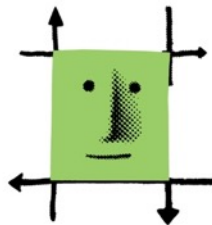
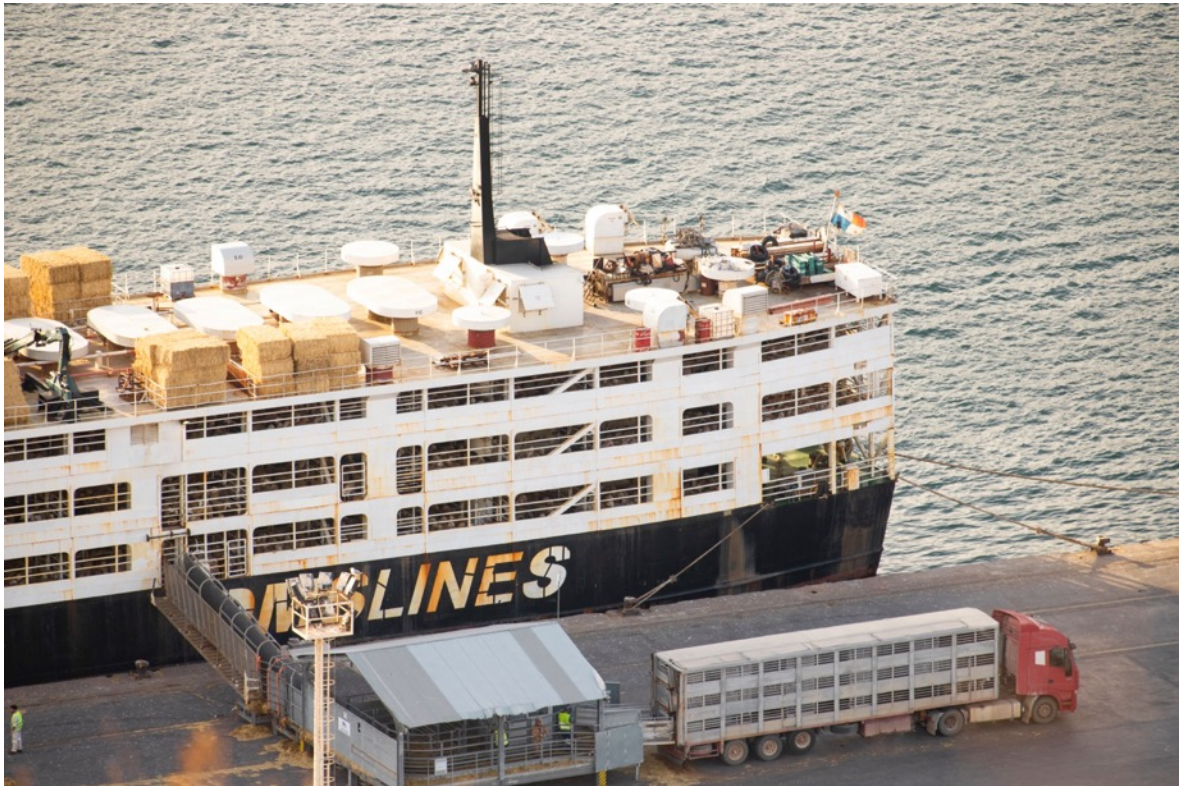


64 EU-approved livestock carriers



ROBIN DES BOIS

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Content

List of tables	3
List of figures	3
List of appendices	4
Summary	5
Introduction	6
64 EU-approved livestock carriers	9
Conversion	9
Age	11
Flags	12
Classification societies	14
Shipowners	16
Ship Risk Profile	20
Port State Controls	22
Detentions and bans	24
Deficiencies	26
MARPOL deficiencies	28
Incidents	32
Duration of voyages	37
Refusal of unloading - Epizootics	41
Conclusion	43
Profile of 64 EU-approved livestock carriers	46
List of 64 EU-approved livestock carriers	46
Appendices	170
Sources	191

64 EU-approved livestock carriers

Robin des Bois, Animal Welfare Foundation e.V. (2024)

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List of Tables

Table 1.	Flags of the 64 EU-approved livestock carriers and their performance	12
Table 2.	IACS/non IACS classification societies in charge of controlling the EU-approved livestock carriers	15
Table 3.	High-risk ships	20
Table 4.	Ports of inspection of the EU-approved livestock carriers, January 2021-December 2023	22
Table 5.	Repartition of inspections and deficiencies of the 64 EU-approved livestock carriers by world region, January 2021- December 2023	23
Table 6.	Percentage of deficiencies and detentions to inspections in EU ports for the years 2021-2023 with regard the 64 EU-approved livestock carriers	23
Table 7.	Top categories of deficiencies / number of deficient ships for each category	26
Table 8.	Deficiencies of the EU-approved livestock carriers by MARPOL annex	28
Table 9.	Voyages carried out by EU-approved livestock carriers from EU ports	37
Table 10.	List of 64 currently EU-approved livestock carriers	46

