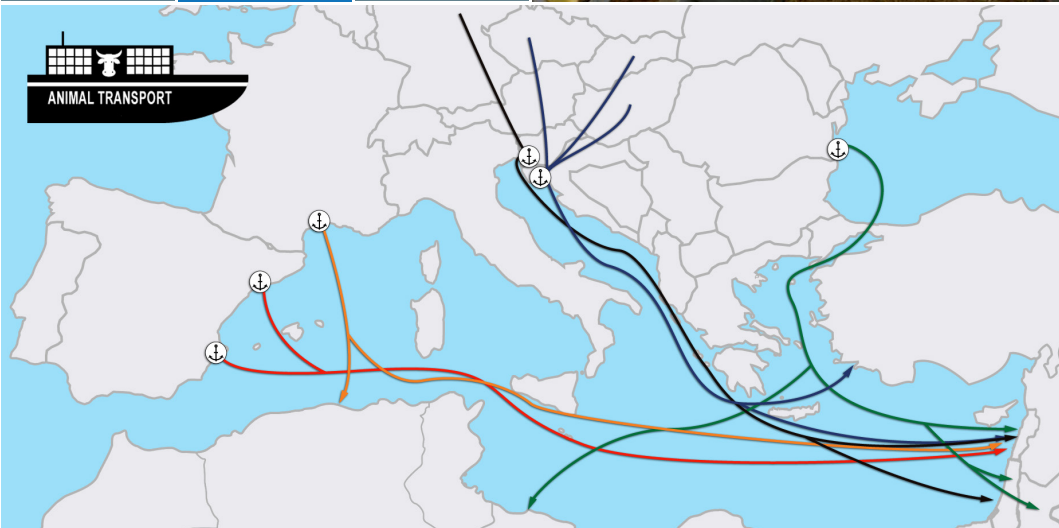




European
Commission



DG Health and
Food Safety

OVERVIEW REPORT

Welfare of Animals Transported by Sea

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EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR HEALTH AND FOOD SAFETY

Health and food audits and analysis

DG(SANTE) 2019-6835

OVERVIEW REPORT
ON
WELFARE OF ANIMALS EXPORTED BY SEA

Executive summary

This report gives an overview of the main strengths and weaknesses of the Member States' systems to protect the welfare of the European Union's farm animals during their transport to third countries where part of the journey involves the use of livestock vessels.

With the exception of Ireland and Portugal, the systems in place to approve livestock vessels and to inspect them before each loading are insufficient to minimise the risks, which can negatively affect the welfare of the animals exported on livestock vessels. The main reasons for this are that other Member States competent authorities use staff who is not suitably qualified and experienced to assess the necessary technical systems on board vessels. They also do not allocate enough resources (time and/or personnel) to adequately carry out all the necessary tasks and not provide sufficient support to their officials working at the EU exit ports.

At place of departure, many competent authorities approve the transport with incomplete or incorrect documentation and without considering the weather conditions during the route and at the EU exit port. This increases the likelihood of animal welfare problems when the animals arrive at the port. Neither the competent authorities at departure, nor the ones at the EU exit port detect and report these administrative deficiencies, so they remain routinely uncorrected.

The loading of most consignments works properly and do not require the use of animal facilities or contingency plans. However, when the logistics do not work as planned and vehicles arrive at the same time or when the loading is delayed, the absence of contingency plans and of animals facilities at ports have a major impact on the welfare of animals

At the port, no one is legally responsible for co-ordinating the arrival of the road vehicles at the EU exit port and for ensuring proper care of the animals if the loading of the vessel is delayed. This, together with the legal uncertainty about who is legally responsible for, and can be held to account for, the wellbeing of the animals during the sea part of the journey constitute a handicap for improving these areas.

There is currently no routine feedback from third countries, transporters or ships' Masters on the condition of animals during the sea journey nor on the conditions in which they arrive at destination.

In addition to the recommendations made to the Member States visited, the Commission has contacted the European Maritime Safety Agency to involve it in supporting Member States' inspections of livestock vessels with the aim of harmonising the inspection procedures, increasing the transparency of the outcome of inspections and improving vessels' standards. The Commission has also initiated contacts with third countries to obtain systematic feedback for livestock consignments sent from the Union and has facilitated the update of the Network Document on the approval and inspection of livestock vessels.

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ABBREVIATIONS AND DEFINITIONS USED IN THIS REPORT

Abbreviation	Explanation
DG	Directorate General of the European Commission
Export(s)	In this report, this concept refers solely to the commercial transport of livestock outside the European Union territory.
EU	European Union
NGO(s)	Non-governmental organisation(s)
OIE	World Organisation for Animal Health
Traces	The Commission's Trade Control and Expert System

1 INTRODUCTION

Every year, European Union (EU) Member States export millions of sheep and cattle to numerous regions in the world by livestock vessels. Livestock transportation across the sea allows trade with remote countries, but it is not exempt from difficulties and risks.

