segment of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues;	AT (Drafting suggestions): ~~(b) after each segment of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues;~~ ~~(c) each segment of the long journey referred to in point (a) shall include a break period of at least 3 hours after a maximum of 9 hours of journey time by land, unless the animals are transported by rail.~~

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Presidency text	Drafting suggestions and Comments
	DE (Drafting suggestions): Delete. DE (Comments): Please refer to our comment on paragraph (2a)(a). DK (Drafting suggestions): ~~**(b) after each segment of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues;**~~ FI (Drafting suggestions): **(b) after first ~~each~~ segment of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues;** FI (Comments):

Presidency text	Drafting suggestions and Comments
	If the maximum overall journey time is 42 hours, and it consist of two 21 h segments, the resting time must be after the first segment. HU (Drafting suggestions): ~~**(b) after each segment of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues;**~~ IE (Comments): If they are required by 2a(a) to reach an assembly centre after 42 hours of journey time by land, it seems contradictory to state here in 2a(b) that they must rest then at a control post. LV (Drafting suggestions): (b) after each **leg** of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues; NL (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	~~(b) after each segment of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues;~~ SE (Drafting suggestions): ~~(b) after each segment of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues;~~ SE (Comments): This category of animals should not be transported for more than one cycle of 21 hours. Unweaned animals are a particularly vulnerable category of animals and transport affects them more negatively than transport of healthy adult animals. SI (Drafting suggestions): ~~(b) after each segment of 21 hours of journey time by land, and if the animals have not yet reached the assembly centre of destination or the~~

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Presidency text	Drafting suggestions and Comments
	~~place of destination, they shall have a rest period of at least 24 hours at a control post before the transport continues;~~
(c) each segment of the long journey referred to in point (a) shall include a break period of at least 3 hours after a maximum of 9 hours of journey time by land, unless the animals are transported by rail.	AT (Drafting suggestions): ~~(c) each segment of the long journey referred to in point (a) shall include a break period of at least 3 hours after a maximum of 9 hours of journey time by land, unless the animals are transported by rail.~~ DK (Drafting suggestions): **~~(c) each segment of the long journey referred to in point (a) shall include a break period of at least 3 hours after a maximum of 9 hours of journey time by land, unless the animals are transported by rail.~~** HU (Drafting suggestions): **~~(c) each segment of the long journey referred to in point (a) shall include a break period of at least 3 hours after a maximum of 9 hours of journey time by land, unless the animals are transported by rail.~~** LV (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	(c) each leg of the long journey referred to in point (a) shall include a break period of at least 3 hours after a maximum of 9 hours of journey time by land, unless the animals are transported by rail. NL (Drafting suggestions): ~~(c) each segment of the long journey referred to in point (a) shall include a break period of at least 3 hours after a maximum of 9 hours of journey time by land, unless the animals are transported by rail.~~ SE (Drafting suggestions): ~~(c) each segment of the long journey referred to in point (a) shall include a break period of at least 3 hours after a maximum of 9 hours of journey time by land, unless the animals are transported by rail.~~ SE (Comments): This category of animals should not be transported for more than one cycle of 21 hours. Unweaned animals are a particularly vulnerable category of animals and transport affects them more negatively than transport of healthy adult animals. SI (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	~~(c) each segment of the long journey referred to in point (a) shall include a break period of at least 3 hours after a maximum of 9 hours of journey time by land, unless the animals are transported by rail.~~
~~2a.~~ **2b. Unweaned calves, lambs, kids, piglets and foals shall be provided with water and feed as laid down in point 2 of Chapter V of Annex I.**	FR (Drafting suggestions): 2b. Unweaned calves, lambs, kids, piglets and foals **transported without their mothers** shall be provided with water and feed as laid down in point 2 of Chapter V of Annex I. FR (Drafting suggestions): 2b. Unweaned calves, lambs, kids, piglets and foals **transported without their mothers** shall be provided with water and feed as laid down in point 2 of Chapter V of Annex I.
~~3.~~ […]	
~~4.~~ […]	

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Presidency text	Drafting suggestions and Comments
5. A manufacturer of a feeding system […] established in the Union or, if established in a third country, represented in the Union, […] **shall** submit an application to the Commission for the approval of the feeding system**, in case the feeding system is to be used in accordance with paragraph 2 (c)**.	AT (Drafting suggestions): A manufacturer of a feeding system […] established in the Union or, if established in a third country, represented in the Union, […] shall submit an application to the Commission for the approval of the feeding system, in case the feeding system is to be used in accordance with paragraph 2 (a). CY (Drafting suggestions): 5. A manufacturer of a feeding system […] established in the Union or, if established in a third country, represented in the Union, […] shall submit an application to the Commission for the approval of the feeding system, in case the feeding system is to be used in accordance with paragraph 2 **(a)**~~(c)~~. IT (Comments): It could be appropriate to move technical issues referred to paragraph 5 and 6 into Chapter n. III and Annex 1, Chapter II PT (Comments):

Presidency text	Drafting suggestions and Comments
	Deadlines should be set for the Commission to respond to the request for approval of the feeding system. There must be guidelines and information on the system that has been approved by the Commission, so that it is known that the system inside the vehicle is identical.
	PT (Drafting suggestions): **The Commission should reply to the application in x time and disseminate the information regarding the feeding systems approved to the Member States** PT (Comments): New proposal
6. The Commission shall, by means of implementing acts in accordance with Article 49, approve […] **a** feeding system referred to in paragraph […] **2 (c)** provided that **the applicant demonstrates that** there is scientific and technical evidence that the feeding system allows all unweaned calves, lambs, kids, piglets and foals on board to be fed, during the journey **with** milk or milk replace~~r~~**ment**~~s~~ at body temperature and **with the** appropriate hygiene level. **The Commission shall be assisted by the European Food Safety Authority ('EFSA') or an European**	HU (Drafting suggestions): 6. The Commission shall, by means of implementing acts in accordance with Article 49, ~~approve~~ **lay down the technical paramaters** of the […] **a** feeding system referred to in paragraph […] **2 (c). Approve the above mentioned system** provided that **the applicant demonstrates that** there is scientific and technical evidence that the feeding system allows all unweaned calves, lambs, kids, piglets and foals on board to be

Presidency text	Drafting suggestions and Comments
Union Reference Centre for Animal Welfare designated in accordance with Article 95 of Regulation (EU) 2017/625.	fed, during the journey **with** milk or milk replacer~~-~~**ment**~~s~~ at body temperature and **with the** appropriate hygiene level. **The Commission shall be assisted by the European Food Safety Authority ('EFSA') or an European Union Reference Centre for Animal Welfare designated in accordance with Article 95 of Regulation (EU) 2017/625.** HU (Comments): We think that the proposed procedure would slow down the process and implementing act should only lay down the technical parameters based on the recommendations made by EFSA and the European Union Reference Centre for Animal Welfare

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Presidency text	Drafting suggestions and Comments
Article 30	SI (Comments): Transport time by vessel or ro-ro vessel should be included in the total transport time. The exclusion of transport time represents a serious setback in terms of animal welfare compared to the current Regulation 1/2005. Water transport is so specific that it deserves its own chapter, where its inclusion in the overall journey would be precisely defined.

Additional provisions for ~~***J***~~*journeys […]*~~***-including transport of terrestrial animals***~~ *by livestock vessels, […]-roll-on roll-off vessels [**or aircraft] […]***	AT (Comments): **Aircraft transportation should be separate from sea transport. A distinction should also be made between RoRo vessels and livestock vessels.** ES (Comments): Transport practices and conditions are not the same between livestock vessel, aircraft and roll-on-roll-off vessel. In the first case animals travel in pens, in the second case by containers and in the third case inside the truck. They should be treated separately. IT (Comments): Definition of "terrestrial animals" as in Annex III, point 19 doc.7372/25. Are cats and dogs comprehended in the Presidency text? LV (Comments): We suggest to divide airports in separate article. PT (Drafting suggestions): ~~***Additional***~~ ***provisions for*** ~~***J***~~*journeys […]*~~***-including transport of terrestrial animals***~~ *by livestock vessels, […]-roll-on roll-off vessels [**or aircraft] […]***

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Presidency text	Drafting suggestions and Comments
	PT (Comments): In our view the provisions for livestock vessel should be defined separately
1. ~~**For transport between Member States or within a Member State,**~~ The counting of the journey time **by land** shall be suspended **in the following cases:**	DE (Drafting suggestions): 1. ~~**For transport between Member States or within a Member State,**~~ **In case of a livestock vessel [or an aircraft] ,** ~~T~~the counting of the journey time **by land** shall be suspended ~~**in the following cases:**~~ DE (Comments): Editorial amendment as we suggest to delete point (b) (please see comment there). DK (Drafting suggestions): ~~**For transport between Member States or within a Member State,**~~ The counting of the **overall** journey shall be suspended **in case of a livestock vessel [or an aircraft],** from […] **unloading of the** animals ~~is loaded on~~ from the ~~**road**~~ **vehicle at the port [or airport] of departure**

