

Reports and Comments

Welfare of Animals During Transport, Council Regulation (EC) No 1/2005

Council Regulation (EC) No. 1/2005 on the protection of animals during transport came into force on 5 January 2007. Relevant 'Welfare of Animals (Transport) Orders' have been introduced for England, Scotland, Wales and Northern Ireland to provide for enforcement and penalty provisions, and make derogations from certain provisions of the Regulation. The Regulation replaces EU Directives 91/628 and 95/29, and the 'Welfare of Animals (Transport) Order 1997' (WATO), which implemented the Directives.

The Regulation covers the transport of all live vertebrate animals within the EU when this is in connection with an economic activity. The Regulation does not apply to the transport of non-vertebrates but the general requirements to protect them from injury or unnecessary suffering still apply. The Regulation does not apply where the transport of animals is not in connection with an economic activity; where the animal is being transported to or from a veterinary clinic under veterinary advice; where an individual animal is accompanied by its owner or another responsible person and the animal is fit to be transported; or where a pet animal is being transported by its owner. The UK regulatory authorities have taken a broad view as to what constitutes an economic activity. This covers "any transport of animals undertaken as part of a business or commercial activity, which aims at achieving financial gain, whether direct or indirect, for any person or company involved with transport".

The Department for Environment, Food and Rural Affairs (Defra), the Scottish Executive, the Welsh Assembly and the Department of Agriculture and Rural Affairs, Northern Ireland, have jointly issued Guidance Notes to aid consistency of understanding and enforcement of the Regulation and the Orders. The guidance is divided into two parts. The first provides general guidance, and the second technical advice on the specific requirements of the legislation.

The general guidance outlines the requirements of the Regulation applicable to all vertebrate species, and the detailed requirements for particular species. Information is provided on the documentation required for transporting animals by species, journey time and the method of transportation (ie road, sea or air, or a combination of these). Documentation requirements vary for journeys up to 65 km, for journeys over 65 km and under 8 hours, and for journeys over 8 hours. Permitted maximum journey times and minimum rest periods are given by species and age of the animals. The journey time is defined as the period from the loading of the first animal to the unloading of the last animal. When journey times exceed the permitted maximum for farm animals they must be unloaded, fed and watered and rested for 24 hours. This must be done at an approved control post. The guidance outlines the requirements for control posts and how approval for them can be obtained.

Anyone transporting animals on journeys over 65 km must hold a transporter authorisation. Journeys over 65 km lasting less than 8 hours require a short journey authorisation, and those over 8 hours require a long journey authorisation. The criteria for obtaining an authorisation are given.

Road vehicles used for transporting vertebrate animals on journeys in excess of 8 hours must be inspected and approved. Details are given as to how this should be carried out. The requirements for being able to track vehicles during journeys are also outlined. From 5 January 2008 drivers and attendants of road vehicles must hold a valid certificate of competence for transporting horses, farm animals or poultry over 65 kilometres, and the training and certification requirements are described.

On journeys of up to 12 hours within the UK the competent authorities have decided to grant certain derogations from the Regulation. The derogations are explained and include vehicle inspection and certification; roof insulation; ventilation, temperature monitoring and warning systems; and satellite navigation systems.

The technical annexes deal with the fitness of animals to travel, vehicle specifications by species and navigation system, transport of animals by air or sea, technical rules for control posts, training and competence requirements and journey logs.

The Guidance will be an important source of information for all those engaged in the transporting animals for an economic purpose within the UK and other member states.

Welfare of Animals During Transport, Council Regulation (EC) No 1/2005 on the protection of animals during transport and the Welfare of Animals (Transport) (England) Order 2006, Guidance Notes. 2006. Defra. Available from Defra, Welfare in Transport Implementation Team, Animal Welfare Division, 1a Page Street, London, SW1P 4PQ, Tel: +44 (0)20 7904 6576. www.defra.gov.uk/animalh/welfare/; or Scottish Executive Environment and Rural Affairs Department, Pentland House, 47 Robb's Loan, Edinburgh, EH14 1TY, Tel: +44 (0) 131 244 6482. www.scotland.gov.uk/; or National Assembly for Wales, Office of the Chief Veterinary Officer, Cathays Park, Cardiff, CF10 3NQ, Tel: +44 (0) 29 2982 3592. www.countryside.wales.gov.uk/; or Department for Agriculture and Rural Development in Northern Ireland, Room 728, Dundonald House, Upper Newtownlands Road, Belfast BT4 3SB, Tel: +44 (0) 28 9052 4950. www.dardni.gov.uk

AC Hughes

HSA

Consumer Attitudes to Animal Welfare: A Report for Freedom Food by IGD

Freedom Food, the RSPCA farm assurance and food labelling scheme, commissioned an independent report by the Institute of Grocery Distribution (IGD) to investigate consumer buying behaviour in relation to animal welfare. This report has been published (see below) and covers: consumer attitudes to the importance of animal welfare in

food production; profiling and segmentation of consumers; importance of consumer confidence and trust and future evolution of the higher welfare market.