In principle, animals can be viewed as sea passengers, similar to people. There is, in principle, no reason to think that their transport in vessels is inherently cruel. However, it is also true that something unplanned that happens during the journey may lead to suffering and even the death of many animals.

The European Union recognizes animal as sentient being. It has specific legislation in accordance to which Member States must ensure that nobody transports animals in a way likely to cause injury or undue suffering.

2 OBJECTIVES AND SCOPE

This report intends to give an overview of the main strengths and weaknesses of the system to protect the welfare of animals during their transport from the EU to third countries where part of the journey involves the use of livestock vessels.

The report covers exclusively the transport of cattle and sheep.

The report covers the transport conditions (by road) to the EU exit ports, including waiting times until the animals are loaded in vessels at the EU ports, official checks at any stage of that transport and official controls of livestock vessels. It also superficially covers the conditions during the sea transport and at arrival – as the Commission did not receive sufficient information on this. This report does not cover onward transport of animals after leaving a livestock vessel on arrival in a third country.

The report does not cover the transport of animals by roll-on/roll-off vessels (ships carrying livestock vehicles) which operate between the EU and countries in Northern Africa and Eastern Europe.

3 METHODOLOGY

This report is mainly based on the information gathered during a two-year project (2017-18) on the transport of live animals for export, carried out by the Directorate for Audits and Analysis of the Commission's Directorate General for Health and Food Safety. The project included three audits (Spain, Croatia and Slovenia). The Commission also carried out an audit in Romania during 2019 to evaluate animal welfare during transport by livestock vessel to non-EU countries.

The Commission also obtained information from:

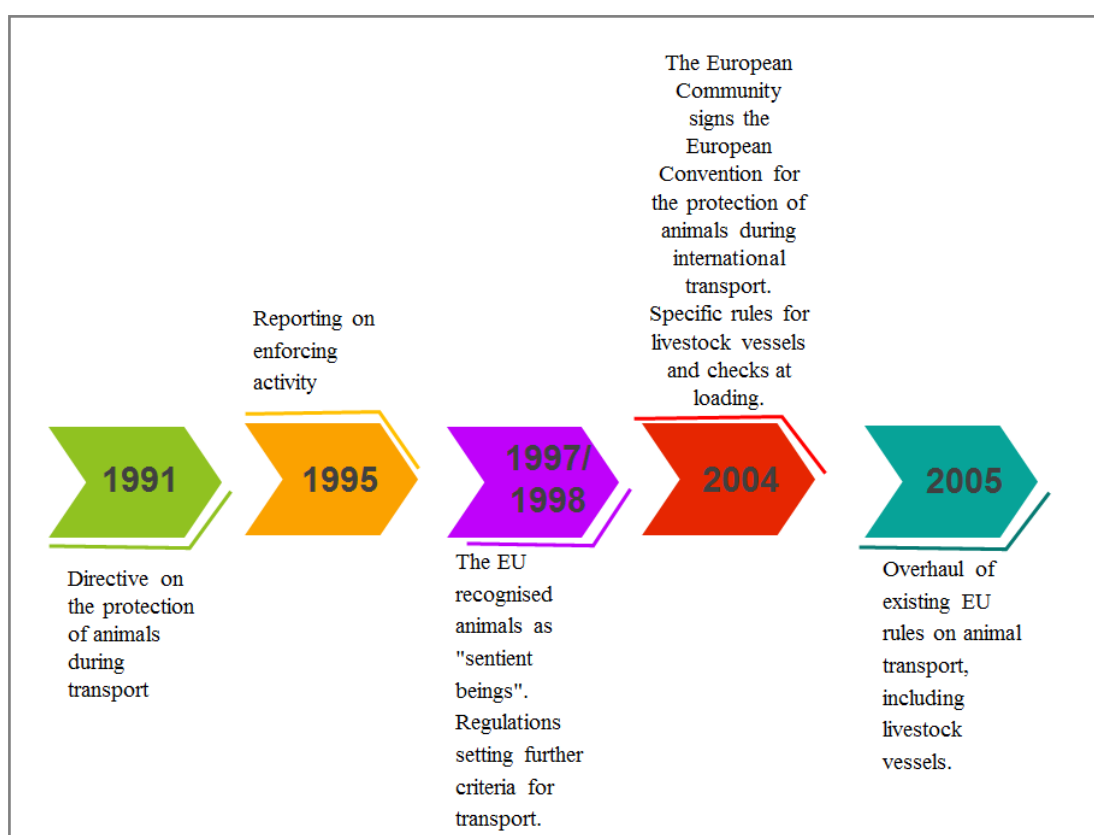
- data entered by Member States into the Commission's Trade Control and Expert System (Traces),
- data supplied by non-governmental organisations (NGOs) through reports and e-mails,

- exchanges of letters between the Commission and the national authorities and
- the multi-country workshop «Animal welfare during sea transport» organised during the Romanian EU presidency and held in Bucharest in June 2019.

