

Kent Against Live Exports (KALE)



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Friday 16th September 2011

J25

KALE REPORT on the LIVESTOCK SHIPMENT from RAMSGATE, KENT U.K. to CALAIS, FRANCE on Thursday 15th September 2011.

Vessel: M.V. 'JOLINE'; Latvian flag; registered in Riga. Very small Ro-Ro with a single, exposed deck (in a past life was used as a Russian tank carrier). Capacity six or seven articulated lorries, depending on size. Manned, incidentally, by an incompetent crew who seem incapable of leaving the pier at Ramsgate without hitting it.

Conditions: Dry and mild with a light breeze, which increased during the evening to a lively breeze. Good visibility.

Two KALE monitors were present at Ramsgate along with about thirty protestors from the KALE and the Thanet groups.

Kent police turned out again; this time allowing people a choice of their observation areas.

Vessel 'Joline' left France (Calais) around 1400hrs and arrived at Ramsgate approximately 180hrs. She seems unable to complete the crossing in much under four hours.

17.25hrs Peter Z, the agent for the 'Joline' arrived in his white van amid much heckling.

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Details of LIVESTOCK TRANSPORTERS ARRIVING AT RAMSGATE.

**1828hrs. (No. 1) Registration: BT JD 75 (front) / OB 29 JS (rear).
Nationality: DUTCH; with no name displayed. White cab / grey articulated trailer
carrying 3 tiers of sheep.**

**1828hrs. (No. 2) Registration: UKZ 4562 (front and rear).
Nationality: NORTHERN IRELAND; Name: 'WILSON MCCURDY'.
Red and white cab; red trailer with 3 tiers of sheep.**

**1830hrs. (No. 3) Registration: BZ HX 63 (front) / OF 68 RN (rear).
Nationality: DUTCH; with no name displayed.
Navy blue Scania cab with red and white 'griffin' logo on the cab sides.
Grey articulated trailer with black borders, which for this shipment was raised to
the maximum FOUR TIER height; EXCEPT THAT THE ROOF OF THIS TRAILER IS
STILL NOT RAISING FULLY (see also report J24). KALE await developments on this
issue. Carrying sheep on all 4 tiers.**



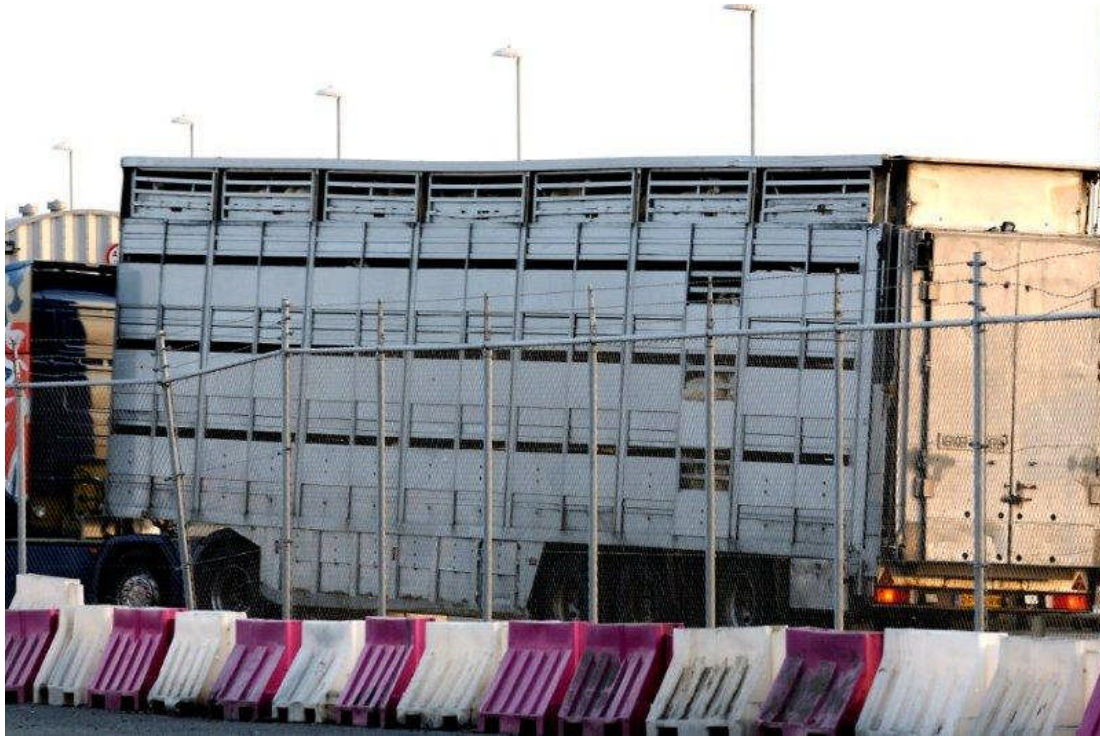


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1835hrs. (No. 4) Registratio: BZ GG 91 (front) / 41 WH HZ (rear).

Nationality: DUTCH; Name: 'SLEEGERS'.

