

Kent Against Live Exports (KALE)



Photo Credits: V. C.

Saturday 17th September 2011

J26

KALE REPORT on the SHIPMENT OF LIVESTOCK from RAMSGATE, KENT, UK, TO CALAIS, FRANCE, on Friday 16th 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 their size.

Conditions: Dry and fine with good visibility, however with an increasing wind which must have had an effect on the sea state during the crossing back to Calais, making it very choppy.

Observers present: Two KALE monitors plus about 40 KALE and Thanet Group members.

Kent Police also attended, again letting protestors stand where they wished. Several protestors chose vantage points outside the town in order to highlight the association of the town with that of the trade, to a wider public.

The vessel 'JOLINE' arrived in Ramsgate shortly after 1730hrs, but then had to wait outside the harbour; eventually entering at 1830hrs, presumably to fit in with the regular ferry services schedule operating from Ramsgate.

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.

DETAILS OF LIVESTOCK TRANSPORTERS ARRIVING AT RAMSGATE

1808hrs. (No. 1) Registration: THV 632 (front) / QDP 060 (rear).

Nationality: BELGIAN. Name: 'MAES'.

A silver grey articulated truck carrying VERY SMELLY sheep. This transporter was earlier seen travelling through a village close to Ramsgate with its horn blaring away all the time, operated by an enormous female passenger in the cab.

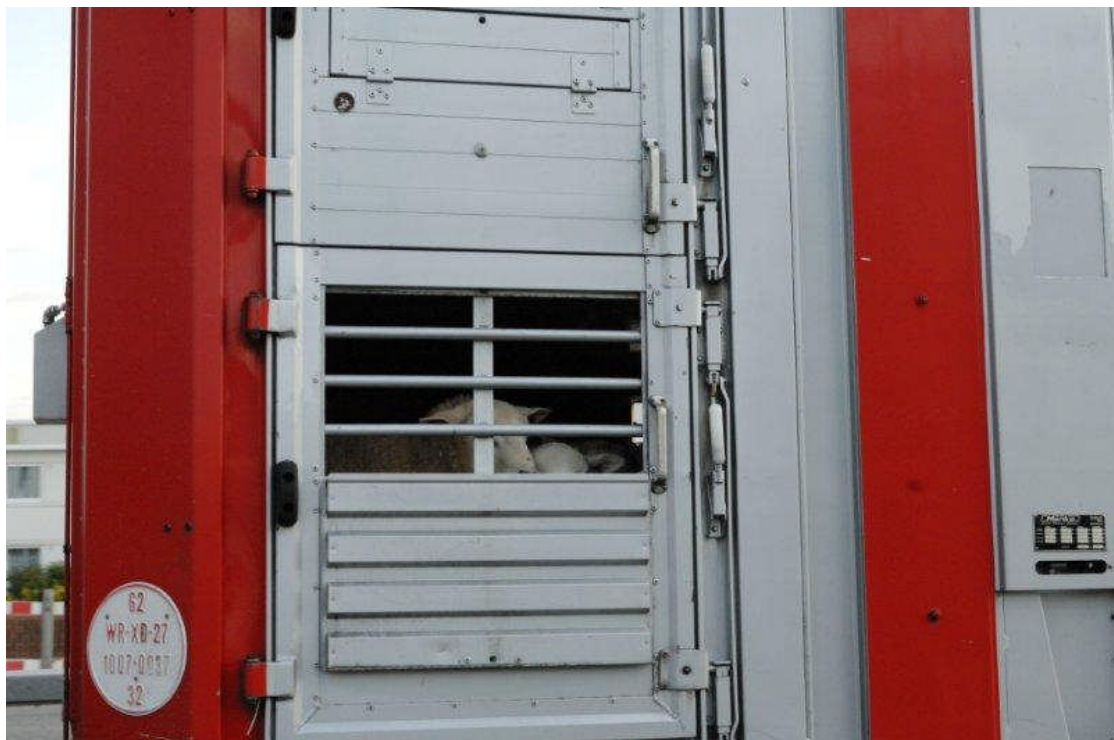
KALE has two previous references to the trailer; these being in July 2007 and April 2008, when carrying livestock from the Uk to France. The cab (tractor) unit has been making multiple trips into this country from May 2006 for livestock consignments, using the various multitude of vessels employed by the exporters over that time (namely the M.N. Toucan; the Fast Navigator - what a travesty of a vessel that was !; the Lygra; the Pentalina B and now the Joline).

