



FRAMEWORK CONTRACT: EVALUATION IMPACT ASSESSMENT
AND RELATED SERVICES; LOT 3: FOOD CHAIN

EVALUATION OF THE FEASIBILITY OF A CERTIFICATION SCHEME FOR HIGH QUALITY CONTROL POSTS

SANCO/D5/2005/SI2.548887

FINAL REPORT Part I – Main Report

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Abbreviations

Abbreviation	Full text
CP	Control post
CRPA	Centro Ricerche Produzioni Animali s.p.a, the Research Centre for Animal Production
DE	Germany
DG SANCO	Directorate-General for Health and Consumers
DK	Denmark
EC	European Commission
ES	Spain
EU	European Union
FR	France
GFSI	Global Food Safety Initiative
HU	Hungary
ISO	International Organization for Standardization
LSU	Livestock unit
NGO	Non-governmental organisation
NL	The Netherlands
PL	Poland
PVE	Dutch Product Board
QA	Quality assurance
TB	Tuberculosis
TRACES	Trade Control and Expert System
UK	United Kingdom
WP	Work package

Executive summary

The transport of animals has increased steadily in recent decades on both national and international levels in relation to globalization of market. About 365 million farm animals are transported within the EU each year and around 6 million are transported on long journeys across the EU or to or from third countries. To improve animal welfare on journeys longer than 24 or 29 hours, control posts have been developed to accommodate animals for rest, feed, and water. Animal welfare organisations have often pointed out that control posts are neglected by transporters and, when used, this is not for 24 hours (as required by the animal transport legislation ((EC) 1/2005)), but for shorter periods, closer to EU social rules for drivers (i.e. +/-12 hours).

The overall objectives of the project were to map out the current state of all control posts in the EU member states and determine through stakeholders' consultation and technical expertise quality criteria for control posts and which strategies should be developed to improve their use by transporters. The specific objectives of the study were:

- Conducting detailed study on the state of play on control posts
- Collecting and reporting on the views of stakeholders and other interested parties
- Defining criteria and a certification scheme for high quality control posts

To implement the aforementioned objectives effectively, the work was structured into three work packages as related to the specific objectives:

- Work package (WP1) : Overview of the current state of control posts in the EU members states
- Work package (WP2) : Survey to collect views of stakeholders and other interested parties, and
- Work package (WP3) : Definition and development of criteria for high quality control posts

The main focus of the first two work packages was concentrated on collecting pertinent data from control post owners (WP1), and from stakeholders and other interested parties (WP2). Standard questionnaires were developed for both work packages for data collection.

State of play on control posts

The evaluation of the control posts covered 12 countries where 148 approved control posts (95% of the total 157 control posts) are located. In the beginning of 2010 about 39 control posts were not operating as control posts because of a lack of customers, including almost all of the 23 control posts in the UK, 5 of which were closed. Of the 113 remaining control post, 57 (about 50%) have responded to the questionnaire.

The questionnaires received from the control posts confirmed that the use of the capacity is relatively low during the whole year for the majority of control posts. Only 4 out of the 57 control posts reported the use of more than 60% of the full capacity during the whole year.

The results of the investigation showed that there is more capacity available at control posts than demanded by transport companies. This holds true for all main routes (flows of animals) and all species during the whole year.

Control posts fulfil most of the minimum requirements of Regulation (EC) No 1255/97. However, at least 27 out of the 57 control posts do not fulfil at least one of the minimum requirements. Most owners of the control post have other activities such as farming, trading or transporting animals. Also the equipment at the control post is often used as an assembly centre.

Services above the minimum requirements offered by control posts are in line with the services demanded by transport companies. On some control posts, essential facilities are lacking such as showers for drivers, internet access for drivers and Competent Authority staff and an office for the Competent Authority staff.

Collecting the views of stakeholders and other interested parties

By stakeholder we mean a person or organisation with a financial investment in the activity under consideration. 71 stakeholders and interested parties (research scientists, consumer groups and animal protection groups) participated in the investigation out of 138 to which the questionnaire was sent. According to the opinion of stakeholders and interested parties (grouping all of these together), the top animal welfare factors are: good animal welfare at control posts; adequate feed and water supply, good housing conditions including sufficient space, good health and adequate training of staff handling animals. These are also the priorities for improvement and aspects that determine the quality of control posts,

Prices, booking services and facilities for drivers were ranked lower with regard to quality of control posts. Bio-security was ranked high with regard to service of control posts by all stakeholders. Important aspects that the respondents emphasized were enforcement and implementation of EU legislations and directives by all member states and adapting resting time to different species.

As regards the future of control posts, about 53.5% of the stakeholders and interested parties, most of whom being those with a financial interest in the control posts, preferred improved control posts in relation to animal welfare, and facilities for drivers and trucks. 17% of the stakeholders specified that they do not see the necessity of control posts in the future, whereas 15.5% had other alternatives including the possibility for animals to stay on trucks at control posts. Not unloading the animals leads to less stress during (un-)loading and lower risk of spread of diseases. However no adequate scientific research is available to confirm this. Therefore further research is recommended. Trans-

port companies (the main or only customers of control posts) are willing to pay for more square metres per animal, veterinary services for injured or sick animals and cleaning and repair facilities at control posts.

Quality criteria and certification scheme

For the development of quality criteria, desk research was carried out to formulate the requirements of a quality assurance (QA) system and specifically the requirements for a Control Post within this system. The legal aspects of the Control Posts for certification purposes and the results of the different questionnaires of WP 1 and WP 2 of the project were subsequently incorporated into the draft requirements. The “Proposed standards for improving the welfare of farm livestock in the EU” (March 2003) of Euro group for Animals was also added where relevant, particularly on stocking density. As a basis for the certification and inspection bodies potentially operating in the QA system ISO standards are the most acceptable choice. The ISO library was searched for applicable systems. Based on the consulted systems and documents an advice is formulated on how a future QA system for Control Posts could operate. The different functions and roles of all the participants are also described.

To implement the recommended scheme, a special private organization will be required that collaborates with the EU and local authorities. The scheme holder has to be registered as scheme holder at the national and European accreditation bodies. Interested Certification bodies, should apply and be registered by scheme holder after completing the scope in their 45011 accreditation.

Based on the results of this study it is recommended that a project is funded which will cover the initial costs of establishing a Quality Assurance system for Control Posts. By funding the start-up costs of the QA system, in combination with funding the initial costs for Control Posts, the (financial) threshold for participation of Control Posts will be lowered significantly, thereby increasing the willingness to participate and improve the quality of Control Posts.

Estimation of cost of renovation: To estimate the costs of renovation data has been collected from control posts by means of direct visits and collections of pictures from non-visited control posts. Objective of the calculations have been to adjust the stables according to standards of high quality taking into account the recommendations of the stakeholders and the principles laid down in the proposal for certification.

The cost of renovation depends on the current status of control posts and on its capacity. Three control posts were selected to estimate renovation cost. For the three control posts considered, the estimated investments for renovation are 45 000, 135 000 and 224 000 euro, of which 17 800, 56 484 and 73 000 euro is for equipment. Interventions which we have foreseen are those regarding the veterinary, sanitary and hygienic conditions which in all three control posts definitely needed to be improved. These improvements will lead to high quality control posts in the eyes of all stakeholders and interested parties.

1. Introduction

The transport of animals has increased steadily in recent decades both on national and international levels in relation to globalization of market. About 365 million farm animals (45 million cattle, 95 million sheep, 225 million pigs, and 300 000 horses) per year are transported within the EU (only within the former 15 member countries), and about 67% are transported by trucks to abattoirs (Gebresenbet et al, 2006). However, these figures do not reflect the local sales and transports between farms. Most animals are transported directly to the slaughterhouses or they pass through markets or sampling points where they are unloaded and loaded again before going to their destination.

Each year around 6 million farm animals are transported on extremely long journeys across the EU or to or from third countries, some for slaughter, and others for further fattening. Many of these journeys, which involve extensive suffering, take over 30 hours; the worst take over 70 hours (Stevenson, 2008).

In recent years, all EU institutions have contributed to raise welfare standards in the European Union based on the Protocol to the Amsterdam Treaty on Animal Welfare. The protection of animal welfare during transport is currently based on a new regulation since January 2007. Regulation EC 1/2005 has replaced directive 91/628 and amended Directives 64/432/EEC and 93/119/EC and Regulation 1255/97/EC.

The result is an increasing awareness of animal welfare during transport, not only by the public but also by the stakeholders. However, violations of existing animal transport legislation and animal welfare standards are reported very frequently within Europe. This might be explained by a lack of concern for animal welfare, but also by increasing costs related to improved protection of animals, which are not met especially in relation to long distance journeys, representing less than 10% of the overall trade in live animals.

Since the adoption of Directive 95/29/EC the transport of animals in the EU has been limited in time for the main farm species (horses, cattle, sheep, goats, poultry and pigs). After a certain period of transport by road (up to 29 hours for ruminants and 24 hours for horses and pigs) animals must be unloaded for 24 hours in locations approved by the Competent Authorities. Although today's framework of the animal transport legislation has been recast through the adoption of Regulation (EC) No 1/2005, rules on travelling times and resting periods have been maintained.

Control posts, formerly referred to as staging points, are structures used to accommodate animals for rest, feed, and water after long distance transport. The animals are required to rest there for at least 24 hours before travelling further. Conditions, competence of staff working the posts, management



and procedures at the control posts should guarantee that the animals transported continue their journey under optimum welfare conditions including compliance with animal-health requirements.

"Control posts" are establishments approved by the national Competent Authorities provided that they comply with the requirements laid down in Regulation (EC) No 1255/97. Rules laid down in this Regulation aim at ensuring that animals are kept in good welfare conditions while maintaining their animal health status. This has been a particular issue following the Foot and Mouth Disease outbreak of 2001 where it was confirmed that contacts between animals of different origins at a control post led to the spreading of this disease.

Animal welfare organisations have often pointed out that control posts are neglected by transporters and, when used, are generally not used for 24 hours (as required by the animal transport legislation), but for shorter periods, closer to EU social rules for drivers (i.e. +/-12 hours).

The European Commission intends to award a grant to a preparatory action, aiming at promoting high quality control posts for resting animals transported over long journeys following the European Parliament's initiative to allocate € 4 million in the 2009 Community budget to this end.

According to recent information and opinion, control posts do not seem to meet the actual needs of transporters as control posts are missing in certain locations and a number of existing control posts are of poor quality standards despite official controls. Therefore, the aim of this study was to obtain views on control posts and their use, and establish proper criteria for control posts to ensure compliance with the set of EU Regulations on travelling times and welfare conditions with respect to the welfare of animals.

2. Objectives

The overall objectives of the project were to map out the current state of all control posts in the EU member states and determine through consultation with stakeholders and other interested parties (a stakeholder is a person or organisation with a financial interest in the activity under consideration) technical expertise quality criteria for control posts and which strategies should be developed to improve their use by transporters. The specific objectives of the study are as follows:

- Conducting detailed study on the state of play on control posts
- Collecting the views of stakeholders and other interested parties
- Defining criteria and certification scheme for high quality control posts
- Estimate renovation cost to develop high quality control posts

Key issues: The crucial key issue considered for the current work were:

- **Key issue 1:** Certification includes animal health (present situation) animal welfare and good conditions for drivers.
- **Key issue 2:** Transparency of control post to other stakeholders and other interested parties.
- **Key issue 3:** Improving animal welfare during long distance transport.

It was assumed that the results from the current investigation will contribute to:

- Improvement of animal welfare;
- Reduction of risks of spread of diseases;
- Improvement of economic competitiveness of stakeholders in animal based production chain;
- Improvement of food quality and safety;
- Increase of consumers' confidence in animal based foods;
- Maintaining the dialogue with society.

3. Methodology

In line with the terms of reference and to reach the main objective of the project, the work was structured into three work packages as related to the specific objectives:

- Work package (WP) 1: Overview of the current state of control posts in the EU members states
- Work package (WP) 2: Survey to collect views of stakeholders and other interested parties, and
- Work package (WP) 3: Definition and development of criteria for high quality control posts

As shown in Figure 1, the three work packages are linked together. The first two work packages, WP1 and WP2 are mainly surveying. Results from WP1 and WP2 were used to develop criteria for the certification of control posts, and estimation of the cost of improvement of structure of control posts.



Figure 1. Linkage of the main components (Work packages) of the project

The project implementation had three phases:

- **Phase I: Baseline survey:** Development of standard questionnaire and protocol for the data collection and collection of data on:
 - Development of animal flow within, to and from EU,
 - State of the art of control posts (design, management and service of the control posts)
 - Views from relevant stakeholders and other interested parties on quality of control posts
- **Phase II: Data analysis and evaluation:** Analysis of the collected data in relation to the existing EU regulations and the basic welfare requirements.
- **Phase III: Development:** This phase included the development of quality criteria and certification scheme for high quality control posts.

Development of standard questionnaires

For the development of the questionnaires, preliminary screening investigations of the control posts and detailed discussions within the consortium and with other experts have been made to develop standard questionnaires.

The questionnaire for WP1 (see Annex I.2) was developed to collect sufficient data on current status of control posts in relation to their levels of activities and utilization levels by transport companies, their capacity, facilities, services and information system, and any constraints related to using control posts.

The questionnaire was developed to collect data to answer to the following questions:

- Are control posts capacities (number/species) and locations consistent with the traffic flows and with the EU legislation applicable to animal transport?
- What types of animals are mainly benefiting from the use of control posts?
- Who are clients of control posts, how do they use control posts and what are their main reasons for doing it?
- Who are the owners of control posts, how they manage them and what are their economical models? What are the costs of building or renovating an average control post?
- Which kinds of services are today provided in control posts and how much do they cost for transporters?

