

Kent Against Live Exports (KALE)



Left – Sheep Leg Trapped Between Floor and Side of Trailer - Photo Credits: V. Cameron.

Saturday 10th September 2011

Important Note:

***ALL of the photographs in this report were taken on, and are specific to,
the Livestock shipment of Friday 9th September 2011.***

Photo credits – all Valerie Cameron.

‘J24’

***KALE REPORT on the LIVESTOCK SHIPMENT on Friday 9th September 2011
from RAMSGATE, KENT U.K. to CALAIS FRANCE.***

***VESSEL: M.V. ‘JOLINE’, Latvian flag. Small Ro-Ro (ex Soviet battle tank carrier) with a
single, open, fully exposed to the elements deck, with a capacity of 6-7 transporters,
depending on their size.***

***Somebody has been busy with the paintbrush as the ‘Joline’ is now sporting a large logo on
the sides of the wheelhouse that looks remarkably like “Shaun the sheep”.
A VERY SICK JOKE. We suggest they try painting this clown below, as it is more related to
their nautical operations and the Uk government which approves it:***



***CONDITIONS: Dry; mostly cloudy and sultry with light wind increasing to
around 20 knots during the afternoon and evening, when it became foggy.***

***About 30 people gathered at the docks at Ramsgate, comprised of KALE monitors and
Thanet Group members.***

Sheet 1

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

***All rights reserved. No part of this publication, including any photographs,
may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE.
Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.***

Kent police also attended, insisting that everybody stood behind the metal rails that line the pavement along the undercliffe walk outside the harbour entrance. Many declined this less than advantageous position, preferring instead to wander the general area, thus spreading out both themselves and the police. Two KALE monitors were allowed to occupy the central reservation to carry out evidence gathering, and KALE's official photographer was allowed to occupy the space on the roundabout; a position affording the best location for pictures, which are shown in this report.

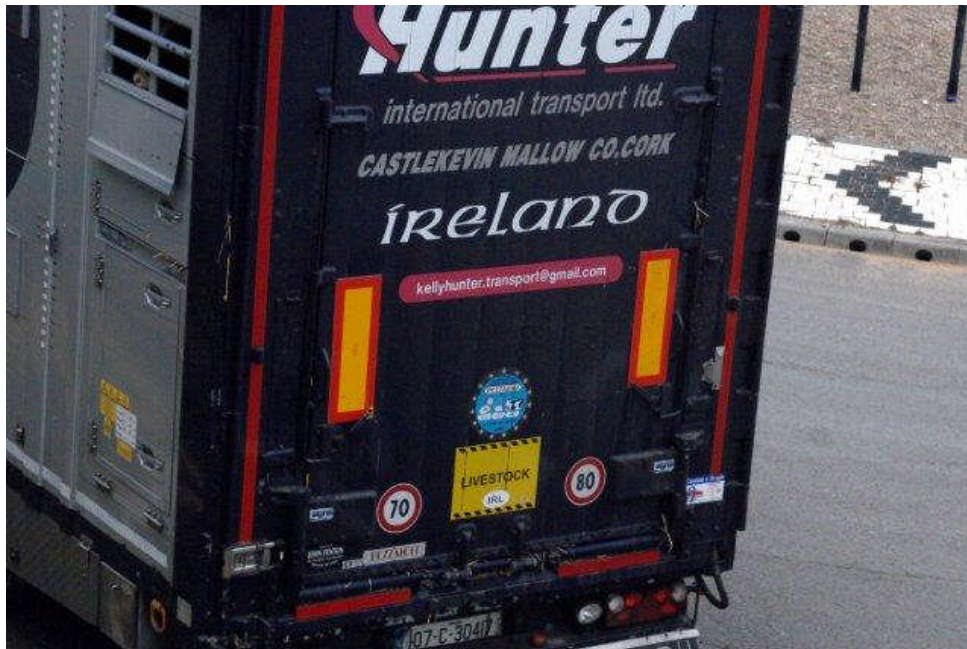
Two Kent police officers did their evidence gathering with a video camera wherever they wanted to. Us filming you, filming them, type thing.

The 'Joline' left Calais shortly after 1100hrs on 08/09/11, arriving off Ramsgate shortly after 1500hrs; having been delayed earlier in the week due to stormy weather in the English Channel.

The 'Joline' is very low in the water, even when empty, with almost no freeboard, and is definitely unsuitable to operate in rough sea conditions.

LIVESTOCK TRANSPORTERS ARRIVING AT RAMSGATE

1603hrs. (No.1) Registration: 07 C 30417 (front and rear). Nationality: IRISH REPUBLIC. Name: 'HUNTER INTERNATIONAL' from Castle Kevin, Mallow County, Cork.



This vehicle was carrying very distressed and crying calves in a 3 tier trailer. It was noticed as it approached the harbour, that the driver was using his mobile telephone to take pictures; a souvenir of Ramsgate protesters no doubt.

The police took a very dim view of this behaviour and informed us that they would 'deal with it'.

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE. Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.



BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE. Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.