1813hrs. (No. 2) Registration: BX ZR 35 (front) / WR XD 27 (rear).

Nationality: DUTCH. Name: 'DROST HOLLAND'.

The cab registration is new to KALE but the trailer was logged by them into the Uk back in November 2006, and again in September 2007. Other vehicles from the same company have also been noted at different times.

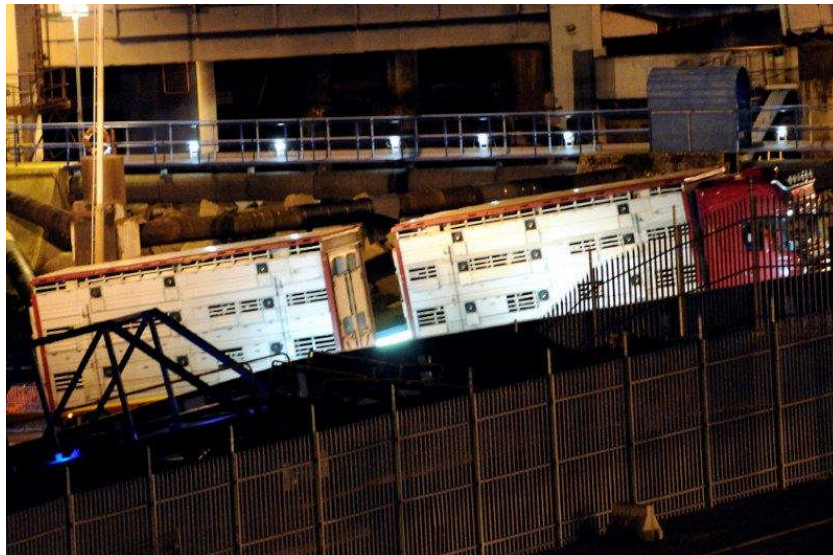
Red cab with double trailers- silver with red edges. Carrying sheep in 3 tiers.



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 3

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.*

1910hrs. (No. 3) Registration: 07 KY 5340 (front and rear).

Nationality: SOUTHERN IRELAND (KY = County Kerry).

Name: 'HALLISEY'.

Red cab and drawbar trailer, with "all in aluminium" written on the rear trailer door. Carrying VERY DISTRESSED CALVES.



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.

**1920hrs. (No. 4) Registration: BV ZN 73 (front) / 77 WF NT (rear).
Nationality: DUTCH. Name; 'RINUS V BEERS B.V'.
Carrying sheep in double trailers x 3 tiers.**

**1920hrs. (No. 5) Registration: BT SL 24 (front) / WZ 64 RT (rear).
Nationality; DUTCH. Name: 'VAN VEEN'.**

**Grey tractor cab with articulated trailer carrying sheep. This trailer has previously
been logged by KALE operating into the Uk during December 2006, and again in
September 2008.**