Questionnaire for WP2 (see Annex II.1) was designed to obtain opinions from wide range of relevant stakeholders and other interested parties: (a) Transport companies, (b) National competent authorities/public organizations/ borders inspection posts, (c) NGOs: animal protection organizations, consumers organizations, (d) Owners of control posts, (e) abattoirs, (f) Animal welfare scientists, (g) Others.

Scope and data collection

The evaluation of the control posts covered 12 countries where 148 approved control posts (95% of the total 157 control posts) are located. Only 2 countries (Bulgaria and Czech Republic) with 8 approved control posts were not included in the investigation. In the beginning of 2010 at least 39 control posts were not operating as control post because of a lack of customers (see Table 1). Moreover, at least 5 control posts were closed down in the beginning of 2010. Out of the 113 remaining control posts which are currently operating at the beginning of 2010, 57 (about 50%) have responded to the questionnaire.

Data collection from stakeholders and other interested parties was not limited to countries having control posts, but across all EU member countries.

Development of quality criteria

Desk research was carried out to formulate the requirements of a QA system and specifically the requirements for a Control Post within this system.

The legal aspects were taken as the starting point for the requirements of the Control Posts for certification purposes. The results of the different questionnaires of WP 1 and WP 2 of the project were subsequently incorporated into the draft requirements. The “Proposed standards for improving welfare of farm livestock in the EU” (March 2003) of the Eurogroup for animal welfare was also added where relevant, particularly on stocking density.

As a basis for the certification and inspection bodies potentially operating in the QA system ISO standards are the most acceptable choice. The ISO library was searched for applicable systems. Based on the consulted systems and documents an advice was formulated on how a future QA system for Control Posts could operate. The different functions and roles of all the participants are also described.

Estimation of cost of renovation

In order to estimate the costs of renovation of three control posts the following methodology has been applied:

- Data collection has been carried out:
 - by means of direct visits in three control posts in Italy (CE 12/PS, CE 06/PS and CE 11/PS)
 - collection of pictures of control posts in Spain (1) and Poland (3)
- Starting point for the analysis have been:
 - minimum legal requirements of control posts as laid down in Regulation 1/2005
 - technical characteristics of a high quality control post (CE 12/PS)
 - recommendations emerged from the results of WP1 and WP2
- Basis for the calculation of costs of renovation of control posts has been the updated “Database of prices of farm equipment” prepared by CRPA and used as independent standard by the Region Emilia-Romagna for funding investments in farm buildings and equipment proposed by farmers on the Rural Development Plan.
- Objective of the calculations has been to adjust the stables and accommodations according to standards of high quality taking into account the recommendations of the stakeholders and the principles laid down in the proposal for certification.

Team members

The team members are from 10 countries (Belgium, Denmark, France, Germany, Italy, Netherlands, Poland, Spain, Sweden, and UK) and each team member collected data from her/his country and



some experts were assigned to collect data from the remaining countries. No information was gathered from the 8 control posts in Bulgaria and the Czech Republic.

4. Results

4.1. Limitations and constraints encountered during the implementation of the project

As stated in the previous section, two questionnaires were developed to interview the owners of control posts and the other stakeholders and interested parties. The questionnaires were developed in English and after that translated into Spanish, French, Italian and Polish. For The Netherlands, Belgium, Sweden, Denmark and Germany the questionnaires were not translated. Some respondents in Germany needed the support of the project team to fill in the questionnaire. In general, the willingness of control posts to participate was high (over 90%). However, because of the short period to respond about 50% responses has been reached.

Currently there are 157 approved control posts in 14 EU member countries. However, during the project, it became clear that at least 44 of them are not operating as control posts actively or are closed down. Only 113 (see Table 1, and Figure 2) are operating and 57 (see Annex AI:5) of them participated in the current project because of the short period to respond. In Table 1, an overview is given of the approved control posts per EU country, the number of control posts that responded to the questionnaire, the number of control posts not operating as a control posts anymore.

Details of country report are given in Annex AI.3 and some important remarks per country:

- **UK** is a country where many animals (calves and sheep) are sent to continental Europe. However, in 2008 this flow came to an end because of concerns about TB, Bluetongue, and Foot and Mouth disease. UK is not a transit country, only a few cattle from Ireland cross the UK en route to the continent. The most common route for Irish cattle is by ferry directly to the North of France. This means that the 22 control posts in UK were not operating in 2009.
- In **Germany**, there are 23 approved control posts registered. 19 agreed to participate but only 7 questionnaires were completed despite repeated efforts.
- In **Spain** only 3 of the seven registered control posts are operating as a control post. Two are closed down and the other two are operating as assembly centres. All control posts host only cattle. All three control posts answered the questionnaire.
- In **Poland** there are 14 registered and approved control posts. Thirteen control posts were reached, three of them were visited. Eleven questionnaires were completed. At the time of the research there were not many customers. In the eyes of the owners this is caused by the financial crisis. The general opinion is that the conditions for animals are good in Poland at control post

even if old buildings are used. Many control posts have not invested in a lorry wash and facilities for drivers need some improvements. Investment in accommodation is not needed because drivers prefer to sleep in their lorries.

- In **The Netherlands** there are three approved control posts. Only one control post was operating as a control post occasionally. This control post filled in the questionnaire.
- A control post in **Slovakia** and in **Hungary** filled in the questionnaire because they are owned by Dutch transport companies willing to cooperate. Both owners are not in favour of unloading and loading the animals at the control posts, preferring to let the animals stay on the lorry.
- In **Belgium** there are also three approved control posts, of which one is occasionally used as a control post. The main reason is a lack of costumers.
- In **France** there are 53 control posts. It took a long period to get cooperation from the national board. Also some of the control posts were closed down or not operating as a control post. 18 questionnaires were completed.
- In **Italy** there are 13 approved control posts of which 5 are or will be closed down. Six questionnaires were completed. Three Italian control posts have been visited directly. The general impression is that the drive towards renovation will increase when in future the frequency of visits will rise. This heavily depends on the enforcement of the EU regulations at control posts and transport of animals.
- By phone calls and mail contacts the control posts in **Slovenia** and **Greece** have been reached and the questionnaires have been completed.
- In **Denmark** and **Sweden** no control posts are operating.

The questionnaire for stakeholders and interested parties was sent to 138 transport companies (the customers of the control posts), control posts, competent authorities, NGO's, animal welfare researchers in the countries participating in the survey, and 71 of them responded to the questionnaire.

Some NGOs did not fill in the questionnaire because they had to rank the different welfare aspects and in their opinion all these aspects are equally important.

The constraints encountered during data collection are briefly described in the country report (see Annex AI.3 – Country report). The country reports include reports from 10 countries. The main problems indicated in the country report were:

- Time limitation for data collection
- Many of the addresses of the control posts appearing on the EU list of approved control posts were incorrect or insufficient
- Many control posts are not functioning or closed
- The questionnaires had to be translated into the local language

- Some control posts were reluctant to respond to the questionnaire, but most of them were prepared to cooperate,
- Some stakeholders would have preferred a more open questionnaire than the ranking systems in the questionnaire prepared for this study.

It was planned to collect all data for the two work packages, i.e., state control posts (WP1) and stakeholder and interested parties (WP2), before the end of February. However, particularly, data for WP2 were collected until the third week of March.

Table 1. Number of approved control post (January 2010) and number of control posts with questionnaire filled in per EU-country (inclusive number closed down, newly opened)

Country	Number of control post			
	Approved (Jan 2010)	Responded to the questionnaire	Not operating as control post	Closed
Belgium	4	1	3	
Bulgaria ¹	4			
Czech Republic ¹	4			
Germany	24	7		1
Spain	7	3	2	2
France	53	18	5	
United Kingdom	23	6	22 (no customers)	
Greece	1	1		
Hungary	4	1		
Italy	13	6	2-3	2
The Netherlands	4	1	3	
Poland	14	11		
Slovenia	1	1		
Slovakia	1	1		
Total	157	57	>39	5

¹ no questionnaires from these countries



Figure 2. The 57 control posts that participated in the study

4.2. State of play on control posts

4.2.1. General comments

In this study we focus on the main flows of animals per species between EU-27 member states representing at least 80% of all long distance transports. The only exception is the trade between Germany and Russia for pigs. The research is limited for the period 2007-2009.

Data are not always consistent. For example figures on internet about capacity of control posts differ from the figures of capacity mentioned by control post owners in the questionnaire. The numbers of animals on long distance transport are figures based on TRACES output for 2009. Compared to other outputs of TRACES and national statistics there are differences. However for the main transport movements the presented figures give a good picture of long distance transport of live animals.

4.2.2. Developments in long distance transports of live animals

In Table 2 the number of animals travelling longer than 24 /29 hours is mentioned per species for the period 2007 to 2009.

Table 2. Number of animals (in 1000) travelling more than 24/29 hrs in the years 2007- 2009

Year	Cattle (>29)	Horses (>24)	Sheep (>29)	Pigs (>24)
2007	756	65	788	699
2008	517	50	354	1065
2009 ¹	290 (245)	39 (24)	285 (111)	916 (729)

¹ between brackets the number of animals travelling at least 2 additional hours than the maximum.

The present regulation (1/2005; Chapter V article 1.8) gives the possibility to extend the journey if the end destination is within 2 hours reach. In table 2 the number of animals travelling at least 2 hours more than the maximum duration is given between brackets for 2009. From this it can be seen that relative many horses and sheep travel less than 2 hours above the maximum travelling time. It is not clear if these transporters will include a stop at a control posts. This will also depend on possibilities for drivers to continue the journey. It is assumed in this report that all these transportations will use a control post if the travelling time is longer than 24 hours for pigs or horses and 29 hours for cattle and sheep.

The long distance transport of animals is only a small part of total international transport of animals. For cattle this varies from 16% to 6% and is decreasing fast in the period 2007 to 2009. For horses this is about 20% in all the years. For sheep this percentage is 6% in 2007 and decreases to 3% in 2009. For pigs this percentage is stable at a level of about 3% (see Table 3).

Table 3. Live animals travelling (in % of total animals) within Europe divided by the duration of the journey and by species

	2009			2008			2007		
	<8 hrs	8-24 (29) hrs	>24 or >29 hrs	< 8 hr	8-24 hr	>24 hr	< 8hr	8-24 (29) hrs	>24 or >29 hrs
horses	0.38	0.43	0.18	0.30	0.47	0.23	0.29	0.50	0.21
cattle	0.49	0.45	0.06	0.39	0.49	0.12	0.42	0.42	0.16
pigs	0.68	0.29	0.03	0.57	0.40	0.03	0.54	0.45	0.02
sheep	0.38	0.59	0.03	0.36	0.60	0.04	0.35	0.59	0.06

Conclusions on international long distance transport of live animals

The number of animals transported internationally for a long distance varies a lot from one year to another year. The increase up to 2007 can partially be explained by the entrance of new member states in 2007 (Romania and Bulgaria).

Many animals (sheep (60%), horses (40%), pigs 20%, cattle 15%) are transported for less than 2 hours above the maximum duration. Hence stops at control posts are not always necessary.

4.2.3. Main animals movements

The figures according to TRACES for the main animal movements travelling more than 24/29 hours are in Appendix 1. In this chapter the main movements per species are described.

Cattle

The total number of cattle travelling more than 29 hours is rapidly decreasing in the period 2007 to 2009 from 756.000 to 290.000. The countries importing cattle are Spain (42-53%), The Netherlands (16-20%), Italy (12-17%) and Greece (3-9%). Together these four countries import 85 to 88% of all live cattle in the period 2007-2009.

The main countries exporting cattle are Ireland, Latvia, Poland, Romania and United Kingdom (in 2007 and 2008). In Figure 3 the main routes are given for 2009.

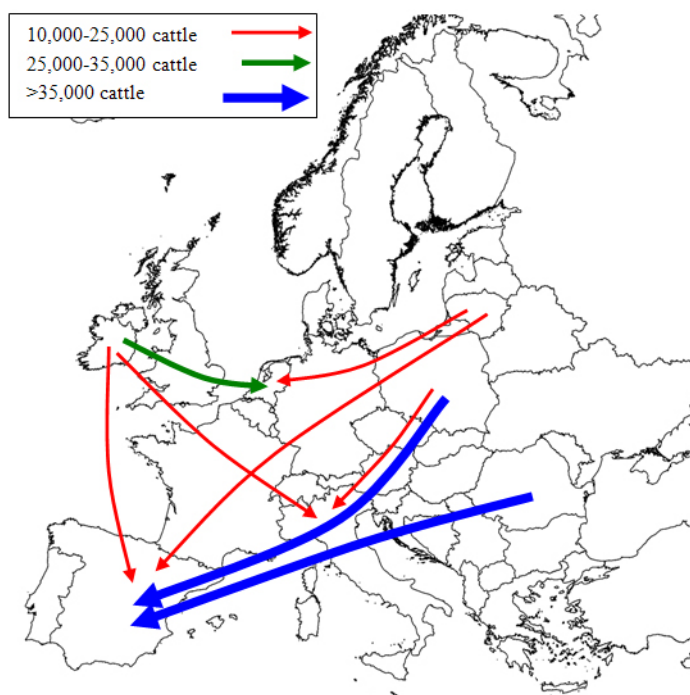


Figure 3. Main routes of cattle travelling more than 29 hours in 2009

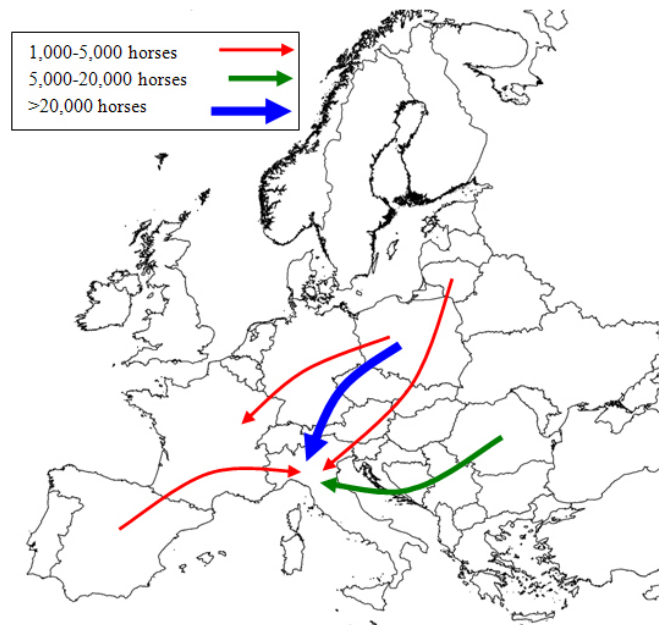
Source: TRACES, 2009

Horses

The total number of horses travelling more than 24 hours decreased in the period 2007 to 2009 from 65,000 to 39,000 animals. In all these three years the main importing countries were Italy (81-85%

of total import) and France (4-5% of total import). The main exporting countries were Poland (40-63% of total export), Romania (14-25% of total export) and Spain (11-17% of total export). In total these three countries are responsible for 82 to 88% of all exports of horses travelling more than 29 hours. In Figure 4 the main routes of horses travelling more than 29 hours are depicted for 2009.

