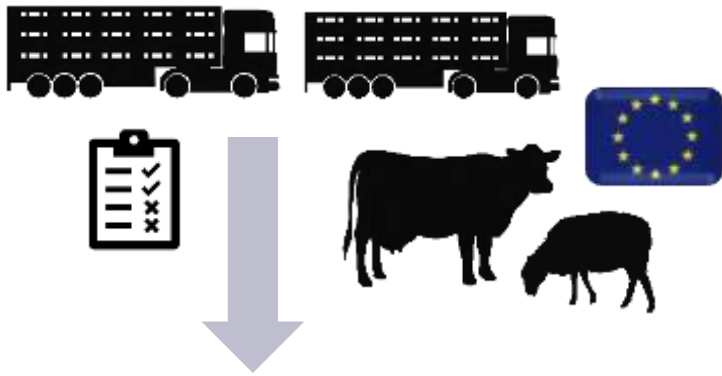


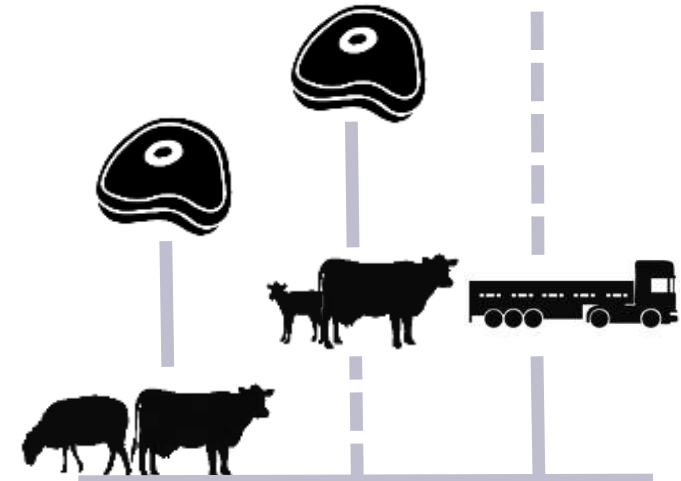
# **Animal welfare on sea vessels and criteria for approval of livestock vessels authorisation**