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Presidency text	Drafting suggestions and Comments
	[…] until **loading of the animals onto a ~~road~~ vehicle** […] at the port [**or airport]** of arrival DK (Comments): We want to make a distinction between livestock vessels and ro-ro vessels. In our view, the time spent on board the ro-ro vessel should count as journey time. We have therefore proposed to delete b) and thus gather the first part of paragraph 1 and a). HU (Comments): We do not support the exclusion of time spent on vessels and aircraft from the total journey time due to its discriminatory and market-distorting nature. In addition, such differentiation of travel times is not justified from an animal welfare point of view, since the Commission proposal established space allowance requirements independently of the transport vehicle. NL (Drafting suggestions): ~~1. For transport between Member States or within a Member State, The counting of the journey time by land shall be suspended in the following cases:~~

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Presidency text	Drafting suggestions and Comments
	NL (Comments): Journey time by water should be maximized. Of course we know that transport by water should remain possible for animal transport within the Union, but it should be taken into account when calculating the total journey time. So when the maximum journey time expires during the leg of the transport on water, the animals should be unloaded and rested in a control post near the port of destination. This control post should be reached (in principle) within 2 hours driving time from the port, as to not extend the journey time any further since this will increase the risk of negatively affecting the animal welfare due to fatigue, motion stress, and prolonged hunger and thirst. Export of slaughter animals by water to third countries should be prohibited, especially for end of career animals since this category is extremely vulnerable and should be slaughtered as regional as possible. PT (Drafting suggestions): ~~**For transport between Member States or within a Member State,**~~ **The journey time should only be considered for the road transport** and ~~counting of the journey time **by land** shall~~ be suspended **in the following cases** SE (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	1. ~~The counting of the journey time~~ ~~by land~~ ~~shall be suspended in the following cases:~~ SE (Comments): Transport time by sea should count as transport time.
(a) **in case of a livestock vessel [or an aircraft],** from […] **unloading of the** animals ~~is loaded on~~ from the ~~**road**~~ **vehicle at the port [or airport] of departure** […] until **loading of the animals onto a ~~road~~ vehicle** […] at the port [**or airport]** of arrival**;**	BE (Comments): We don't agree that there's not time limit for transport at sea. There should be a maximum time to avoid really long sea voyages. DE (Drafting suggestions): ~~(a) in case of a livestock vessel [or an aircraft],~~ from […] **unloading of the** animals ~~is loaded on~~ from the ~~**road**~~ **vehicle at the port [or airport] of departure** […] until **loading of the animals onto a ~~road~~ vehicle** […] at the port [**or airport]** of arrival~~**:**~~**.** DE (Comments): Editorial amendment to continue the text above. DK (Drafting suggestions):

Presidency text	Drafting suggestions and Comments
	~~(a) in case of a **livestock vessel [or an aircraft],** from […] **unloading of the** animals is loaded on from the **road vehicle at the port [or airport] of departure** […] until **loading of the animals onto a road vehicle** […] at the port **[or airport]** of arrival**;**~~ DK (Comments): Moved to paragraph 1, cf. above. FR (Drafting suggestions): (a) in case of a livestock vessel [or an aircraft], from […] **the** unloading of the animals from the vehicle at the port [or airport] of departure […] until **the re-**loading of the animals onto a vehicle […] at the port [or airport] of arrival; **Additionally, the boarding of animals on a vessel or an aircraft must not begin until all arrangements have been made to ensure that it can be carried out without interruption once began, and so that once all the animals have been boarded, the sea crossing or the air flight can be undertaken without undue delay** FR (Comments): As the time spent by animals on livestock vessel or aircraft is not taken into account, it makes sense to impose uninterrupted loading from the

Presidency text	Drafting suggestions and Comments
	moment loading begins, in order to avoid animals on board ships having to wait for several hours (or even days) before the next batch arrives. In the case of widely spaced arrivals of different batches, unloading the animals at a control station or more suitable facilities is required (see point 3). **Or the notions of uninterrupted loading/unloading can be included in Chapter III of Annex I Transport Practices or in the definitions of loading and unloading operations (article 3).** FR (Drafting suggestions): (a) in case of a livestock vessel [or an aircraft], from […] **the** unloading of the animals from the vehicle at the port [or airport] of departure […] until **the re-**loading of the animals onto a vehicle […] at the port [or airport] of arrival; **Additionally, the boarding of animals on a vessel or an aircraft must not begin until all arrangements have been made to ensure that it can be carried out without interruption once began, and so that once all the animals have been boarded, the sea crossing or the air flight can be undertaken without undue delay** FR (Comments):

Presidency text	Drafting suggestions and Comments
	La durée de présence des animaux à bord des navires ou avions à l'arrêt n'étant pas prise en compte, il est pertinent d'imposer un chargement ininterrompu à partir du moment où il est commencé, afin d'éviter l'attente sur plusieurs heures (voire jours) des animaux embarqués dans des navires avant l'arrivée des lots suivants. Dans le cas d'arrivées trop espacées des différents lots, décharger les animaux dans un poste de contrôle ou des installations plus adaptées est exigé (cf point 3). **Ou les notions de chargement/déchargement ininterrompus peuvent être inscrits dans le chapitre III de l'Annexe I Pratiques de transport ou dans les définitions des opérations de chargement et de déchargement (article 3).** HU (Drafting suggestions): ~~a) **in case of a livestock vessel [or an aircraft],** from […] **unloading of the** animals is loaded on from the **road vehicle at the port [or airport] of departure** […] until **loading of the animals onto a road vehicle** […] at the port **[or airport]** of arrival**;**~~ NL (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	~~(a) in case of a livestock vessel [or an aircraft], from […] unloading of the animals is loaded on from the road vehicle at the port [or airport] of departure […] until loading of the animals onto a road vehicle […] at the port [or airport] of arrival;~~ SE (Drafting suggestions): ~~(a) in case of a livestock vessel [or an aircraft], from […] unloading of the animals from the road vehicle at the port [or airport] of departure […] until loading of the animals onto a road vehicle […] at the port [or airport] of arrival;~~ SE (Comments): Transport time by sea should count as transport time.
(b) **in case of a roll-on-roll-off vessel, from boarding of the ~~road~~ vehicle onto the vessel until disembarking of the ~~road~~ vehicle from the vessel.**[1]	AT (Comments): Is the time on the roll-on-roll-off vessel still implemented or included into the overall journey time? **Limiting the journey time on RoRo vessels**

[1] Previous second sub-paragraph.

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	would be important, as the animals cannot be unloaded and thus, species-appropriate feeding cannot be guaranteed. BE (Comments): Time spent on a roro-vessel is still time spent in the truck. This time should also be taken into account. DE (Drafting suggestions): *Delete.* DE (Comments): Please refer to our comment on paragraph 4. DK (Drafting suggestions): (b) ~~**in case of a roll-on-roll-off vessel, from boarding of the road vehicle onto the vessel until disembarking of the road vehicle from the vessel.**~~ FR (Drafting suggestions): in case of a roll-on-roll-off vessel, from boarding of the vehicle onto the vessel until disembarking of the vehicle from the vessel; **Additionally,**

Presidency text	Drafting suggestions and Comments
	the boarding of the vehicle on a vessel must not begin until all arrangements have been made to ensure that it can be carried out without interruption once began, and so that once all the vehicles have been boarded, the sea crossing can be undertaken without undue delay. FR (Comments): As the time spent by animals on vessel is not taken into account, it makes sense to impose uninterrupted loading from the moment loading begins, to avoid vehicles on board waiting for several hours before the next vehicles arrive. In the event of too widely spaced arrivals of different batches, animals must be unloaded at a control station or other more suitable facility. **The notions of uninterrupted loading/unloading can be included in Chapter III of Annex I Transport Practices or in the definitions of loading and unloading operations (article 3).** FR (Drafting suggestions): in case of a roll-on-roll-off vessel, from boarding of the vehicle onto the vessel until disembarking of the vehicle from the vessel; **Additionally, the boarding of the vehicle on a vessel must not begin until all**

Presidency text	Drafting suggestions and Comments
	arrangements have been made to ensure that it can be carried out without interruption once began, and so that once all the vehicles have been boarded, the sea crossing can be undertaken without undue delay. FR (Comments): La durée de présence des véhicules à bord des navires n'étant pas prise en compte, il est pertinent d'imposer un **chargement ininterrompu à partir du moment où il est commencé**, afin d'éviter l'attente sur plusieurs heures des animaux embarqués sur les navires avant l'arrivée des véhicules suivants. Dans le cas d'arrivées trop espacées des différents lots, décharger les animaux dans un poste de contrôle ou des installations plus adaptées est exigé. **En alternative, les notions de chargement/déchargement ininterrompus peuvent être inscrits pour tous les modes de transport dans le chapitre III de l'Annexe I Pratiques de transport, ou dans les définitions des opérations de chargement et de déchargement (article 3).** HU (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	~~(b) in case of a **roll-on-roll-off vessel, from boarding of the road vehicle onto the vessel until disembarking of the road vehicle from the vessel.**~~[2] NL (Drafting suggestions): ~~(b) in case of a roll-on-roll-off vessel, from boarding of the road vehicle onto the vessel until disembarking of the road vehicle from the vessel.~~ SE (Drafting suggestions): ~~(b) in case of a roll-on-roll-off vessel, from boarding of the road vehicle onto the vessel until disembarking of the road vehicle from the vessel.~~[3] SE (Comments): Transport time by sea should count as transport time.