Figure 4. Movements of live horses travelling more than 24 hours in 2009



Source: TRACES, 2009

Sheep

The number of sheep transported for longer than 29 hours increased from 218,000 in 2005 to 788,000 in 2007. Between 2007 and 2009 the numbers fell back to a level of 285,000 in 2009. About 60% of these sheep are travelling 30 or 31 hours. 2007 is an exception with 562,000 sheep travelling at least 32 hours.

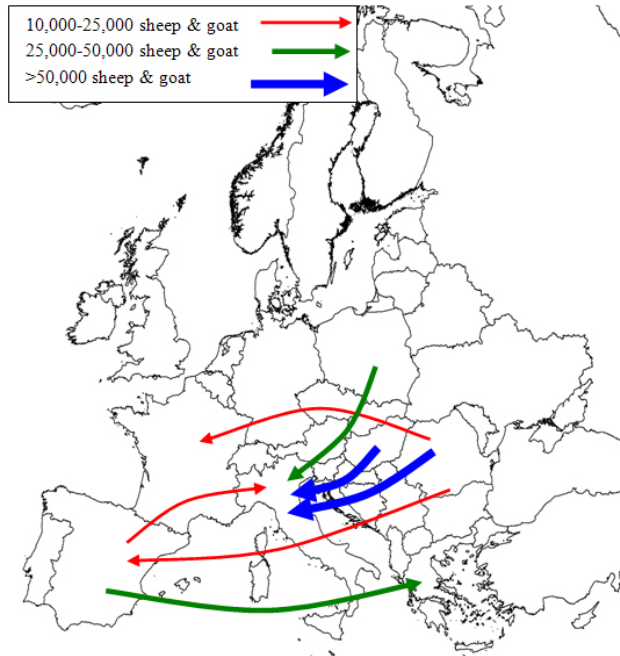


Figure 5. Movements of live sheep travelling more than 29 hours in 2009

Source: TRACES, 2009

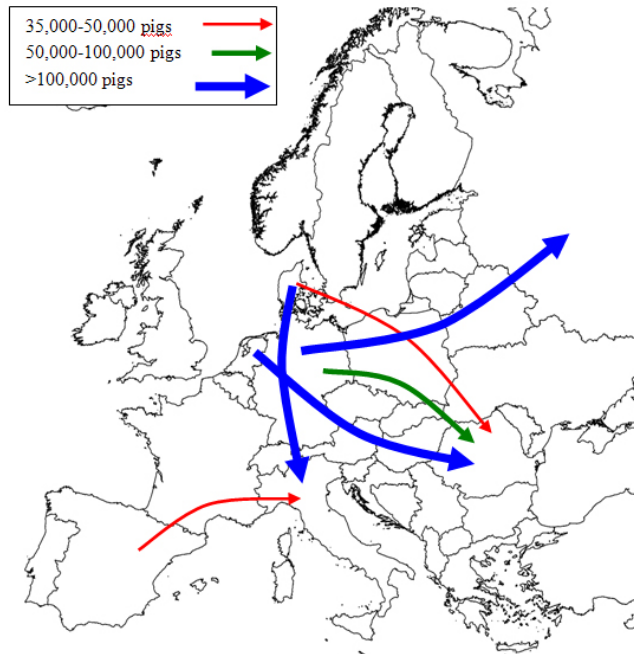
The main importing country is Italy (50-60% of total import of live animals) followed by Greece (7-13%), Spain (10-12%) and France (9-17%). Only in 2007 there was a trade of 95,000 sheep travelling from Romania to Germany (accounting for 12 % of total trade). In total these four countries account for at least 86% of all imports.

The main exporting countries are Spain, Hungary, Poland and Romania, accounting for respectively 10-12%, 9-17%, 7-13% and 50-60%. In total these four countries export at least 89% of all sheep travelling more than 29 hours.

In Figure 5 the main movements between countries are depicted for 2009.

Pigs

The number of pigs travelling more than 24 hours increased from 2005 till 2008 from 344 000 to 1 065 000 pigs and decreased to a level of 916 000 in 2009.



The main importing countries are Italy, Spain, Romania and Russia (outside the EU-27). These four countries are responsible for 80% of all imports of live animals travelling more than 24 hours in 2008 and 2009. The amount and percentage for each country differs a lot each year.

The main exporting countries are Germany, Denmark and The Netherlands. The share in total export of pigs travelling more than 24 hours increases from 2007 to 2009 from 56% to 83%. In Figure 6 the main movements of pigs travelling more than 24 hours are presented for the year 2009.

Figure 6. Movements of live pigs travelling more than 24 hours in 2009

Source: Traces, 2009

The main conclusions regarding flows of live animals for long distance are:

a. Per species the routes are different:

- Cattle are transported from Ireland and Eastern European countries to Italy, Spain and the Netherlands.
- Horses are mainly transported from Poland, Romania and Hungary to Italy (and France).
- Sheep are mainly transported from Eastern Europe to South West Europe. There is also a movement from Spain to Italy and Greece.
- Pigs are mainly transported from North West Europe to Spain, Italy, Romania and Russia.

b. Although the numbers of animals differ from year to year the main movements are stable. One main exception is the UK for live calves. In the autumn of 2008 the export of live calves from the UK to the Netherlands came to an end because of concerns about TB, Bleu Tongue and Foot and Mouth disease. For most species three countries are the main exporters and two or four countries are the main importers.

4.2.4. Location of control posts

Overview of control post

The maximum daily capacity in number of animals is about 65,000 for cattle, 60,000 for pigs, 5,000 for horses and 100,000 for sheep. Because control posts are not operating during the whole year and many are also operating as an assembly centre the real capacity is far lower than the aforementioned capacities. In Tables 4 and 5 the number of control posts per species is presented. 23 control posts have capacity for all species and 68 control posts are specialized in one species.

Table 4. Number of control posts per species

Species	Nr	Country
Hosting all species	23	Bulgaria (2), Czech Republic (1), Germany (3), France (2), United Kingdom (2), Greece (1), Hungary (1), Italy (8), Poland (3)
Hosting only equine	6	Germany (1) France (5)
Hosting only cattle	56	Belgium (1), Germany (9), Spain (7), France (21), United Kingdom (11), Italy (2), Poland (5)
Hosting only pigs	3	United Kingdom (1), Hungary (1), Slovakia (1)
Hosting only sheep	3	France (2), United Kingdom (1)
Hosting only cattle and pigs	12	Germany (6) France (1), Poland (5)
Hosting only cattle and equine	8	Bulgaria (1), France (7)
Hosting only cattle and sheep	21	Belgium (1), France (12), UK (4), Slovakia (1), Poland (1)
Hosting only pigs and sheep	3	Belgium (1), France (1), Germany (1)

Table 5. Number of control posts matrix hosting different species

	Cattle	Pigs	Equine	Sheep	All
Cattle	56	12	8	21	137
Pigs	12	3	0	3	48
Equine	8	0	6	0	47
Sheep	21	3	0	3	67

Control post for cattle

The main importing country for cattle is Spain getting animals from Ireland, Poland and Romania. Control posts for cattle are situated in France (Mid West, environment of Lyon, South), North of Italy and North of Spain (see Figure 7). Given the maximum movement of 400 000 animals transported to Spain in 2007 the maximum full capacity use of control posts, which are situated near the main roads, is less than 100 days.

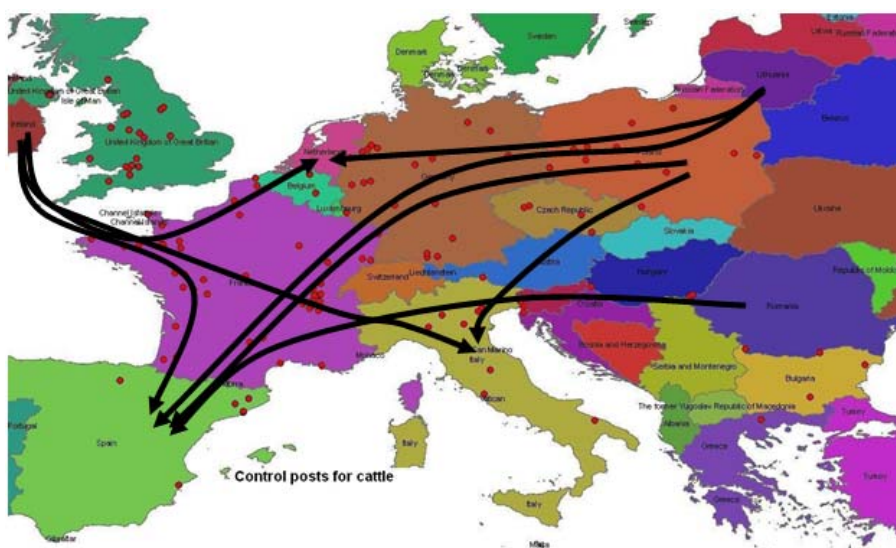


Figure 7. Location of control posts for cattle and the main transport movements of long distance transports of cattle.

For example in 2007, 191 000 cattle were transported from Poland and Latvia to Spain. These animals can rest in the neighbourhood of Lyon in France and in the North of Spain. The capacity of the control post along the route is about 2000 animals per day. This means full capacity for around 95 days a year.

Control posts for horses

The main importing country for horses is Italy. In France and Italy there is a daily capacity at control posts for horses of 1783 and 1960 places (see Figure 8). Given the total of 65 000 animals travelling more than 24 hours in 2007 and taking into account only the capacity in Italy this means that the capacity is fully used for 33 days a year. About 40% of the horses travel 25 or 26 hours according to TRACES. If these consignments do not stop at a control post the full use is only 20 days.

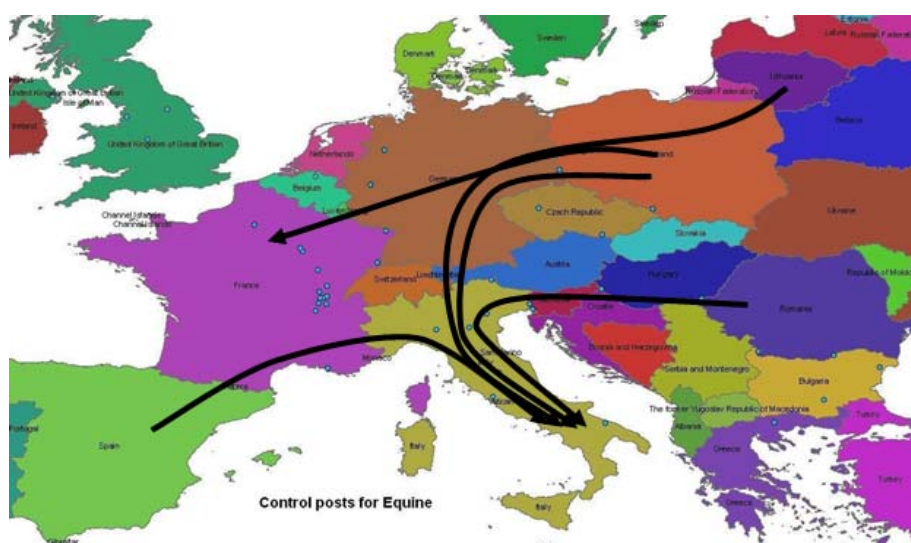


Figure 8. Location of control posts for horses and the main transport movements of long distance transports of horses.

Control posts for sheep

Important routes for sheep on long travelling distance are:

- from Poland, Hungary, Romania to Italy
- from Spain, Hungary and Romania to Greece.

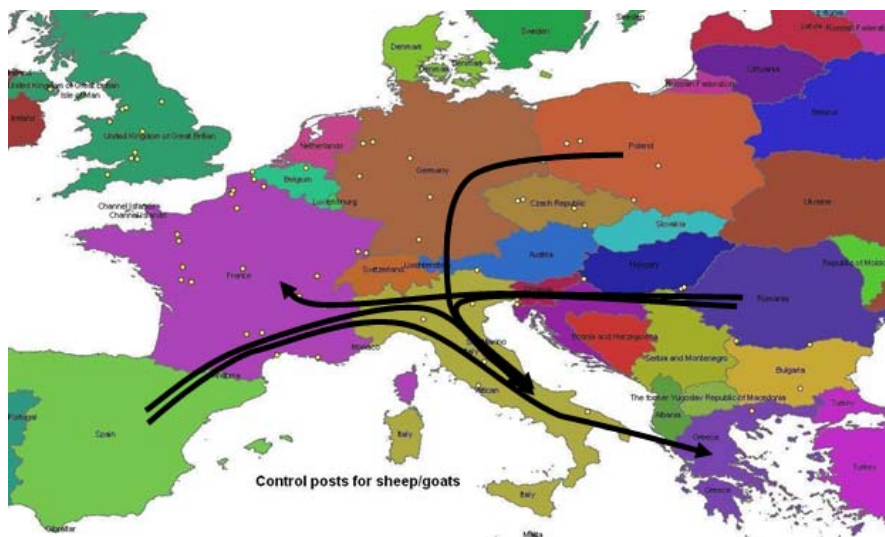


Figure 9. Location of control posts for sheep and the main transport movements of long distance transports of sheep.