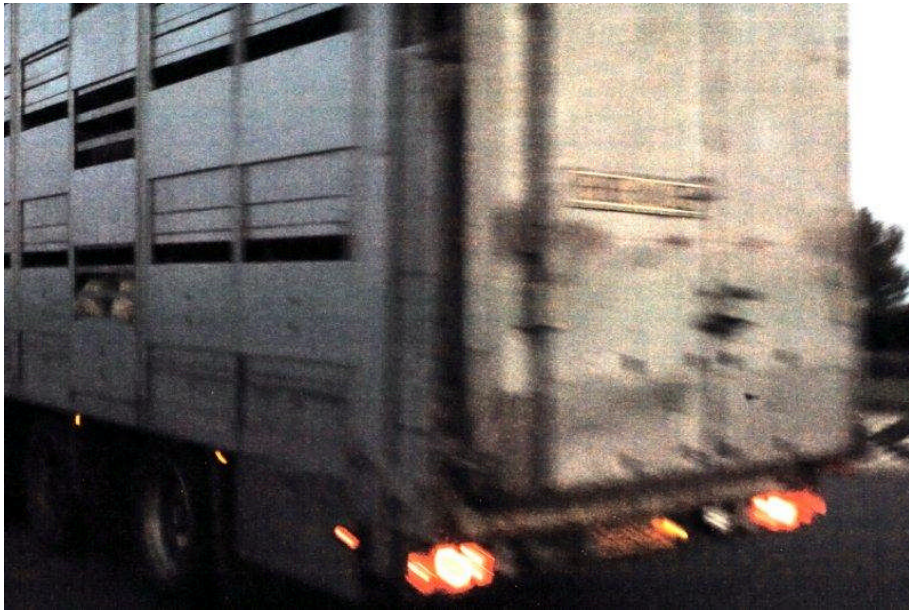


BAN LIVE ANIMAL EXPORTS

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.**

**1920hrs. No. (6) Registration: BZ HZ 63 (front) / OF 68 RN (rear).
SOUND FAMILIAR ? – It should.**



This is the return of the transporter refused passage the previous day (Thursday 15th - see KALE report J25) on issues relating to a lack of height on the top (4th) tier of the trailer. See archive photos below showing just how bad the top tier has been during recent trips. Has earned the nickname ‘Wonky roof’.

Red dotted line below = horizontal.

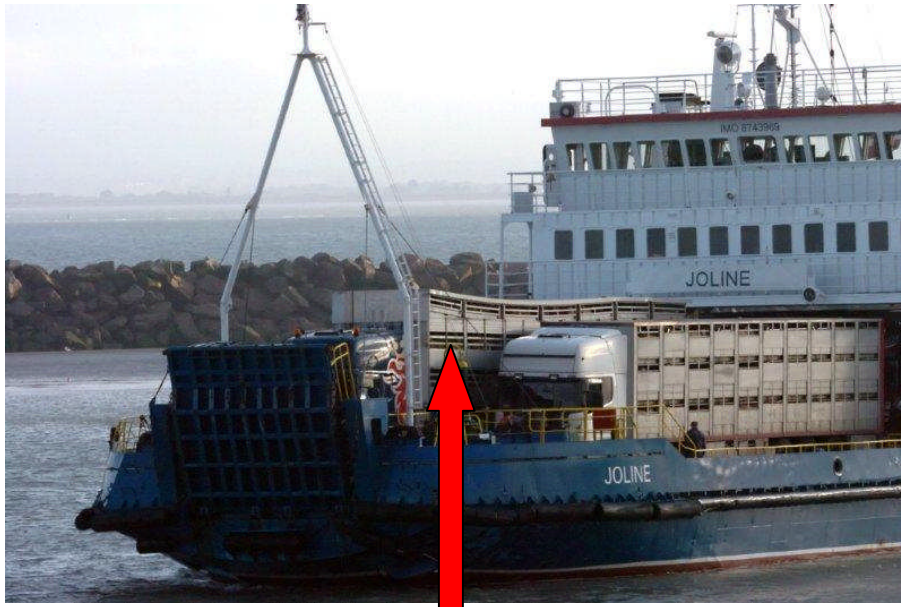


Sheet 6

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.***



Trailer pictured during very recent sailing showing just how bad this is !