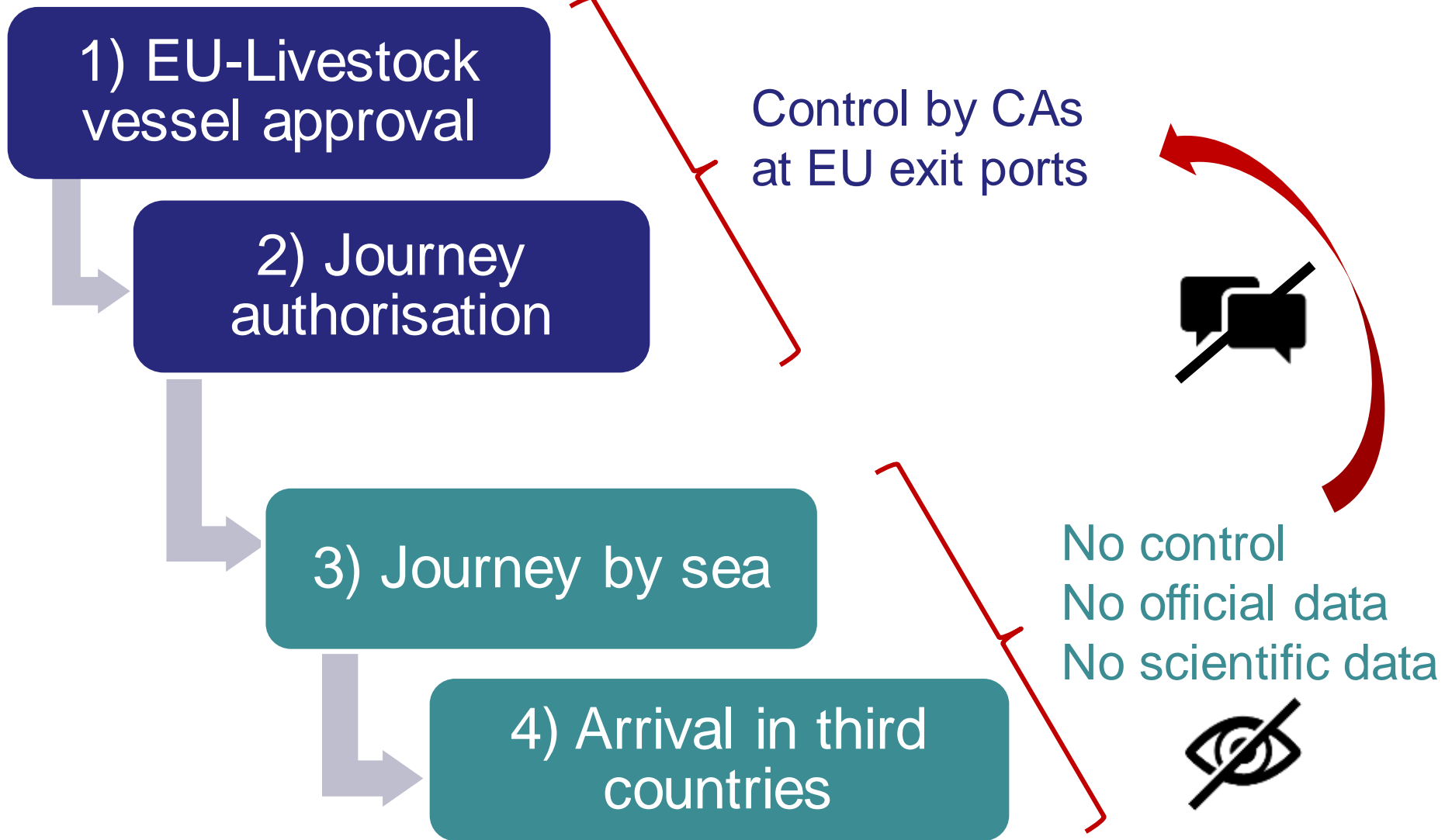
## **ANIT Workshop on Animal Welfare during Transport – 25 May 2021**

**Ms Maria Boada-Saña  
D.V.M., M.P.S. in Animal Law**



Reg. 1/2005  
Reg. 2017/625  
ECJ C-424/13  
Art.13 Lisbon Treaty  
OIE code



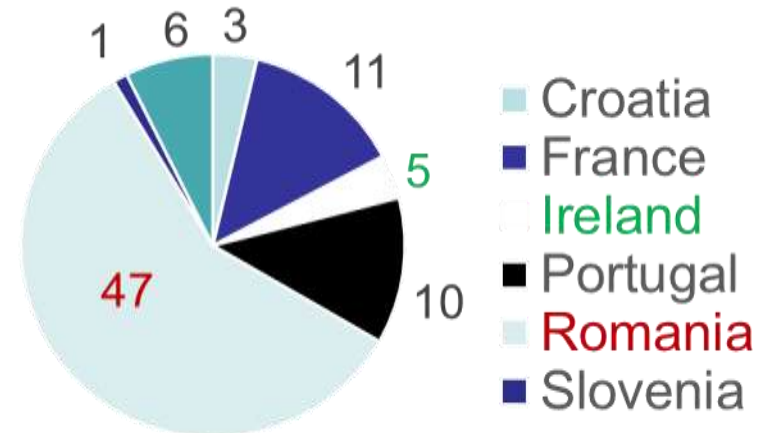


# 1) EU-livestock vessel approval

Documentary  
check

Physical  
Inspection

Crew  
competence  
check



78 vessels; Valid 5 years

Lack of EU vessel database

Lack of communication  
between MS

Lack of technical expertise

Lack of harmonization  
(costs/time/sources)

# 1) EU-livestock vessel approval

Age

41 avg.

