

Export of sheep from the UK to Germany

23-24 August 2016



Inspection by Eyes on Animals



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INFORMATION RECEIVED

21:55 Trucks arrived at Ramsgate Port



Loading at Ramsgate Port

22:55 Joline ferry left Ramsgate Port

OBSERVATIONS TEAM EONA

03:58 Joline berthed in Calais

There are six trucks on the Joline ferry. All are Dutch. Two are from the company Onderwater. Onderwater also owns the Joline boat.

License plates

Onderwater: BZ HX 63 / OF 68 RN

Onderwater: BT JD 75 / OB 29 JS

Diepeveen (with drag trailer): BX HH 58 / WP HJ 33

Diepeveen: BV XP 10 / OJ 40 PN

Van Veen: BV BD 29 / OH 79 ZP

Smilde ZN (with drag trailer): BZ GH 92 / 60 WJ LL

04:10 We walk towards the Joline

04:12 First truck offloads from the Joline

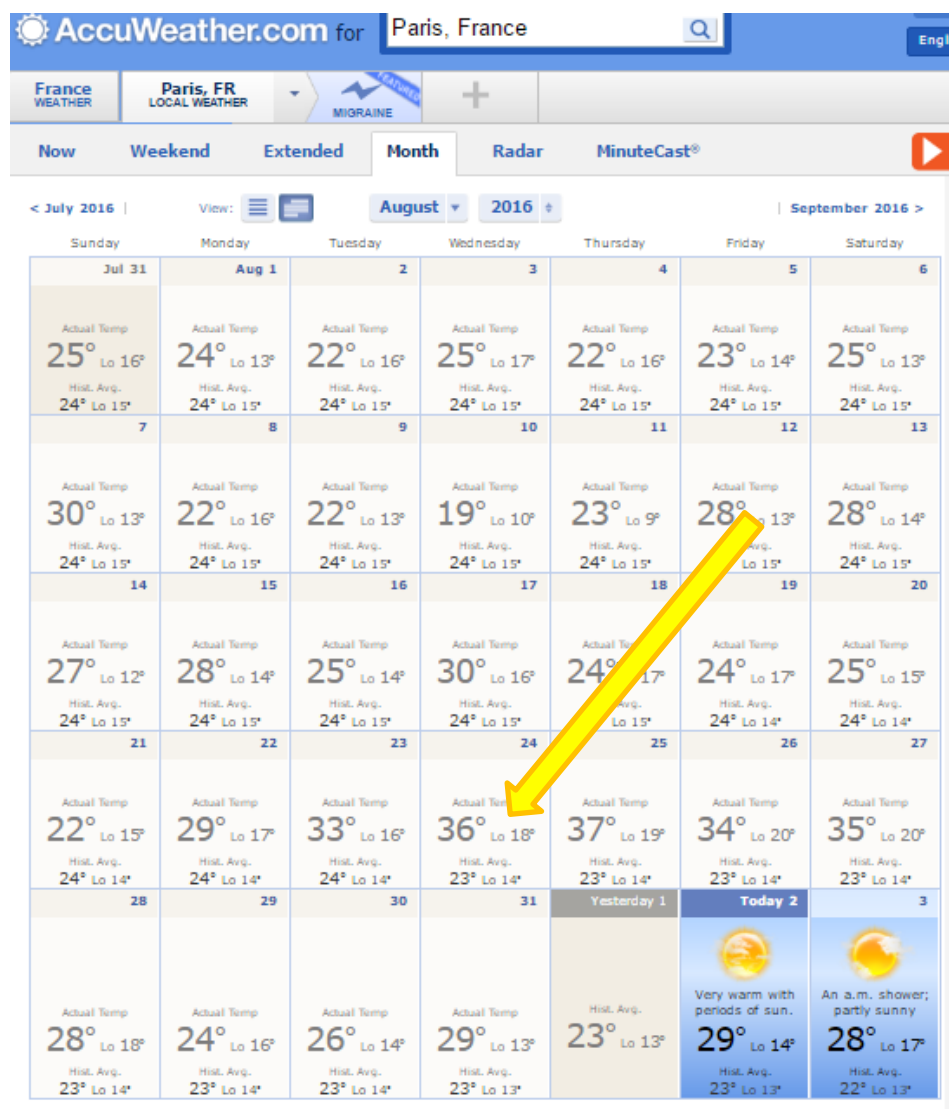
04:15 One of the drivers walks towards us and immediately asks us to leave the property. It is Mr. Onderwater junior. He is also the driver of one of the Onderwater trucks. He says it is private area



and we are not allowed to be there. Madelaine tries to introduce herself but he does not want to know. We try to talk to another driver, but he does not want to talk either.

