

Kent Against Live Exports (KALE)



Photo Credits: VC.

Thursday 22nd September 2011

Dear all;

'J27'

KALE REPORT on the SHIPMENT of LIVESTOCK from RAMSGATE, KENT, UK, to CALAIS, FRANCE on Wednesday 21st September 2011.

VESSEL M.V. "JOLINE": very small Ro-Ro; just 56 metres long and 14 metres wide, taking no more than seven articulated lorries when fully loaded. All vehicles carried on a single, completely exposed to the elements, open deck. Latvian flag, registered in Riga.

CONDITIONS: Sea state – rough: Visibility - moderate to begin with, initially dry; but turning wet for a time. Changing back to dry again later with eventually good visibility; sunshine but still a strong wind.

Sheet 1

BAN LIVE ANIMAL EXPORTS

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The tunnel (the direct route) approach to Ramsgate docks was closed for routine maintenance. Well signposted, with all docks traffic diverted through Ramsgate town.

HOWEVER, SEE BELOW.

PRESENT: Two KALE monitors and about thirty KALE and Thanet Group members. Kent Police also attended; many with varying degrees of police / protestor co-operation.



EVENTS of the Day:
LIVESTOCK TRANSPORTERS ARRIVING FULL AT RAMSGATE

0842hrs. (No. 1) Registration: 07 C 30417 (front and rear). (C = Cork County). Nationality: SOUTHERN IRISH. Name: 'HUNTER INTERNATIONAL TRANSPORT'. Dark blue cab with coloured wavy lines and grey 3 tier trailer carrying calves.

0842hrs. (No. 2) Registration: 07 MN 37 (front and rear) (MN = County Mongaha). Nationality: SOUTHERN IRISH. Name: 'HUNTER INTERNATIONAL TRANSPORT'. Dark blue cab /grey trailer carrying calves in 3 tiers .

THESE TWO IRISH TRANSPORTERS CHOSE TO DISREGARD THE (ROADWORKS) NOTICES, DECLARING THE TUNNEL ROUTE TO THE HARBOUR BEING CLOSED. INSTEAD, THEY MOVED CONES ASIDE AND BYPASSED A BARRIER ACROSS THE ROAD; ENTERING AND TRAVELLING THE LENGTH OF THE TUNNEL ON THE WRONG SIDE OF THE ROAD; EVENTUALLY ENTERING THE DOCKS.

This caused a huge row between protestors and police; the latter having insisted that people were not to stand 'in certain places' because the lorries would be arriving from a different direction. Section 14 was mentioned (in police parlance this can be translated as "stand where I say, if not you will be arrested").

The police insisted that they had instructed to hauliers that no livestock carriers should use the tunnel on this day; saying they, (the police), only learned about the tunnel closure at 0700hrs today (even though it had been advertised well in advance along the approach to the tunnel beforehand).

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After this incident, the police informed KALE that they had since told the tunnel maintenance crew that a police car would be stationed across the tunnel entrance to prevent its further use. They also took the registration numbers of the two Irish carriers who, considering themselves above the law, had chosen to flout regulations for the days tunnel maintenance. These vehicles, although not English, whilst in England, MUST OBEY English road laws.

0910hrs. (No. 3) Registration: BN GV 01 (front) / OF 68 RN (rear).

Nationality: DUTCH - no name displayed.

White cab with a grey trailer, carrying sheep in 3 tiers.

This vehicle was reported to Animal Health (DEFRA) by KALE as it was observed that one of the sheep had its leg sticking out of the side slats.

An Animal Health operative was monitored, being seen inspecting this lorry with its rear door open.



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**0910hrs. (No.4) BT JD 75 (front) / OB 29 JS (rear).
Nationalit: DUTCH - no name displayed.
White cab with grey trailer in 3 tiers carrying sheep.**



0910hrs. (No. 5) ? BZ HX 63 (front) / OD 39 DD (rear)- (the front number plate partially obscured by the preceding transporter).

This is the regular tractor cab with the (by now) infamous ‘wonky roof’ trailer which has a roof that undulates like waves on the sea - this time carrying only 3 tiers of sheep.



Archive Photo – ‘Wonky Roof’ Trailer

Sheet 4

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**0910hrs. (No. 6) Registration?.. (front) / OH 71 HT (rear).
Nationality: DUTCH . The cab (tractor) unit of this vehicle was bearing the name 'F.
de JONG' and the trailer was a white 'reefer' type with completely solid sides; (i.e.
no ventilation slats in the trailer sides).**



***The rear doors have circular ventilation fans fitted to each rear door
– see photo below.***



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*We have been informed by Animal Health that this lorry (which looks for all the world just like any ordinary refrigerated articulated lorry) was **actually carrying live SHEEP.***

Is this the trailer, or one similar, which was used in the 'sheep smuggling' incidents which became famous at Dover a few years ago ?