Spread over Italy with concentrations in the North next to the borders of Austria and Slovenia there are about 14 000 place in 10 control posts available for sheep (see Figure 9). This means that full capacity is used for 18 days a year assuming that all sheep travelling more than 29 hours will rest at control posts. Also the sheep travelling from Spain to Greece (about 35 000 in 2007 and 2009) will stop at control posts in Italy. This means that the capacity of 14 000 animals will be used for 3 days. The total full capacity use will be about 20 days a year.

Control posts for pigs

In the period 2007-2009 there are four main importing countries and five main exporting countries of piglets and pigs:

- export from DK, DE and (NL) to Russia
- export from DK, DE, NL to Romania
- export from DK (DE, FR, ES, NL) to Italy
- export from NL (DK) to Moldavia (only in 2009)
- export from PL to HU (only in 2007)
- export from NL to Spain,

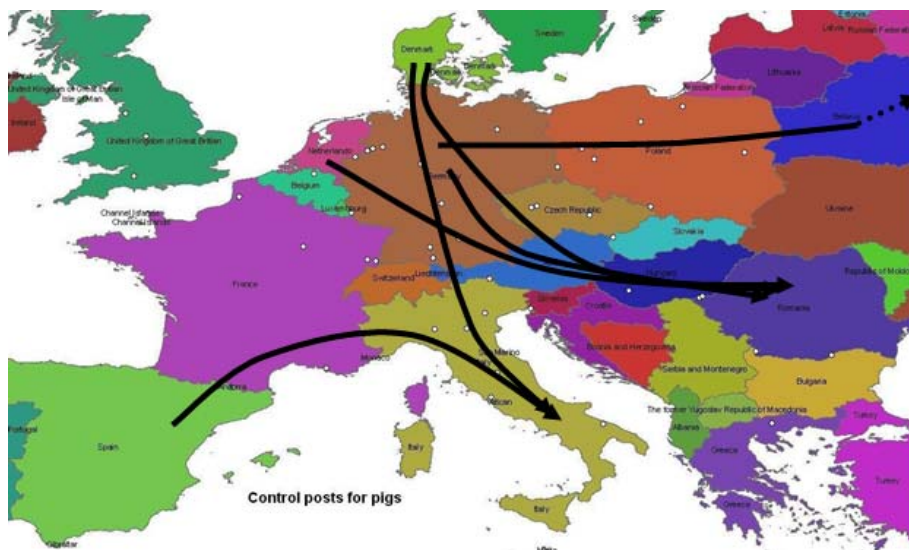
For the export of pigs from DK, DE, (NL) to Russia control post in Poland are needed. In 2008 the total export was 280 000 pigs. With 200 pigs per consignment this means that there is a need for 1400 truck stays per year. On the route from Northwest Europe to Russia there are 12 truck stays

per day available. This means that each available place is used 117 days per year. Because of variation in transport during the year and during the week a use of $(117/365=)$ 0.32% looks that the demand and supply are in balance for 2008. At least two new control posts are built and opening in the beginning of 2010, while the export went down with almost 50% (from 280 000 to 151 000). This means that there is and will be an overcapacity of control posts in Poland on the route from West Europe to Russia. Part of this capacity can be used for the export of pigs from DK and the Netherlands to Moldavia. This is almost the same route as to Russia. 38 000 pigs equals maximum 190 consignments in 2009 and is less than 10% of the truck stays discussed above.

In 2008 and 2009 the total export was about 300 000-340 000 pigs from Denmark, Germany and The Netherlands to Romania. According to the Dutch Product Board (PVE, 2009; import/export statistics) most of the transported pigs are piglets (over 90%). The transport route goes via south of Poland or via Hungary. This equals to about 340 $(=340\,000/1000\text{ piglets})$ truck stays a year. The capacity in south of Poland and in Hungary is 11 truck stays a day, which means that they all have full capacity on 31 days a year.

Export from DK (and DE, NL) to Italy: in 2007 350 000 pigs were transported alive from north of Europe to Italy. With 200 pigs per truck this means 1750 truck stays per year. On the route from Germany, Austria, mid of Italy there are 20 truck stays per day available. This mean full use of 88 days a year or less than 2 times per week.

All the transports from Poland to Hungary take 24 or 25 hours. It can be questioned if these consignments will stop at control posts if the end destination is within reach.



In Figure 10 all the control posts for pigs are mapped. From Figure 10 it can be concluded the most control posts are situated in Poland and Italy along the main routes for long distance transports of pigs and piglets.

Figure 10. Location of control posts for pigs and the main transport movements of long distance transports of pigs.

A general conclusion of the analysis is that if the trade of live animals on long distance is spread over the year and during the week than in all cases enough capacity is available at control posts even in

years where most animals on long distance were traded (this was the year 2007 for most species). Because the main movements of animals (and not the number of animals) on long distance are stable in Europe during the period 2007-2009 this conclusion holds for the total period under investigation.

4.2.5. Characteristics of control posts

Use of control posts

There is a huge difference in the use of the capacity of control posts. The six control posts in the UK have no customers since the trade of calves from the UK to the Netherlands came to an end. On the other hand there are 4 control post (2 in France, 1 in Germany and 1 in Spain) with high or very high (>60% use of the full capacity) during at least eight months of the year. Besides the UK control posts there are 12 control posts having a capacity use of less than 40% during at least 8 of the 12 months per year. The other 35 control post have a medium capacity use (40-60%) or more fluctuating use of capacity during the year. This use of the capacity corresponds to the findings in section 4.2.4 where the number of animals on long distance is compared with the available capacity of control posts.

The use of the capacity is spread over the year. The calculated mean use of control posts varies within a calendar year from 28% to 34 % per month of the total capacity. During the week control posts are used more often on Fridays and Saturdays. On Monday the use is about halve of the use during the week-end (see Annex I.4).

About half of the visitors are regular and the other half are irregular visitors.

From this research no information is available about the numbers of transport companies not obeying the regulations regarding the length of the stay at the control posts. Only 5 control posts owners (out of 57 control posts owners) are complaining that transport companies are not respecting the arrival and departure time. On the other hand 15 control post owners think that animals stay too long at the control post, 18 owners think that animals stay long enough and the other owners have no opinion. None of the control posts owners have the opinion that animals should stay longer than 24 hours. The duration of the stay does not explain the use of the control posts because they visit the control posts and in all our calculations we assumed that the control post is used for 24 hours.

Characterization of control posts

In Table 6 the year of establishment and approval and the market value of control posts is mentioned.

Table 6. Number of control posts divided in year of establishment and approval and the market value of the control post (established)

Years	Establishment	Approval	Market value ¹ (in euro)
<1995	9	4	136,667
1995-1999	15	14	1,168,667
2000-2004	13	16	478,615
2005-2009	18	22	264,278
total	55	56	512,057
No information	2	1	633,521

¹Market value is an approximate of the value of new buildings and equipment minus the depreciation

From Table 6 it can be concluded that many of the control posts are recently established and approved (40% after 2005 and 30% in the period 2000-2004). Another conclusion is that the market value is not strongly linked to the year of establishment. Other factors like size, number of facilities and country play a more important role in the market value of the control posts.

35 of the 57 (61%) control posts are approved as both control post and assembly centre. 20 control posts are certified as control post only. Two of the approved control posts use their equipment as an assembly centre, 29 as a control post and assembly centre and 22 only as a control post. Most control posts are near main transport routes. The mean distance is about 10 km with a variation of 0.1 km to 100 km.

About half of the control posts (21 out of the 49 questionnaires without a blanc) are service-oriented towards customers and 19% (11 control posts) are specialized for a certain species or category of animals. Also 15% (7 control posts) have a business model of minimizing costs (lower prices and lower service levels). The remaining 20% (10 control posts) have other business models.

Only 20 control posts have no commercial activities other than control posts or assembly centre. For twenty control posts, this activity is combined with (international) trade of animals and only 8 control posts with (international) transport of animals. 6 control posts do have some farming activities. There is also a linkage with other chain partners. 17 control post are linked to farmers, 27 to transport companies and 13 to slaughterhouses.

Most of the control posts are open the whole day, the whole week and the whole month. An exception are the control posts in UK which are more or less closed down because the trade of calves between UK and the Netherlands came to an end in the autumn in 2008.

The barns and equipment of control posts is underused in many cases. For some of the control posts this is the reason to close down and they do not offer the services anymore. Other control posts (35 out of 57 control posts) still are operating because they use the equipment as an assembly centre. In

this way the same equipment can be used for two purposes. In other cases entrepreneurs combine the business of control posts with other activities like (international) trade of animals, (international) transport of animals or farming activities. Only 10 control posts have 25% or more of the total turnover from control posts and 36 between 0 and 25% of the total turnover (13 blanks). In the questionnaire no information is available about the use of the barns and equipment so it is not known what income owners of control posts realize. The available information is insufficient to make conclusions about income realized by the owners of control posts.

The use of control posts can be increased by better enforcement of the existing rules (EC Regulation 1/2005). This can be realized by a better check on:

- a. Total driving time in TRACES, is that realistic. Indicated by NGO's some transport companies fill in a driving time less than 24 or 29 hours so they do not have to stop at control posts. By investing all the journeys in TRACES, which is not done in this research, an indication can be given about the increase in the number of journeys with a stop at the control posts.
- b. The period that trucks really are stopping at the control posts. With GPS data and data of control posts this can be checked.

Characterization of equipment on control posts

To get their approval, control posts have to fulfil a number a minimum requirements (see Regulation (EC) No 1255/97). Most control posts fulfil all minimum requirements.

However 27 control posts do not fulfil one or more of the following aspects (see Annex AI.4.):

- possibility to separate different groups of animals (1 case)
- a facility to separate sick or injured animals (sickbay) (1 case)
- availability of bedding material (2 cases)
- a storage system for dead animals (8 cases)
- no gap between the ramp and the floor of unloading area (15 cases)
- no artificial lighting (1 case)

Only 17 control posts answered completely to this particular question and 32 control posts didn't at all. Most of these major comments deal with disinfection, fencing and the condition of roads and floors.

In one case, no veterinary office is available. The major findings are not related to the minimum requirements. Other characteristics like mechanical ventilation, cooling and an insulated roof are relatively often missing at control posts. However these are no minimum requirements of control posts according to Regulation (EC) No 1255/97.

For the drivers, almost all control posts have showers and 37% have rooms available. Most control posts have different means of communication available for drivers. However on 15 control posts there is no internet available for drivers, on 6 control posts no telephone and on 4 control posts no fax. In half of the control posts leisure activities are available in or outside the room.

On four control post no cleaning and disinfection equipment for trucks is available. On two thirds of the control posts repair facilities for trucks are present.

For the competent authority staff, in almost all control posts, there is an office, internet access and facilities to inspect animals. As mentioned before, on one control post a veterinary office is lacking. Also one control post does not have facilities to inspect the animals before loading. On seven control posts there is no internet access available for the Competent Authority staff.

Services of control costs

The majority of the control posts offer facilities for drivers, trucks and competent authority staff. The most important facilities that are lacking for drivers are sleeping accommodation, leisure facilities and internet access. However these are activities which are not demanded by most of the transport companies (see chapter 4.3). Cleaning and disinfection facilities are lacking on 5 of the 57 control posts and repair facilities for trucks on 22 of the 54 control posts. Transport companies demand these facilities and are prepared to pay for these services (see chapter 4.3).

Pricing systems of control costs

The pricing of control posts is done in two ways: a price per animal staying at the control post or a price per truck load. In most cases, the lowest price (per animal or per truck load) will be charged. In table 7 an overview is given of the prices charged by the control posts. From table 7, it can be concluded that the price for a truck load varies between 325 euro to 500 euro for the different species with variations from 100 euro to 1000 euro per stay. Variation in prices can be partially explained by the country and by the services offered.

Table 7. Price (in euro per animal per stay or per truck load per stay) for different species

Type of animals	Price per animal (in euro)			Price per truck load (in euro)		
	Mean	Min/max	Observations	Mean	Min/max	Observations
Calves	4	2-7	16	500	300-1000	9
Beef & dairy cows	6.5	2-10	13	325	150-450	11
Piglets	1.7	1-3	7	410	100-750	5
Slaughter & breeding pigs	2.15	1.5-4	8	400	100-750	7
Lambs	1.33	1-2	3	400	100-750	7
Sheep & goats	0.7	0.2-2	3	350	100-500	8
Horses				350	130-475	7

4.3. Opinions of stakeholders and interested parties

Lists of categories of the stakeholders and interested parties were indicated in the introduction section and Annex AI.4 and AII.3. The questionnaire was sent to all categories in all EU member countries. Data was received from 11 EU countries and international organizations (Austria 1, Belgium 1, Germany 6, Denmark 6, France 9, Italy 4, Netherlands 15, Poland 10, Spain 13, Sweden 4, and UK 2).

In total, data was received from 71 stakeholders which included 2 abattoirs, 27 transport companies, 8 animal welfare scientists, 6 national competent authorities, 8 NGOs related to animal welfare, 15 others, and 5 owners of control posts.

The collected data are presented in figures and table forms. The overall mean values of rankings of all stakeholders were presented in Figure form while variations within stakeholders are reported in tables in annex AII.2.

4.3.1. Opinion on factors associated with good welfare criteria at control posts

Based on previous experiences of the consortium members and literature review, 8 factors that are associated with good welfare criteria were determined during development the questionnaire.