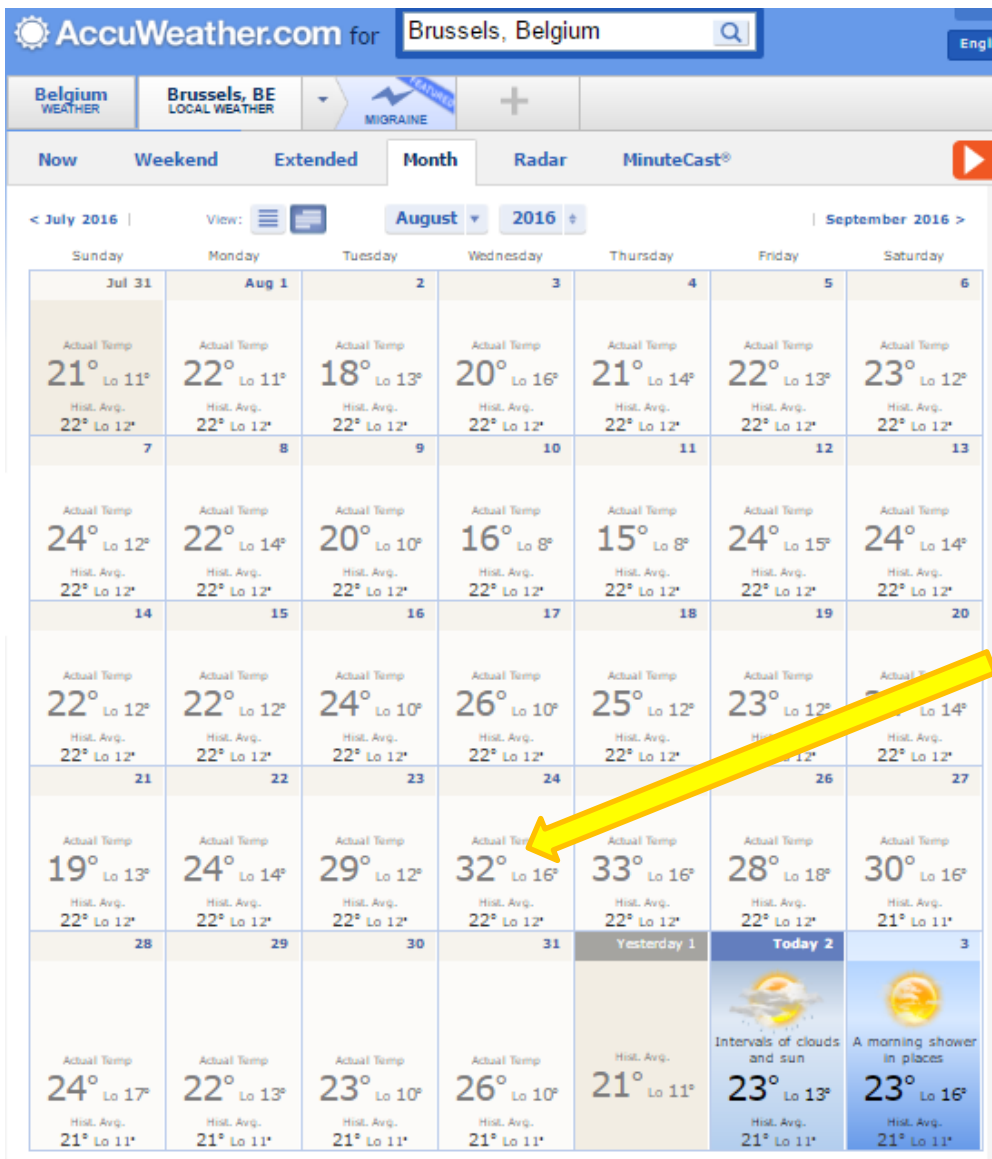
We quickly take a look in some of the trucks that leave the Ro-Ro barge. The animals have no room to turn, they cannot all lie down-at the same time and often step onto each other. Some sheep are lying down on the floor, while others step on them or trample them. Our impression is that all trucks are overcrowded, especially considering they are being transported during a heat-wave. The heat wave extended through, France, Germany, Belgium and the Netherlands; temperatures were expected to be higher than 30 degrees Celsius.