1610hrs. (No.2) Registration: BN XH 63 (front) / OD 39 DD (rear). Nationality: DUTCH. Name: 'F. de JONG'. This articulated lorry was carrying sheep in 3 tiers, all crammed into an incredibly old and battered looking trailer.



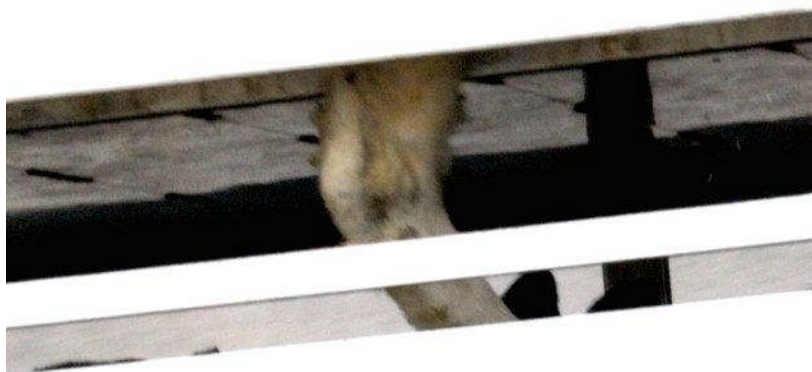
Sheet 4

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE. Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.

**1620hrs. (No.3) Registration: BT JG 68 (front) / WY 97 ZT (rear). Nationality: DUTCH.
Name: 'SWIER'. Black and grey wagon and drag carrying sheep, one of which it was noted
had a leg trapped in the slats.**



***This was reported to Animal Health (who attend at Ramsgate, travelling from their base in
Dover harbour). The driver had a woman passenger.***

1622hrs. (No.4) Registration: DK 55 RMX (front and rear). Nationality: Uk (in fact, a notorious Kent based haulier) named TREVOR HEAD.



This blue and grey 1/2 sized lorry (about half the length of the ‘normal’ livestock transporter) was carrying sheep in 3 tiers.

Sheet 6

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

***All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE.
Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.***

1625hrs. (No.5) Registration: WKZ 6730 (front and rear). Nationality: NORTHERN IRELAND. Name: 'WILSON MCCURDY'. Red and white cab with a red 3 tier articulated trailer, fitted with a white rear door. Carrying very smelly sheep crammed in as if they had been 'poured in' from all angles.

Heads were jammed up against the side slats and rears jammed in with the wool sticking out.



Sheet 7

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE. Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.



Sheet 8

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE. Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.



Sheet 9

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE. Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.

1635hrs. (No.6) Registration: BZ HX 63 (front) / OF 68 RN (rear).

Nationality: DUTCH. No name displayed. Dark blue cab with the 'Scania' red and white griffin logo on the sides; a grey articulated trailer which had the roof raised to make **FOUR TIERS. However, the roof had failed to raise completely and dipped alarmingly along part of the length, leaving the sheep in that part of the top tier with their heads touching the roof.**



Sheet 10

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE. Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.

*Those poor animals carried must have been continually banging their heads every time the lorry went over a bump in the road. THIS VEHICLE WAS REPORTED TO **ANIMAL HEALTH**, who did reply with the fact ‘they had concerns about it’ too and promised to inspect it.*

1635hrs. (No.7) Registration: BT JD 75 (front) / OB 29 JS (rear). Nationality: DUTCH.

No name displayed. Carrying sheep in 3 tiers. Driver and a passenger in the cab.



1705hrs. The Esplanade at Ramsgate, high above the harbour, provides a prefect viewing spot for watching proceedings. The ship ‘Joline’, now loads the livestock transporters. Some drive straight on to the deck whilst others reverse on. This all takes a long time with much shunting around. Peter Z, the agent is much in evidence. Animal Health inspect lorry number 6 - Registration: BZ HX 63 (front) / OF 68 RN (rear), by putting a ladder up against the side of the trailer where the roof mostly drops. The driver, all the while and obviously fully certified for ‘competence’ to care for live animals he transports, raises his hands in frustration as if to say ‘why can’t I just load?’ . However, he has to wait until he is given permission.

Sheet 11

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE. Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.

All this time, two policemen are on scene - one watching the ship from the link-span, the other questioning the driver of the first transporter (HUNTER - Registration: 07 C 30417 (front and rear), who appeared guilty of using his mobile phone whilst driving.

There is much paperwork in evidence.

1740hrs. The transporter with the faulty roof is allowed to drive onto the ship - surprise, surprise !!, whilst the police continue to question the HUNTER driver (who has on a pale blue tee shirt). Eventually, he is allowed to load his vehicle onto the ship, with the cab hard up against the ship's bow door. This is then closed, only to suddenly open again to allow the driver off, where more discussions with the two policemen take place.