The Commission also worked with the network of Member States' national contact points for animal welfare during transport and met representatives of the European Maritime Safety Authority (EMSA) ⁽¹⁾ to explore possible means of supporting Member State controls in this area.

The countries audited sent approximately 87% of the consignments and 89% of the animals leaving EU ports during 2017.

4 BACKGROUND



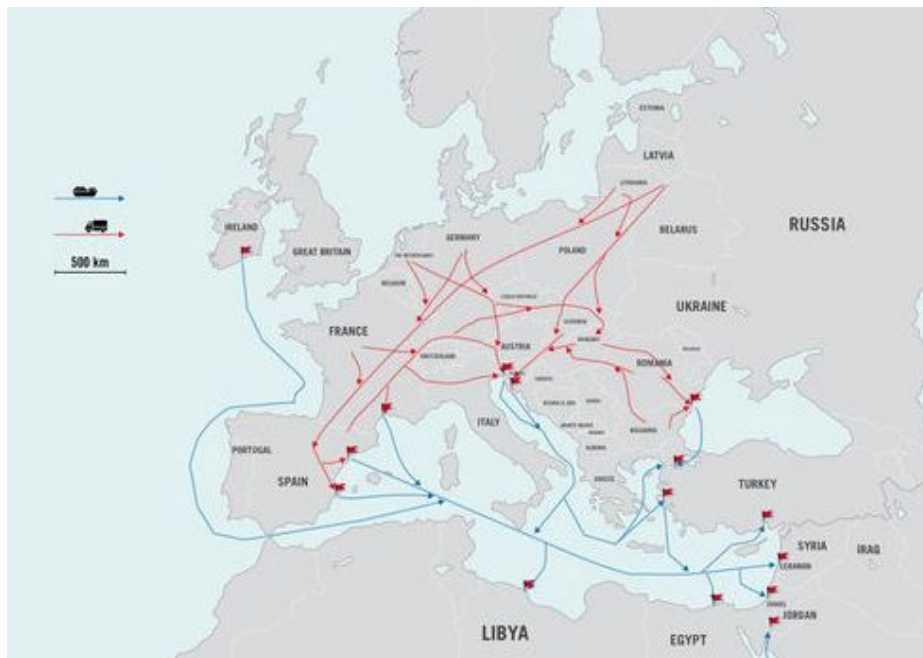
Timeline of rules regarding protection of animals during transport

The EU legislative framework on the protection of animals during transport is governed by Regulation (EC) No 1/2005 ('the transport Regulation'), which became applicable in January 2007. It lays down the conditions for approving livestock vessels and the loading of each consignment as well as the necessary documentation and official checks for sea transport.

⁽¹⁾ The EMSA is in Lisbon and aims to improve the quality of shipping make seas safer and prevent pollution by ships. EMSA makes sure that all EU Member States implement correctly European regulations in the field of maritime safety, supports the Commission in its legislative task and international forums, builds and operates common tools used for maritime safety tasks by Member States and creates stronger links between national maritime administrations, by hosting meetings, conducting training and sharing best practice.

In 2017-2018, the EU exported animals in livestock vessels from the following ports: Sète (France), Raša (Croatia), Greenore, Waterford, Cork and Foynes (Ireland), Setúbal and Sines (Portugal), Midia and Braila (Romania); Koper (Slovenia), Tarragona and Cartagena (Spain).

The capacity of the livestock vessels approved in the EU is variable. The biggest livestock vessel can transport approximately 18,000 cattle or 75,000 sheep. The duration of the journeys is also highly variable and can extend to several weeks.



Source: "Animal welfare overboard - a summary of a two year investigation" ⁽²⁾

The EU has a large export trade of livestock by sea, mainly to the Middle East and North Africa. The table below summarises the exports of live animals by sea from the EU ⁽³⁾:

Country	2017		2018	
	Consignments	Animals	Consignments	Animals
Croatia	78	107,843 cattle	98	129,403 cattle
		67,205 sheep		65,269 sheep/goats
France	69	61,998 cattle	64	69,625 cattle
		5,548 sheep/goats		2,323 sheep/goats
Ireland	13	32,337 cattle	9	16,546 cattle
Portugal	32	58,374 cattle	44	69,710 cattle
		155,534 sheep/goats		276,390 sheep/goats
Romania	200	127,285 cattle	179	83,982 cattle
		1,162,737 sheep/goats		1,254,536 sheep/goats
Slovenia	71	84,795 cattle	64	77,013 cattle

⁽²⁾ Dossier "Animal welfare overboard". Tierschutzbund Zürich-Animal Welfare Foundation 2017. Downloaded in July 2019 from <https://dossier.tierschutzbund-zuerich.ch/de/animal-welfare-overboard.html>

⁽³⁾ Data facilitated by the veterinary authorities in charge of the EU exit ports

		21,924 sheep/goats		17,978 sheep/goats
Spain	233	181,571 cattle	210	179,411 cattle
	172	826,916 sheep/goats		626,390 sheep/goats

There are no EU data regarding conditions for the animals during the sea journey (e.g. mortality rates). Australia publishes its data annually; for 2017 they reported an overall mortality rate for sheep during sea transport to all destinations of 0.71%, and 0.1% for cattle.