KALE was also verbally informed that this type of vehicle is legal (so presumably deemed suitable) on the Continent of Europe for carrying of livestock.

*HOWEVER, **IT IS NOT APPROVED IN THIS COUNTRY** (England Uk).*

*Is this another instance of the hauliers thinking themselves to be above the law
YET AGAIN ?*

With all the livestock transporters in the docks, KALE then turned their attention to the loading of the ship, which commenced at 0925hrs. There followed various discussions and as usual, much 'to-ing' and 'fro-ing' of people and plenty of transporter shuffling in some pathetic attempt to get the trim of the 'Joline' correct. Even after all of this, she was still well down at her stern when she left the harbour.



*Two 'Hunter' vehicles nearest (Dark blue cabs) –
'F. de JONG' Sheep carrying reefer trailer at rear – light blue cab.*

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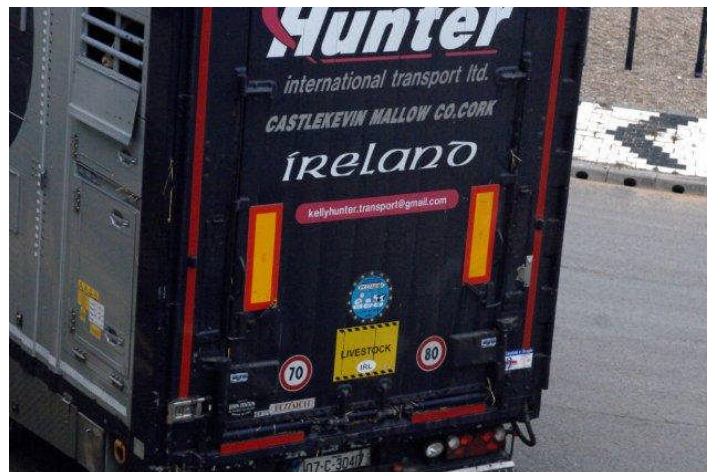
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KALE Archive Photo – ‘F de Jong’ Tractor Unit (Cab)



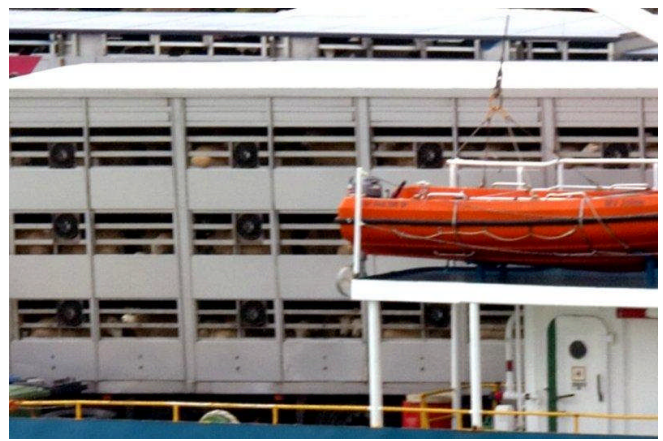
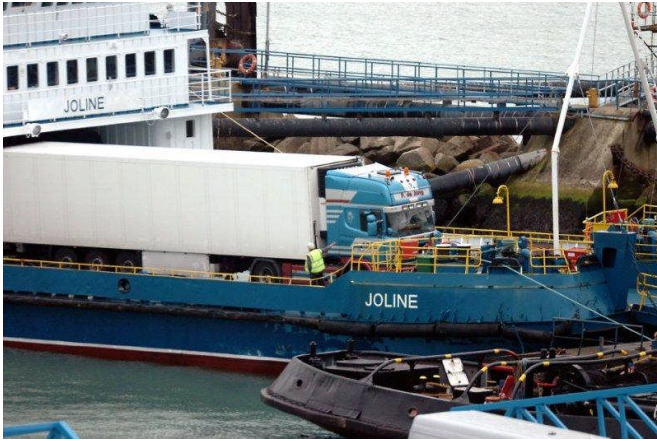
KALE Archive Photos – ‘Hunter’ Vehicle Trailers

Hunter - http://www.freightalerts.it/view_posting_detail.php?phaid=77540

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With the wind steadily increasing and the sea state getting rougher; KALE, after checking with the relevant marine authorities as to the wind strength - consistently (in the Dover Strait) force five to six all morning, and rising to gale force 8 by mid afternoon (when the 'Joline' would still be sailing the English Channel) - and also by the evidence of our own eyes, then put in a formal complaint to Animal Health about the vessel 'Joline' knowingly sailing into adverse conditions.