Weather in Paris, France on the 24th August, 2016: 36 degrees Celsius



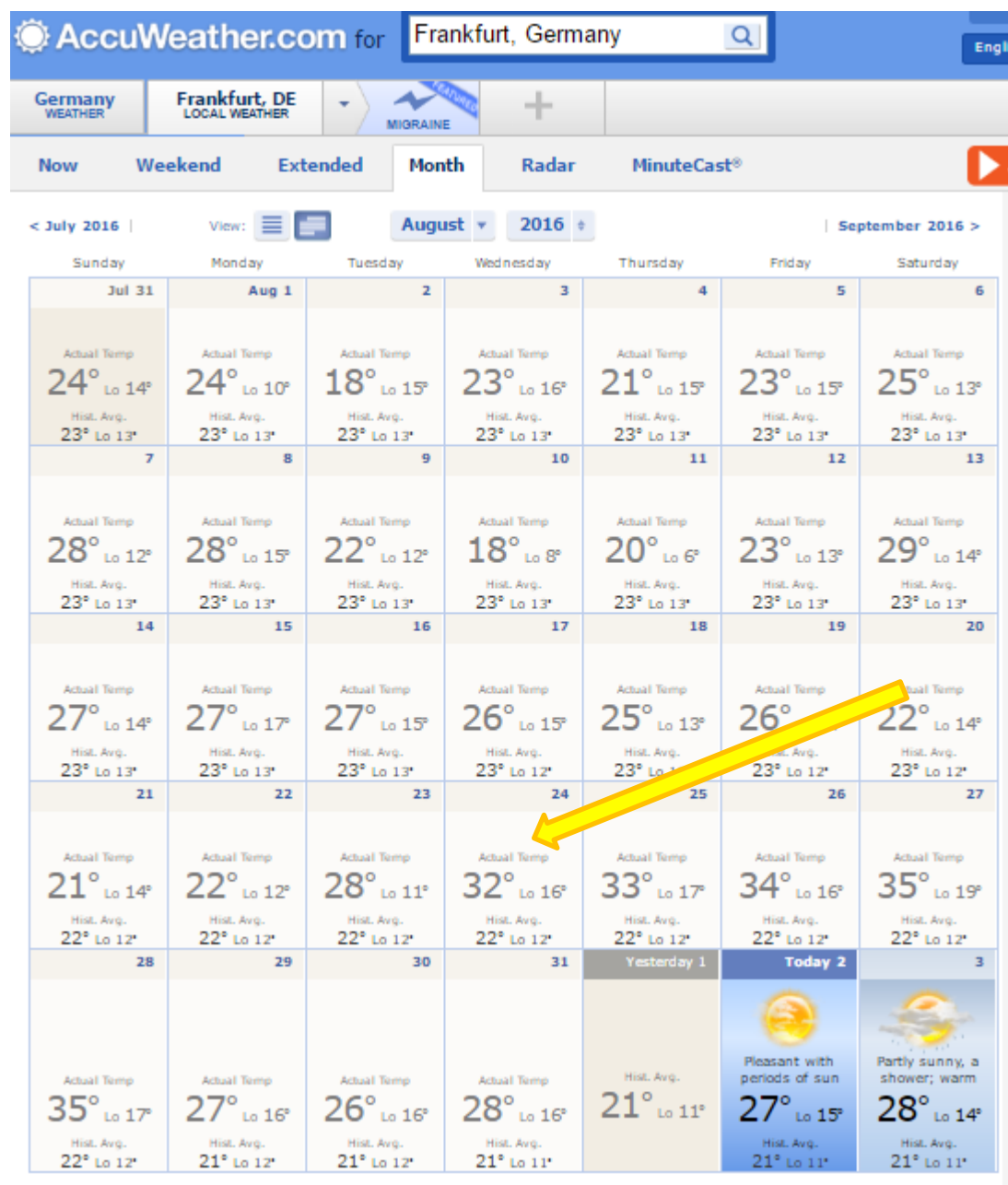


Weather at Brussels, Belgium on the 24th August, 2016: 32 degrees Celsius





Weather in Frankfurt, Germany on the 24th August, 2016: 32 degrees Celsius





Weather in Utrecht, the Netherlands on the 24th August, 2016: 30 degrees Celsius:



Some of the trucks are transporting shorn sheep, but most sheep have their fleeces.

On several trucks we observe animals coughing and sneezing. The sheep have sufficient headspace for good ventilation. The fans are not on. It is only 04:30 and not that warm yet, around 20 degrees Celsius but, in between the animals it feels humid and warm. We notice vomit on the side of one of the trailers from Onderwater.

We smell the odour of a decomposing carcass. We try to locate it but unfortunately we could only check the lowest tiers of the trucks. It is also possible that a dead sheep has been removed from the truck earlier and the odour is still hanging around.

Nicola took some photos of the Smilde truck, whilst it is still onboard the Joline. The driver then decides to put the slats up.



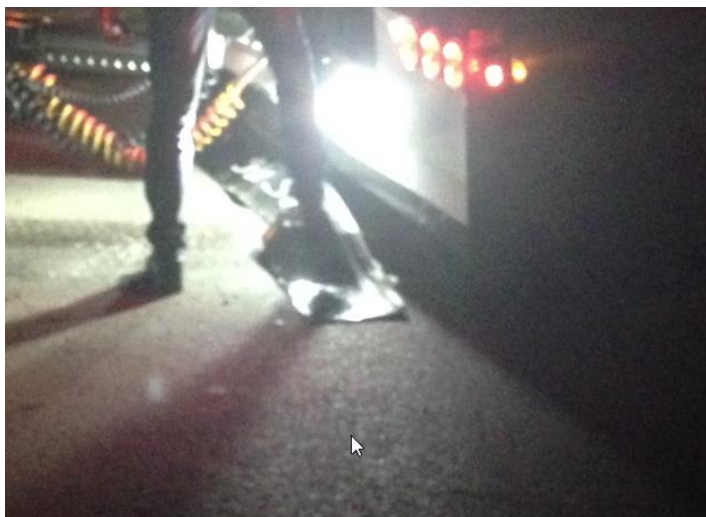
Slats up at Smilde truck

04:28 Mr Onderwater junior walks towards Madelaine again. He says we should be satisfied now, as we took a few photos. He asks us to leave again. Madelaine explains, 'We only want to see the condition of the animals inside the trucks and we have not seen all of the trucks yet.' Onderwater then agrees that we can quickly inspect all of the trucks, but insists we must not touch anything and we are not to take any photos. He says, 'that he could simply make a phone call to get us off their private property, but he will not.' Madelaine agrees not to take any photos and she will simply observe the animals. When Madelaine walks along the line of trucks, Onderwater is constantly behind her, only a few steps away.