List of figures

Figure 1.	Age of ships at the time of their conversion to livestock carriers	9
Figure 2.	Conversion from general cargo ship to livestock carrier	10
Figure 3.	Conversion from Ro-Ro to livestock carrier	10
Figure 4.	AMJ-owned <i>Janay</i>	17
Figure 5.	Future AMJ-owned <i>Onda</i>	18
Figure 6.	On board the AMJ-owned <i>Onda</i>	19
Figure 7.	The burnt-out <i>Elbeik</i> , docked at Tarragona on May 8, 2023	32
Figure 8.	Transport of horses from Deauville to Cartagena and Libya	33
Figure 9.	Boarding and search of the <i>Orion V</i> off the Canary Islands	34-35
Figure 10.	Examples of voyages carried out by EU-approved livestock carriers	38
Figure 11	Categories of deficiencies: repartition and evolution 2021-2024	181

List of Appendices

Appendix 1.	List of ships, IMO numbers and EU- Member State of approval	171
Appendix 2.	Classification society, number of EU-approved livestock carriers and performance of the classification society according to Paris MoU 2022 annual report	173
Appendix 3.	Number of detentions throughout the ship's operational life, year of detentions and year of the conversion to livestock carrier	174
Appendix 4.	EU-approved livestock carriers reported with deficiencies in the years 2021-2023 regarding certain categories	177
Appendix 5.	Comparison 2021-2024 with regard categories of deficiencies and number of ships	181
Appendix 6.	List of abbreviations	183
Appendix 7.	Definitions	184

Summary

The report on 78 EU-approved livestock carriers written by Robin des Bois in 2021 drew the following profile: the average EU-approved livestock carrier was a 41-year-old vessel, 99 m in length, converted from general cargo ship at the age of 29, detained 5 times throughout her operational life, classed by a non IACS classification society and flying a flag of convenience black-listed by the Paris Memorandum of Understanding (Paris MoU). In other words, she was a substandard ship.

3 years later, this new report studies the profile of 64 livestock carriers currently EU-approved. 53 of the vessels considered in the 2021 report are still EU-approved. The average EU-approved livestock carrier is now older (43 years old), smaller (97 m in length), converted from general cargo ship at the age of 30, detained 5 times throughout her operational life, still classed by a non IACS classification society (67%) and flying a black-listed flag (48%). EU-approved livestock carriers ships transport between 1,000 and 3,800 cattle or up to 14,000 sheep (cf. *Queen Hind* and *Bahijah*). They are manned by crews of 20 to 70 sailors.

Of the 17 vessels identified as high-risk ships in the 2021 report, 15 are still EU-approved in 2023. Only 22 % of these vessels have European owners. Port State Controls over the last three years confirm deficiencies with regard to safety of navigation, certificates and documentation, life saving appliances, Maritime Labour Convention-2006, fire safety, pollution prevention MARPOL are prevalent and affect at least 75% of the EU-approved fleet. Other major deficiencies such as emergency systems, working and living conditions, propulsion and auxiliary machinery, radio communications, structural conditions, water/weathertight conditions, ISM have been reported for more than half of the EU-approved fleet. EU livestock vessels were detained between 1 and 29 days in 2021-2023, none were banned from European ports.

In 2021-2023, 75% of the ships (48 ships) were reported to have pollution prevention deficiencies. This is despite the fact that the systematic dumping of animal carcasses and manure is not even detected by port state authorities.

Of 64 EU-approved livestock carriers, 24 have reportedly suffered major incidents and various breakdowns throughout their operational life: engine failure with or without livestock on board, fire, collision, oil spill during bunkering operation.

As a result of their conversion, livestock carriers also suffer from an increased stability risk. However, the conversion of livestock vessels is not being questioned, either in terms of maritime safety or animal welfare.

The 2024 average EU-approved livestock carrier is more than ever a substandard ship.

