

## ANNEX I

Model form of the annual reports to be submitted by the Member State to the Commission as referred to in Articles 1 and 2 of Decision 2013/188/EU

### ANNUAL REPORT

on non-discriminatory inspections of animals, means of transport and accompanying documents carried out pursuant to Article 27 of Regulation (EC) No 1/2005

Member State

Year in which non-discriminatory inspections referred to in this annual report were carried out by the competent authority:

Contact details of the competent authority responsible for carrying out the non-discriminatory inspections referred to in this annual report or for submitting the report: The County Administrative Boards of Sweden (one in each county -21)  
The National Food Agency - regarding the controls made by the OVs

Name and function of the responsible official at the competent authority

Kristina Odén  
The Swedish Board of Agriculture  
Department for Animal Welfare and Health  
Address: SE-551 82 Jönköping  
Sweden  
E-mail: kristina.oden@jordbruksverket.se

Tel: +46- (0)36-15 61 25



**Analysis of major deficiencies detected during the non-discriminatory inspections and action plan to address them  
as provided for in Article 27(2) of Regulation (EC) No 1/2005**

**Member State** SE  
**Year** 2016

### **1. ANALYSIS OF THE MAJOR DEFICIENCIES DETECTED DURING THE NON-DISCRIMINATORY INSPECTIONS**

Over-stocking of pigs and cattle transported for slaughter and also of pet animals; animals unfit for transport; inadequate ventilation (and wet animals) in transports of poultry for slaughter and lacking documents, are still some of the major deficiencies detected. There are also problems with transporters not returning part 4 of the journey log . Severe cases of infringements have been reported by the CABs for formal prosecution. Most of the non-compliances reported by the OVs at slaughterhouses concerned the state of the animals upon arrival at the slaughteries and severe cases were reported for formal prosecution. Over the last two or three years these reports have increased, which is probably due to an increased awareness at the CABs and among the OVs of the importance of taking this form of action - and not an increase in the severity of infringements. In 2016 the SBA published guidelines for the inspections at the slaughterhouses (including transports arriving). These may have helped to clarify when to take action and possible courses of action. (These guidelines contain a link to the EU-guidelines on transport of poultry. Links to the guidelines for transport of horses, pigs and cattle can also be found on the SBA website.) Depending on the time it takes for a court case, the results of them can often- at the earliest - be seen the year after: Of the cases detected in 2014 there were 12 sentences imposed for cruelty to animals and of those in 2015 there were 14 sentences (mainly cattle being transported in late pregnancy, but also a few cases with pigs and sheep). During 2016 the certificate of competence was withdrawn by the CA (SBA) in three of these cases.

### **2. ACTION PLAN TO ADDRESS THE DEFICIENCIES DESCRIBED UNDER POINT 1.**

The CABs will continue and intensify their work with risk based controls and information to transporters. Several CABs will perform their controls as projects and states that the controls also have an information value. Some will focus on categories of animals , e g horses, cattle, animals in seasonal transition and there will be a project focusing on the transfer of pigs from farm to vehicle. Some CABs also work together to make the controls more effective, e g to check the journey times from point A to B. The controls on road are always performed together with the Police, and CABs also cooperate closely with the Customs at the boarder posts. For instance one CAB are going to produce an information film to be put on social media, focusing on how to transport pet animals in a safe way in the car. There are also on-going dialogues between CABs and parts of the industry in order to solve problems underlying some of the detected non-compliances. The need for training of the staff is stressed and some of the CABs will intensify the internal training so that more persons are familiar with the practices. The SBA has produced the guidelines mentioned above and is currently up-dating the guidelines on transport of animals.