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Also, to support this accusation, it was observed that on its return sailing to Calais, the 'Joline' hugged the English coastline all the way between Ramsgate and Dover; before turning out to sea and making the crossing to Calais.

**Being perfectly visible from shore as visibility cleared and the rain stopped;
SURELY AN INDICATION THAT SHE IS SEVERELY COMPROMISED BY THE
WEATHER (in previous daytime sailings it has been carefully observed that on the
return crossing, the 'Joline' has made a diagonal passage directly from Ramsgate to
Calais); something not done this time.**

**According to Animal Health, the master of the 'Joline' though it perfectly ok to sail,
as, in his opinion, and no doubt his log book too, the sea was calm, the visibility
good and the wind light. !!!**

**SO WHAT SHIP IN WHICH PORT WAS HE ACTUALLY ON ??????
WHEN ON THE SHORE, ANYTHING WHICH WAS NOT PINNED DOWN WAS
FLYING EVERYWHERE IN THE STRONG WIND.
AT SEA, ALL THE WAVES HAD PROMINENT WHITE TOPS TO THEM .**

A SEA STATE THAT WAS FORECAST NOT TO IMPROVE BUT GET EVEN WORSE.

**Time and time again, KALE has pointed out to the (competent ?) Uk authorities the
patently obvious fact that the vessel 'Joline' is totally unsuitable; indeed there is E.
legislation to back this up - for sailing in wind strengths above force 4-5.**

Certainly the force 5 -6, even 7 which today has produced.

**Countless complaints over the years to Animal Health (MAFF previously and now
DEFRA) are not stopping rough weather sailings and KALE is constantly being told
"There is nothing the authorities (Animal Health) can do; it is the master's decision
to sail ".**

**WAKE UP ANIMAL HEALTH; WAKE UP 'COMPETENT UK AUTHORITY'
- GET YOUR HEAD OUT OF THE CLOUDS;**

**- THE JOLINE MASTER, WHO IS EMPLOYED AND PAID TO SAIL A LIVESTOCK
CARRYING SHIP ACROSS THE CHANNEL IS NEVER GOING TO SAY 'NO, CANT DO;
I AM SO CONCERNED FOR THE ANIMALS AND ANIMAL WELFARE'.**

**The fact that the 'Joline' reached Calais, presumably in one piece, hopefully still
with all its transporters on the open deck, is probably due more to luck than
judgment. BUT AT WHAT COST TO THE LIVESTOCK CARRIED ?**

**We all know (do Defra and AH ?) that young calves are unsteady on their feet at the
best of times; they would have no experience of movement experienced on a moving
vehicle, certainly not on a crappy old ex Soviet battle tank carrying ship, seen
heaving and pitching as the 'Joline' was observed on this trip.**

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KALE is reliably informed by French colleagues that the 'Joline' was seen to enter Calais harbour just after 1535hrs; so another five hour rough trip for wearied and hard pressed animals - who deserve much better.

We are watching every single move; and will continue to report the failures of Uk '(in)competent authorities'.

This is KALE report J26 compiled on Wednesday 21st September 2011.

Please add your support to the following No. 10 Petition:

<http://epetitions.direct.gov.uk/petitions/16024>

Wording:

REFORM LIVE FARM ANIMAL EXPORT LAWS

Responsible department: Department for Transport

It is unnecessary to export UK farm animals abroad for slaughter or fattening. UK farm animals should be fattened or slaughtered in the UK. The Harbours, Docks & Piers Clauses Act 1847 makes it illegal to refuse a ship the use of a port if it is carrying out lawful trade. This law stops port owners refusing trade on ethical grounds. This outdated law must be amended to let port owners refuse, on animal welfare grounds, the export of live farm animals. EU Regulation 1/2005 on the protection of animals in transport must be reformed. A limit of 8 hours must be placed on journeys for slaughter & fattening. Regulation 1/2005 must also be enforced rigorously in the UK by DEFRA and local authorities. I call on the Government to update the 1847 Act to reflect changing attitudes and scientific knowledge about animal welfare in the past 164 years. I call on the Government to persuade EU partners to strengthen Council Regulation 1/2005 with regards to the 8 hour limit on animal transport.

Also, please ensure that you sign the EU wide 8 Hour Petition:

- Paper copies available to download also:

Link – <http://www.8hours.eu/8hours>

Regards – the KALE Crew.

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