5 FINDINGS AND CONCLUSIONS

5.1 DOCUMENTATION FOR THE JOURNEY

The journey of animals exported by livestock vessels always start with a road trip from their place of origin to the EU exit port. The transport Regulation defines journey as "the entire transport operation from the place of departure to the place of destination, including any unloading, accommodation and loading occurring at intermediate points in the journey". In order to consider a place as the destination, the animals have to stay there for at least 48 hours. Thus, both the road and the sea transport are parts of a single journey.

The **journey's organiser**, who is the primary legal or natural person responsible for the animals' welfare throughout the journey, is a key player. Their responsibilities include ensuring that:

- the transporters contracted have the appropriate authorisation;
- the means of transport (both road vehicle and livestock vessel) is approved for the desired types of animals;
- the drivers of road vehicles and attendants have a certificate of competence;
- the length of the journey is minimised as much as possible;
- arrangements have been made to meet the animals' needs throughout the journey, including stops at control posts as necessary and that weather conditions have been taken into account when planning each journey.

The **competent authority at the place of departure** (i.e. where animals are loaded in vehicles) is primarily responsible for verifying journey plans, and thus it plays a very important role in ensuring that the journey will be carried out in line with the requirements of the transport Regulation and consequently in minimising the risk for the welfare of the animals. However, the evidence indicates that for most journeys, approved journey plans:

- wrongly indicate, in the majority of cases, the EU exit port as the final destination. This indicates that authorities do not consider the road and the sea parts as components of a single journey and that organisers do not take sea transport into account.
- are submitted by organisers/road transporters who do not generally have contingency plans to ensure the wellbeing of animals if the loading of the vessel is delayed.

- do not identify an approved livestock vessel and the responsible authorised transporter for the sea part of the journey. Romania is the only Member State that ensures that these are both indicated on the journey plans.
- do not take weather conditions into account.

These shortcomings are also undetected by the competent authority at the exit point (i.e. at the ports) and therefore there is currently no mechanism to prevent the recurrence and persistence of these non-compliances.

There is a journey log for each road consignment which is part of a much larger consignment loaded onto a livestock vessel. The organiser who signed each individual journey log is not necessarily the same organiser who made arrangements for transport by sea. This creates logistical problems, as no one is responsible for co-ordinating the arrival of the road vehicles at the EU exit port and ensuring that animals are taken care of if the loading of the vessel is delayed.

In addition, the absence of an authorised transporter for the sea leg of the journey creates legal uncertainty about who is legally responsible for, and can be held to account for, the wellbeing of the animals during the sea part of the journey.

In southern EU ports, the temperature frequently reaches and surpasses 30°C during the summer. Frequently, the authorities at departure do not take this into account when allowing the journeys to take place. In many vehicles arriving to ports during the summer, animals endure temperatures over 35°C, as documented by Members of the EU Parliament in 2018. This is because the vehicles' ventilation systems are not capable of maintaining the required range of temperatures. As an example, in August 2018 the Commission confirmed that for one sea consignment, temperature records in over 35% of the trucks that arrived at the port exceeded 35°C according to the checks performed by veterinary authorities at the EU exit port.

5.2 ROAD JOURNEY TO THE EU EXIT PORT

The first stage of the animals' journey is a road trip from their place of departure to an EU exit port. A journey is only recorded in the Commission's Traces system when the port is in a different Member State. This is generally the case for animals exported from the ports of Croatia and Slovenia, but not for the ones leaving from Spain, France, Ireland, Portugal and Romania. In 2018 only 4,611 of the consignments – totalling 197,706 cattle (31.6% of cattle exported by livestock vessels) and 78,299 sheep (3.5% of sheep exported by livestock vessels) – leaving the EU through these ports have been entered in Traces.

As indicated above, most animals leaving by sea originate from the same Member State where the EU exit port is situated, and their road journeys to the port last less than 8 hours.

Three of the four countries audited had carried out, and kept records of, systematic documentary and physical checks on the vehicles at their arrival at the EU exit port to verify the transport conditions. Romania was not recording the outcomes of these checks.