Onderwater's truck is very overcrowded. Madelaine points to a sheep that is totally stuck. The driver says the sheep is not stuck and pushes it. The sheep is trying to get all of its legs on the floor to stand up. Because the truck is so crowded it is not possible to check on each individual animal. Some look really tired, having their eyes closed and move very slowly. The driver explains that the animals have already been checked by a veterinarian during loading at the farm and at the port in Ramsgate. He says we are allowed to see the last truck that had just came off the Joline and then we must leave.

04:30 Truck from Diepeveen offloads the Joline ferry

04:38 Truck from Smilde offloads from the Joline ferry. Mud flaps broke off during this maneuver, this is because the ramp from the Joline to the port is at a steep angle and therefore the vehicles ground on exit from the Ro-Ro barge.



Mud flaps break off.

04:40 We tell Mr Onderwater junior that we heard there were problems with sheep having their legs stick out of some trucks at Ramsgate Port. Onderwater's driver says there were no problems. He says that if trucks do have problems they cannot load animals. If problems are seen at the harbour than the truck is sent back. Madelaine asks if he ever sees problems with legs sticking out of the trucks? For example, during lifting of the floors, or if animals step onto each other. The driver says, 'No, these trucks are made for these purposes'.

Onderwater after a few minutes says he would now like us to go. We say we understand and prepare to go.

04:47 We ask the driver "Mr Onderwater" for his name, but he says that is not important.

Together with Mr. Onderwater we walk along the trucks. In one truck there is a sheep that has its legs sticking out. Madelaine shows it to the driver of Onderwater. He says this isn't a problem, sheep are sometimes crawling over each other causing legs to stick out. The sheep will easily release itself. Madelaine tell him this is a problem caused by the high stocking density and can be risky. He says there is absolutely no problem. He says you don't want sheep to be able to run freely around inside the truck as they will than move everywhere during driving.

04:50 Again there is truck with a leg sticking through the vents of the truck. Mr. Onderwater says that's not at all a problem. Sheep are just crawling over each other but will not get wounded. Madelaine again says that the truck is overcrowded which causes the animals to be uncomfortable, constantly searching for a place to stand and thus getting their legs sometimes caught in the vents. Mr. Onderwater says that the sheep can still be pushed from one side to the other.

05:00 We see the Diepeveen truck. We see and hear sheep coughing and sneezing.

05:39 Van Veen (last truck) offloads the Joline.



Van Veen offloads the Joline ferry

We say goodbye and leave the premises. We continue observing from a distance.

06:15 We observe the trucks from different areas near the port and see them stationary and sometimes moving to a new position. The trucks can leave the port from two directions.



Trucks waiting at Calais port

07:03 Finally after 2.5 hours parked in Calais, the first livestock truck departs. The Van Veen truck (OH 79 ZP) leaves the Port at the right side.



07:07 Diepeveen trucks (WP HJ 33 and OJ 40 PN) and Smilde Zn (60 WJ LL) trucks leave the port at the left side. We decide to trail these three trucks. The last truck in the convoy is Diepeveen (OJ 40 PN) and has a white cab with a grey & red trailer carrying sheep on 3 tiers. We will concentrate on this one.



Diepeveen trucks and Smilde leaving

08:20 Diepeveen on the E40 heading towards Brussels. It is 22 degrees Celsius.

09:15 Driving really slowly because it is rush hour.

09:21 Still on the E40 towards Brussels. It is 24 degrees Celsius.

09:29 Diepeveen on the E19 towards Antwerpen. It is 25 degrees Celsius.

10:21 Diepeveen on the E314/A2 towards Genk.

11:00 Diepeveen on the A76 towards Heerlen (NL). It is now 27.5 degrees Celsius.

11:30 The truck pulls in at a Shell Service station approximately 2km from the German border in Zandberg (NL). Temperature in car at that point states 32 degrees Celsius. We immediately walk towards the truck. Madelaine introduces herself and tells the driver from Diepeveen she would like to see the animals. The driver says that's ok. The driver is alone. The truck is indeed overcrowded, especially considering the heat. On some spots sheep are on top of each other. Ones that are lying are being stepped on. In the corner of one compartment there is almost no bedding. On the floor there is a mixture of faeces and urine. We did see one nipple that was leaking earlier, so possibly water was dripping into the truck.

