Following my evidence to the Committee on 13 February, I wrote earlier this month with further information in response to questions received on 18 February. Further to that letter I would like to correct and clarify some points I made in the hearing itself.

In response to question 194 I said that the number of live animals the UK exports is under 20,000 of all types a year. This in fact refers to the number of health certificates issued for live animal movements to the EU, each covering a consignment of animals. The number of individual animals exported is a lot higher, although the vast majority of movements are from Northern Ireland to the Republic of Ireland. Excluding Northern Ireland-Republic of Ireland trade, live exports from the UK to the EU in 2016 totalled 51,000 sheep, 29,000 cattle, under 2,000 pigs and 12 million poultry. These include animals exported for breeding, for fattening and production and for slaughter. To provide some context for these figures, last year in the UK 14.4 million sheep, 2.7 million cattle, 10.9 million pigs and 1.16 billion poultry birds were slaughtered.

I also want to provide some more information about the approval process for animal movements. When cattle, sheep, goats, pigs or unregistered horses are being transported over 8 hours outside the UK, the transporter must apply to the Animal and Plant Health Agency (APHA) in advance of their journey for approval of the planned journey as set out in a “journey log”. The journey log requires transporters to provide details of the planned route they wish to take, including details of contingency arrangements. This will continue to be the case after we leave the EU. I should explain that the approval process does not apply to poultry and registered horses.

As part of our contingency plans in the event of exit without a deal, Defra and APHA are working with industry to ensure transporters can meet their obligations to protect animals during transit. Planned journeys should avoid high risk routes and identify contingency premises for resting the animals in the event that delays are encountered. Anyone transporting animals must ensure that they are transported in conditions suitable for the
species concerned, and that they are fed, watered and rested at suitable intervals as necessary. Defra and APHA are also exploring options including emergency lairage, which can be used in the event of travel delays to unload animals, excluding poultry, from vehicles and provide them with feed, water and rest periods.

I hope this is helpful. Please do let me know if the Committee would like any further information.

Yours sincerely

Clare Moriarty

CLARE MORIARTY