

Food and Veterinary Office
Grange Dunsany
CO Meath
Ireland

To whom it may concern,

As you may already know, Animals' Angels and PMAF (Protection Mondiale des Animaux de Ferme) have published a booklet for the French highway gendarmes, explaining in a clear form the animal welfare during transport legislation. Since its publication, we have been regularly invited to French highway gendarmerie offices to "train" their gendarmes further in regards to the legislation and how they can inspect animal welfare on livestock trucks.

So far, this program is running very well. Livestock trucks are now more regularly stopped and inspected in France for animal welfare infractions. Some gendarmes are particularly motivated and curious to learn more. It is often during our discussion periods after the training that I am confronted with detailed questions that I cannot answer. I was hoping that you would be able to clarify some points for me:

1. The European and French legislation requests that poultry and rabbits be watered every 12 hours of transport. At the moment, there is no system available to water poultry and rabbits in their transport crates. Can the law then be interpreted to state that both poultry and rabbits cannot be transported more than 12 hours?

2. The legislation requests that cows in lactation be milked every 12 hours and never more than 15 hours. I am not aware of a system that permits truck drivers to milk their cows while on the truck (I also assume that this is impossible and dangerous). Can we thus interpret the law that cows in lactation not be transported longer than 15 hours, unless a staging point is noted on the transport plan at the 15 hour mark and the driver milks the cows there?

Another questions I have regarding cows in lactation concerns livestock markets. In Holland, for example, there are a few large cow markets. At these markets I very often see cows with dripping udders. Their udders are full because they arrive the night before, are sold early in the morning, and then finally reloaded onto a truck around midday. The transport time from the market to the slaughterhouse may not be too long (the furthest lactating cows from Holland go is a slaughterhouse near Paris) but the cows have actually gone for much

longer than 15 hours without being milked. Does this time spent at a livestock market get included in the transport time (for example, if a lactating cow spent 14 hours at a market, is her maximum allowed transport time now only 1 hour?).

3. Can animals be transported in the belly box of the trailer? On some trucks, this box is used to store things such as hay or a shovel. But other trailers put pigs or sheep inside. We have been telling the gendarmes that this is illegal because the French Ministry of Agriculture confirmed it over the phone, saying that the animals are not protected sufficiently from the exhaust fumes, nor from precipitation (we have observed drowned piglets that were transported in the belly box during heavy rain). However, if you do agree I would like to have it in writing.

4. The legislation requests that for journeys of over 8 hours, the truck must be equipped with dividers. However, it is not written that they **MUST** be in place. Enforcing this rule makes the gendarmes nervous because it is not clearly defined. Must the dividers also be put into place?

I very much appreciate you taking the time out of your busy schedule to clarify the above points for me. During our next gendarme training I will feel much more confident answering the gendarmes' questions. Someone from the DDSV is always present at these trainings, but they themselves often do not know these answers, or disagree amongst themselves.

With very best wishes,

Lesley Moffat
Animals' Angels
Head Project Manager- France

PS I have included a copy of the brochure we published that was distributed to all gendarmerie brigades by the Gendarmerie National in Paris, and a copy of an article that was recently published in their magazine.