For animals which arrived at Croatian and Slovenian ports in 2017, the road part of the journey generally involved long journeys (more than 8 hours). Official records indicate a rate of compliance of over 97% for these consignments. However, Commission audits detected that the checks on the vehicles did not identify, for instance, the shortcomings present in the journey logs.

5.3 EU EXIT PORTS FOR LIVESTOCK

Livestock vessels can transport hundreds or thousands of animals at one time. This means that there are many livestock vehicles arriving at a port when one vessel is going to be loaded.

The arrival of all these animals to the port is a critical moment during the journey. If the logistics are not well-organised there is a higher likelihood of animal welfare problems.

In practice there is usually one exporter (but not necessarily designated as the organiser) who arranges the transfer of the animals from the trucks directly onto the vessel, i.e. he/she coordinates the arrival of vehicles to the port to avoid major delays in transferring the animals from the road vehicles to the vessel and to ensure that animals arrive at the port within journey time limits so that they do not need to rest before being loaded onto the vessel. Animals need to be rested and cared for before loading onto a vessel if: the vessel arrives into the port later than expected, the vehicles do not arrive gradually or the veterinary authorities delay or refuse the loading.

For Spain, Portugal, Ireland, France and Romania, the vast majority of animals come from their own territories, and coordination of logistics for these Member States appear to be better than when animals come from different Member States.

From the thirteen EU exit ports where animals are loaded in livestock vessels, six have facilities in the port or arrangements nearby where, in case of need, the transporters can unload, rest, water and feed the animals. In those with animal facilities, the capacity is not always sufficient to accommodate all the animals which are destined for a livestock vessel (e.g. one port has capacity for around 600 cattle and another for around 860 cattle, but livestock vessels from those ports sometimes load two to three thousand cattle). If there are delays in the loading of the vessel, it is therefore not possible in the majority of the ports to unload all the animals from the vehicles, water and feed them. In general, few competent authorities, road transporters and transport organisers have contingency plans for these situations. This does not happen frequently, but when it does it can result in animals enduring long times in the vehicles, with negative consequences for their welfare which is aggravated if the weather is hot.

Example of good practice: Spain

- The competent authorities require organisers to arrange the gradual arrival of the trucks and submit it in writing in advance of the shipment.
- They also require organisers to submit a contingency plan for each shipment.
- This plan must include provisions for when the loading of animals is not authorised or delayed.
- The operator of one of the exit ports, as part of its contingency plan, has an agreement with a farm that can accommodate 5,600 cattle or 15,000 sheep.

Checking the fitness of the animals is generally a weak point. Veterinarians at EU exit ports have to check that animals loaded in the vessel are fit to continue the journey. As the majority of animals are not rested in the ports, veterinarians check this when the animals walk from the road vehicle onto the vessel or when animals are still in the vehicles. The former is sometimes difficult as the loading takes several hours, many animals walk at the same time, it is not always easy to see the animals when they are on the ramps and generally there is no permanent presence of a veterinarian for the entirety of the loading. The latter seems especially difficult, as most ports do not have appropriate facilities to allow the veterinarians to inspect all animals in the vehicles, particularly in the upper decks.

The official records regarding checks on the fitness of the animals at EU exit ports are in many cases poor or do not exist. Those seen during the audits indicated that there was under-reporting of unfit animals. The officials identified and euthanised some of these animals after they had completed their administrative tasks and failed to record these cases. Animals arriving at an exit point will have been certified by an official veterinarian at departure as fit for transport and therefore the number of animals which become sick or injured during the road journey are expected to be very low. If the authorities at the port do not report all incidents back to the Member State of departure it is not possible for the latter to be aware of possible incorrect certification or problems during those transports.

5.4 LIVESTOCK VESSELS

A livestock vessel is a large ship adapted to carry cattle, sheep and/or goats. They are either purpose-built or, more frequently, converted from ships previously used as car transporters. Most of the vessels used in the Union have the pens for the animals in the interior of the ship (below decks) which protects the animals from the weather but results in proper mechanical ventilation being a necessity for the animals' wellbeing.

To operate in the EU, livestock vessels need a certificate of approval granted by a Member State's competent authority or body designated by a Member State. The approval is valid for a maximum of five years and it should become invalid as soon as the means of transport are modified or refitted in a way that affects the welfare of the animals. The competent authority is also required to inspect livestock vessels before any loading of animals.

In the second semester of 2019, there were 74 livestock vessels approved in the EU (see Annex 2).

According to a 2017 NGO report ⁽⁴⁾, the majority of vessels transporting animals from EU ports (54%) are licensed in countries (flagged) black-listed in 2015 for poor performance under the Paris Memorandum of Understanding i.e. that are considered a high or very high risk in relation to maritime safety. Only 24% of the listed vessels are flagged under the “white list”.

There is evidence that authorities in at least four Member States approved and/or permitted the use of substandard vessels in 2017-2018 which were not in compliance with EU rules for animal welfare.