(a) Good feeding and water supply; (b) Good housing including sufficient space for animals to rest; (c) Good health; (d) Adequate trained staffs handling animals; (e) Possibility to show appropriate

behaviour; (f) Sufficient resting time at the control posts; (g) Reduced transport time; (h) Ease of contacting veterinarian to treat sick or injured animals; (i) Others

In the questionnaire, the respondents were requested to rank these factors 1 to 8, and enclose also other factors which the respondent may think important to consider.

Figure 11, reports the questionnaire's results where all stakeholders and interested parties were considered. Good feed and water supply and good housing conditions including sufficient space for animals and ventilation system were the highest ranking, followed by good health and the requirement of trained staff handling animals.

Variations among categories of stakeholders

In Annexe II.2., Table A4, results from different stakeholders' categories are included. With the exception of animal welfare scientists and control post owner, results from other stakeholders are inline with the overall ranking result.

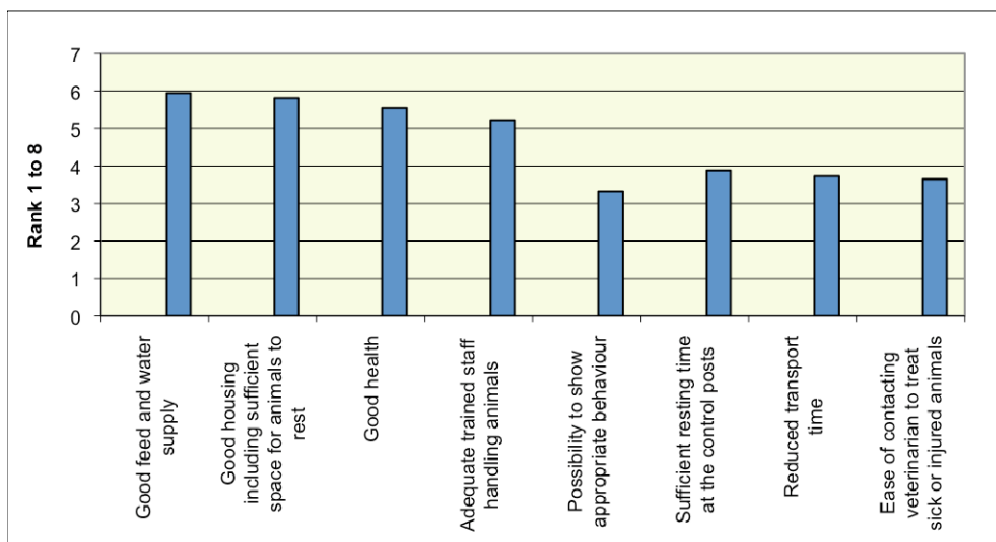


Figure 11. Ranking of factors associated with animal welfare (response from all stakeholders)

The animal welfare scientists ranked health as the highest followed by housing conditions and good feed and water supply, while the control post owners considered that housing conditions and trained staff that handle animals as highest factors to improve welfare and gave lowest rank for reduced transport time.

Other factors indicated by respondents

Rather than the factors included in the questionnaire, the respondents indicated the following factors:

- Flexible compartments for groups of animal (age, sex, species)
- Bedding;
- Ventilation;
- Clean stables and proper disinfection of pens;
- Resting time must be adapted to animal species (different between species) and the total travel time of the animals to destination;
- Respect and implementation of European legislation by all the European countries
- Suitable location of the control post

However, the first four factors listed above, flexible compartments for groups of animal; bedding; ventilation; clean stables and proper disinfection of pens, are part of the housing conditions and facilities in the questionnaire. Important aspects that the respondents emphasized were enforcement and implementation of EU legislations and directives by all member state and adapting resting time to different species. Other factors such as (a) suitable location of the control post, (b) Availability of veterinary and health service are considered in the sections 4.3.3 and 4.3.2 respectively.

4.3.2. Priorities for improved welfare at control posts

14 factors were identified to determine priority factors to improve animal welfare at the control posts, and the respondents were requested to rank these factors:

(a) Feed and water supply; (b) Suitable design for loading/unloading, space allowance, etc.; (c) Improve utilization level of control posts; (d) Better control system for staff that handle animals; (e) Availability of veterinary services; (f) Service accessibility for transporters (service time during 24 hrs) ; (g) Improved facilities for drivers; (h) Better enforcement of the existing rules by competent authorities; (i) Keep the animals in the truck when they have a certified health status (park area adapted and in a place defined) ; (j) Furnished area to park the truck with animals inside trucks; (k) Hygiene management of the control post; (l) Increase the resting time at the control post; (m) Availability of loading/unloading facilities; (n) Improved air quality, ventilation, and cooling.

Results of ranking priorities for improved animal welfare are reported in Figure 12 and Table A5 (Annex II.2). Feed and water supply is highly prioritized followed by suitable loading/unloading facilities and hygienic management. The opinion of transport companies is in line with the overall result. However, for control post owners, the priority should be given to hygiene management and control of staff that handle animals. Improved air quality, and the idea of keeping animals on trucks at control post were the second priority (see Table A5 in Annex II.2).

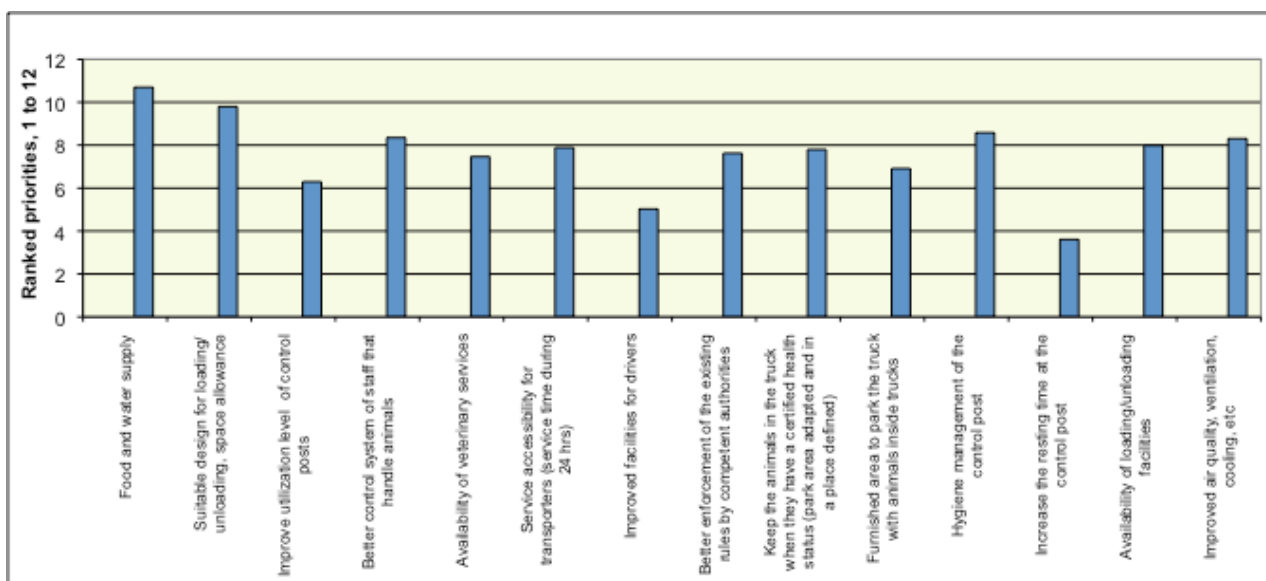


Figure 12. Ranking of priorities factors for improved animal welfare at control posts

4.3.3. Expectation of high quality of control posts

For the assessment of what could be expected from a high quality control posts, general questions were formulated to rank 8 factors (listed below) that could be associated with quality criteria: (a) Information; (b) Location ; (c) Comfort for the drivers ; (d) Quality of service offered; (e) Booking service; (f) Availability (accessibility), day and night; (g) Prices; (h) Quality of welfare of animals guarantee related to the health status of animals.

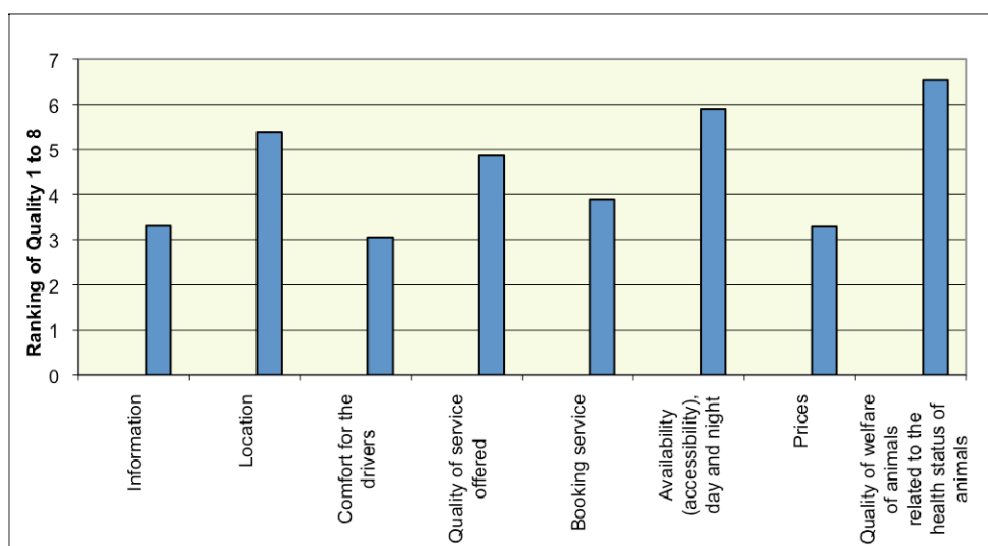


Figure 13. Ranking of quality factors expected from high quality control posts

As reported in Figure 13 and Table A6 (Annex II.2), quality of animal welfare related to the health status of animals was the most highly ranked quality criteria followed by accessibility of the control posts during 24 hours and suitability of the location of control posts. Price, comfort for drivers and information ranked relatively lower. Variation among stakeholders is given in Table A6 (Annex II.2).

4.3.4. Preference of information types about control posts

To acquire opinions on the types of information which could particularly be important for transport companies and veterinary inspectors the following items were listed and ranked by the respondents:

(a) Easiness to locate or find control posts, (b) Sufficient information on control posts (availability and opening times), (c) Prices, (d) Adequate information on facilities, and (e) Other information.

Surprisingly (see Figure 14, Table A7 (Annex II.2), information about price is the lowest ranked where as sufficient information on control posts (accessibility and opening times) and easiness to locate control posts were ranked high. Variation of ranking among stakeholders is given in Table A7 (Annex II.2).

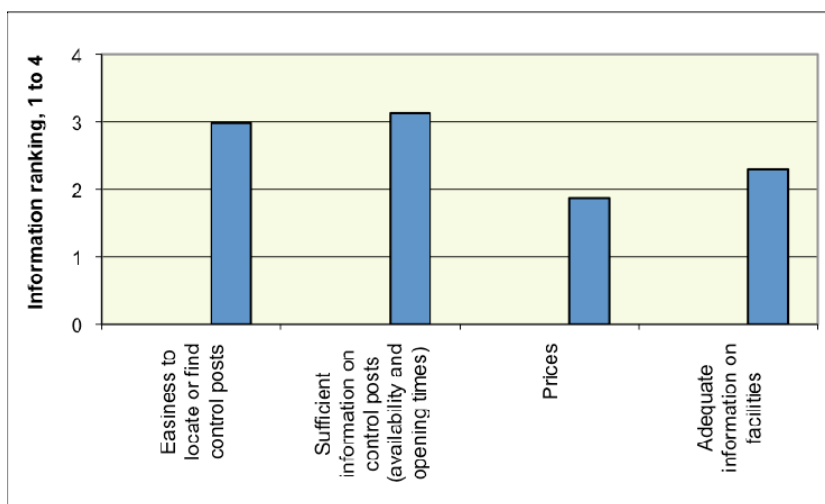


Figure 14. Preferences of type of information related to control posts

The respondents provided other essential information categories rather than what was listed in the questionnaire:

- Availability of web-site with sufficient information about specific control post,
- Name of person in charge and contact information,
- Language spoken at control post,
- Services/comfort for drivers including availability of sanitation and water services,
- Availability of health service both for drivers and animals at the control post
- Availability of web-site with adequate information containing all the above listed types of information could be one of quality criteria for control posts.

4.3.5. Opinion on the improvement of infrastructure of control posts

The following factors were listed for prioritization by stakeholders:

(a) Location on main routes, (b) Easy to park, (c) Unloading facilities and loading facilities, (d) Appropriate design to prevent cross-contamination, (e) Availability of cleaning stations and disinfection for trucks, (f) Appropriate capacity and equipment to keep animals, (g) Availability of ventilation system, (h) Availability of watering and feeding facilities, (i) Availability of specific park area if the animals stay in the truck (animals with health status), (j) Availability of facilities for drivers (food, showers, ATM, Resting, internet access), (k) Other priorities for best and ideal infrastructure.

Availability of feeding and water, sufficient capacity and equipment, and appropriate design to prevent cross-contamination are (see Figure 15, and Table A8 (Annex II.2) ranked highest by the stakeholders.

The respondents provided also other essential infrastructure:

- Facilities for drivers: availability of shower and bathrooms must be compulsory
- Facilities for veterinarian to inspect animals prior to departure to ensure they are fit to continue the journey; this inspection is a legal requirement
- Additional facility near to the place of unloading for animals not fit for travel

5 stakeholders (about 7% of the stakeholders) suggested to keep breeding pigs in trucks at control posts. Variations among stakeholders are given in Annex II.2.