1800hrs. The Irish 'HUNTER' driver races back onto the 'Joline' clutching his passport, (which the police had informed us earlier that they had confiscated). The bow door of the ship closes for the second time and whilst the HUNTER driver paces the sliver of deck left alongside one of the chained lorries ranting on all the while on his mobile phone (bet he is not taking pictures with it this time !), THE 'JOLINE' SLIPS HER MOORING, GIVING THE PIER AN ALMIGHTY CRASH AS SHE BASHES INTO IT; SENDING A VERY LOUD, METALLIC SOUND ACROSS THE HARBOUR.

Who is commanding this demolition vessel we ask ?



Note: All nautical vessels have to have a mark on their hull to indicate when to stop loading cargo in order to keep the ship stable and limit the weight of the cargo carried. Called the 'Plimsoll' mark, on the 'Joline' it consists of a continuous white line painted around the ship's hull at water level; intersected by a circle and the letters 'LR', representing 'Lloyds Register'.

Even before the 'Joline' loaded all the transporters, the relevant section of this white line at the stern of the ship had sunk below the water level within the harbour, and as the ship bounced up and down at her moorings, the whole of the (LR) circle was dipping under the waterline also.

KALE have recorded this fact in case it is relevant in this or any future sailing(s).

It may have been the additional weight of the cargo carried (this is the first time we have seen her load 7 transporters) that made the 'Joline' unwieldy; being so low and sluggish in the water.

Sheet 12

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

**All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE.
Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.**

Whatever the reason, she did give that pier a colossal whack on her departure; it seems that the crew seamanship has not improved, as we believe she (the 'Joline') also damaged the berth (No.1) at Dover harbour.

KALE has subsequently been informed by Kent Police that the driver of the 'HUNTER' transporter from County Cork, Eire, has been fined for using his mobile phone whilst driving.

We understand such a fine can be upwards of £200.

This is KALE report 'J24' compiled on Saturday 10th September 2011.

KENT AGAINST LIVE EXPORTS.

Additional information: EU Animal Transport Regulations.

EU Regulation 1/2005 (protection of animals during transport):

Article 18 – Certificate of approval and means of transport by road.

Para 1: The Competent Authority or body designated by a member state shall grant a certificate of approval for means of transport by road used for long journeys upon application, provided that the means of transport:

Sub Para (b): have been inspected by the competent authority ... and found to comply with the requirements of chapters II and IV of Annex I applicable to the design, the construction and the maintenance of means of transport by road used for long journeys.



We say: 'Hmm – wonky roofs excluded no doubt ?? !'

Sheet 13

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

***All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE.
Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.***

EU Regulation 1/2005 (protection of animals during transport):

Annex I – Technical Rules – Fitness for Transport

Para 1. No animal shall be transported unless it is fit for the intended journey, and all animals shall be transported in conditions guaranteed not to cause them injury or unnecessary suffering.



We say: EU Fitness for Transport rules obviously do not apply to Ramsgate vehicles !!

EU Regulation 1/2005 (protection of animals during transport):

Chapter II – Means of Transport

1. Provisions for all means of transport.

1.1 means of transport, containers and their fittings shall be designed, constructed, maintained and operated so as to:

(a) avoid injury and suffering and to ensure the safety of the animals.



Sheet 14

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

**All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE.
Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.**

And Finally:

At least the Green Party are making noises about live animal transport, even if the Conservative Party and its Defra Ministers (Spelman and Paice) are NOT even supporting the call for an 8 hour limit.



making tracks



Shutterstock © Kromont

Over the last six months, Jean and Keith have continued to work on a number of animal rights issues, including the global trade of seal products, the transportation of animals to slaughter and animal testing in the cosmetics industry. They have also campaigned for better welfare standards in British pig farms, highlighted poor conditions in Europe's zoos and called for an end to the wasteful practice of throwing dead fish back into the sea. The Green MEPs will continue to push for improved protection of animals across the world.

Animal rights from Jean Lambert and Keith Taylor, Green Party MEPs for London and the South East

Limit animal transport times

Every year, millions of animals are transported for thousands of miles en route to slaughter. During these journeys, often through several countries, animals suffer from extreme exhaustion, dehydration, serious injuries and, in extreme cases, die in transit.

Since 2003, journey times have been governed by EU law. Under the current rules, journeys of up to several days are permitted as long as the haulier fulfils simple demands, such as providing food, water and rest. Sadly, research from a number of animal welfare organisations suggest that standards are not being met, with millions of animals suffering as a result.

Jean and Keith believe that this is unacceptable and have written to the European Commission to call for significantly reduced journey times as a step towards ending live exports all together.




Photo: Commission in World Farming

BAN LIVE ANIMAL EXPORTS

Kent Against Live Exports (KALE).

***All rights reserved. No part of this publication, including any photographs, may be reproduced for commercial purposes using any means whatsoever, without prior written permission from KALE.
Contact – Mark Johnson – EU Correspondent and Press / Media; or Valerie Cameron – Official KALE Photographer.***

We are never up for election as we are only here to care for animal welfare during transport;

but other politicians and political parties will be sometime in the not too distant future.

Please remember what you see in these reports and use your political vote in the future accordingly.

We request an 8 hour limit.

<http://www.8hours.eu/>