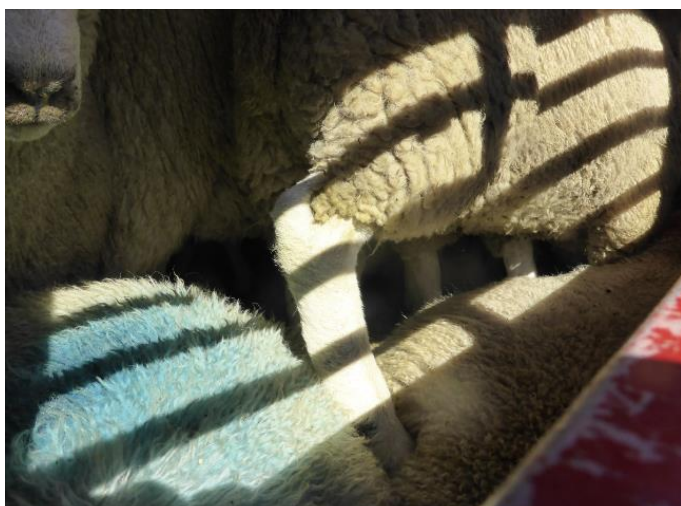


Loading conditions

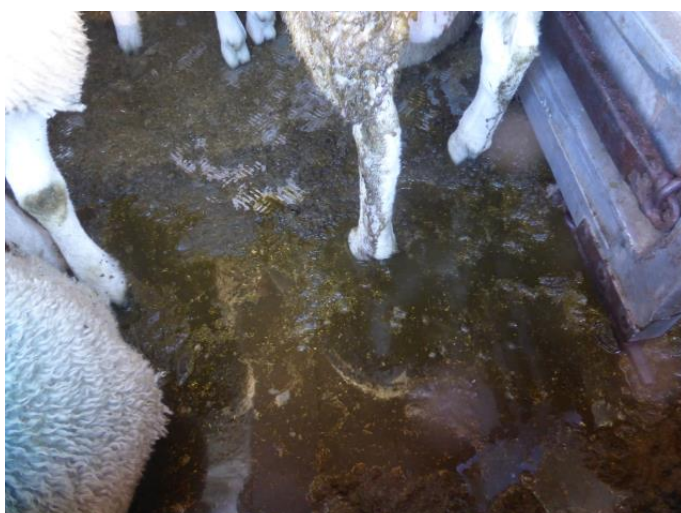
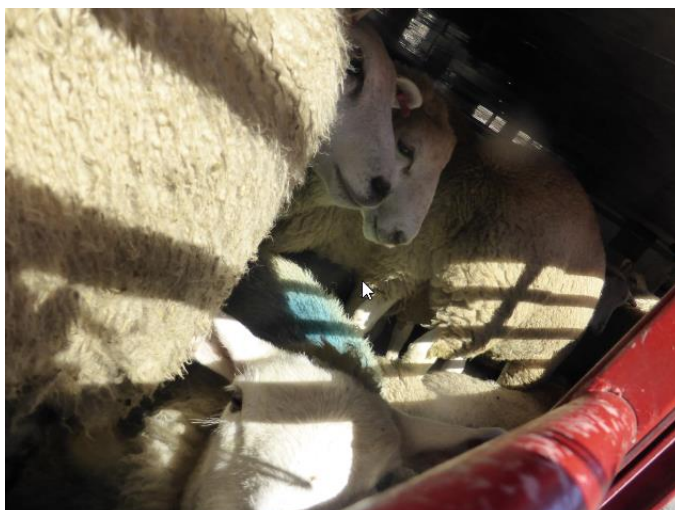


Loading conditions





Sheep on top of each other



Dirty and scarce bedding



Most sheep had their fleece

The headspace is sufficient and the fans are on. The truck is equipped with water nipples and the driver has the water system turned on, but the sheep do not seem to know how to use the nipples or that water comes out of them. We do not see sheep drinking from the nipples. The driver also tells us that the sheep do not drink during the journey, that they only drink at the end of the journey.

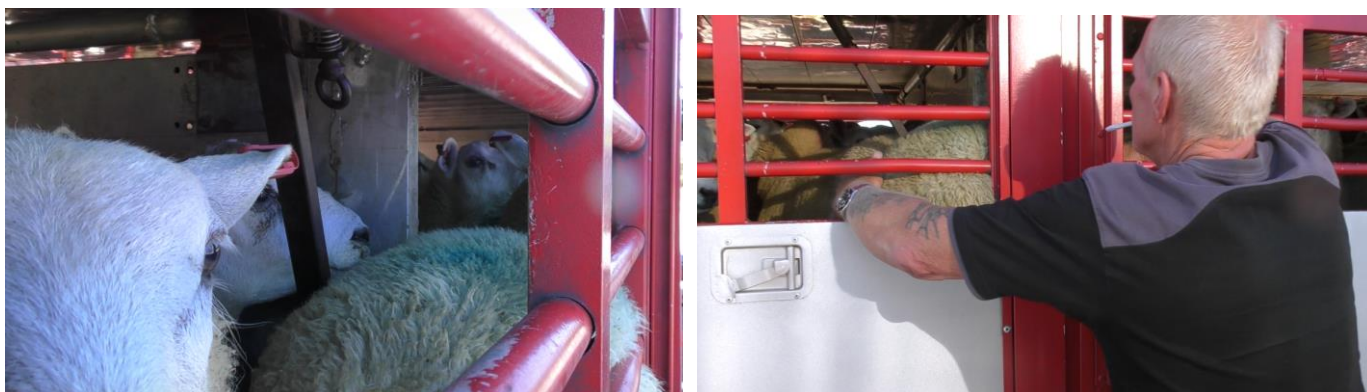
11:41 We are talking with the driver about loading conditions. The sun is shining directly into the truck from one side. The driver says that within three hours the throat of the sheep will be cut anyhow. He says we cannot stop Muslim people from eating meat. The driver says he has to wait at this fuel station for 45 minutes. This is likely because he is alone and has to respect his maximum driving times. If there were two drivers this parking for 45 minutes in the hot sun could be avoided as they could have kept the truck moving and maintain constant airflow for the animals.