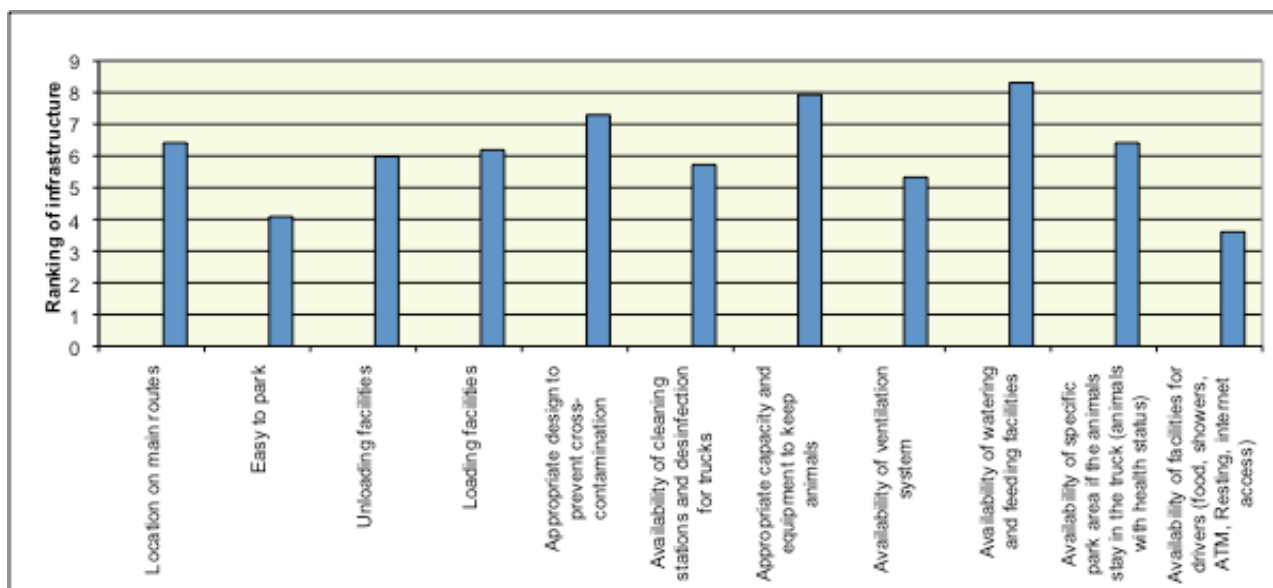


Figure 15. Opinion of stakeholders on the improvement of infrastructure for various activities

4.3.6. Preferences for type of services at control posts

The service quality factors that listed to be ranked by the stakeholders were: (a) Easiness to make reservation /availability /opening times, (b) Bio-security measures for animals (preventing contacts between different consignments and/ or equipments/ procedures of disinfection), (c). Supply of bedding for animals in lorries, (d) Competence of staff taking care of animals, (e) Availability of technology for electronic journey log validation, (f) Veterinary control services.

Bio-security measures for animals (preventing contacts between different consignments and/ or equipments/ procedures of disinfection) ranked highest (see Figure 16, and Table A9 (Annex II.2), while availability of technology for electronic journey log validation ranked least. The second high ranked service type was related to competence of staff taking care of animals at control posts. This has also been indicated among top welfare factors.

Other services that were noted by the stakeholders were:

- Sanitary service
- Stricter control systems
- Stricter legislation
- Possibility to treat or slaughter injured or sick animals.

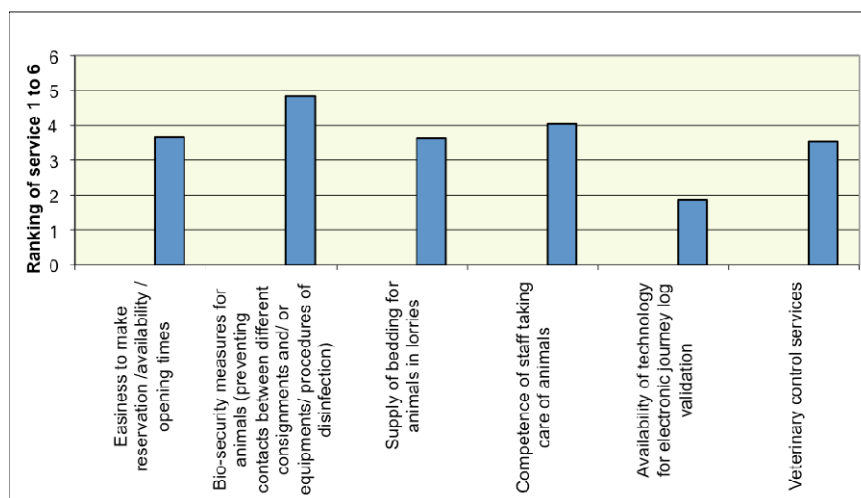


Figure 16.
Ranking of service type

4.3.7. Good examples of quality control posts

In the questionnaire, the respondents were requested to mention good examples of quality control points, and the following control posts were identified accordingly (see Table 8).

Table 8. Good examples of control posts suggested by stakeholders

Address	City	Country
Berg 8	Vogt	Germany
Romanow 2	Blaszki	Poland
ce012ps	Perugia	Italy
ZI de la Milleure - Agreement number : 71209041	71580 Frontenaud	France
	Jonquera	Spain
Berghuis GmBh	Ibbenbüren	Germany
Strasse des Fortschritts 33	02957 Weisskeissel	Germany
van de Wetering	Brakel & Zwolle	Netherlands
Markus Krümpel, Lemarchand (FR)	Wettringen / Saint Germain en Cogles	Germany
Farma Cary ; Nuova logis SRL. ; Anhoka Kft (HU)	SK-SE-SU-1; CE 11/PS;	Slovakia
Anipol; Cezary Kwaśnik Chlastawa 11	Zbąszynek	Poland

4.3.8. Opinion on future control posts

It was found important to obtain opinion and recommendation of stakeholders and interested parties on the future of the control post. In the questionnaire, 3 alternatives were given to choose:

- Improved ideal control posts in relation to animal welfare and best environment for drivers
- No control posts
- Other suggestions

As reported in Figure 17 and Table A10 (Annex II.2), 53,5% of the stakeholders preferred improved control post in relation to animal welfare, and facilities for drivers and trucks. 17% of the stakeholders do not see the necessity of control posts in the future, whereas 15.5% had other alternatives, and 14% left blank. 52% of the transport companies suggested improved control posts, 24% no control posts, and the other 24% recommended other alternatives. This is in line with the opinion of other stakeholders including the NGO's. Variations among stakeholders are given in Table A10 (Annex II.2).

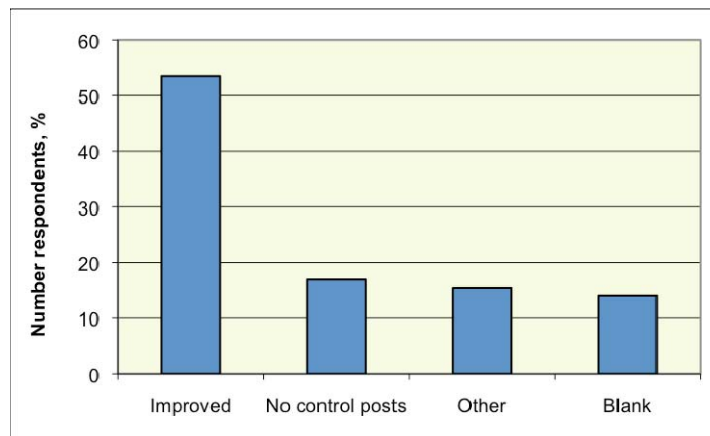


Figure 17.
*Opinion of stakeholders on
futura of control posts*

Other possibilities suggested by the stakeholders

Animals rest on vehicles with shorter resting time

- Some stakeholders suggested that animals rest about 8 to 12 hours on trucks.
- The arguments were that unloading and loading activities are stressful for animals and the risk of spread of disease will then be reduced. It was also claimed that research and practical experiences regarding transport of animals showed clearly that resting without unloading and long resting periods on control posts results in the same or better animal welfare if the condition on the lorry have right standards. And therefore, they suggested that the future legislations have to take this into account and make it possible with shorter rests without unloading and with fully attention to the animal health status of the animal (no risk for disease transmission from other animals). The other argument raised was that leaving animals on trucks will increase resting time of drivers.
- However, for animals to remain in the confinement condition with low space allowance could also be stressful for animals. Although the loading and unloading of animals might be considered as stressful, the resting time of animals with a minimum of 24 hours in a well straw bedded stable may improve animal welfare and compensate for the loading and unloading stress. However, further research is required to deliver scientific data as regard to this issue.

Reduced resting time

- Some stakeholders suggested to reduce resting time from 24 to 6 hours. The main argument was to reduce the total transport time including resting time, as for the animal trade, the ideal situation is to get animals as soon as possible from A to B.

Future of good quality control post with high service facilities

- Important comments were forwarded by some stakeholders regarding functions of high quality control posts. Limitation of activities of control posts is among the main constraints, and for the improvement the following aspects were suggested:
 - Utilization level of control post need to be constant throughout the year;
 - No spreading of animal diseases at control posts;
 - If there is a future for control posts, regular control is required.
 - The control posts should have adequate information supply. If animals stay on trucks then there needs to be more space allowance, a lower occupancy.
 - The loading facility needs to function in such a way that it is adapted to the height of the animals in the truck (depending at the number of loading layers in the truck). At a control post there need to be good facilities to offload all animals horizontal loading dock.
 - Water supply is much more important then feeding supply.

Some arguments provided by stakeholders for NO control posts in the future

- Some stakeholders do not see the necessity of control posts in the future. Their main arguments were:
 - *“A transport of animals has to end before any accommodation is necessary. This is the only way to solve all the problems on animal welfare and hygiene at control posts as well as it will be a huge benefit on the welfare of animal during transport. Therefore the transport duration has to be limited strictly (in order to make control posts needless).*
 - *Conditions at the truck should be improved to avoid the need for control posts anymore.*
 - *A control post is an unnecessary interference for the trade. If animals are more than 24 hours underway, there should be better facilities in trucks. Control post shouldn't be a hotel, but more like a "drive-in" with feeding, watering, and control of good lighting and facilities to check trucks.”*
- Improving conditions on trucks (adequate space allowance, availability of feeding, watering and ventilation system) is important aspects for animals. However, longer transport time without resting could worsen animal welfare.

4.3.9. Willingness to pay for extra services

Additional questions were developed for transport companies on willingness to pay for various additional services in three categories:

- Animal welfare (additional space per animal, more supervision of animals during stay at control posts, longer sanitation breaks, and veterinary services for injured and sick animals),
- Facilities for drivers (rooms including showers, showers, and communication facilities), and
- Facilities for trucks (cleaning and disinfection and repairing facilities and service).

The transport companies gave priority for animal welfare related facilities (see Table 9 and 10). In Figure 18, the willingness to pay for additional services of control posts by transport companies is presented. More than half of transport companies were interested in:

- additional square meters per animal;
- veterinary services for injured and/or sick animals; and
- cleaning and disinfection facilities for truck.

For these three services many transport companies are willing to pay an additional price. Most transport companies are not willing to pay for more supervision of animals or longer sanitary breaks (animal welfare) nor for rooms including showers, communication facilities or repair facilities.

In general, the expense the transport companies are willing to pay is lower (maximum of 5 euro per stay). There is no significant difference between the kinds of services the transport companies are willing to pay even if the costs for these services would differ a lot (i.e. rooms for drivers or showers for drivers). The willingness varies from about 4 euro for the services for drivers to 13 euro for cleaning and disinfection facilities for the trucks.

As reported in Tables 8 and 9 the transport companies are prepared to pay more for facilities related to animal welfare than for facilities for drivers and trucks.

Figure 18.
Willingness to pay extra
services

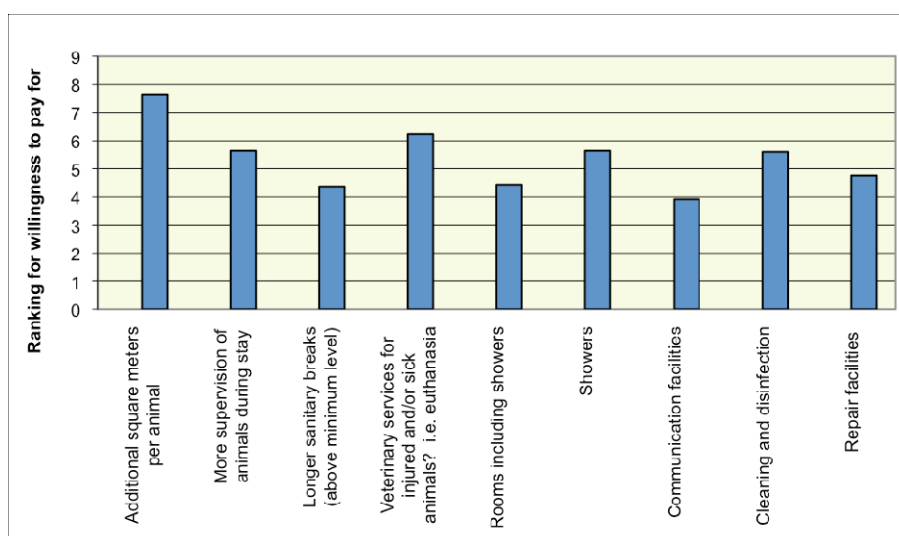



Table 9. Preference to pay additional for different categories of facilities



Category	Most preferred			Neutral		Most preferred			Category
Animal welfare	16	5	2	3	0	0	1	0	Driver facilities
Animal welfare	13	7	3	3	0	0	1	0	Truck facilities
Animal welfare	11	3	2	7	0	0	3	1	Lowest price
Truck facilities	9	3	2	7	0	1	3	2	Driver facilities
Truck facilities	6	2	2	6	0	2	2	6	Lowest price
Lowest Price	8	1	3	6	0	3	3	3	Driver facilities

Table 10. Willingness to pay additional price in Euro per night/stay for 24 hours

Category	Description	0-5€		5-10€		10-25€		25-50€		> 50€	
		yes	no	yes	no	yes	no	yes	no	yes	no
<i>Animal welfare</i>	Additional square meters per animal	12	7	5	4	2	3	1	3	2	3
	More supervision of animals during stay	15	5	5	3	2	3	1	3	0	3
	Longer sanitary breaks (above minimum level)	12	6	3	3	5	2	1	2	0	3
	Veterinary services for injured and/or sick animals, i.e. euthanasia	10	4	8	3	3	3	2	3	1	3
<i>Facilities for drivers</i>	Rooms including showers	8	3	5	2	2	3	1	3	0	3
	Showers	18	3	6	4	2	3	1	3	0	3
	Communication facilities	17	4	5	3	2	3	1	3	0	3
<i>Facilities for trucks</i>	Cleaning and disinfection	16	1	6	2	3	3	5	4	1	3
	Repair facilities	14	4	7	3	2	3	2	3	1	3

4.4. Quality criteria and the certification scheme

Desk research was carried out to formulate the requirements of a QA system and specifically the requirements for a Control Post within this system

The legal aspects as mentioned in 4.4.1 were taken as the starting point for the requirements of the Control Posts for certification purposes. The results of the different questionnaires of WP 1 and WP 2 of the project were subsequently incorporated into the draft requirements. The “Proposed standards for improving welfare of farm livestock in the EU” (March 2003) of the Eurogroup for animal welfare was also added where relevant, particularly on stocking density.