Introduction

The European Union exports annually about 3 million of livestock to third countries by sea (cf. DG Health & Food Safety report 2019-6835). Cattle, sheep, and goats are exported for slaughter, breeding or fattening. Their trade value is over 1.5 billion €. Cattle represent a quarter of animals exported by sea but over 80% in value (cf. European Parliament Research Service, Economic value of EU trade in live animals-Eurostat ComExt 2018). EU animals are loaded on ships in ports of Croatia, France, Ireland, Portugal, Romania, Slovenia and Spain. A number may have previously been transported by road from other member states. Livestock can only be loaded on ships approved by one Member State under Council Regulation (EC) No. 1/2005.

The core demand of this Regulation is Article 3 that stipulates that « **No person shall transport animals or cause animals to be transported in a way likely to cause injury or undue suffering to them** ». Specific for transport by sea are articles 19 and 20 in connection with Annexes II, III and IV of this Regulation. Article 19 deals with the approval of the vessels and Article 20 regulates the inspection of livestock vessels before loading, fitness for transport of the animals, handling and feeding/ watering arrangements on the vessel.

In 2021, the report "78-EU approved livestock carriers" considered the ships listed in the review "Welfare of Animals Transported by Sea" published by the EU DG Health and Food Safety.

9 livestock carriers reviewed in this previous report are no longer in service. 7 have been scrapped in Türkiye (6) and Bangladesh (1): the *F.M Spiridon*, (7300992), *Kenoz* (7022356), *Noa* (7913153), *Omega Livestock* (6401218), *Phoenix I* (7026871), *Rami M* (7026663), *Zad Elkhir* (9109079). It has to be noted that no EU-approved livestock carrier was scrapped in Europe. The *Queen Hind* (7920675) which capsized with 14,000 sheep on board while leaving Midia (Romania) on November 24, 2019, was refloated and scrapped by a local yard. The *Elbeik* (6718427) was declared a total loss after suffering a fire off Tarragona (Spain) in 2021. She was auctioned at least twice but no buyer has shown any interest yet. She is still docked at Tarragona.

16 ships are officially no longer EU-approved: the *Abdullah* renamed *Al Khdair* (7819876), *Al Mabrouka 10* (6817003), *Alkhairat 9* (9152806), *Britta K* (7368815), *Etab* (6609779) renamed *Abeer K*, *Gelbray Express* (9621211), *Harmony Livestock* (7349871), *Janay* (7015509) renamed *Diana*, *Jawan* (9262895), *LSS Success* (6927092), *Neameh* (7903029), *Ocean Drover* (9232852), *Ocean Swagman* (9360776), *Queensland* (9186390), *Trust I* (7504158), *Yosor* (7819113).

Many of them are currently and regularly trading from Brazilian or Australian ports. Some occasionally call at Cartagena (Spain) to load animal food on their way to the East Mediterranean. As a reminder, in the previous 2021 report, one such call caused a controversy because of the stench coming from the ship and the poor conditions of animals kept in faeces, urines and decomposing feed (cf. *Neameh's* profile, p. 98). A few ships are operated exclusively in the Red Sea or East Africa. The ex-*Abdullah*, *Harmony Livestock* and *Britta K* have been trading between the Black Sea and Red Sea from Ukraine or Georgia; they occasionally called at Romanian ports for technical purposes. It should be noticed that the relevant databases currently list 144 livestock carriers operated worldwide.

The 54-year-old Togolese-flagged *Janay* was previously pointed for a record number of detentions throughout her operational life (17 detentions). She was subject to an additional detention for 110 days in Midia in 2021. The reported grounds for detention were an incorrect

ISM system, improper, invalid or missing certificate and documentation and various non-compliances with the Maritime Labour Convention including non-payment of wages. She was owned by Marshall Islands-registered Princess Maya Shipping Co care of the Lebanese AMJ Marine Services (see also Box 1 p. 17 in the chapter "Shipowners"). She was abandoned in Tripoli (Lebanon) in 2022 and eventually acquired in October 2023 by Belize-registered Pacific Eagle Maritime Co SA. She is now expected to resume operation as the Comorian *Diana*. She left Tripoli on December 30, 2023, and as of January 2024 is docked at Eleusis (Greece).

This new and updated 2024 report examines 64 EU-approved livestock carriers that were declared as such by Member States in 2023. Of the 78 livestock vessels previously considered, 53 are still EU-approved. 11 additional vessels have received EU approval. (see [the list of EU-approved vessels](#) p. 46).