[2] Previous second sub-paragraph.
[3] Previous second sub-paragraph.

Presidency text	Drafting suggestions and Comments
~~Journey times f~~**F**or transport of terrestrial animals […]which include**s** a **leg […]** of the journey ~~at sea~~ **by a livestock vessel~~, a roll-on-roll-off vessel~~ or [an aircraft],** where consignments from different places of ~~origin~~ **departure** are transported **to the port [or airport] of** ~~loading~~**departure**, **the journey time by land remaining after the leg of the journey by a livestock vessel** shall be ~~counted~~**calculated by taking into account the longest journey time by land** from ~~the loading of the animals at~~ the place of departure ~~the farthest away in driving time from~~ **to** the port [**or airport]** of ~~loading~~**departure**.[4]	DK (Drafting suggestions): ~~Journey times f~~**F**~~or transport of terrestrial animals […]which include~~**s** ~~a leg […]~~ of the journey at sea ~~**by a livestock vessel, a roll-on-roll-off vessel or [an aircraft],** where consignments from different places of origin~~ **departure** ~~are transported~~ **to the port [or airport] of** ~~loading~~**departure**, ~~**the journey time by land remaining after the leg of the journey by a livestock vessel** shall be counted~~**calculated by taking into account the longest journey time by land** ~~from the loading of the animals at the place of departure the farthest away in driving time from~~ **to** ~~the port [**or airport]** of loading~~**departure**~~.~~ **The journey by sea or by air is considered as one segment of an overall journey, including the initial road or rail transport to the port or airport if this is less than [21] hours.** DK (Comments): We propose to delete this. It will be very difficult to enforce in practice. A journey log has been approved for each consignment of animals to ensure that the overall journey is realistic and indicates compliance with

[4] Previous first sub-paragraph.

Presidency text	Drafting suggestions and Comments
	the Regulation. Instead, we have added a simpler text. In our view, this will ensure that animals are rested appropriately even though the road transport to the port or airport is included in this segment. ES (Drafting suggestions): **TEMPLATE FOR INTEGRATED JOURNEY LOG FOR ALL JOURNEYS WHERE A LEG BY LIVESTOCK VESSEL IS INVOLVED *** ES (Comments): Transport by livestock vessels and by aircraft are different. For a journey to a third country where a leg by livestock vessel is involved, an integrated journey log shall be used by the organizer in order simplify the procedure and to manage the whole lot of journeys logs involved in the operation. Each livestock vessel is filled by the animals arriving on several trucks. Each truck arrive with one journey log. A single one organizer will be designated and will be responsible for the proper management of the integrated journey log. The designated organizer must coordinate the whole journey with the other organizers, if any, and coordinate their operators (transporters) involved in the different

Presidency text	Drafting suggestions and Comments
	stages of the journey. It is also responsible for providing the competent authority with information on the planning, execution and completion of the journey. This is important in order to establish responsibilities and to have a single contact person. FR (Drafting suggestions): **2. In case of** ~~For~~ transport of terrestrial animals which includes a leg of the journey by a livestock vessel or [an aircraft], **concerning** ~~where~~ consignments from different places of departure **destinated to the same place of destination**, ~~are transported to the port [or airport] of departure~~ the journey time by land remaining after the leg of the journey by a livestock vessel shall be calculated by taking into account the longest journey time by land from the place of departure to the port [or airport] of departure. FR (Comments): On board a livestock vessel, not all batches belong to a single operator, and not all go to the same destination.

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Presidency text	Drafting suggestions and Comments
	It is not proportionate to penalize an organizer for the remaining journey time, by taking into account the greatest distance covered by another organizer's animals. FR (Drafting suggestions): **2. In case of** ~~For~~ transport of terrestrial animals which includes a leg of the journey by a livestock vessel or [an aircraft], **concerning** ~~where~~ consignments from different places of departure **destinated to the same place of destination**, ~~are transported to the port [or airport] of departure~~ the journey time by land remaining after the leg of the journey by a livestock vessel shall be calculated by taking into account the longest journey time by land from the place of departure to the port [or airport] of departure. FR (Comments): A bord d'un navire bétailler, tous les lots n'appartiennent pas forcément à un seul opérateur, et ne vont pas forcément tous au même lieu de destination. Il n'est pas proportionné de pénaliser un organisateur sur la durée de voyage restant, en prenant en compte la distance la plus grande parcourue par les animaux d'un autre organisateur.

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Presidency text	Drafting suggestions and Comments
	IT (Comments): Definition of "terrestrial animals" as in Annex III, point 19 doc.7372/25. Are cats and dogs comprehended in the Presidency text? PT (Drafting suggestions): ~~Journey times f~~**~~F~~**~~or transport of terrestrial animals […]which include~~**~~s~~** ~~a~~ **~~leg […]~~** ~~of the journey at sea~~ **~~by a livestock vessel, a roll-on-roll-off vessel or [an aircraft],~~** ~~where consignments from different places of origin~~ **~~departure~~** ~~are transported~~ **~~to the port [or airport] of~~** ~~loading~~**~~departure~~**~~,~~ **~~the journey time by land remaining after the leg of the journey by a livestock vessel~~** ~~shall be counted~~**~~calculated by taking into account the longest journey time by land~~** ~~from the loading of the animals at the place of departure the farthest away in driving time from~~ **~~to~~** ~~the port [~~**~~or airport]~~** ~~of loading~~**~~departure~~** PT (Comments): In our view the text is not clear. On the livestock vessel and air transport, the journey times should be counted only for the road transport and separately for each consignment.

Presidency text	Drafting suggestions and Comments
	In the case of livestock vessel transport, we consider that after the unloading of the animals on the country of destination, it is very difficult to control the journey times, taking in consideration that we are talking about vessels with thousands of animals. Also it's not feasible to control the journey times in the third countries and to have vehicles with satellite navigation systems in these places. We must take into consideration that we are talking about a specific means of transport, with very similar conditions to a farm and that the EU member doesn't approve or control the conditions of the road means of transport on the third countries. The system in place should be feasible, clear and practical. An integrated journey plan should be approved previously to the journey and the times from the place of origin to the sea port of departure approved. Propose to delete this paragraph. SE (Drafting suggestions): ~~For transport of terrestrial animals […]which includes a leg […] of the journey by a livestock vessel or [an aircraft], where consignments from different places of departure are transported to the port [or airport] of~~

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Presidency text	Drafting suggestions and Comments
	~~departure, the journey time by land remaining after the leg of the journey by a livestock vessel shall be calculated by taking into account the longest journey time by land from the loading of the animals at the place of departure the farthest away in driving time from to the port [or airport] of departure.~~ SE (Comments): Transport time by sea should count as transport time.
~~**For transport between Member States or within a Member State,** The counting of the journey time shall be suspended **in the following cases:**~~	
~~(c) **in case of a livestock vessel [or an aircraft],** from […] **unloading of the** animals is loaded on from the **road vehicle at the port [or airport] of departure** […] until **loading of the animals onto a road vehicle** […] at the port **[or airport]** of arrival.**;**~~	
~~(d) **in case of a roll-on-roll-off vessel, from boarding of the road vehicle onto the vessel until disembarking of the road vehicle from the vessel.**~~	

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Presidency text	Drafting suggestions and Comments
~~2. Ffeeding times on board **of livestock vessels, roll-on-roll-off vessels [or aircraft]** shall follow the specific rules laid down in point 1 **and 2** of Chapter V of Annex I.~~	
3. In case the transport includes a leg of the journey by a livestock vessel [or aircraft], the organiser and the transporter shall ensure that the time during which the animals remain on board of a stationary vehicle after arrival at the port [or airport] is minimised. If it is likely that the animals remain on board of a stationary vehicle for more than 4 hours, they shall be unloaded at the handling facility at the port [or airport] of departure.	DE (Comments): . DK (Drafting suggestions): **~~In case the transport includes a leg of the journey by a livestock vessel [or aircraft], the organiser and the transporter shall ensure that the time during which the animals remain on board of a stationary vehicle after arrival at the port [or airport] is minimised. If it is likely that the animals remain on board of a stationary vehicle for more than 4 hours, they shall be unloaded at the handling facility at the port [or airport] of departure.~~** DK (Comments): Due to our proposed addition in paragraph 1, this text is no longer necessary.