For the total system of certification, consideration was given to how to assess the fulfilment of a requirement, the weighing of non compliances of different requirements and how the certification body should respond to non compliances. The procedures of

- QS, Germany (<http://www.q-s.de/>),
- IKB, The Netherlands (<http://www.ikbvarken.nl/>),
- GlobalGap (http://www.globalgap.org/cms/front_content.php?idcat=9)
- Animal Transport codex, Baltic Control (http://www.balticcontrol.com/about_bc.php)

were consulted in order make an inventory of possible approaches. Based on the different approaches an advice for a future system was formulated.

The Global Food Safety Initiative (<http://www.mygfsi.com/>), which is supported by large retailers and producers, benchmarks different (food safety) QA systems. In their addendum to the GFSI guidance document (http://www.mygfsi.com/gfsifiles/Guidance_Addendum_Final_151209.pdf) GFSI describes what they expect from a QA scheme in order to be eligible for their benchmarking process. The GFSI guidance document clearly defines requirements of a QA scheme. This document and the approach of the above mentioned systems were used as a basis for the description of the total system.

As a basis for the certification and inspection bodies potentially operating in the QA system ISO standards are the most acceptable choice. The ISO library was searched for applicable systems.

Based on the consulted systems and documents an advice was formulated on how a future QA system for Control Posts could operate. The different functions and roles of all the participants are described. The different requirements of a High Quality Control posts and the different roles of participants are described in Annex III.

4.4.1. Existing directives and regulations

The requirements for the control post are primarily based on European legislation.

The following legislation (Regulations and/or Directives) is taken into account (Eurllex http://eur-lex.europa.eu/RECH_menu.do?ihmlang=en).

- Transport of animals
 - The transport of animals (1/2005),
 - Control posts (1255/97)
- Protection of farm animals
 - The protection of pigs (2008/120),
 - The protection of calves (2008/119),
 - The protection of farmed animals (98/58)
 - The protection of animals at the time of slaughter and killing (91/119)
- The use of
 - Veterinary drugs (2001/82),
 - Pesticides (91/14),
 - Biocides (98/8).
- Identification and registration of animals
 - Ovine, Caprine (21/2004),
 - Pigs (2008/71),
 - Bovine (1760/2000),
 - Equidae (504/2008).
- Hygiene
 - Feed (183/2005)
 - Food of animal origin (853/2004)
 - Animal by-products (1774/2002)
 - Disposing and processing of animal waste (90/667)
- Notifiable diseases
 - Notification of animal diseases (82/894)

4.4.2. Quality criteria

The draft describes the requirements for a control post in measurable units (where/when ever possible). The proposed requirements can be considered as a prerequisite program necessary for implementing activities aimed at animal health and welfare and bio-security (veterinary epidemiology). The implementation of the activities is something that has to be tested in practice and on the required record keeping of the facility.

The quality criteria are a proposal that can be used as a basis and elaborated by a (European) Scheme owner and his group of experts in which stakeholders are represented. (see section 4.3)

In the annexes proposals are included of:

- Requirements for a control posts and a checklist based on these requirements;
- An interpretation document of these requirements;
- A system of weighing compliance/non compliance to requirements;
- A sanction system;
- A description of auditor qualifications;
- A short description of calibration activities between and within Certifying bodies;
- A description of audit cycle.
- Operational requirements for certification scheme for high quality control posts

4.4.3. Certification scheme

Prerequisites of the certification scheme

The proposed system is based on international standards (ISO standards) to verify compliance with the requirements. The quality system/scheme used, should comply with international standards. (ISO 45011, 45012, 17020)

Within the proposed system 3 different entities can be distinguished:

- Scheme owner
- Certification body
- Participant (Control post)

The following requirements are advised to be applicable to the different entities.

Scheme owner

- The Scheme owner is a legal entity.
- The scheme-owner is legally responsible for the scheme.
- The scheme owner will establish a group of experts in which all interested parties/stakeholders are represented and which will establish, guard and manage the requirements/contents of the scheme.
- The scheme-owner has the delegated authority from stakeholders/group of experts to formulate and when necessary change the contents of the scheme.
- The scheme-owner will make the scheme available to all interested Certification Bodies (non discriminatory).
- The scheme owner will get into a contract with interested Certification Bodies.
- The scheme owner will publish a register of Certification bodies qualified to certify according to the QA scheme for Control posts.
- The scheme owner will implement a system to ascertain that the Certification bodies are operating in a similar way and leading to comparable results (calibration, shadow auditing etc.)
- The scheme owner makes the relevant documents of the QA scheme (requirements, inspection frequency, sanction system etc.) publically available.

Certification Body

The Certification body is accredited for ISO 45011 (or 45012). The Certification scheme for Control posts is part of the scope of the accreditation.

- The Certification body will make Certification available for all interested Control Posts (non discriminatory).
- The Certification body will have a public register of certified Control Posts.
- If the Certification body uses the services of an inspection body, the Inspection body contracted has to be accredited for inspection (ISO 17020). The scope of the accreditation of inspection includes the QA scheme for Control posts

Control post

The control post will have a legal entity that applies for a certificate and for that purpose will contract a Certification body.

Inspection system

Five aspects of inspection have to be addressed. (a) the frequency of inspection, (b) how the different requirements are inspected, (c) the way the inspectors/auditors operate, (d) qualification of inspectors, and (e) calibration of inspections.

- The frequency of inspection that is proposed is one announced inspection per year. Besides that unannounced inspections are recommended to verify the actual operational/handling aspects. The latter can be executed on every Control Post or on a sample of the control posts (per year). Unannounced inspections to verify operational and animal handling aspects in practice require the presence of animals in the control posts. The results of Work package 1 indicate the control posts are often unused. The consequence is that if unannounced inspections are used, there is a justified risk of not being able to perform the inspection. Alternatively there has to be a system in which the inspection or certification body can verify the presence or arrival of animals. The potential of Traces in this respect has to be explored.
- Concerning the execution of the inspection one might make a distinction between the fixed and variable aspects of a control post. The frequency of inspection of fixed aspects can be lower than the variable aspects. Infrastructure for instance can be considered as a fixed aspect. Feed, bedding material, cleaning and disinfection and especially animal handling are counted among the variable aspects.

- To register the results of the inspection several approaches are possible. It is proposed to register every question/requirement singly as compliant or not compliant (or not applicable) as the result of inspection. By avoiding results in terms of fully, partially, almost etc. discussions during the inspections between the control post owner and the inspector are prevented.
- In order to perform the inspection correctly, the inspector/auditor should be experienced in the activities related to control posts, the requirements as they are formulated, the way the different requirements have to be interpreted and what the potential consequence are of non compliance. A proposal for qualifications of an inspector is included in the annexes.
- Given the distribution of the Control Post over Europe more than one inspector/auditor will be active. In order to ensure comparable execution of the inspections a calibration system of the inspectors/auditors has to be applied. Keeping the distribution of Control Posts in mind it is likely that more than one Certification body will be active. This means that calibration of auditors/inspector will have to be carried out not only within a Certification body but also between or over Certification bodies. A proposal for calibration of inspectors/auditors is included in the annexes.

Certification system

- A part from the requirements imposed by the ISO standard, different types of Certificates can be envisioned. One possibility is a certificate for infrastructure accompanied by a certificate for operations, with different terms of validity. With the restriction that a certificate for operations is only valid if a certificate of infrastructure is issued. This approach has the advantage that it is easier and less costly for control posts to temporarily suspend activities. The disadvantage is higher administration costs and more importantly potential confusion whether or not a control post is certified. It seems to be preferable to establish one certificate including all aspects of the control post.
- In line with the aforementioned it is also possible to assign different grades to the Certificate, for instance comparable to stars of the Hotel classification as is used in different countries. Based on the results of Work package 1 and 2 we have incorporated the most sought after requirements into the proposal of a basic system. At this moment we therefore advise to start with a Certificate without additional grades/star. When it is (economically) feasible, meaning there is a demand, and if the need arises with the scheme owner and his stakeholders to add different grades by awarding stars, in the future additional “stars” could be awarded. Based on the current knowledge we can envisage a “animal welfare star”, based on additional space allowance (Euro group standards), a “bio-security star” which demands for instance that a Control post does not have more than one consignment present combined with additional cleaning and disinfection procedures and admittance clearing or a “driver comfort star” which requires for instance sleeping, leisure, catering and website with necessary updated information has additional value (WP 2).

- Certification is based on the registered results of the inspection. In order to reach a certification decision, the certification body should weigh the different (non) conformities. Different avenues are open for this kind of weighing system. Basically two approaches can be distinguished. In one approach points are awarded for every compliant requirement, with (different) values for the different requirements. For a positive certification decision a minimum number of points are required (sometimes referred to as secondary weighing (or meta standard)). The other approach is to give a value (Minor or Major must) to non compliance with a maximum total for a certification decision, for example 7 minor must and two major must (secondary weighing or (meta standard)). A Minor must, for instance, is partly non compliance to registration. A Major must, for instance, is the required space allowance for animals.
- The first approach has the advantage of the possibility of compensating weak points with strong points. The latter approach has the advantage that so called “knock out” requirements can be indicated. Of course combination of systems is also possible. However, one has to keep in mind that the more complex the system is the more difficult it is to explain.
- The weighing system is something that the scheme owner in combination with is experts/ stakeholders has to decide upon. It is not a prerogative of the Certification body. This does not exclude that a Certification Body simultaneously is a scheme owner. However, if that is the case the entity also has to comply with the formulated prerequisites of a scheme owner
- The weighing system will result in a certification decision. This can be regarded as a yes/no decision on Certification but it is also possible to decide on alternative and intermediate actions. For instance a positive decision conditional to corrective measures, like supplying additional information, re-inspection. Temporary suspension of the certificate conditional to certain adaptations can be considered as well. Revoking the certificate is the ultimate negative decision. Revocation of the certificate can be accompanied by a period of being non-eligible for applying for an (new) Certificate. The latter implies that there is communication of this event between the different Certification bodies and with the scheme owner. This system of alternatives in the certification system often is called the sanctioning system.
- As these sanctions are closely related to the way the different requirements are weighted, the formulation of this system is part of the responsibilities of the scheme owner and his committee of experts/stakeholders.
- In the annexes proposals/examples are given of several of the aforementioned aspects (interpretation document of the requirements, weighing systems, sanctioning system etc).

4.5. Estimation of cost to improve control posts

In order to estimate the investment costs of renovation of three control posts (see Figure 19) the following methodology has been applied:

Data collection has been carried out:

- by means of direct visits in three control posts in Italy (CE 12/PS, CE 06/PS and CE 11/PS)
- collection of pictures and layouts of control posts in Spain (1)



Figure 19. Typical view of control post

Starting point for the analysis have been:

- minimum legal requirements of control posts as laid down in Regulation 1/2005
- technical characteristics of a high quality control post (CE 12/PS)
- recommendations emerged from the results of WP1 and WP2

Basis for the calculation of the investment costs of renovation of control posts has been the updated “Database of prices of farm equipment” (Price list of works) prepared by CRPA and used as independent standard by the Region Emilia-Romagna for funding investments in farm buildings and equipment proposed by farmers on the Rural Development Plan.

Figure 20 illustrates the methodology of work. The Price list of Works of the Database served as an input for the definition of the List of Unit Prices (for example costs per m² of slatted floored boxes for calves, costs of iron fence per m etc.). Where the Price list of Works did not contain the necessary elements, the official costs for building elements for public works (e.g. costs per m³ of concrete) have been used, in order to calculate the unit price of that specific element. Evidently the List of Unit Prices depends on the local costs of labour and raw materials and on the construction technology.

Once the List of Unit Prices for Control Posts has been established for each of the analysed control posts the amount and type of necessary works have been indicated. Combining the type and amount of works multiplied with the Unit Prices of works the assessment of investment costs for the specific control posts has been obtained. In the final results investments costs have been distinguished between building costs and costs for equipment.