KALE understand that the vehicle, after being made to leave Ramsgate Docks at 2010hrs on 15th September 2011, then travelled to a DEFRA approved site in Gloucestershire, where, we were assured, the sheep were unloaded.

Question here again the lack of an emergency facility within Kent county to which animals should be taken should circumstances such as this arise. This specific issue has been raised by KALE in an 8 page recorded delivery letter dated 5th September to Caroline Spelman MP and also to Mr. James Paice MP – Defra Ministers.

In their February 2008 post Uk visit report, this was detailed as an very much needed facility by the EU Food and Veterinary Office (FVO) inspectors. Now, some 3.5 years later, we are asking Defra for proof that the Kent facility actually exists; which, seeing that animals had to return to Gloucestershire when turned back in this nights consignment, gives one the impression that it still does not. We are giving Defra until the end of September to respond; after this we will request that the EU FVO makes more investigations on our behalf into why nothing has been done for over 3.5 years; although animals continue to be exported from Kent ports.

Prior to its return to Ramsgate from Gloucestershire today, the transporter, which we are informed was then loaded with 'fresh sheep' (?? from where ??) of the day, the others before from yesterdays consignment being considered too distressed to travel; they were allegedly issued with a 24 hour compulsory rest period by DEFRA officials.

This trailer loaded with (?) 'fresh sheep' arrived at Ramsgate docks REEKING of urine; the sharp smell of ammonia hung in the air long after it had passed. Yet we

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.

are assured that the driver had been instructed to provide **FRESH BEDDING** for the **FRESH SHEEP**. Instructed, but did he undertake his instructions ? – did anyone check ?

Well, they may have been ‘fresh’ sheep but the bedding that these animals stood on certainly was not. Maybe the driver had simply shoved a few wisps of fresh straw on top of the evil smelling stale straw from the previous journey to obviously get approval from Animal Health.

The transporter had certainly not been washed out before acquiring the fresh load of fresh sheep (from wherever); which says a lot for trans Euro animal disease bio-security; or a complete lack of in this case !. And so many other non-compliances with EU transport regulations – 1/2005; which we are now looking into further, unlike, it would appear, Defra and Animal Health.

This time the transporter was reduced in height to only 3 tiers, so their greed in trying to cram four tiers of sheep into a sub-standard wonky trailer paid no dividends for them. Or did we now have a situation with still the same number of sheep being crammed into only three tiers rather than four ?
– EU animal space requirements of Regulation 1/2005 refers – another job for us.

It has to be said that a good proportion of the livestock trailers still used regularly have been in operation for a considerable length of time, and with increasing age they will also increasingly fail in their standards. It has been noticed that while drivers / hauliers will provide themselves with a brand new cab unit for their own comfort, the trailer will be the old, historic crappy one, used and abused time and time again.

Additional information to consider here:
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.**

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

Annex I – Technical Rules – Fitness for Transport

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.

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.