More and more concerns are arising in the public opinion worldwide about the long-distance maritime transport of livestock following recent cases where animal welfare as well as pollution were clearly questioned. Indeed, animal welfare during transport has a long history of political debates on EU and national levels. June 2017 – over 1 million signatures from EU citizens were calling on the EU Commission to end long distance live animal transportation. Dec 2021 – The Committee of Inquiry on the Protection of Animals during Transport (ANIT) [set out many important concerns and weaknesses](#) related to sea live exports. Sept. 2022 – In view of the revision of the animal welfare legislation, the Commission has mandated the European Food Safety Authority (EFSA) to develop scientific opinions to provide [its recommendations to improve animal welfare during transport](#). EFSA concluded that sea transport adds even more hazards to animal welfare than other types of transport for all the species analysed. During the year 2021-2023 – Several new audits to evaluate animal welfare controls during transport by livestock vessels to non-EU countries were published by the EU commission for several Member States, which made clear that animal welfare can't be guaranteed during sea journeys.

Transparency is still not a European priority. There is no unique list of EU-approved livestock carriers available from the European Commission. The list of approved ships listed in this report had to be collected from the authorities of each Member State; it depends on their good will and the accuracy of their data. The approval of one Member State is considered to be valid for all the others. This independent investigation is based on the available information from their answers.

Each ship description includes the following details:

- Current name, previous names, IMO number, year of built and shipbuilding yard, year of conversion, and age at the time of conversion, former category, age today.
- Current flag and performance according to Paris MoU 2022 report. Eventually previous flags.
- Current classification society and performance according to Paris MoU 2022 report. Eventually previous classification societies.
- Shipowner. Eventually shell company "care of" and country of registration. Eventually, other vessels from the shipowner.
- Known detentions during the vessel's life: year and place.
- Reported inspections, detentions, and deficiencies in the past three years (2021-2023) and table of total deficiencies by category. For the ships already studied in the 2021 report "78 EU-approved livestock carriers", the table includes deficiencies for the period 2019-2020.
- Eventually, bans and incidents.
- Recent port of calls.
- Known location in January 2024.

64 EU-approved livestock carriers

- ISM manager and company performance from EMSA (European Maritime Safety Agency) list (as of August 14, 2023).
- Ship risk profile calculated from age, flag, classification society and ISM (International Ship Management) performance through [Paris MoU ship risk calculator](#)¹ as of August 14, 2023.

The Paris Memorandum of Understanding (Paris MoU) ranks livestock carriers as the worst category of ships in terms of detentions and deficiencies: they are detained more often than any other category of ships.

Paris MoU's latest report covering year 2022 states that, globally, the detention rate is the highest in 10 years, and fears that stakeholders (including shipowners, flagstates and classification societies) obviously failed to ensure a proper maintenance and control of ships. The report notes that in 2022 the detention rate of livestock carriers (EU-approved or not) was 7.9% compared to 4.18% the average detention rate for all ships inspected. In 2019, it was 5.3% for livestock carriers compared to 2.98% for all ships. Paris MoU notes in all its latest reports that the livestock carrier rate is the highest compared to all other ships. In addition, 89.5% of livestock carriers had one deficiency or more recorded by Port State Controls in 2022 (see [Paris MoU 2022 annual report](#)², p. 17 and 38), that is one point more compared to 2019 (88.5%).

It has to be underlined that the current regulation defines tools for a better knowledge of the EU-approved livestock carrier fleet, but they have yet remained ignored.

Article 19, paragraph 4 of the EU Council Regulation 1/2005 on the protection of animals during transport and related operations states that: *"The competent authority shall record the certifications of the approval of livestock vessels in an electronic database, in a manner enabling them to be rapidly identified, in particular in the event of failure to comply with the requirements of this Regulation"*.

No global and updated list of EU-approved livestock carriers has been effective. Such a measure must be included in the revision of the EU Council Regulation 1/2005 and moreover implemented. The list must be available to all stakeholders, including NGOs in order to identify and track substandard ships and ban their use for the transport of live animals.

¹ <https://www.parismou.org/inspections-risk/ship-risk-profile/ship-risk-calculator>

² <https://parismou.org/2023/07/2022-paris-mou-annual-report-port-state-control-40-years-harmonisation>

64 EU-approved livestock carriers

Conversion

Of 64 EU-approved livestock carriers, only 4 were built purposely as livestock carriers: *Bahijah*, *Brahman Express*, *Ganado Express* and *Shorthorn Express*. Their age ranges from 11 years to 26 years. The *Bahijah*, *Brahman Express* and *Ganado Express* are the youngest ships of the EU approved fleet. As we shall see later in the report, deficiencies were however noted; the *Bahijah* was even detained in 2013.

All the other EU-approved livestock carriers (60 ships, 94%) have been converted from general cargo ships (34), Ro-Ro (10), car carriers (9), reefers (4) and container ships (3). They were converted for further trading at an age they should have been scrapped: the average age at the time of conversion was 30 years compared to the average age of ships scrapped worldwide in 2021, 30 years.