Madelaine asks the driver if he does anything special now that there is a new heat protocol in the Netherlands. He says the fans are on and the slats are open. She asks him if this is because of the new heat protocol. He says that it is just the way he was taught and he always does it during warm weather.



Madelaine tells the driver the loading density is too high. The driver clearly disagrees. He says per square meter 4 sheep are allowed. In one compartment 33 animals are loaded. Besides, he says, it is the handler that decides the number of animals. He is only the transporter, but in his opinion the sheep have enough space. Madelaine shows him one sheep that is on top of the others, the driver simply pushes the sheep aside.

There is also one sheep stuck between the divider and the inner wall of the truck. When Madelaine shows this to the driver he says it is not stuck at all. He pushes the sheep into the compartment, which after some struggles succeeds. The divider clearly poses a risk to sheep getting trapped because of the gap at the side.



The driver says the journey by boat is not counted as rest time for the animals. He also says the sheep are going to a Halal slaughterhouse somewhere below Frankenau (?) in Germany. He says it's another 3 hours driving.

Additional info:

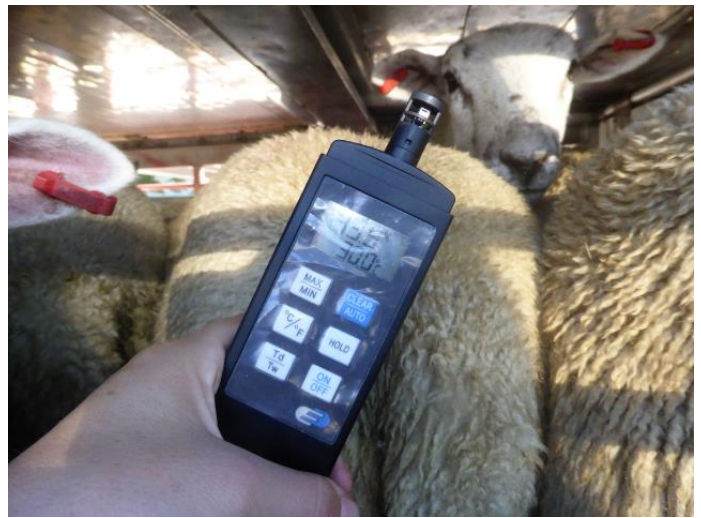
The driver provides Madelaine with a ladder so Madelaine can see the loading conditions on one of the upper levels. He was willing to talk and discuss the loading conditions and permitted us to see the animals above, which was very cooperative and professional.

But we had a totally different opinion about acceptable loading densities, particularly considering the temperature today was above 30 degrees Celsius and he was driving a significant part of the journey in the middle of the day. The driver said all of the sheep from the Joline ferry are going to slaughter. The driver explains the reason why they waited so long in Calais was due to the driver's hours. Likely the boat time (5 hours) and the parking at Calais (2.5-3 hours) was the mandatory 9 hours break for the driver. The driver says the sheep came from Coventry.

11:44 Temperature in the car at that point states 33.5 degrees Celsius.

11:53 Driver says temperatures are registered, but he cannot read them in the cab. He says they are forwarded to the UK Ministry of Agriculture. Madelaine measure's temperatures inside the truck.

On the side where the sun shines directly into the truck it is 32.1 degrees Celsius and a humidity level of 48.9. On the other side it is 30 degrees Celsius with a humidity level of 43.9.



Temperature measurements inside the truck around 12:10.

12:05 Temperature in car states 34 degrees Celsius.



12:15 Diepeveen truck leaving fuel station

FACT SUMMARY



Eyes on
Animals

Watching
out for their
welfare

Truck leaving from UK (Coventry)	17:30 (estimated)
Arrival at Ramsgate	21:55
Joline ferry leaving Ramsgate	22:55
Joline ferry arriving at Calais Port	03:58
Leaving from Calais Port	07:10
Stopping at fuel station in Zandberg (NL)	11:30
Leaving fuel station in Zandberg (NL)	12:15
Arrival at slaughterhouse near Frankenau (DL)	16:30 (estimated)
Total journey time	23 hours

VIOLATIONS

Violations are based on our observations and official documents we received via a Freedom of Information Request. These documents are a journey log and two inspection reports (one at the moment of departure at 14:35 and the other at Ramsgate Port at 20:50).