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Presidency text	Drafting suggestions and Comments
	ES (Comments): We suggest excluding poultry and lagomorphs in this paragraph. FR (Drafting suggestions): 3. In case the transport includes a leg of the journey by a livestock vessel [or aircraft], the organiser and the transporter shall ensure that the time during which the animals remain on board of a stationary vehicle after arrival at the port [or airport] is minimised. If it is likely that the animals remain on board of a stationary vehicle for more than 4 hours, they shall be unloaded at the handling facility at the port [or airport] of departure. FR (Comments): Apart from sea exit points (where control posts are mandatory), it is useful to provide that the transfer of animals on livestosk vessels or aircraft is **only authorized** in ports and airports with facilities for unloading, resting and housing the species concerned (including animals in containers such as chicks and lagomorphs). FR

Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): 3. In case the transport includes a leg of the journey by a livestock vessel [or aircraft], the organiser and the transporter shall ensure that the time during which the animals remain on board of a stationary vehicle after arrival at the port [or airport] is minimised. If it is likely that the animals remain on board of a stationary vehicle for more than 4 hours, they shall be unloaded at the handling facility at the port [or airport] of departure. FR (Comments): En dehors des points de sortie maritime (pour lesquels la présence de postes de contrôle est obligatoire) il est utile de prévoir que le transfert d'animaux à bord de navires ou d'avions ne soit **autorisé que** dans les ports et aéroports disposant d'installations permettant le déchargement, le repos et l'hébergement des espèces concernées (y compris pour les animaux en containers comme les poussins ou les lagomorphes). PT (Drafting suggestions): **3. In case the transport includes a leg of the journey by a livestock vessel [or aircraft], the organiser and the transporter shall**

Presidency text	Drafting suggestions and Comments
	ensure that the time during which the animals remain on board of a stationary vehicle after arrival at the port [or airport] is minimised. If it is likely that the animals remain on board of a stationary vehicle for more than 4 hours, they shall be unloaded at the handling facility at the port [or airport] of departure or a facility validated by the Competent Authority whithin 2 hours from the sea port. PT (Comments): The animals should be unloaded on the facilities at the sea port or in the nearby facilities, since not all the seaports have this kind of facility. The organizer must present a contingency plan for the operations in which he indicates a place to unload the animals near the seaport. This place needs to have conditions and be validated by the CA
~~2a~~ 4 In case the transport ~~of terrestrial animals which~~ includes a leg of the journey by a roll-on-roll-off vessel ~~or on a livestock vessel between Member States or within a Member State~~ lasting more than 12 hours from boarding of the vehicle onto the roll-on-roll-off vessel	CY (Drafting suggestions): 4 In case the transport includes a leg of the journey by a roll-on-roll-off vessel lasting more than 12 hours from boarding of the vehicle onto

Presidency text	Drafting suggestions and Comments
until the vehicle disembarks from the roll-on-roll-off vessel, the animals shall be unloaded and rested ~~at a control post~~ for 12 hours after disembarking. This rest shall take place at a control post at the port of arrival ~~for 12 hours after disembarking at the port of arrival or at its immediate vicinity~~ or at a control post within 4 hours of journey time by land from the port of arrival. In such a case, the overall journey may include one additional loading and one additional unloading.	the roll-on-roll-off vessel until the vehicle disembarks from the roll-on-roll-off vessel, the animals shall be unloaded and rested for 12 hours after disembarking. This rest shall take place at a control post at the port of arrival or at a control post within 4 hours of journey time by land from the port of arrival **unless the place of destination can be reached within 4 hours of journey time by land from the port of arrival**. In such a case, the overall journey may include one additional loading and one additional unloading. CY (Comments): We suggest the addition of a sentence stating that rest at a control post shall not be required if the place of destination can be reached within 4 hours of journey time by land from the port of arrival. In our view this should be made clear in the text. DE (Drafting suggestions): **~~2a~~ 4 In case the ~~transport~~ ~~of terrestrial animals which~~ ~~includes a leg of the journey by~~ time spent on a roll-on-roll-off vessel ~~or on a livestock vessel between Member States or within a Member State~~ and the preceding journey time by land ~~lasting~~ add up to more than ~~12~~ 21 hours ~~from boarding of the vehicle onto the roll-on-roll-off~~**

Presidency text	Drafting suggestions and Comments
	~~vessel until the vehicle disembarks from the roll-on-roll-off vessel~~, ~~the animals shall be unloaded and rested~~ ~~at a control post~~ ~~for 12~~ a rest period of 24 hours ~~after disembarking. This rest~~ shall take place at a control post located at the port of arrival ~~for 12 hours after disembarking at the port of arrival or at its immediate vicinity~~ or ~~at a control post~~ within 4 hours of journey time by land from the port of arrival. In such a case, the overall journey may include one additional loading and one additional unloading. By way of derogation from the first subparagraph, a rest period after disembarking shall not be necessary if the assembly center or place of destination can be reached within 4 hours of journey time by land from the port of arrival. In case the time spent on a roll-on-roll-of vessel is expected to exceed 21 hours and the previous journey time by land exceeds 9 hours, a rest period of 24 hours shall take place at a control post located at the port of departure or in its immediate vicinity. DE (Comments):

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Presidency text	Drafting suggestions and Comments
	In our view the time spent on a ro-ro-vessel has to count as this time cannot be neutral. The current text of the Presidency goes in the right direction but leads to longer journey times by land before reaching the control post in cases where the time spent on a ro-ro-vessel is 12 hours or shorter. With our approach the journey times by land will mostly stay close to 21 hours and will only in very exceptional cases be more than 30 hours. The differences between the two texts are demonstrated by two examples: Scenario 1: 5 hrs to port + 12 hrs on ferry; PCY text: 5 + 12 + max. 16 until CP (=34 hrs); DE text: 5 +12 + max. 4 until CP (=21 hrs). Scenario 2: 10 hrs to port + 12 hrs on ferry; PCY text: 10 + 12 + max. 11 until CP (=33 hrs); DE text: 10 + 12 + max. 4 until CP (=26 hrs). We suggest a 24-hour rest period, as we see no reason why animals with ro-ro-vessel transport shall be treated differently to those by road. The derogation is included to avoid resting at a control post when the place/assembly centre of destination is just as close or even closer. The suggested last subparagraph covers the case in which long journeys to vessels are combined with very long voyages. Without the proposed provision, animals may remain on vehicles for 45 hours or longer (20 hrs to port + >21 hrs on ro-ro ferry + 4 until CP = >45 hours). DK

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): ~~In case the transport of terrestrial animals which includes a leg of the journey by a roll-on-roll-off vessel or on a livestock vessel between Member States or within a Member State lasting more than 12 hours from boarding of the vehicle onto the roll-on-roll-off vessel until the vehicle disembarks from the roll-on-roll-off vessel, the animals shall be unloaded and rested at a control post for 12 hours after disembarking. This rest shall take place at a control post at the port of arrival for 12 hours after disembarking at the port of arrival or at its immediate vicinity or at a control post within 4 hours of journey time by land from the port of arrival. In such a case, the overall journey may include one additional loading and one additional unloading.~~ **In case a segment includes transport by a roll-on-roll-off vessel and exceeds [21] hours, the animals shall be unloaded and rested for 24 hours after disembarking. This rest shall take place at a control post at the port of arrival or at a control post within 2 hours by road or rail from the port of arrival.** DK (Comments):

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Presidency text	Drafting suggestions and Comments
	We propose a rewording to simplify the text but still provide for the possibility of transporting animals on ro-ro vessels. ES (Comments): We suggest allowing driving to the final destination whereas it is within 4 hours by land from the port. GR (Comments): Greece proposes to maintain the current status, because the distance of our islands from the port of Piraeus exceeds 12 hours. We agree with the proposal that the journey time by land from the port of arrival to the control post should be at a distance of up to 4 hours from the port. HU (Drafting suggestions): **~~2a~~ 4 In case the transport ~~of terrestrial animals which~~ includes a leg of the journey by a roll-on-roll-off vessel ~~or on a livestock vessel between Member States or within a Member State~~ lasting more than 12 hours from boarding of the vehicle onto the roll-on-roll-off vessel until the vehicle disembarks from the roll-on-roll-off vessel, the animals shall be unloaded and rested ~~at a control post~~ for ~~12~~ 24 hours after disembarking. This rest shall take place at a control post**

Presidency text	Drafting suggestions and Comments
	at the port of arrival ~~for 12 hours after disembarking at the port of arrival or at its immediate vicinity~~ or at a control post within 4 hours of journey time by land from the port of arrival. In such a case, the overall journey may include one additional loading and one additional unloading. IE (Drafting suggestions): **4 In case the transport ~~of terrestrial animals which~~ of unweaned animals which includes a ~~leg of the journey by~~ voyage on a roll-on-roll-off vessel ~~or on a livestock vessel between Member States or within a Member State~~ ~~lasting more than 12 hours~~ during which more than 21 hours has elapsed since the start of the overall journey, ~~from boarding of the vehicle onto the~~ roll-on-roll-off ~~vessel until the vehicle disembarks from the roll-on-roll-off vessel,~~ the animals shall be unloaded and rested ~~at a control post~~ for ~~12~~ 24 hours, after disembarking. This rest shall take place at a control post ~~at the port of arrival for 12 hours after disembarking at the port of arrival or at its immediate vicinity or at a control post~~ within 4 hours of journey time by land from the port of arrival. The unweaned animals shall be fed on milk replacer at least twice, and the used bedding in the means**