This rig, comprising of a wagon and drag (drawbar outfit). Both units grey with maroon markings; looked very new and does not have the conventional type horizontal slats, but instead has circular air fans which allow virtually no visual access inside the trailer when viewed from outside. The roof of both front and rear trailers was observed as being lid type tops (as on a box) which can be raised to allow visual access to the top tier. How one is expected to have visual access to the middle and lower tiers was not obvious to seasoned observers. This type of carrier is not usually seen in the Uk and we believe that it carried sheep.

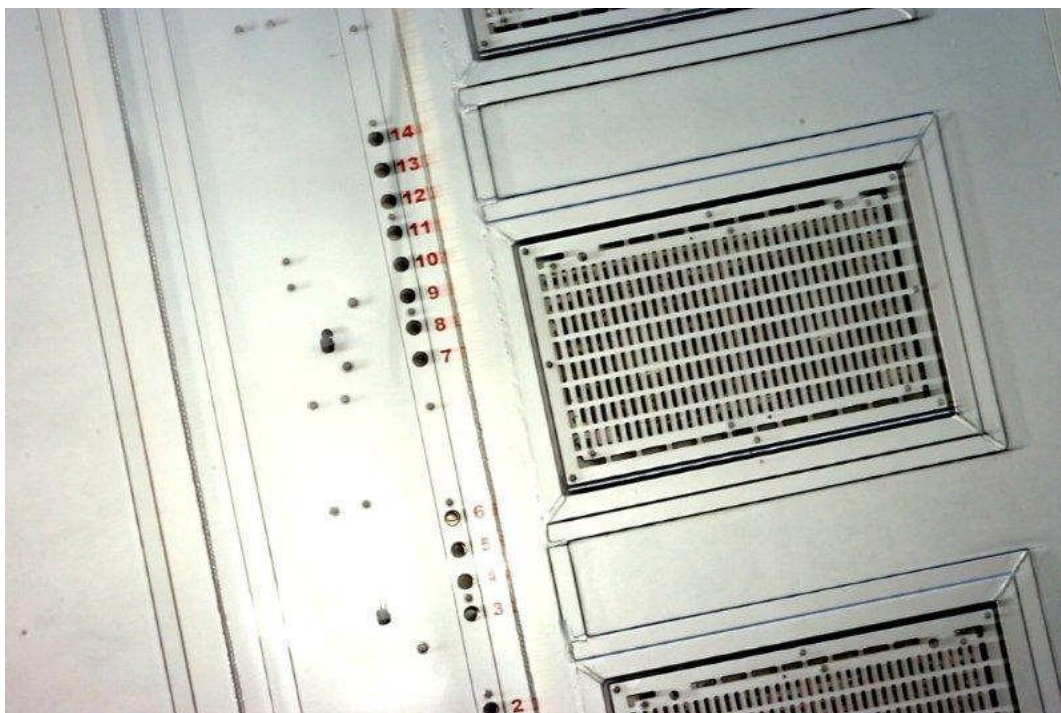


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1845hrs (No. 5) Registration: BX RG 77 (front)/ OJ 79 RV (rear).

Nationality; DUTCH; Name: 'RINUS VAN BEER'.

This 3 tier articulated transporter approached the docks at speed and came round the roundabout SO FAST, THAT EVEN THE POLICE WERE ALARMED HE WOULD TIP OVER. Kent Constabulary joined with protestors in yelling at the driver to 'slow down' !.

This vividly illustrates the scant disregard the drivers have for the livestock they carry. The trailer OJ 79 RV has a history of livestock movements through Kent, stretching back to January 2008 when it was a regular through Dover port for all of that year and into 2009.



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**1845hrs. (No. 6) Registration: BR HF 50 (front) / WN RF 35 (rear).
Nationality: DUTCH; Name 'SLEEGERS'. Grey and maroon wagon and drag
(drawbar), this time with conventional horizontal ventilation slats revealing sheep
on all 3 tiers.**



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Inside the docks, the six trucks stood in line abreast; as it grew dark and a blood red moon rose above the harbour, Animal Health made their inspection of the Livestock. Peter Z strode about smoking and the various drivers talked, no doubt leaving the only non Dutch speaker to his own devices. As we monitored, a member of Defra's Animal Health team climbed a ladder to peer under the lid of the top tier of the 'SLEEGERS' truck with the circular vents. Seeming satisfied, the lid was lowered and the ladder was removed. A very hi-tech process !



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1915hrs. The transporters began to load on to the vessel 'Joline' (every one reversing on), beginning with 'Wilson McCurdy'.



Meanwhile, Defra's Animal Health got into an animated discussion alongside the four tier Scania truck BZHX63/OF68RN (Truck No. 3) which resulted in said Defra person getting into a small black saloon car and escorting the Scania truck to the dock exit, where the truck, still loaded with four tiers of sheep, then left the docks; having been REFUSED, we understand, on account of the issues with the compromised height of the top (the fourth) tier of the trailer.