21%  
≥50 years

Paris MoU  
Flag

31 %  55 %  12 %  2 % 

2 % 

Classification  
societies

68% are not members of IACS

Conversion

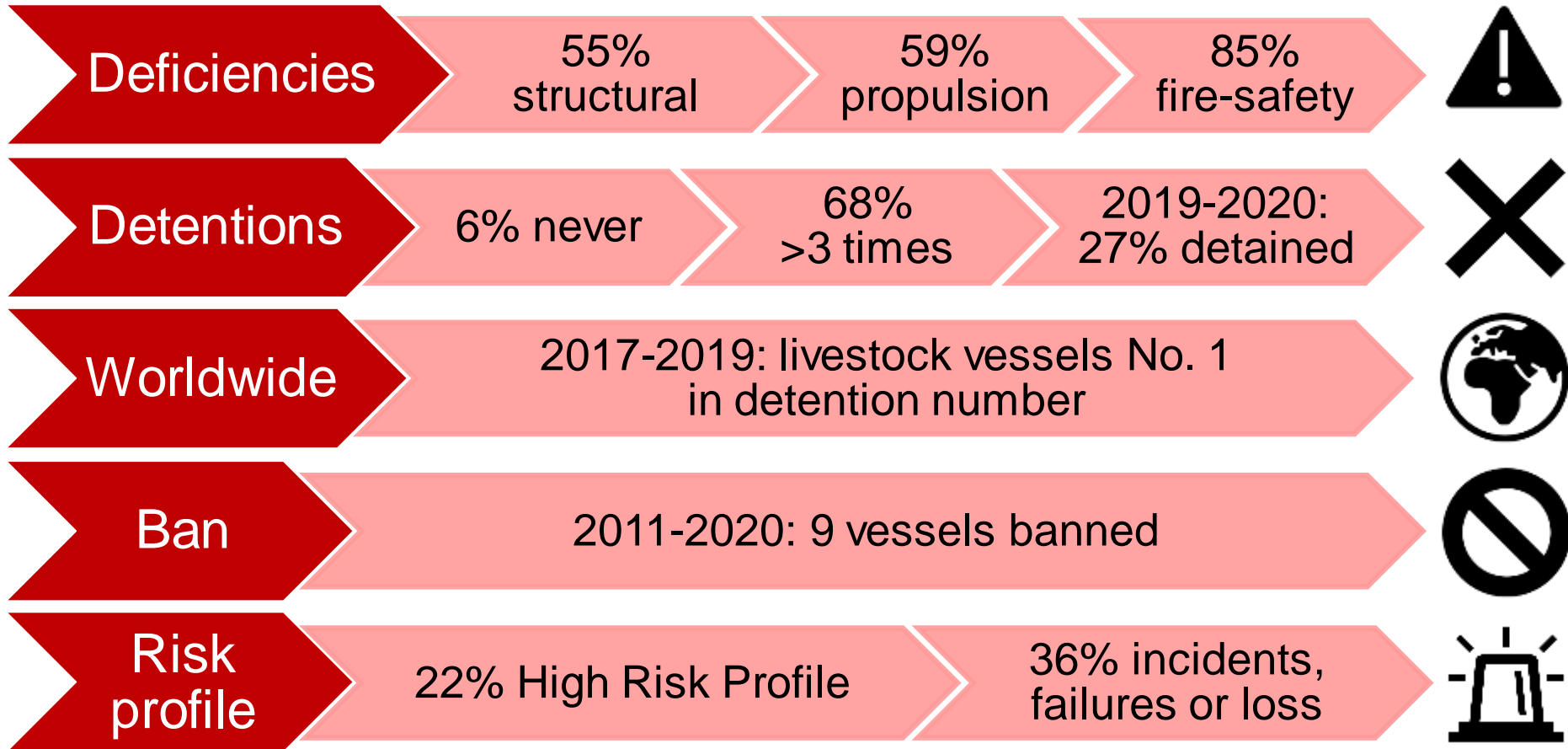
94% non purpose-built  
for animal transport