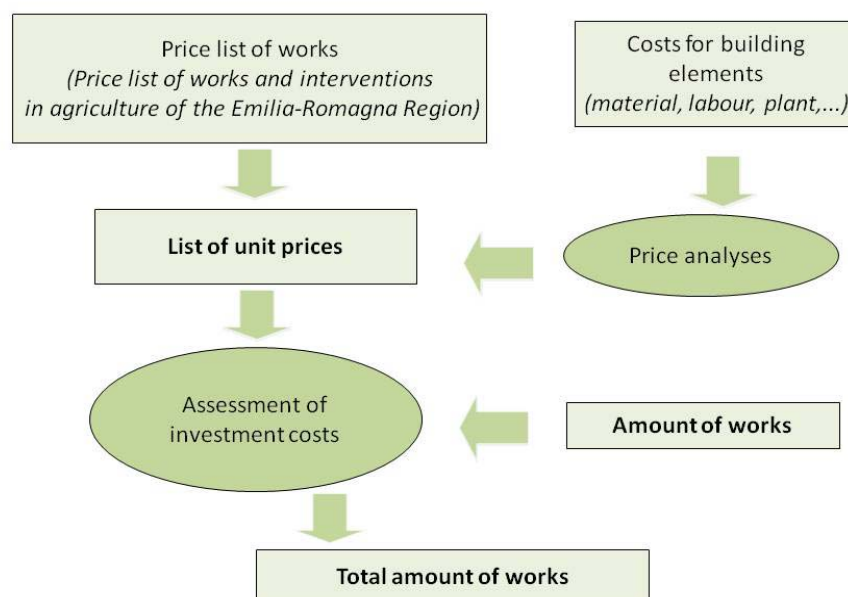


Figure 20. Construction Estimating Software

The objective of the calculations has been to adjust accommodation and the surrounding allotment according to standards of high quality and bio-security taking into account the recommendations of the stakeholders and the principles laid down in the proposal for certification.

The investments of renovation have been calculated for three control posts, of which two in Italy and one in Spain. In order to upgrade these control posts to a high quality control post the main interventions which we have foreseen are those interesting the veterinary, sanitary and hygienic conditions which in all three control posts definitely need improvement. Another aspect, strongly related to the sanitary conditions, is the flexibility of the control posts to host smaller groups of animals. Different groups of animals may travel on the same truck and these need to be housed separately in the control post. Another need for separation of groups emerges when two trucks arrive at the same time. In order to improve animal welfare the mixing of groups or too close housing of different groups has to be avoided and the actual conditions of all three investigated control posts do not allow the efficient separation of groups.

Summarizing the following four types of interventions were needed in almost all three control posts:

- the installation of fixed or mobile partition gates in the pens which allow the creation and separation of smaller groups of animals; often the installation of cup drinkers at low and higher level in each small pen is foreseen as well;
- a truck cleaning and disinfection area with a hydro-cleaning device was not present in two out of three control posts and is installed; these areas have to be connected with relative pipe lines, winder and lances for pressure washing to the sewerage system to collect and reverse the sewage into the public sewer or into a storing tank;
- it is important to have perimeter protection fences with bio-security functions equipped with bio security gates at all entrances where trucks and farm vehicles may have access to the control post;
- often the installation of additional unloading and loading ramp is needed as not all animal buildings were endowed with these essential systems.

The investment cost of renovation depends on the current status of control posts and on its capacity. For the three control posts considered, the estimated investments for renovation are 45 000, 135 000 and 224 000 euro, of which 17 800, 56 500 and 73 000 euro for equipment. The areas destined to house animals measure 410 m², 2.575 m² and 1.790 m² respectively.

In Table 11, the actual capacity of the analysed control posts and the projected capacity after the proposed investments. The final column is indicating the investments in equipment per LSU (Live-stock unit). Details of renovation costs of the three control posts are included in Annex III.

Table 11. Summary of renovation cost of the three control posts

	Actual capacity in LSU	Projected capacity in LSU	Investment in equip- ment per LSU
Cadeo	488	510	110 € / LSU
Manziana	312	460	159 € / LSU
Miranda	95	95	187 € / LSU

1) All the investments (buildings and equipment) were needed to get a high quality status in the field of the veterinary, sanitary and hygienic conditions

In the following analysis an effort has been made to upscale the investments in equipment to all control posts. It has been considered necessary to exclude from this exercise the control posts of the United Kingdom, as they are very scarcely used. The control posts in the Netherlands and Belgium have been discarded as well, as these are functioning primarily as assembly posts. Then some single

control posts (8) could not be inserted in the calculation as data concerning their animal capacity (number of LSU) were lacking.

Finally a total of 122 control posts have been considered as eligible for improvement. For each of these control posts the capacity in terms of LSU has been calculated. Successively a minimum and maximum degree of improvement for all control posts has been hypothesized in order to obtain a range of the total possible investments in equipment. In the analysis it was assumed that:

- all control posts are in similar conditions as the three example control posts for which the detailed analysis have been carried out
- the owners of all control posts are interested to invest

Under the above stated hypotheses the results of the analysis indicate that the investment needs in equipment for the 122 control posts range from 8.7 million € up to 14.7 million € (see Table 12). Because of either the large size or the high number of the control posts the investment needs are highest in France followed by Germany and Italy.

Table 12. Estimate of total investments in equipment in control posts in Europe

Country	N. CP	LSU	Min (€)	Max (€)
BG	4	943	103.719	176.322
DE	24	16.291	1.791.988	3.046.380
ES	7	2.174	239.096	406.463
FR	53	26.956	2.965.188	5.040.819
GR	1	4.049	445.401	757.182
HU	4	3.456	380.171	646.291
IT	14	15.384	1.692.207	2.876.752
PL	14	7.405	814.563	1.384.757
SL	1	2.315	254.650	432.905
Total	122	78.973	8.686.983	14.767.871

Recommendations

As the contributions to investments are concerned a suggestion may be to foresee a grant per LSU for reimbursement of a determined percentage of building and equipment costs.

5. Points for discussion

Capacity of control posts

There is more capacity available at control posts than demanded by transport companies. This holds for all main routes (flows of animals) and all species during the whole year. The negative part is that many control posts are suffering because they have no or almost no customers. About 25% of all control posts is not operating as a control post in the beginning of 2010 and at least 5 are closed down.

Welfare factors

According to the opinion of stakeholders, good animal welfare at control posts; adequate feed and water supply, good housing conditions including sufficient space, good health and adequate training of staff handling animals are the top animal welfare factors. These are also the priorities for improvement and the aspects that determine the quality of control posts.

Bio-security was ranked high with regard to service at control posts by all stakeholders and interested parties. Important aspects that the respondents emphasized were enforcement and implementation of EU legislation and directives by all member states and adapting resting time to different species.

As regards the future of control posts, about 53.5% of the stakeholders and interested parties, most of whom being those with a financial interest in the control posts, preferred improved control posts in relation to animal welfare, and facilities for drivers and trucks. 17% of the stakeholders specified that they do not see the necessity of control posts in the future, whereas 15.5% had other alternatives including the possibility for animals to stay on trucks at control posts.

Should animals to remain on vehicles or unloaded at control post?

This was not part of the questionnaire, but the stakeholders were allowed to write any free comments. Some stakeholders suggested to allow animals to remain on vehicles at control posts to reduce the risk of spread of diseases and to minimize the stress due to loading and unloading handlings. However, for animals to remain in confined conditions with low space allowance and possibly with insufficient headroom, ventilation and insufficient water supply could be stressful for animals. Although the loading and unloading of animals might be considered as stressful, giving animals a minimum of 24 hours rest in a well straw bedded stable may improve animal welfare and

compensate for the loading and unloading stress. No adequate scientific data is available and therefore further research is required to deliver scientific data as regard to this issue.

Enforcement of legislation to increase utilization level of control posts

Another important issue raised by the stakeholders was the enforcement of legislation. The enforcement and the observance of the existing regulations by means of a stricter control by the competent authorities will induce transport companies to use the network of control posts in Europe more frequently.

Minimizing spread of disease

To minimize the risk of spread of disease and to reduce stress induced because of mixing with unfamiliar animals at control post, animals should be unloaded and guided to their temporary housing in the same group as they were in the compartment on the truck.

Additional requirements for high quality control posts

The draft requirements for a “High quality” control posts are based on existing EU legislation (Regulations and Directives). Additional requirements were derived from the questionnaires of WP 1 and WP2. These additional requirements seem relatively easy to implement. They constituted additional space allowance for animals, which given the current use of the control posts should be feasible without too many problems, the availability of veterinary services, which can be implemented by contracting a local veterinarian. The possibility of housing the animals in stable groups, i.e. in the same group as they have been housed on the truck and the availability of a shower for drivers.

Additional requirements (or stars) can be formulated in terms of space allowance (Eurogroup requirements), driver facilities or bio-security (Veterinary epidemiology). These requirements can relatively simply be incorporated into the proposed certification scheme as additional requirements. However, like all private certification schemes this will come at a cost, and therefore a market for such schemes should be present. The results of the questionnaires at this moment do not indicate a (substantial) demand for additional quality criteria.

6. Recommendations for certification and renovation

To implement the recommended scheme, a special private organization will be required to collaborate with the EU and local authorities. The scheme holder is recommended to be registered as scheme holder at the national and European accreditation bodies. Certification bodies, register at scheme holder after completing the scope in their 45011 accreditation. Then approved Certification bodies should be publicly listed.

Technical constraints

Although a number of aspects will have to be elaborated by a future scheme owner in cooperation with potential certification bodies, it is clear from the comments of the experts consulted in this study that a certification scheme based on the requirements formulated in the annexes is feasible. The technical requirements for a control post are achievable for a control post. Systems for product certification as described are already operable in the market.

However, an interested scheme owner has to be found, including a group of experts with all interested stakeholders. Such a system should preferably be an international system in which all (European) stakeholders have to be represented.

Economic constraints

The requirements of the system as described in Annex III are a starting point for a certification system. Fine-tuning of the system will still have to be performed. This will have to include: initial training of the first auditors, the pilots of auditing/inspecting the first (pilot) control posts (CP), further development of a weighing system of non-compliance aspect in collaboration with the designated group of experts etc. These activities have to be financed either through the costs of certification for a control post or through a (inter)national financed project.

Depending on the frequency of inspections, the distribution of qualified inspectors and Certification bodies over Europe in relation to the location of the CP's and the number of participating CP's the costs of Certification can be estimated as somewhere between 1000 and 2000 €. We recommend one prior warned yearly audit, and a representative draw of unannounced spot checks to verify the stability of the system.

As the certification system is voluntary, the number of participants is depending on the advantage that a certificate will bring the participating CP in the market.

The first market demand will probably be coming from transporters/owners of the animals or an ascending consumer awareness and demand of animal welfare during the transports. A certificate will guarantee a certain level of services provided by the control post. A second market demand might be coming from other interested parties/stakeholders like slaughterhouses, farmers organisations etc. who in turn from demands of their customers (a.o. retailers), will require that transporters of animals will have to use CP's who participate in this (voluntary) system.

It can be argued that the Certification scheme of CP's should seek association with other (European) Quality Assurance systems in animal production like QS, Global Gap, IKB etc. By association the CP's can use the other QA systems to make it mandatory in their systems to use CP's with a certificate. The latter is equally true for (potential) QA systems for transporters.

It is undeniable that a voluntary QA system for CP's will improve the services of the CP. However, the question is whether a QA system will improve the use of CP's. Potentially this will be true, at least for transporters/animal owner who find the current service level inadequate and therefore avoid using them. The transporters/owners who at this moment avoid CP's for economic reasons might probably not be persuaded to use the CP's even with a high guaranteed quality. If legislation (Regulation 1/2005 and 1255/97) and the mandatory control mechanisms do not enforce the use of CP's by a group of transporter/owners, it is questionable whether a voluntary QA system will be compelling enough. The advantage of a voluntary system is that it might be able to rally economic incentives through (secondary and or tertiary) market demands.

Based on these considerations it is recommended that a project is funded which will cover the initial costs of establishing a Quality Assurance system for Control Posts. By funding the start-up costs of the QA system, in combination with funding the initial costs for CPs, the (financial) threshold for participation of Control Posts will be lowered significantly and thereby increasing the willingness to participate.

The results of such a project should be that:

- A scheme-owner with the mandatory experts/stakeholders and its infrastructure is operational.
- The requirements for the CPs are tested in practice, agreed upon by the stakeholders and confirmed by the scheme-owner.
- Expertise for performing the audits/inspections must be available for interested Certification bodies. This latter can be achieved by organizing a inspector/auditor training course for interested parties. By including practical inspection activities in the training course a further testing of interpretation and weighing documents will be achieved by using input from Certification bodies.

- All relevant documents and information is publicly available, preferably through a website which, if the need arises, can be used for other related services like for instance a central booking system.

In the Annexes (AIII.12. Certification process and estimation of labour cost) a draft is included of the estimated labour costs of such a project of starting up a QA system. The costs of the initial audits of CP's are not included in the annex but are estimate between 1000 and 2000€ per CP.

It is advisable that the scheme-owner communicates with existing (EU) QA systems active in animal productions (for instance QS, Global Gap, Certus, IKB, Danish etc).

It would also be advisable that the scheme-owner has contacts with the competent authorities in order to cooperate where possible.

Recommendations for renovation

The cost of renovation depends on the current status of control posts. For the three control posts considered, the renovation costs were 45 000, 135 000 and 224 000 euro. Interventions which we have foreseen are those concerning the veterinary, sanitary and hygienic conditions which in all three definitely needed to be improved.

As the contribution to investments are concerned a suggestion may be to foresee a grant per LSU for reimbursement of a determined percentage of building and equipment costs. Specific investment may be required to consider the following.

- Mobile gates within the control posts allow the separation of groups of animals according to their provenance and destination. A second advantage of these mobile systems is the increase of labour productivity in the control posts
- The circumvention of control posts with fences endowed with adequate bio-security gates guaranteeing high level of bio-security should be envisaged.
- A truck cleaning and disinfection area with a hydro-cleaning device should be foreseen in all control posts. These areas have to be connected with relative pipe lines, winder and lances for pressure washing to the sewerage system to collect and reverse the sewage into the public sewer or into a storage tank