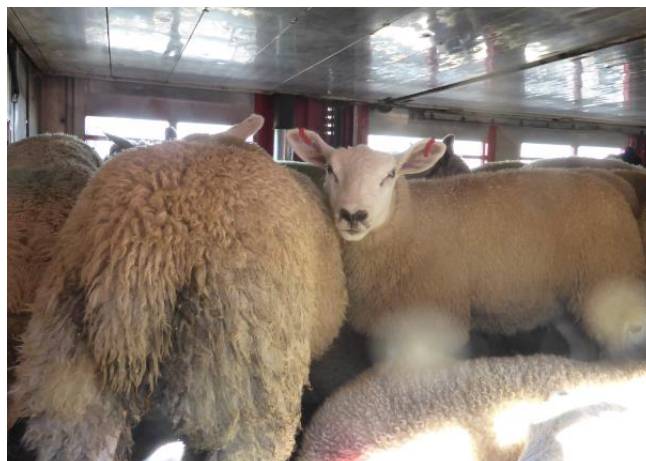
Loading density too high

According to EC 1/2005 Annex I, Ch. VII C sheep less than 55kg should have a minimum of 0,2-0,3m² if they are shorn and 0.3-0.4m² if they are not shorn. Further, surface area should be adjusted according meteorological conditions.

<i>Transport by road</i>		
Category	Weight in kg	Area in m ² /animal
Shorn sheep and lambs of 26 kg and over	< 55	0,20 to 0,30
	> 55	> 0,30
Unshorn sheep	< 55	0,30 to 0,40
	> 55	> 0,40
Heavily pregnant ewes	< 55	0,40 to 0,50
	> 55	> 0,50
Goats	< 35	0,20 to 0,30
	35 to 55	0,30 to 0,40
	> 55	0,40 to 0,75
Heavily pregnant goats	< 55	0,40 to 0,50
	> 55	> 0,50
The surface area indicated above may vary depending on the breed, the size, the physical condition and the length of fleece of the animals, as well as on the meteorological conditions and the journey time. As an indication: for small lambs, an area of under 0,2 m ² per animal may be provided.		

Our observations

We observed that all of the livestock trucks coming from the UK, including the one we trailed from Diepeveen, had too high loading densities. The sheep often had to step on top of each other and could not all lie down at the same time. Ones that were lying were often trampled by others. We also observed that most sheep were not shorn recently. Some had a really big fleece and others a medium fleece.



Many sheep still had their fleece

Information official documents

According the journey log and inspection reports Diepeveen transported 417 sheep. The average weight of a sheep was 35kg. The truck had a total floor area of 89.45m² and each sheep was given 0.20-0.22 m² only. This means loading density was based on shorn sheep while according our observations most of the sheep on board were clearly unshorn.

<input type="checkbox"/>	Artic	<input checked="" type="checkbox"/>	Road Train	<input type="checkbox"/>	Other	<input type="checkbox"/>						
y to record details for the rigid vehicle and the second box for the trailer.												
	Floor area per tier m ²		No of animals per tier		Area in m ² per animal							
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m permitted in Annex I,			Yes		<input checked="" type="checkbox"/>							
			No		<input type="checkbox"/>							

Screenshot from inspection report Defra at moment of departure.



A the moment of inspection at Ramsgate Port (23th of August, 20:50) temperature inside the truck was already 29 degrees. It was known that during the day temperatures would rise up to 35 degrees. Still no consideration was given by the UK authorities and transport company Diepeveen of the EC 1/2005 Annex I , Ch. VII C regulation requiring that surface area should be adjusted when meteorological conditions will have a negative impact.

Note: For Road Trains, use the first box below to re

	Temperature °C per tier	
Tier 4 (top)	<input type="text"/>	<input type="text"/>
Tier 3	28	<input type="text"/>
Tier 2	29	<input type="text"/>
Tier 1 (bottom)	28.9	<input type="text"/>

Is the space allowance within the maximum per
Chapter VII of 1/2005?

Temperatures inside the truck at Ramsgate Port (20:50).

With only 0.21m² floor area per sheep, the truck was not only overcrowded considering the extreme heat, but even for normal weather circumstances.

Maximum temperature exceeded

Annex I, chapter VI, 3.1 of EC 1/2005 requires that the temperature inside the vehicles for the animals does not exceed 30 degrees Celsius. A 5 degree tolerance, thus up to 35 degrees, is given but should not be interpreted as an acceptable standard to abide by. The essence of the 30 degree maximum is to protect the animals from heat stress and should be interpreted and enforced as such.

3. Ventilation for means of transport by road and temperature monitoring

3.1. Ventilation systems on means of transport by road shall be designed, constructed and maintained in such way that, at any time during the journey, whether the means of transport is stationary or moving, they are capable of maintaining a range of temperatures from 5 °C to 30 °C within the means of transport, for all animals, with a +/- 5 °C tolerance, depending on the outside temperature.