Currently, the authorities in a Member State do not have access to the inspection results from authorities in other countries. There is also no public list detailing all vessels which are approved for transporting animals in the Union. Each Member State compiles its own list, and authorities rely on the certificate presented by the organiser.

The Irish system for approval and inspection of vessels before loading which includes detailed legislation ⁽⁵⁾ and procedures seems to be the only one giving the necessary guarantees to ensure compliance with the law and to minimise the risk for the welfare of the animals during the sea transport.

The Irish procedures were the basis for the Network Document on Livestock Vessels drafted in 2014 by the Member States' national contact points for animal welfare during transport. The Portuguese system of official controls for approval and inspection of vessels before loading has been developed based on this Network Document. Portugal's experience in integrating this document in its controls was the main driver behind the 2019 update to the Network Document.

Example of better ⁽⁶⁾ practice: Ireland

To gain approval, the Irish authorities require the livestock vessel:

- to fly the flag of a country listed in the 'white list' ⁽⁷⁾,
- to have the statutory certificates issued by a Recognised Organisation(s) with a “performance level” recorded as “High” in the “Recognised Organisation performance table” and
- to be operated by a company with a “performance level” not listed as “low or very low” (as published by the Paris Memorandum of Understanding on Port State Control).

The majority of competent authorities inspecting livestock vessels do not have adequate procedures, or access to specific technical expertise, to verify vessels' systems for water pumps, ventilation and drainage, all of which are critical for animal welfare during a journey on a livestock vessel.

⁽⁴⁾ "Animal welfare overboard - a summary of a two year investigation". Tierschutzbund Zürich-Animal Welfare Foundation 2017

⁽⁵⁾ S.I. No. 356/2016 - Carriage of Livestock by Sea Regulations 2016

⁽⁶⁾ We use the term 'better' as it goes beyond the minimum standard required by EU law

⁽⁷⁾ The 'lists' mentioned refer to the ones published by the Paris memorandum of Understanding on Port State Control

Example of good practice: Ireland

- Ireland uses the services of marine engineers for their approval and pre-loading inspections.
- The authorities request the operator to pay a deposit of a considerable amount of funds before they inspect the vessel. This money is used to cover the cost of the engineer's services and the official inspection. The residual money is reimbursed to the operator when the checks are finalised and the result is satisfactory.
- It is in the operators' interest to present a vessel in good condition, as it will save them time and money. Thus, delays are virtually non-existent.

During preloading inspections, the authorising authority should assess that all of the equipment on the vessel is operational. In most cases, Member States' authorities ask their veterinarians to make this judgement without providing sufficient procedures, technical knowledge (and time) to assess these requirements. Most authorities provide their staff with checklists which repeat legal requirements, but do not provide a methodology to assess these requirements. Although engineering expertise should be available to support such decisions, procedures can be developed which would allow competent authority staff to assess some of the requirements. For example, the air flow on each deck can be calculated from the capacity of fans and the volume of the deck, and the result compared with the minimum legal requirement. Equally, in order to assess the drainage system during a pre-loading check, an official veterinarian can check whether slurry tanks are empty, demonstrating that the drainage pumps worked effectively during the previous journey.

Preloading inspections should also cover other areas, such as whether the vessel is carrying a sufficient amount of feed and water for the duration of the journey and the animals transported.

Most of the reports from pre-loading inspections indicate that the vessel complied with the requirements. When they reflected deficiencies, the vessel was still allowed to transport animals, although deficiencies were not always corrected before departure.

The audits also found that:

- There is high pressure on veterinary officials at EU exit ports to allow loadings as they are aware of the potential logistical and animal welfare problems if they delay a loading. They are subject to intense pressure from exporters to approve shipments (including the threat of potential legal action if an export is stopped or delayed) and they have little, if any, support from their hierarchy to refuse a loading;
- The cooperation and responses from Member States sending animals to EU exit ports by road is generally very poor;
- Loadings are always approved: the Commission services found no evidence that authorities ever refused any loading;
- Livestock vessels are subject to other checks in addition to those required by the transport Regulation. The Port State Control authorities in each Member State inspect ships, including livestock vessels, for maritime safety. These authorities follow a harmonised inspection regime using the THETIS database ⁽⁸⁾ which provides a risk

profile of each ship and procedures for carrying out the checks. The results of these checks are recorded in THETIS and made available to Port State Control authorities in all Member States.