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

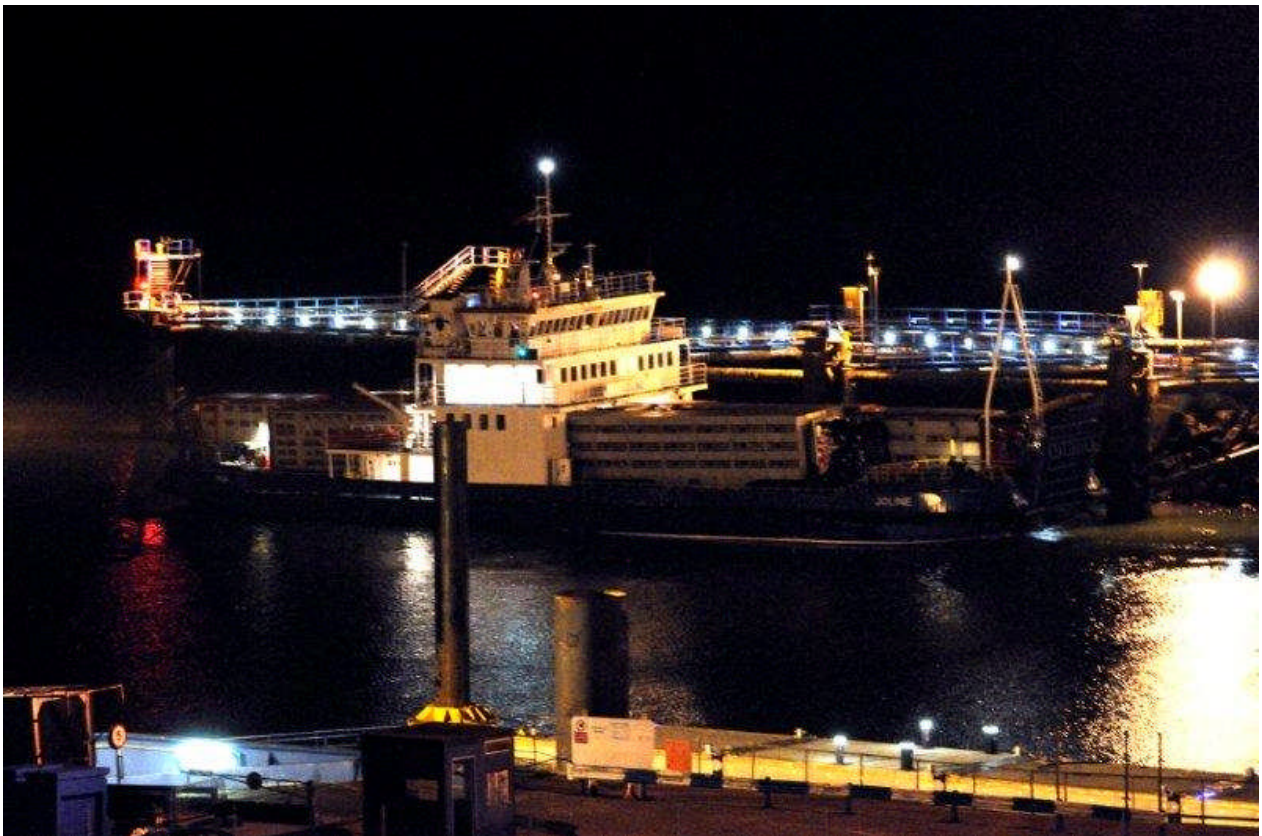
Chapter II – Means of Transport

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.