2009



2019

# 1) EU-livestock vessel approval



## 2) Journey authorisation

Documentary checks

Vessel Pre-loading inspection

Arrival at port by trucks

Animals fitness check

Animals loading

Deficiencies not properly detected

Without taking into account temperature at destination

Inadequate fitness verification

Lack of technical expertise during pre-loading vessel inspection

## 2) Journey authorisation



Without transporter authorisation

Without proper contingency plans

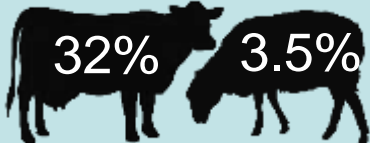
Incomplete/unrealistic Journey plans

Deficiencies/violations at port or vessel are not reported

Who was responsible for the AW during sea part of journey?

How many Journeys have been denied?

97% MS affirm are in compliance  
Vs 2018: 32% 3.5% in  
TRACES



Deficiencies can not be further corrected



## Case Study: Queen Hind



### Vessel approval

Additional decks not taken into account during inspection (stability booklet not checked)

Raising centre of gravity  
Increasing instability

### Vessel Pre-loading inspection and Journey authorisation

Loading too many animals  
14,600 sheep (?)

Lack of crew competence.  
Master (no experience = 1st journey;  
100-120 tone of feed on upper decks; leaving the watertight door to the engine room open)

Increasing instability  
(more animals=more movement)  
Accelerating loss of floatability

## Case Study: Queen Hind



Togo  
Blacklist  
Flag

2017  
-37 years-  
Conversion  
(from car-carrier)