The importance of controls in others areas for animal welfare: Queen Hind

- In November 2019 the livestock vessel Queen Hind started tilting soon after leaving the port in Romania with more than 14,000 sheep on board, and eventually overturned on its side. Most of these animals drowned or had to be euthanised after the Romanian authorities rescued them. In addition to the crew, only 180 sheep survived.
- The problems that can cause a livestock vessel to tilt and overturn can be found also in other types of vessels. A few months earlier, the cargo vessel Golden Ray overturned off the coast of Georgia, US while carrying 4,200 brand new cars.
- Regulations and controls for animal welfare are not geared to detect issues that could cause vessels to tilt and overturn. Moreover, official veterinarians would not have the necessary skills to detect these issues.
- Controls on vessels carried out by professionals from other authorities, including Port State Control, are more suited to detect problems linked to tilting and overturning. This animal welfare disaster however highlights that these controls are not only important for maritime safety at sea but also for animal welfare. The different authorities carrying out controls on livestock vessels should work together to prevent such events from happening.

5.5 SEA JOURNEY AND ARRIVAL IN THIRD COUNTRIES

The majority of Member States do not receive any feedback from the country of destination about the condition of the animals on arrival. They also do not get any information from the transporter, ship's Master or vessel operator.

Ireland has a national requirement for an official veterinarian to travel on the first journey of a newly approved vessel and to report on the animal welfare outcome.

Currently, neither the Member States nor the Commission have information or statistics on the health and welfare state of the animals during sea journeys.

⁽⁸⁾ THETIS is the EMSA's information system that supports the new Port State Control inspection regime. The system serves both the EU and the wider region of the Paris Memorandum of Understanding, which includes Canada, Iceland, Norway and the Russian Federation. The name THETIS comes from a goddess of the sea in mythology.

6 OVERALL CONCLUSIONS

With the exception of Ireland and Portugal, the systems in place to approve livestock vessels and to inspect them before each loading are insufficient to minimise the risks, which can negatively affect the welfare of the animals exported on livestock vessels. The main reasons for this are that other Member States competent authorities use staff who is not suitably qualified and experienced to assess the necessary technical systems on board vessels. They also do not allocate enough resources (time and/or personnel) to adequately carry out all the necessary tasks and not provide sufficient support to their officials working at the EU exit ports.

At place of departure, many competent authorities approve the transport with incomplete or incorrect documentation and without considering the weather conditions during the route and at the EU exit port. This increases the likelihood of animal welfare problems when the animals arrive at the port. Neither the competent authorities at departure, nor the ones at the EU exit port detect and report these administrative deficiencies, so they remain routinely uncorrected.

The loading of most consignments works properly and do not require the use of animal facilities or contingency plans. However, when the logistics do not work as planned and vehicles arrive at the same time or when the loading is delayed, the absence of contingency plans and of animals facilities at ports have a major impact on the welfare of animals

At the port, no one is legally responsible for co-ordinating the arrival of the road vehicles at the EU exit port and for ensuring proper care of the animals if the loading of the vessel is delayed. This, together with the legal uncertainty about who is legally responsible for, and can be held to account for, the wellbeing of the animals during the sea part of the journey constitute a handicap for improving these areas.

There is currently no routine feedback from third countries, transporters or ships' Masters on the condition of animals during the sea journey nor on the conditions in which they arrive at destination.

ANNEX 1 – LEGAL REFERENCES

Legal Reference	Official Journal	Title
Reg. 1/2005	OJ L 3, 5.1.2005, p. 1-44	Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations and amending Directives 64/432/EEC and 93/119/EC and Regulation (EC) No 1255/97

ANNEX 2 – LIST OF APPROVED LIVESTOCK VESSELS BY COUNTRY*

ROMANIA

No.	Name of vessel	IMO number (OMI)	Date of authorization	Date of expiration of validity
1.	YOSOR	7819113	18.08.2014	17.08.2019
2.	TRUST 1	7504158	20.05.2015	19.05.2020
3.	OMEGA LIVESTOCK	6401218	22.06.2015	21.06.2020
4.	KENOS	7022356	17.08.2015	16.08.2020
5.	ALDELTA	8009076	22.09.2015	21.09.2020
6.	PACIFIC M	7041053	23.11.2015	22.11.2020
7.	RABUNION XX	6817003	01.02.2016	31.01.2021
8.	NOA	7913153	04.04.2016	03.04.2021
9.	PHOENIX III	7711866	11.04.2016	10.04.2021
10.	JAWAN	9262895	20.05.2016	19.05.2021
11.	ABDULLAH	7819876	16.08.2016	16.08.2021
12.	MARIONA	7113624	22.09.2016	21.09.2021
13.	SARAH M	7808463	22.05.2019	28.08.2021
14.	TALIA	7910888	27.12.2016	26.12.2021
15.	JULIA L.S.	7901693	29.12.2016	28.12.2021
16.	ZAD ELKHIR	9109079	30.03.2017	30.04.2020
17.	APUS	7510858	31.05.2017	30.05.2022
18.	TAIBA	7708807	27.06.2017	26.06.2022
19.	NEAMEH	7903029	27.06.2017	19.01.2021
20.	JANAY	7015509	26.07.2017	26.07.2022
21.	WATER CLUBS	7405091	22.09.2017	21.09.2022
22.	BARHOM II	7607429	03.11.2017	19.06.2022
23.	HARMONY LIVESTOCK	7349871	08.12.2017	01.08.2020
24.	PHOENIX I	7026871	02.02.2018	25.05.2021
25.	BRITAK	7368815	05.03.2018	04.03.2023
26.	ELBEIK	6718427	14.03.2018	13.03.2023
27.	DALALK	7222982	26.03.2018	25.03.2023
28.	OMEGA STAR	8917742	23.04.2018	22.04.2023
29.	ATLANTIC C M	8200577	28.06.2018	27.06.2023
30.	EXPRESS I	8200565	30.07.2018	29.07.2023
31.	TRANSPORTER	8701387	06.08.2018	05.08.2023