Presidency text	Drafting suggestions and Comments
	of transport shall be removed and fresh bedding applied in the unweaned animals' compartments. In such a case, the overall journey may include one additional loading and one additional unloading. NL (Drafting suggestions): 4 In case the transport includes a leg of the journey by a roll-on-roll-off **vessel or a livestock vessel between Member States or within a Member State and the maximum journey time is reached within the leg of the journey by water** ~~lasting more than 12 hours from boarding of the vehicle onto the roll-on-roll-off vessel until the vehicle disembarks from the roll-on-roll-off vessel~~, the animals shall be unloaded and rested at a control post for ~~12~~ **24** hours after disembarking. This rest shall take place at a control post at the port of arrival or at a control post within ~~4~~ **2** hours of journey time by land from the port of arrival. In such a case, the overall journey may include one additional loading and one additional unloading. **If no suitable control post can be reached in 2 hours from the port or when they do not have enough capacity, the competent authorities of the member state of departure and the member state where the port**

Presidency text	Drafting suggestions and Comments
	of destination is located may grant permission to drive to a control post that is a maximum of 4 hours from the port of destination. PT (Comments): There should be a margin of flexibility especially if the animals are transported to small islands and the farms are located near to the port of destination RO (Comments): If the place of destination can be reached within 4 hours of journey time by land from the port of arrival, the rest at a control post should not be required. SE (Drafting suggestions): 4**.** In case the transport includes a leg of the journey by ~~a roll-on-roll-off vessel~~ **sea or air** lasting more than 12 hours from boarding **until unboarding,** ~~of the vehicle onto the roll-on-roll-off vessel until the vehicle disembarks from the roll-on-roll-off vessel,~~ the animals shall be unloaded and rested for 12 hours after ~~disembarking~~**arrival**. This rest

Presidency text	Drafting suggestions and Comments
	shall take place at a control post at the port **or airport** of arrival or at a control post within 4 hours of journey time by land from the port of arrival. In such a case, the overall journey may include one additional loading and one additional unloading. SE (Comments): This provision should not be restricted to roll-on roll-off vessels. It should rather be expanded to transport by sea or air. The wording of the provision has been thusly adjusted and in some regards improved for the sake of clarity..
	DE (Drafting suggestions): :
4. In case the transport includes a leg of the journey by a livestock vessel, the overall journey may include one additional loading and one additional unloading.	CY (Drafting suggestions): ~~4~~**5**. In case the transport includes a leg of the journey by a livestock vessel, the overall journey may include one additional loading and one additional unloading. DE

Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): ~~4~~ 5. **In case the transport includes a leg of the journey by a livestock vessel, the overall journey may include one additional loading and one additional unloading.** DE (Comments): We assess that this is paragraph 5 (for the time being). We herewith support an absolute maximum of 4 loadings/unloadings (not 5, please see our comment on Art 26a (1)(c)). DK (Drafting suggestions): ~~**In case the transport includes a leg of the journey by a livestock vessel, the overall journey may include one additional loading and one additional unloading.**~~ DK (Comments): We do not support this possibility. FR (Drafting suggestions): **5.** FR

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Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): **5.** HU (Drafting suggestions): ~~**4. In case the transport includes a leg of the journey by a livestock vessel, the overall journey may include one additional loading and one additional unloading.**~~ HU (Comments): Since according to the EFSA recommendations the most stressful situation for the animals en route is the loading operations we do not see how it would improve animal welfare. PT (Drafting suggestions): ~~**4. In case the transport includes a leg of the journey by a livestock vessel, the overall journey may include one additional loading and one additional unloading.**~~ PT (Comments):

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Presidency text	Drafting suggestions and Comments
	What is considered one loading and unloading. If the animals must be unloaded on the seaport facilities or other nearby facilities, this counts as one loading and one unloading? Propose to delete, this paragraph, since our proposal is just to count the land journey times till the unloading in a sea port of departure SE (Drafting suggestions): 4**5.** In case the transport includes a leg of the journey by a livestock vessel, the overall journey may include one additional loading and one additional unloading. SE (Comments): There is currently two paragraph 4. This provision should be properly revised to paragraph 5.
	NL (Drafting suggestions): **5. Transport of slaughter animals by RoRo-vessel or livestock vessel to third countries is prohibited.**

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Presidency text	Drafting suggestions and Comments
Article 31	
	ES (Comments): We thanks the PRE PL for taking into account the suggestions about internal temperature. HU (Comments): In the current drafting proposal, authorisation on the basis of weather forecasts and the measures taken on the basis thereof are not sufficiently clearly indicated, they have been deleted in the drafting proposal, and we do not support this. We support the monitoring of the internal temperature, but we believe that the two requirements complement each other and lead to the appropriate solution, as one of the biggest problems is the transport of animals at high temperatures, which, in addition to animal welfare problems, can cause serious economic damage due to heat stress and consequent deaths in animals.

[…] ***Temperature requirements*** *for transport of terrestrial animals […]* ~~*by road and rail*~~ *[…]*	CY (Drafting suggestions): Temperature requirements for transport of terrestrial animals **for long journeys** CY (Comments): In our opinion, temperature value requirements should not be applied to short journeys, as animals are generally acclimatized to and resilient in local climate conditions. Moreover, the limited duration of exposure to potentially challenging conditions reduces the overall impact on the animals. Imposing strict temperature controls in such cases may be unnecessary, potentially creating numerous challenges to all parties involved without offering substantial benefits to the animals. DK (Comments): In general, we do not support that temperature limits are set in this Article. Instead, the specific needs of different species, breeds and categories of animals should be set in delegated acts in order to take into account scientific developments. FR (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	[…] Temperature requirements for transport of terrestrial animals […] ***for long journeys*** FR (Comments): Short-term transports should be withdrawn to avoid local habituation. Temperature control inside the compartments is only carried out for long-term transports. FR (Drafting suggestions): *[…] Temperature requirements for transport of terrestrial animals […]* ***for long journeys*** FR (Comments): Les transports de courte durée devraient être retirés pour éviter les notions d'accoutumance locale. Le contrôle des températures à l'intérieur des compartiments est effectué uniquement pour les transports de longue durée. PT (Drafting suggestions): *[…]* ***Temperature requirements*** *for* ***long distance*** *transport of terrestrial animals […] by road and rail […]*

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Presidency text	Drafting suggestions and Comments
	PT (Comments): Propose to maintain road and rail, due to the specificity of this type of transport and to differentiate the sea transport. In our opinion we can only propose requirements if there is some easy and automatic means of control, by the CA. We don't agree that the short distance means of transport need to have sensors. The requirements should be proportionate to the risk in terms of animal welfare and need to be feasible taking in consideration the reality of the different MS. Also, the vessels have thermometers and hygrometers, but they are not automatic. The only information the CA has is the one provided by the transporter. SI (Comments): To ensure their welfare, we recommend installing sensors in transport vehicles in the part where animals are kept. These sensors should measure both temperature and humidity, following the guidelines set by the European Food Safety Authority (EFSA). Monitoring humidity during

Presidency text	Drafting suggestions and Comments
	transport is crucial, as it allows the driver to adjust the ventilation to remove excess moisture and improve airflow around the animals, thereby reducing the temperature inside the vehicle. When humidity levels are high, the air becomes saturated with water vapor, hindering the animals' ability to release body heat through evaporation. EFSA has developed tables featuring the Temperature Humidity Index to assist with these measurements.
	SI (Comments): EFSA recommendations should not be ignored.
0. The organiser, when planning the journey, and the transporter, when carrying out the transport, shall ensure that animals are transported ~~by road and rail~~ in the following conditions:	DK (Drafting suggestions): **0. The organiser, when planning the journey, and the transporter, when carrying out the transport, shall ensure that animals are protected against windchill and are transported ~~by road and rail~~ ~~in the following conditions:~~ in accordance with the provisions laid down in the delegated acts referred to in paragraph [6].** DK (Comments):

Presidency text	Drafting suggestions and Comments
	Proposed changes in accordance with our general comment. In addition, we find that all animals should be protected against windchill. FR (Drafting suggestions): The organiser, when planning the journey, and the transporter, when carrying out the transport, shall ensure that animals are transported in ~~the following~~ **conditions they could easily support.** FR (Comments): Or at least the temperatures listed in the 1/2005 FR (Drafting suggestions): The organiser, when planning the journey, and the transporter, when carrying out the transport, shall ensure that animals are transported in ~~the following~~ **conditions they could easily support.** FR (Comments): Ou a minima les températures inscrites dans le 1/2005 PT (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	0. The organiser, when planning the **long journey**, and the transporter, when carrying out the transport, shall ensure that animals are transported ~~by road and rail~~ in the following conditions: PT (Comments): Add long journey. Its necessary to define the number, localization and calibration of the temperature sensors.
	FR (Drafting suggestions): In order to determine the temperature inside the animal compartment for each species, the Commission is empowered to adopt implementing acts in accordance with article 49 to lay down temperature range for species, the place where the sensors should be and measures required to adress or minimize the heat and cold stress. FR (Drafting suggestions): In order to determine the temperature inside the animal compartment for each species, the Commission is empowered to adopt implementing acts in accordance with article 49 to lay down temperature range for species,