In the past it has been found that, although consumers will say they are prepared to pay more for higher welfare goods, when actually faced with an obvious increased price margin at the point of purchase their good intentions falter and a cheaper option is commonly sought instead. This report encouragingly shows, however, that there is a changing trend in the buying habits of shoppers and that animal welfare does indeed influence consumer choices. In fact, IGD found that 64% of people consciously considered animal welfare when shopping and regularly purchased one or more higher welfare products. IGD considered higher welfare products to be: “meat, dairy and egg products that have been produced with the animals’ welfare in mind”.

To explain these changing shopping patterns IGD identified four main trends:

- *Increased disposable income*: allows consumers to consider factors other than price at the point of purchase and leads to more ethical decision making.
- *Decreased confidence in food production and influence of food scares*: organic, free range and higher welfare foods are perceived by many to have a higher traceability and safety than conventional, factory counterparts.
- *Increased awareness of food quality in relation to health*: organic, free range and higher welfare foods are perceived to be healthier and more natural.
- *Premiumisation*: Products can take on a ‘premium’ and desirable status due to economical, social and cultural drivers; this is beginning to be the case for higher animal welfare friendly products.

Other interesting areas illuminated by this study were broad consumer attitudes to farmed animals and their health and welfare. On the whole, consumers have an overly simplified view of the welfare of different animal species. Because dairy cows and sheep are seen outside in fields it is assumed that these animals are living naturally and therefore have good welfare; which is not always the case. Additionally, IGD found that although the public generally has some awareness of animal living conditions and feeding, focus groups revealed consumers know very little about the agricultural supply chain and, in particular, “are deliberately ignorant of anything that happens between slaughter and consumption”.

Understanding the reasons why consumers do or do not choose to purchase higher animal welfare products will enable the industry to address consumer concerns in a more meaningful and productive way. It is generally understood that people today spend far less of their income on food than in the early-mid 1900s and that most people could, if they chose to, spend more money on food. The IGD believe that there is potential to expand the higher welfare foods market through targeting and converting people who occasionally purchase welfare-friendly products; this group of people have already shown some level of motivation to consider

and buy high-welfare foods. To convert this section of consumers to ‘all welfare friendly’ shopping IGD believe that the public’s generally low awareness of animal production first needs to be addressed. Following this, higher-welfare shopping may then be encouraged through reinforcing beliefs and stimulating action at the point of purchase. Maintenance of higher-welfare purchasing may then be supported through products being of sufficiently high quality to ensure shoppers expectations are continually met and return purchases are made.

IGD believe that “this research will help to inform all stakeholders about what consumers want, help them to understand the issues around higher welfare products, and show them ways to make the most of the opportunities that now exist”.

Consumer Attitudes to Animal Welfare: A Report for Freedom Food by IGD (2007). 66 pages A4. Published by the Institute of Grocery Distribution and available for download at: www.freedomfood.co.uk/research.

E Carter
UFAW

The ILPH Transportation Report Update

According to an update report by the International League for the Protection of Horses (ILPH) a total of 99,087 live horses were imported into, or transported between, European Union member states for slaughter in 2005; this is a significant decrease in figures since 2001. The ILPH found that the majority of horses transported for slaughter originated in Poland, Romania and Spain and were transported to Italy (84%), France (7%) and Belgium (5%). The ILPH suggest that more research needs to be conducted into the live transport of horses to fully understand the trade.

The ILPH Transportation Report Update (2006). An International League for the Protection of Horses (ILPH) report on the number of live horses for slaughter and horsemeat moving into and between the EU member states, focus: Italy. 4 pages. A4. A copy of the report is available for download at: http://www.ilph.org/documents/transportation_report2007.pdf or may be requested via email: kirstenc@ilph.org.

E Carter
UFAW

The RADAR Cattle Book 2006: Descriptive Statistics about the Cattle Population in Great Britain

RADAR (Rapid Analysis and Detection of Animal-related Risks) is a comprehensive, computer-based management system that collects and collates veterinary surveillance data from throughout the United Kingdom. The RADAR scheme was developed as a practical means of achieving the aims of the Veterinary Surveillance Strategy which is an integral part of the Animal Health and Welfare Strategy instigated by DEFRA and aims to improve the health and welfare of all kept animals in England, Wales and Scotland. RADAR was first launched in 2005 and will undergo progressive developments until 2013; by which time disease informa-