*) List facilitated by Member States' authorities (as of 15 September 2019)

32.	ALPHA LIVESTOCK 19	7021812	02.11.2018	11.06.2023
33.	NAER-A	7611547	09.11.2018	09.03.2023
34.	ETAB	6609779	23.12.2018	05.05.2021
35.	TULIP	8614273	04.02.2019	28.10.2019
36.	ELEVATION	7407324	27.02.2019	26.02.2024
37.	QUEEN HIND	7920675	06.03.2019	16.07.2022
38.	LSS SUCCESS	6927092	27.03.2019	08.05.2021
39.	MAYSA	6829082	08.04.2019	31.03.2020
40.	KARAZI	8215807	27.05.2019	17.02.2024
41.	SEASTAR LIVESTOCK	6422303	20.06.2019	19.06.2024
42.	JERSEY	7639616	10.06.2019	20.07.2023
43.	DRAGON	7303231	05.07.2019	08.03.2022
44.	AL SHUWAIKH	8506361	11.07.2019	31.08.2020
45.	LADY MARIA	6518425	15.02.2019	15.02.2021
46.	LADY RASHA	7223041	01.07.2019	01.07.2021

FRANCE

No.	Name of vessel	IMO number (OMI)	Date of authorization	Date of expiration of validity
1.	EQUALITY	6703343		30.06.2021
2.	RAMI M	7026663		21.05.2020
3.	FREEDOM	7104972		09.02.2020
4.	FM SPIRIDON	7300992		11.09.2020
5.	FIDELITY	7310507		20.01.2022
6.	BLUE MOON I	7396630		12.03.2022
7.	PRINCESS HIYAM	7405089		06.06.2021
8.	SUHA QUEEN II	7406772		06.05.2022
9.	BARHOM	7614848		01.12.2021
10.	ABOU KARIM II	7615309		09.12.2020
11.	CAPTAIN BADR	7703259		27.07.2022
12.	VICTORY	7931985		15.05.2022

SPAIN

No.	Name of vessel	IMO number (OMI)	Date of authorization	Date of expiration of validity
1.	NABOLSI I	7128760	03.04.2017	03.04.2022
2.	QUEENSLAND	9201702	16.11.2017	16.11.2022
3.	BRUNA	7601073	22.10.2018	22.10.2023
4.	HANNOUD-O	8813037	05.02.2019	05.02.2024
5.	SPIRIDON II	7311329	20.06.2019	20.06.2024
6.	ANAKIN	7422544	11.06.2019	11.06.2024
7.	SUHA QUEEN II	7406772	26.06.2019	26.06.2024

IRELAND

No.	Name of vessel	IMO number (OMI)	Date of authorization	Date of expiration of validity
1.	HOLSTEIN EXPRESS	9004413		06.01.2020
2.	ALONDRA	9113719		20.07.2022
3.	SARAH M	7808463		23.08.2022
4.	EXPRESS 1	8200565		22.03.2024
5.	ATLANTIC M	8200577		01.05.2024

CROATIA

No.	Name of vessel	IMO number (OMI)	Date of authorization	Date of expiration of validity
1.	KARIM ALLAH	6519144	19.01.2018	19.01.2022
2.	ADEL I	8017970	05.03.2018	04.03.2023
3.	ALKHAIRAT 9	9152806	23.04.2018	22.04.2021

SLOVENIA

No.	Name of vessel	IMO number (OMI)	Date of authorization	Date of expiration of validity
1.	NORLAND	7529940		16.01.2022

ANNEX 3 – DETAILS OF INDIVIDUAL DG HEALTH AND FOOD SAFETY AUDITS CONSIDERED FOR THIS OVERVIEW REPORT

Country	Dates of audit	Ref. no.
Slovenia	16-20 April 2018	2018-6449
Croatia	26-29 September 2018	2018-6447
Spain	26 September-1 October 2018	2018-6446
Romania	30 September – 2 October 2019	2019-6898

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