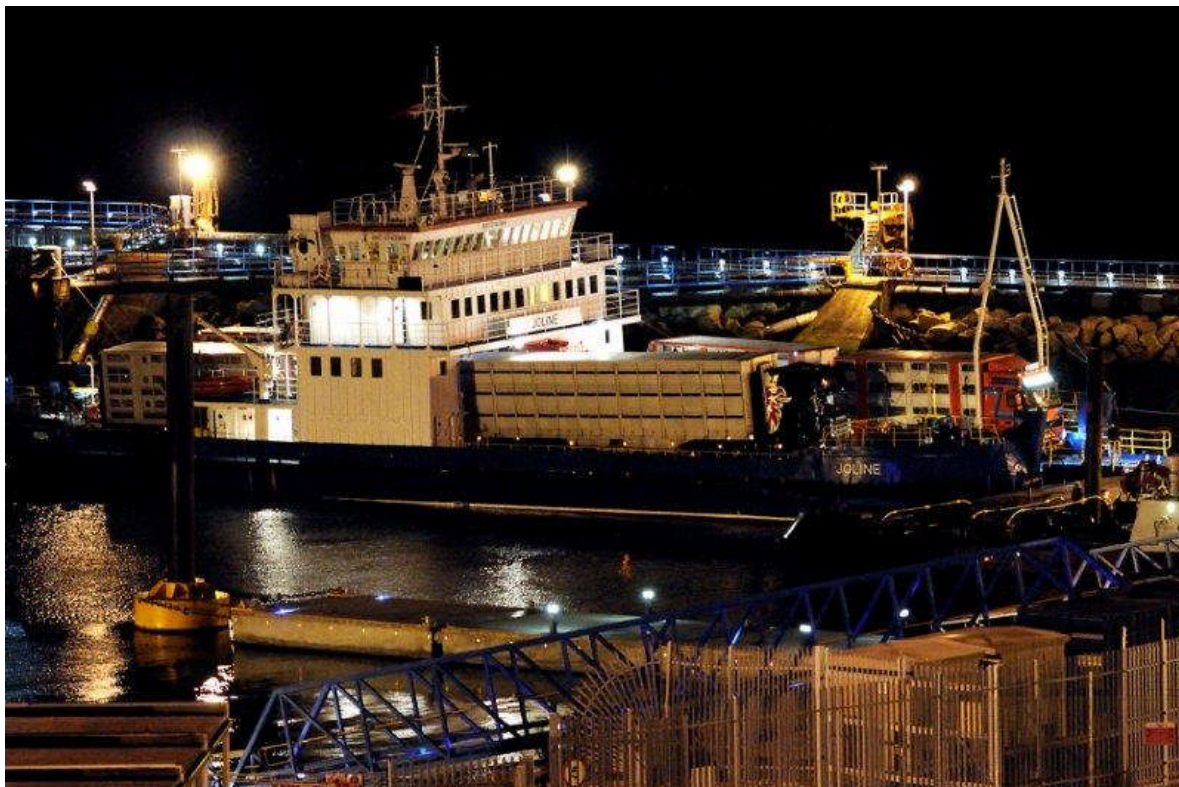
1945hrs. The loading of the 'Joline' proceeded very slowly with much shuffling, noise and positioning and re-positioning of the vehicles onto the very small deck space of the 'Joline'. The last to load, the Irish 'Hallisey' (Vehicle No. 3) with the calves, who had been heard by all crying loudly during the harbour wait, now could be clearly seen inside the trailer getting even more agitated and distressed.



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.**



At the end of the loading, when all the vehicles were on the tub, she (Joline) looked very lop-sided towards her starboard side; and her stern was under the water level; well below the plimsoll mark, Three fully loaded double animal transporters combined with three loaded articulated lorries seriously affecting her trim to a marked degree.

*Does anyone else care apart from us ?
More importantly; does anyone else check these things which we continually observe ?*

Answers to both – ‘probably not’.

2120hr. The ‘Joline’ sailed from Ramsgate into an increasingly choppy English Channel; as a result taking almost five hours to reach Calais.

*Fast she is not; but complete and utter junk she sure is ! –
fully approved by Defra and the Conservative government – Spelman and Paice.*

THIS REPORT has been complied by KALE on Saturday 17th September 2011.

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.*

Our good friend and Thanet Councillor Ian Driver has now set up a petition relating to live animal exports from the (Kent) port of Ramsgate.

The wording of the petition is as follows:

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.

Please ensure that you sign the petition and that you pass to as many other

(UK residents ONLY) as possible for their signatures.

Access to sign the petition is at:

<https://submissions.epetitions.direct.gov.uk/petitions/16024>

Then you will be asked to fill in a few details and verify the signature by completing an anti-spam code which will be shown to you.

Once you have done this, you will get an e mail back, which you then need to open and click on the link provided – full details are given.

If you do NOT click on this link by return, your name will NOT be added to the petition; so ensure that you follow all instructions carefully.

The BBC have issued news on this petition also

– their article can be viewed at:

<http://www.bbc.co.uk/news/uk-england-kent-14786606>

***** And for the EU 8 hour petition *****

***Please ensure that you sign the 8 Hour Petition
- Paper copies available to download also:***

Link – <http://www.8hours.eu/8hours>

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.***