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Presidency text	Drafting suggestions and Comments
	the place where the sensors should be and measures required to adress or minimize the heat and cold stress.
(a) For <u>weaned</u> animals other than dogs <u>and</u> cats <u>and for poultry</u> other than <u>day-old chicks and</u> end-of-lay hens, the temperature inside the animal compartment is between 0°C and 35°C;	AT (Drafting suggestions): **<u>For weaned animals other than dogs and cats and for poultry other than day-old chicks and end-of-lay hens, the temperature inside the animal compartment is between 5°C and 30°C</u>** AT (Comments): This worsens the conditions set by the old regulation. It should be the goal to improve the transport regulations in order to sustain good animal health and welfare. The previous range of 5 – 30 °C with a temporary +/- 5 °C is sufficient and should not be expanded. In addition, the outside temperature should definitely be put into consideration as air-conditioning can fail and put the animals at risk for heatstroke and other symptoms that would negatively impact their health and would lead to unnecessary suffering. BE (Comments): The temperature interval of 0° to 35° C is too wide, and is wider than in the current regulation, where the norm is 5° - 30°C and there's a tolerance

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Presidency text	Drafting suggestions and Comments
	for 5°C more or less. Which means that for planning of journeys we now take the 30°C into account. At this moment, in Flanders/Belgium at least, long journeys are not approved when the temperature forecast indicates temperatures of more than 30°C along the route. We interpret the additional 5°C as a tolerance for when the temperature forecast isn't completely accurate, but with this wording 35°C becomes the norm. We would like to at least go back to the wording of the current regulation with a maximum temperature of 30°C DE (Drafting suggestions): **(a) For ~~weaned~~ animals other than dogs and cats and for poultry other than day-old chicks and end-of-lay hens, the temperature inside the animal compartment is between ~~0~~5°C and ~~35~~30°C;** DE (Comments): Please refer to our comment from the previous consultation. Additionally, we point out that the '+/- 5 °C tolerance' accounts for a tolerance between routinely calibrated (official controls) and non-calibrated (sensors in vehicles) measuring instruments. DK (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	~~**(a) For weaned animals other than dogs and cats and for poultry other than day-old chicks and end-of-lay hens, the temperature inside the animal compartment is between 0°C and 35°C;**~~ DK (Comments): As mentioned, we propose to delete this text. FI (Comments): This group includes also weaned piglets and growing pigs, whose thermoneutral zone is according to EURCAW 15-30 C. In addition, for poultry 0 C is too low. Temperature requirements should be more species and category specific. FR (Drafting suggestions): ~~**(a) For weaned animals other than dogs and cats and for poultry other than day-old chicks and end-of-lay hens, the temperature inside the animal compartment is between 0°C and 35°C;**~~ FR (Comments): Weaned animals are less able to withstand high temperatures (above 25°C according to EFSA recommendations) than unweaned animals.

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	FR (Drafting suggestions): ~~**(a) For weaned animals other than dogs and cats and for poultry other than day-old chicks and end-of-lay hens, the temperature inside the animal compartment is between 0°C and 35°C;**~~ FR (Comments): Les animaux sevrés supportent moins bien les températures élevées (au-dessus de 25°C selon préconisations EFSA) que les animaux non sevrés. LV (Drafting suggestions): **(a) For weaned animals other than dogs and cats and for poultry other than day-old chicks and end-of-lay hens, the temperature inside the animal compartment is between 5°C and 24°C;** LV (Comments): What happens with chicken which is older than day old chick? How to measure temperature in poultry transport vesicles as they are open? NL (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	(a) For weaned animals other than dogs and cats and for poultry other than day-old chicks and end-of-lay hens, the temperature inside the animal compartment is between 0°C and ~~35~~ **30** °C; NL (Comments): For paragraph 0.a we strongly suggest a temperature range to a maximum of 30 degrees (and preferably with a lower threshold of 5 degrees Celsius). EFSA clearly recommends lower temperature thresholds for most animal species and categories. 35 degrees Celsius is too warm for most, creating a very big risk on heat stress when animals are transported by temperatures up until 35 degrees Celsius. We can however understand the positions of the member states with warmer climates, so we understand that some of the thresholds EFSA recommends can create too much difficulties to achieve for those member states. That is why we propose an upper temperature limit of 30 degrees Celsius. This gives the member states with warmer climates more space to still move animals in summer, but also better protects the animals against heat stress. PT (Drafting suggestions): **(a) For weaned animals other than dogs and cats and ~~for~~ poultry ~~other than day-old chicks and end-of-lay hens~~, the temperature inside the animal compartment is between 0°C and 35°C;** PT

Presidency text	Drafting suggestions and Comments
	(Comments): Its not easy to have automatic temperature sensors in poultry trucks. In portugal the poultry trucks are very open to allow a proper ventilation. Unless feasible solutions are met, we cannot agree to include poultry RO (Comments): We suggest that the temperature interval within 0^0 and 35^0C is not applicable to transport by sea, as the conditions at sea differ from those for transport by land (air currents, etc). SE (Comments): We appreciate the changes that differentiate the temperature ranges for certain categories of animals, e.g. day-old chicks and end-of-lay hens. It is also positive that further consideration has been given to temperatures when transporting unweaned animals. However, it does not take into account that some animals are adapted to temperatures significantly lower than 0°C, which is why minimum limits can be problematic for northern Member States. It is necessary to consider both the temperatures recommended by EFSA for different categories of animals and the fact

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	that some species and their living conditions has made them better adapted to colder temperatures.
(b) For unweaned animals, the temperature inside the animal compartment is between 5 and 30°C;	DE (Comments): To be be omitted if our suggestion on point (a) is accepted. DK (Drafting suggestions): ~~**(b) For unweaned animals, the temperature inside the animal compartment is between 5 and 30°C**~~ DK (Comments): As mentioned, we propose to delete this text. FR (Drafting suggestions): ~~**(b) For unweaned animals, the temperature inside the animal compartment is between 5 and 30°C;**~~ FR (Comments):

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Presidency text	Drafting suggestions and Comments
	Very young mammals are better able to withstand high temperatures (up to 35°C), but much less able to withstand cold. In cold temperatures, there is a real risk that drinking systems will freeze: it would be useful to include this notion in the regulations (for example, in the section of the annex chapter III dealing with transport practices). FR (Drafting suggestions): ~~**(b) For unweaned animals, the temperature inside the animal compartment is between 5 and 30°C;**~~ FR (Comments): Les très jeunes mammifères supportent mieux les températures élevées (jusqu'à 35°C) et supportent en revanche beaucoup moins bien le froid. En températures froides, le risque de gel des systèmes d'abreuvement est réel : il serait pertinent de faire apparaitre cette notion quelque part dans le règlement (par exemple dans le chapitre de l'annexe qui traite les pratiques de transport). LV (Drafting suggestions): b) For unweaned animals, and pregnant female animals, the temperature inside the animal compartment is between 5 and **25°C;**

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Presidency text	Drafting suggestions and Comments
	SE (Drafting suggestions): (b) For unweaned animals, the temperature inside the animal compartment is between **1**5 and ~~30~~**25**°C; SE (Comments): The temperature ranges for both weaned and unweaned animals, other than those previously mentioned, are still too high. Unweaned animals are more sensitive than weaned animals and would require a more limited range. According to EFSA, a suitable range for this category of animals would be 15-25°C.
(~~b~~ c) For ~~rabbits~~ lagomorphs and for poultry other than day-old chicks and end-of-lay hens, when the temperature forecasts at the place of departure and at the place of destination are below 10°C, the animals are only transported in animal compartments with protection against windchill;	DK (Drafting suggestions): **~~(b c) For rabbits lagomorphs and for poultry other than day-old chicks and end-of-lay hens, when the temperature forecasts at the place of departure and at the place of destination are below 10°C, the animals are only transported in animal compartments with protection against windchill;~~** DK (Comments):

Presidency text	Drafting suggestions and Comments
	As mentioned, we propose to delete this text. FR (Drafting suggestions): ~~**(b c) For rabbits lagomorphs and for poultry other than day-old chicks and end-of-lay hens, when the temperature forecasts at the place of departure and at the place of destination are below 10°C, the animals are only transported in animal compartments with protection against windchill;**~~ FR (Drafting suggestions): ~~**(b c) For rabbits lagomorphs and for poultry other than day-old chicks and end-of-lay hens, when the temperature forecasts at the place of departure and at the place of destination are below 10°C, the animals are only transported in animal compartments with protection against windchill;**~~ NL (Drafting suggestions): (b c) For lagomorphs and for poultry other than day-old chicks and end-of-lay hens, when the temperature forecasts at the place of departure and at the place of destination are below ~~10~~ **15** °C, the animals are only transported in animal compartments with protection against windchill;

Presidency text	Drafting suggestions and Comments
	NL (Comments): Lagomorphs and poultry should be protected against windchill at higher temperatures than now proposed. EFSA clearly states that poultry and rabbits are already at risk of experiencing cold stress at 10 degrees Celsius, so an effort should be made to protect them against windchill from temperatures of 15 degrees Celsius. That way cold stress can hopefully be prevented for these species.
(d) For day-old chicks, the temperature inside the animal compartment is between 30 and 35°C;	DK (Drafting suggestions): ~~**(d) For day-old chicks, the temperature inside the animal compartment is between 30 and 35°C;**~~ DK (Comments): As mentioned, we propose to delete this text. FR (Drafting suggestions): ~~**(d) For day-old chicks, the temperature inside the animal compartment is between 30 and 35°C;**~~ FR (Drafting suggestions):