Our observations and measurements

During our inspection measurements were taken inside the truck at 12:10 of 32.1 degrees Celsius with a humidity level of 48.9. This means that the animals were in a danger zone. We saw sheep breathing rapidly and ones showing lethargic behavior. We could only measure the temperature in the lower tier. Because heat rises, it is possible that temperatures were even higher in tier two and three.

Table 1. Livestock Temperature Humidity Index* (THI) at specific temperatures and relative humidity levels.

Ambient air		Relative Humidity (%)					
Temp. °F	Temp. °C	20	30	40	50	60	70
100	37.8	26	29	30	31	33	34
98	36.7	26	28	29	31	32	33
96	35.6	26	27	28	30	31	32
94	34.4	26	27	28	29	31	32
92	33.3	25	26	27	28	29	30
90	32.2	25	26	26	27	28	29
88	31.1	24	24	26	27	27	28
86	30	23	24	25	26	27	27
84	28.9	22	23	24	25	26	27
82	27.8	22	23	23	24	25	26
80	26.7	21	22	23	23	24	24
78	25.6	20	21	22	23	23	24
76	24.4	19	21	21	22	22	23
Livestock Safety Index (°C)		Normal <23		Alert 24-25.5		Danger 26-28	
						Emergency >29	

*The Livestock THI was adapted from the human Humidex Chart, which can be found at : http://www.ccohs.ca/oshanswers/phys_agents/humidex.html.

Outside the temperature was 34 degrees Celsius at midday.

Information official documents

At the moment of inspection at Ramsgate Port (20:50) temperature inside the truck was already 29 degrees. It was known that during the day temperatures would rise up to 35 degrees.

Note: For Road Trains, use the first box below to re

Temperature
°C per tier

Tier 4 (top)	<input type="text"/>	<input type="text"/>
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Tier 1 (bottom)	28.9	<input type="text"/>

Is the space allowance within the maximum per
Chapter VII of 1/2005?

Temperatures inside the truck at Ramsgate Port (20:50).



Journey took longer than needed

Article 3a and f of Council Regulation (EC) No. 1/2005 states that all necessary arrangements need to be made to minimise the length of the journey and any delay is prevented.

Article 3

General conditions for the transport of animals

No person shall transport animals or cause animals to be transported in a way likely to cause injury or undue suffering to them.

In addition, the following conditions shall be complied with:

- (a) all necessary arrangements have been made in advance to minimise the length of the journey and meet animals' needs during the journey;
- (b) the animals are fit for the journey;
- (c) the means of transport are designed, constructed, maintained and operated so as to avoid injury and suffering and ensure the safety of the animals;
- (d) the loading and unloading facilities are adequately designed, constructed, maintained and operated so as to avoid injury and suffering and ensure the safety of the animals;
- (e) the personnel handling animals are trained or competent as appropriate for this purpose and carry out their tasks without using violence or any method likely to cause unnecessary fear, injury or suffering;
- (f) the transport is carried out without delay to the place of destination and the welfare conditions of the animals are regularly checked and appropriately maintained;
- (g) sufficient floor area and height is provided for the animals, appropriate to their size and the intended journey;
- (h) water, feed and rest are offered to the animals at suitable intervals and are appropriate in quality and quantity to their species and size.



Our observations

Because there was only one driver the long-distance journey took much longer than needed as the truck had to remain stationary for the single drivers' own rest breaks. At the port of Calais the truck



was stationary from between 2.5 hours to 3 hours and later again for 45 minutes at a Shell gas station.

Ignorance of weather circumstances and insufficient coordination by the organiser

Article 5.3a of the Council Regulation (EC) No. 1/2005 states that organisers should ensure that the journey is well coordinated and weather conditions are taken into account. For the journey though there was only one driver assigned which resulted in animals having to wait for hours on board the stationary vehicle, for example, when the truck was offloaded from the Joline and parked at the port of Calais for over 2.5 hours and then later when parked at the Shell gas station for 45 minutes, with outside temperatures of 34 degrees Celsius.

The organisers also did not take into account the weather conditions. The organiser should not have sent animal consignments on these days as temperatures were expected to be 30-32°C. At the Shell gas station the outside temperature was even 34°C.

3. Organisers shall ensure that for each journey:

- (a) the welfare of the animals is not compromised by insufficient coordination of the different parts of the journey; and the weather conditions are taken into account; and
- (b) a natural person is responsible for providing information on the planning, execution and completion of the journey to the competent authority at any time.

4. For long journeys between Member States and with third countries for domestic Equidae other than registered Equidae, and domestic animals of bovine, ovine, caprine and porcine species, transporters and organisers shall comply with the provisions on the journey log set out in Annex II.

Divider not appropriate

Article 3c of Council Regulation (EC) No. 1/2005 states that the design of a truck should avoid injury and suffering. One sheep was stuck in a gap between the divider and the inner wall of the truck. The vehicle should therefore have not been approved by the competent authority to transport live sheep as it held a risk of injury and suffering.



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