We also understand that the vehicle has been ordered to go to a staging / control post facility (of which THERE ARE NONE IN KENT County); which meant for the sheep on those four tiers, another road journey of about two hours, AFTER WHICH they should be unloaded, rested, fed and watered. KALE would like evidence that these things actually happen.

On the 5th September this very month, KALE wrote to Defra - Mrs. Caroline Spelman MP and Mr. James Paice MP, questioning the fact that there still does not appear to be an emergency facility within Kent county, even though it (a lack of a facility) was one of the main issues pointed out in the EU FVO visit report to the Uk of February 2008 – some three and half years ago !!

FVO team post visit (02/08) report - ref: DG(SANCO)/2008-7690-MR-FINAL.

As expected, to date, Defra have not responded to KALE as to why they still appear to be dragging their heels on this issue. KALE will give them until the end of September to respond, and then will take further action as necessary through the Legal Affairs and FVO teams in Brussels.

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The loading of the 'Joline' continued with attention to the 'trim' of the vessel, which meant that lorries were shuffled back and forth along the deck to try and balance the ship. Eventually, the five lorries allowed to load were in place (the sixth one had left the docks because of the dodgy roof) and the 'JOLINE' again, giving the pier its now customary whack as it departed Ramsgate at 2035 hrs.

Strange that although the dodgy roof was even more visible during the last export consignment from Ramsgate; September 9th - see J24; nothing was done by Animal Health to stop the transporter that time. It was allowed to board the Joline and continue its journey, even though sheep were seen suffering on the upper tier of the trailer.

See the following two archive photos of those events from the 9th September – very wavy roof, but ok by Animal health standards that particular day ! :



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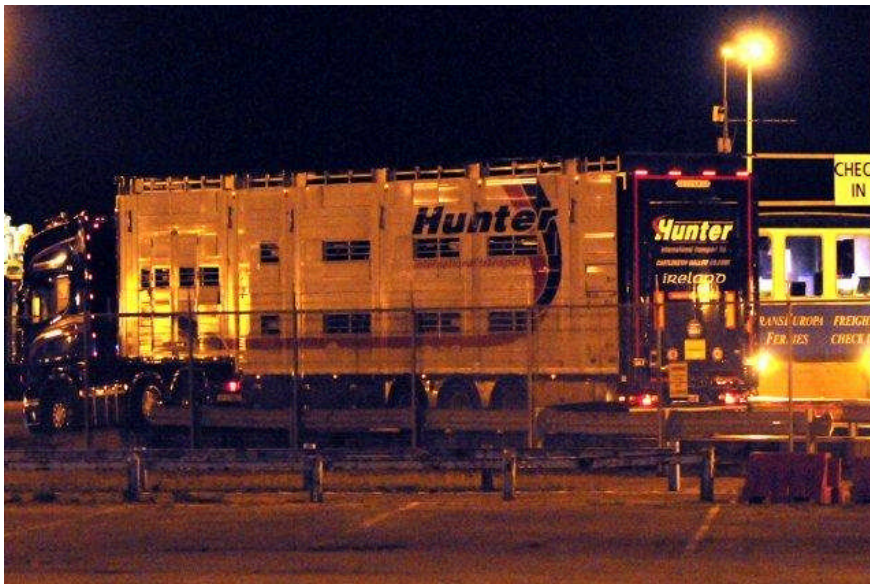
It would appear that some days Animal Health have ‘animal health’ regulations for the strict construction standards of livestock vehicles in compliance with EU Regulation 1/2005, and on another day they turn a blind eye to these same regulations – ok on Sept 9th; not ok on Sept 15th !

Lottery for the next sailings decision to be held real soon !

With Peter Z, the exporter’s agent dastardly deeds over for the night and no doubt seething at the loss of one truck to EU regulations (to which the exporters pay scant heed – and that includes Animal Health some weeks), he decided to exit the docks. BUT, HEY!, there are no police to speed him through the exit, as they have all left.

Not so the intrepid Thanet Group, as four ladies with banners waited at the dock exit to heckle him as he left. HE DECIDED THAT FOUR LADIES WERE TOO MUCH FOR HIM, AND HE TURNED HIS WHITE VAN AROUND AND DROVE BACK INTO THE DOCKS, DRIVING AROUND IN SEEMING PANIC, no doubt looking for another route to escape by. WHAT A WIMP. KALE has nothing but utter contempt for this person.

NOTE: Further information provided by Kent Police regarding the incident from shipment J24. (9th September 2011) when the driver of the Southern Irish truck ‘HUNTER’ (Reg. 07 C 30417) was seen using a mobile phone whilst driving.



Archive Photo – ‘Hunter’ vehicle.

The driver, who had thought to evade justice by hiding on the ship and refusing to come ashore, was informed by Kent Police that the ship (Joline) would not sail until he came off and faced up to his offence. Eventually, he did so and was fined £300 / Euros on the spot, which put him in a troublesome position as he then had to have loans from the other drivers (bet he was popular) to cover the amount before his passport was returned to him and he was allowed back on the ship.

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***This is a KALE REPORT on the livestock shipment J25, compiled on
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