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	~~(d) For day-old chicks, the temperature inside the animal compartment is between 30 and 35°C;~~ LV (Drafting suggestions): **(d) For day-old chicks, the temperature inside the animal compartment is between 26 and 28°C;** LV (Comments): There should be different requirements between species of domestic birds. For instance- chickens feels well in 26-28 °C, ducks and turkeys has different needs than chickens.
(e e) For end-of-lay hens, the temperature inside the animal compartment is between 15 and ~~35~~ 30°C;	CZ (Drafting suggestions): For end-of-lay hens, the temperature inside the animal compartment is between **~~15~~ 10** and -30°C; DK (Drafting suggestions): **~~(e e) For end-of-lay hens, the temperature inside the animal compartment is between 15 and 35 30°C~~** DK

Presidency text	Drafting suggestions and Comments
	(Comments): As mentioned, we propose to delete this text. FR (Drafting suggestions): ~~**(c e) For end-of-lay hens, the temperature inside the animal compartment is between 15 and 35 30°C;**~~ FR (Drafting suggestions): ~~**(c e) For end-of-lay hens, the temperature inside the animal compartment is between 15 and 35 30°C;**~~ LV (Drafting suggestions): ~~e~~ e) For end-of-lay hens, the temperature inside the animal compartment is between 15 and ~~35~~ **24**°C; PT (Drafting suggestions): ~~**e) For end-of-lay hens, the temperature inside the animal compartment is between 15 and 35 30°C;**~~ PT (Comments): See comments above.

Presidency text	Drafting suggestions and Comments
	Propose to delete
	LV (Drafting suggestions): **f) for pullets the temperature inside the animal compartment is between 20 and 26°C;**
(~~d~~ f) For dogs and cats, the temperature inside the animal compartment is between 15 and 25°C ~~and the relative humidity is between 30 and 70%~~; however, by way of derogation, in case of transport of ~~brachycephalic~~ breeds or types ~~and~~ of dogs and cats with specific phenotypical traits that require lower or higher temperatures ~~extreme coating, such as in case of heavy undercoat and bald breeds~~, the temperature shall be adapted to meet the needs of those animals.	DK (Drafting suggestions): ~~**d f) For dogs and cats, the temperature inside the animal compartment is between 15 and 25°C and the relative humidity is between 30 and 70%; however, by way of derogation, in case of transport of brachycephalic breeds or types and of dogs and cats with specific phenotypical traits that require lower or higher temperatures extreme coating, such as in case of heavy undercoat and bald breeds, the temperature shall be adapted to meet the needs of those animals.**~~ DK (Comments): As mentioned, we propose to delete this text. EE (Comments): Owner of the animal or the person who is selling dogs and cats with "special needs" (meaning etc hairless, very thick hair) is responsible for

Presidency text	Drafting suggestions and Comments
	the welfare of those animals when they are transported. The person who gives the animals(dogs or cats) to the transporter is responsible for providing the conditions to the transporter or animal care taker if these animals needs them during the journey. FR (Drafting suggestions): ~~**(d f) For dogs and cats, the temperature inside the animal compartment is between 15 and 25°C and the relative humidity is between 30 and 70%; however, by way of derogation, in case of transport of brachycephalic breeds or types and of dogs and cats with specific phenotypical traits that require lower or higher temperatures extreme coating, such as in case of heavy undercoat and bald breeds, the temperature shall be adapted to meet the needs of those animals.**~~ FR (Drafting suggestions): ~~**(d f) For dogs and cats, the temperature inside the animal compartment is between 15 and 25°C and the relative humidity is between 30 and 70%; however, by way of derogation, in case of transport of brachycephalic breeds or types and of dogs and cats with specific phenotypical traits that require lower or higher temperatures**~~

Presidency text	Drafting suggestions and Comments
	~~**extreme coating, such as in case of heavy undercoat and bald breeds, the temperature shall be adapted to meet the needs of those animals.**~~ LV (Drafting suggestions): (f) For dogs and cats, the temperature inside the animal compartment is between 15 and 25°C; however, by way of derogation, in case of transport of breeds or types of dogs and cats with specific phenotypical traits that require lower or higher temperatures – the written references about the temperature regime while transporation should be given to organizer and transporter of those animals. LV (Comments): Diskusijai. PT (Comments): Unless there are the obligation to install sensors its very difficult to control. The obligations should revised taking in consideration the feasibility to install sensors on the means of transport.

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Presidency text	Drafting suggestions and Comments
1. The organiser, when submitting the journey log ~~in TRACES, and the competent authority when approving the journey log,~~ shall take into consideration the ~~temperature~~ **weather** forecast at ~~the~~ place**s referred to in Article 24(4)** ~~of departure, the place of destination and, when relevant, the place of the control post **or of the assembly center**~~, at the time animals are expected to be at those places. **In addition, in case the transport includes a leg of the journey at sea, the marine weather forecast along the planned sea route shall be taken into consideration.**	CY (Drafting suggestions): The organiser, when submitting the journey log shall take into consideration the weather forecast at places referred to in Article 24(4), at the time **the** animals are expected to be at those places. In addition, in case the transport includes a leg of the journey at sea, the marine weather forecast along the planned sea route shall be taken into consideration. CY (Comments): We have concerns regarding the reference to the marine weather forecast, especially if the forecast shall be obtained by the national forecast bodies, since according to the national weather forecast body of Cyprus they do not provide marine temperature forecast. EE (Comments): We support the weather forecast! FR (Comments): In addition to the places referred to in article 24.4, breaks should be included in the planning (article 24.4) so that temperature forecasts can be

Presidency text	Drafting suggestions and Comments
	taken into account: when trucks are stationary, temperatures can rise to the point of endangering animals during periods of high temperatures. Mention of such places was possible in Traces Classic, but has become impossible since Traces NT FR (Comments): Outre les lieux visés à l'article 24.4, les pauses devraient être intégrés dans la planification (article 24.4) pour que les prévisions de températures y soient prises en compte : quand les camions sont à l'arrêt, les températures risquent de remonter au point de mettre les animaux en danger, en périodes de températures élevées. La mention de ces lieux était possible dans Traces Classic, mais elle est devenue impossible depuis Traces NT. PT (Drafting suggestions): 1. The organiser, when submitting the journey log ~~in TRACES, and the competent authority when approving the journey log,~~ shall take into consideration the ~~temperature~~ **weather** forecast at ~~the~~ place**s** **referred to in Article 24(4)** ~~of departure, the place of destination and, when relevant, the place of the control post **or of the assembly center**~~, at the time animals are expected to be at those places. **In addition, in case the**

Presidency text	Drafting suggestions and Comments
	transport includes a leg of the journey at sea, the metereological and marine weather forecast for the first 4 days along the planned sea route shall be taken into consideration. PT (Comments): We consider that it is important to take into consideration the marine weather forecast, but sometimes due to the long journeys the amount of information for the whole journey can be limited (probably there is reliable information in the first days, but it can change) We propose adding additional limitations on the loading operations and sea journeys in case of really bad weather forecast, storms or high wind force. We propose to look at the Irish legislation which can give a good insight of the conditions: RO (Comments): We suggest the deletion of the reference to the marine weather forecast.

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Presidency text	Drafting suggestions and Comments
	PT (Drafting suggestions): The sea journey loading operations at the port of departure and the sea journey, is not authorized if the following conditions are met: Serious sea and wind alerts are given by the weather forecast body for the port of departure. the forecast referred to in paragraph (1) predicts wind of force 8 or greater on the Beaufort scale for any sea area in which the vessel is intended to travel during a period in which the vessel will be in that sea area, or in the case of a vessel of less than 90 metres in length overall or having a roll period of less than 15 seconds, the forecast referred to in paragraph (1) predicts wind of force 6 or greater on the Beaufort scale for any sea area in which the vessel is intended to travel during a

Presidency text	Drafting suggestions and Comments
	period in which the vessel would be in that sea area. PT (Comments): Propose to add a new point
~~For consignments transported to third countries, the organiser shall also take into consideration the temperature forecast at the exit point or the border control post of the third country.~~	
The organiser ~~and~~ shall adapt the planning of the journey to ensure that it is possible to comply with the temperature ranges set out in paragraph 0 and to minimise the risk of disruptions to the journey due to adverse weather conditions.	AT (Comments): Concrete examples should be included into the journey planning on how the organizer plans to adept the journey should the need arise: for example loading in the cooler hours of the morning, reduction of loading density to allow for better airflow during hot days. It would also be beneficial to prohibit transport during heat waves when the outside temperatures exceed 35 °C for several days. DE (Drafting suggestions): **The organiser ~~and~~ shall adapt the planning of the journey to ensure ~~that it is possible to comply~~ compliance with the temperature ranges**