39 years  
old

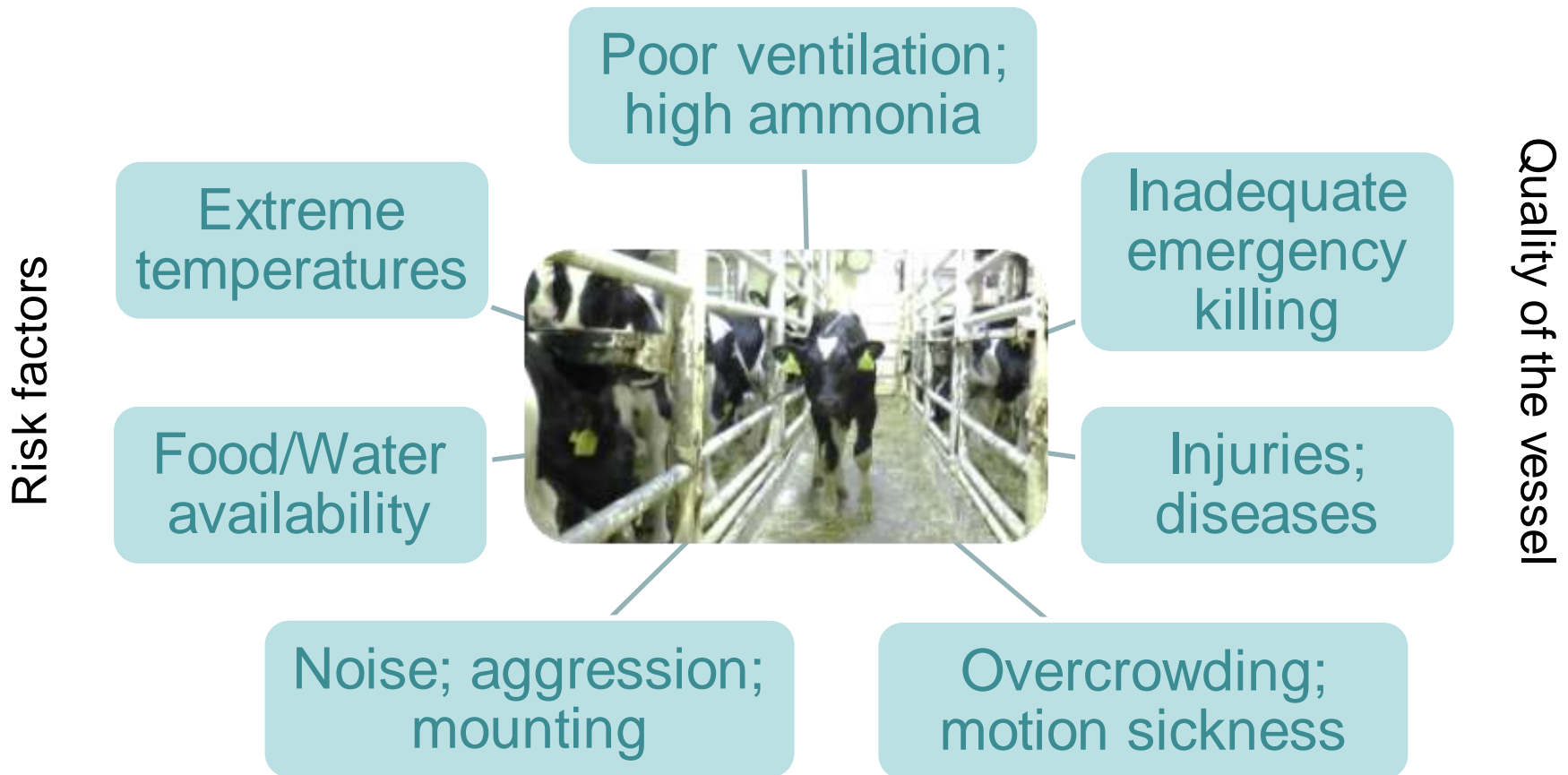
3  
detentions  
2008/2011/2018

2019 while leaving Romania



1.23 % of animals survived

### 3) Journey by sea



### 3) Journey by sea

Health and welfare conditions during sea journey unknown

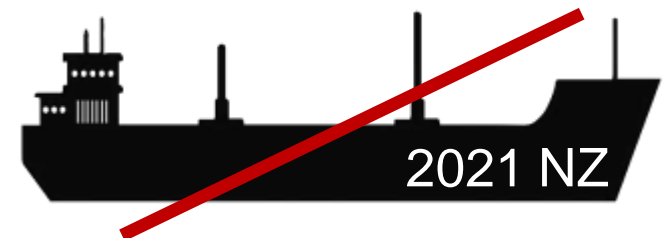
Lack of EU audits and scientific studies