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Presidency text	Drafting suggestions and Comments
	set out in paragraph 0 <u>and to minimise the risk of disruptions to the journey due to adverse weather conditions</u>. DE (Comments): It goes without saying that the 'planning' can only be a best effort and no guarantee for compliance. This is also clear from the following half-sentence acknowledging the risk of disruptions due to (unforeseen) weather conditions (such as unexpectedly high or low temperatures). PT (Drafting suggestions): **<u>The organiser</u> ~~and~~ shall adapt the planning of the journey to ensure that it is possible to comply with the temperature ranges set out in paragraph 0 <u>and to minimise the risk of disruptions to the journey due to adverse weather, wind and sea conditions</u>.** PT (Comments): Propose changing the text to take in consideration the sea transport
~~**1a. When approving the journey log in TRACES, the competent authority shall assess whether the journey plan is adapted to the temperature forecast at the place of departure, the place of**~~	

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Presidency text	Drafting suggestions and Comments
~~**destination and, when relevant, of the control post, exit point, border control post or of the assembly center**~~[5]**.**	
1b. Paragraph~~s~~ 1 ~~and 1a~~ and Article 15(x) shall not apply where the ~~road vehicle~~ means of transport is equipped with a ~~functioning~~ working temperature control system which allows the temperature ranges in the animal compartment referred to in paragraph 0 to be complied with during the whole journey.	FR (Drafting suggestions): 1b. Paragraph~~s~~ 1 and Article 15(x) shall not apply where the means of transport is equipped with a working temperature control **and recording** system which allows the temperature ranges in the animal compartment referred to in paragraph 0 to be complied with during the whole journey. **The temperature data thus recorded must be kept for at least 3 years after the end of the journey by the transporter and the organizer and made available to the competent authority requests it during this period.** FR (Drafting suggestions): 1b. Paragraph~~s~~ 1 and Article 15(x) shall not apply where the means of transport is equipped with a working temperature control **and recording** system which allows the temperature ranges in the animal compartment referred to in paragraph 0 to be complied with during the whole journey.

[5] **Paragraph 1a will be integrated to Article 15(x).**

Presidency text	Drafting suggestions and Comments
	The temperature data thus recorded must be kept for at least 3 years after the end of the journey by the transporter and the organizer and made available to the competent authority requests it during this period. NL (Comments): For paragraph 1b we recommend that the temperature control system provides that the temperature within the means of transport (in the animal compartment) will be kept within the temperature ranges as set in paragraph 0. That would mean that (a) and (b) should be adjusted as follows: (a) Heating before the internal temperature in the animal compartment reaches the lower temperature value set out in paragraph (0); or (b) Cooling before the internal temperature in the animal compartment reaches the higher temperature value set out in paragraph (0). PT (Drafting suggestions): 1b. Paragraph~~s~~ 1 ~~and 1a~~ and Article 15(x) shall not apply where the **road vehicle** ~~means of transport~~ is equipped with a ~~functioning~~ working temperature control system which allows the temperature ranges in the animal compartment referred to in paragraph 0 to be complied with during the whole journey**.** PT (Comments):

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Presidency text	Drafting suggestions and Comments
	Maintain road vehicle. These systems are not previewed or tested for sea vessels. It would be important to evaluate the article 15 new proposal.
The temperature control system shall provide the following:	DE (Drafting suggestions): *Move to Chapter II of Annex I e.g. as follows and add a field on the existence of a temperature control system in Section 5 of Annex V:* **~~The t~~Temperature control system~~s shall provide the following:~~used for the purpose of compliance with Article 31(0) shall be capable to maintain the temperature within the ranges laid down in points (a) to (f) of that Article, as applicable, at all times during transport.** DE (Comments): Please refer to our comment from the previous consultation. GR (Comments): If the means of transport by road must be fitted with a warning system in order to alert the driver when the temperature in the compartments where animals are located reaches the maximum or the minimum limit, Greece is concerned that if it is also applied to short journeys, it will create a disproportionate financial burden for these carriers compared to long journeys.

Presidency text	Drafting suggestions and Comments
(a) heating if the internal temperature in the animal compartment is lower than the lower temperature value set out in paragraph (0); or	DE (Drafting suggestions): *Delete.* DE (Comments): Please refer to our comment from the previous consultation. If this provision is retained, the temperature range shall be within the animals' specific thermoneutral zone throughout the journey and therefore be narrower than those set out in paragraph (0). DK (Drafting suggestions): **(a) heating if the internal temperature in the animal compartment is lower than ~~the lower temperature value~~ set out in ~~paragraph (0)~~ the relevant delegated act; or** DK (Comments): Rewording to align with our proposed changes. NL (Drafting suggestions): **(a) Heating before the internal temperature in the animal compartment reaches the lower temperature value set out in paragraph (0); or**

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Presidency text	Drafting suggestions and Comments
(b) cooling if the internal temperature in the animal compartment is higher than the higher temperature value set out in paragraph (0).	CZ (Comments): Does this include vehicles that regulate the temperature through ventilation gaps to cool the space through airflow? DE (Drafting suggestions): *Delete.* DE (Comments): Please refer to our comment on point (a). DK (Drafting suggestions): **(b) cooling if the internal temperature in the animal compartment is higher than ~~the higher temperature value~~ set out in ~~paragraph (0)~~ the relevant delegated act.** DK (Comments): Rewording to align with our proposed changes. NL

Presidency text	Drafting suggestions and Comments
	(Drafting suggestions): **(b) Cooling before the internal temperature in the animal compartment reaches the higher temperature value set out in paragraph (0).**
~~2. [...]~~	
~~3. [...]~~	
~~4. [...]~~	
5. For the purposes of paragraph 1, Member States shall, by the date of application of this Regulation, ~~include the link to designated~~ **inform the Commission of their** ~~temperature~~ **weather** forecast body **and, where relevant, their marine weather forecast body**. **The Commission shall make this information available** in TRACES ~~to share the temperature forecast to all competent authorities and operators~~.	PT (Drafting suggestions): 5. For the purposes of paragraph 1, Member States shall, by the date of application of this Regulation, ~~include the link to designated~~ **inform the Commission of their** ~~temperature~~ **weather** forecast body **and, where relevant, their marine weather forecast body**. **The Commission shall integrate this information and make** ~~**this information**~~ **it available** in TRACES ~~to share the temperature forecast to all competent authorities and operators~~. PT

Presidency text	Drafting suggestions and Comments
	(Comments): The Commission should integrate the different weather forecasts and make this integration available in TRACES. This should apply to the weather forecast body in third countries RO (Comments): In Romania there is only one weather forecast body, not a marine weather forecast body.
For transport of animals to a third country, the expected temperatures at locations in third countries shall be determined using the **data provided by the** ~~designated~~ ~~temperature~~ **weather** forecast body of the place of departure.	CY (Drafting suggestions): For transport of animals to a third country, the expected temperatures at locations in third countries shall be determined using the data provided by the weather forecast body of the place of ~~departure~~**destination or other reliable sources**. CY (Comments): In our view the data provided by the designated temperature forecast body of the place of departure might not accurately reflect the temperatures in the destination or transit areas of the TC and can vary depending on the precision of the forecasting system. Relying solely on

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Presidency text	Drafting suggestions and Comments
	data from the departure location, if any, could lead to inaccurate assumptions about the conditions at the destination. We suggest using meteorological bodies of the destination countries or other reliable sources, as they are likely to provide more accurate data. Furthermore, according to the national weather forecast body of Cyprus they are not able to provide weather forecast for third countries.
6. ~~In order to take into account scientific developments, the Commission shall be empowered to adopt delegated acts to amend the temperature values referred to in paragraph 0 with a view to addressing the specific needs of different species, breeds and categories of *terrestrial* animals.~~	AT (Comments): **Why was this removed? It would be beneficial to keep this in the regulation.** BE (Comments): We regret that the delegation to the Commission to act upon new scientific evidence has been deleted. This would make it possible to act swiftly to incorporate new scientific evidence in order to improve animal welfare. DE (Drafting suggestions): *Undo.* DE

Presidency text	Drafting suggestions and Comments
	(Comments): We oppose the deletion. Temperature requirements should be adjustable by tertiary legislation when new scientific evidence concerning heat and cold stress becomes available. DK (Drafting suggestions): **6. In order to take into account scientific developments, the Commission shall be empowered to adopt delegated acts to amend the temperature values referred to in paragraph 0 with a view to addressing the specific needs of different species, breeds and categories of *terrestrial* animals. Such delegated acts shall be adopted no later than 12 months after this Regulation enters into force or EFSA publishes a new or updated scientific opinion.** DK (Comments): We strongly oppose the deletion of this paragraph. It is of great importance that it is possible to change the allowed temperature limits on the basis of scientific developments within a reasonable time period. NL (Drafting suggestions):

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Presidency text	Drafting suggestions and Comments
	6. In order to take into account scientific developments, the Commission shall be empowered to adopt delegated acts to amend the temperature values referred to in paragraph 0 with a view to addressing the specific needs of different species, breeds and categories of terrestrial animals. NL (Comments): Paragraph 6 should not be deleted. It is very important to be able to take scientific developments into account regarding temperature.
	CZ (Drafting suggestions): 7. If extreme temperatures are expected at the place of dispatch or during the journey, the Member State of dispatch may impose restrictions on live transport or suspend the transport of animals for both short or long journeys unless the vehicle is equipped with an air conditioning unit. CZ (Comments): We would welcome this competency to be included directly in the regulation.

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