No EU data base of mortalities

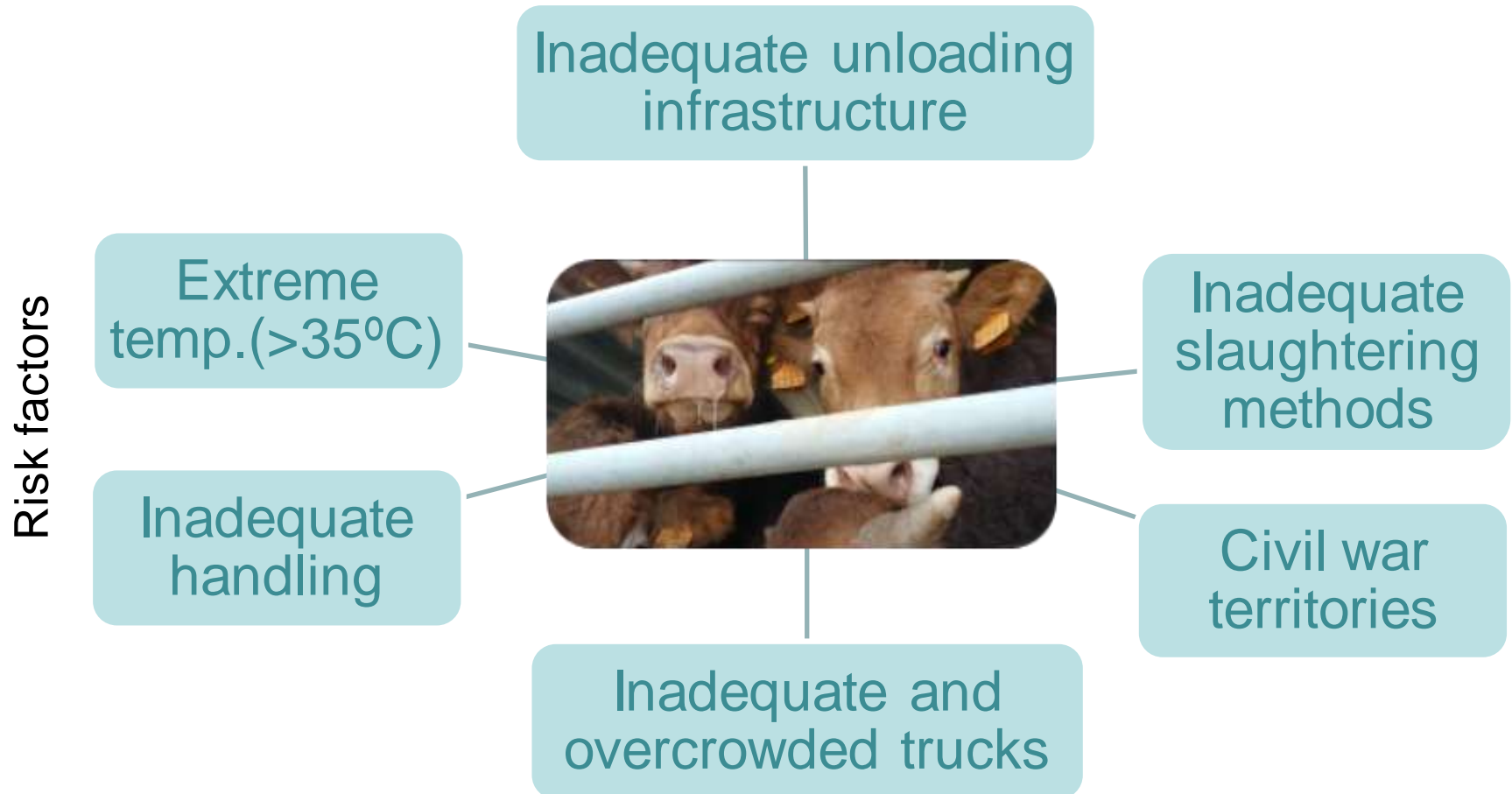
No retrospective control by EU exit countries



Australia: mandatory every 6 months



## 4) Arrival in 3<sup>rd</sup> countries



## 4) Arrival in 3<sup>rd</sup> countries

No legal protection

No verification of conditions by most of 3<sup>rd</sup> countries

No feedback info

Deficiencies can not be identified or corrected by EU



CAs involved confirm difficulties in enforcing Regulation No. 1/2005

## Policy Recommendations

Promotion of short-distance animal transport (reducing the risk of disease transmission)

More clear and legally binding rules than Reg No. 1/2005:

- requirements for vessel approval;
- veterinary supervision of sea journeys and arrival;

## Short term goals of EC

Improving: quality data on animal welfare during sea journey and in third countries; trainings for CAs; communication between MSs; sanctioning MSs not enforcing EU legislation; involving PSC.

## Short term goals of MSs

Stricter vessel approval and journey authorisation; suspending approvals of non-compliant vessels; ensuring fitness of animals; efficient notification of deficiencies; feasible contingency plans; investment in vets and infrastructure.