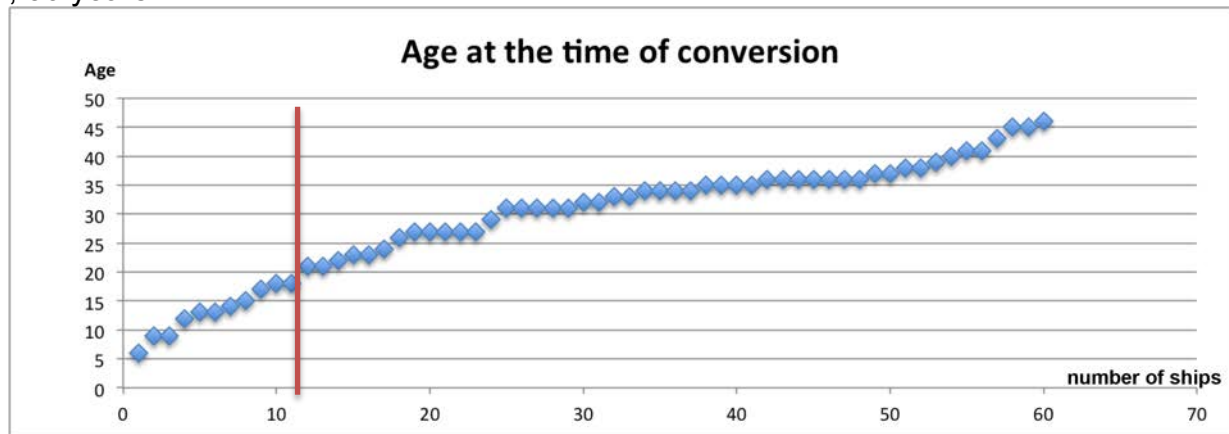


Figure 1. Age of ships at the time of their conversion to livestock carriers.
49 ships (77%) were over 20 years of age (i.e. ships by the right of the red line).

Animal welfare is not the main concern when a ship originally designed for another purpose is converted to a livestock carrier. The goal of the conversion is economical and aims at transporting as much livestock as possible with no care for their basic comfort. Therefore, a number of decks are added to accommodate up to thousands of animals and maximize profits. The accommodation of farm animals in the upper decks exposes them to obvious discomfort, injuries, and fractures when the ship is facing side-to-side rolling effects in storms and/or heavy weather.

Safety is not a top priority either. The investigation report on the 2019 *Queen Hind* disaster pointed out that additional decks had been built without the approval from the classification society Nippon Kaiji Kyokai (cf. 2021 report "[78 EU-approved livestock carriers](#)"). In any case, the addition of decks reduces the transverse stability of the vessel submitted to a greater windage. Such decks are made of aluminium or steel to increase the loading area. The weight of these decks and the additional animals must be taken into account in safety approvals or risk profile calculations. There is evidence that additional decks have been added to some livestock vessels without the approval of a classification society (see [Animal Welfare on Seagoing Vessels and Criteria for Approval of Livestock Authorisation Report](#), p. 27 and 85). Another issue with regard livestock carriers is to maintain their center of gravity while they are bound to load and carry thousands of animals unlikely to stay motionless. In particular, loading conditions accordingly to a proper pattern are to be questioned when a ship capsized at berth like the

64 EU-approved livestock carriers

Haidar in Barcarena, Brazil (October 2015) or more recently like the *Albadri I* at Suakin, Sudan (June 2022). 5,000 cattle loaded on the *Haidar* and 16,000 sheep on the *Albadri I* drowned. During the voyage, heavy weather conditions may also lead to uncontrolled moves of the "cargo" and the final capsizing and loss of the vessel, the animals, and the crew.

Figure 2. Conversion from general cargo ship to livestock carrier



1980, *Wieland*. © Rik



future

2022, *Apus*. © Animal Welfare Foundation

Figure 3. Conversion from Ro-Ro to livestock carrier



2009, *Viking*. © Stetsenko Denys



future

2020, *Mira*. © Marc Ottini

Conversion has been an option for other categories of ships. It is considered economically rational to convert an old ship for a new purpose rather than building a new one. The *Stellar Daisy* was an ex-single hull VLCC (Very Large Crude Carrier) converted to a VLOC (Very Large Ore Carrier) when single hull tankers were to be phased out. Though, following her sinking in the middle of the Atlantic Ocean (March 2017), investigations pointed out the structural fragility of these converted ships and they were all withdrawn and scrapped. Due to their conversion, livestock carriers also suffer from an enhanced risk with regard stability. Recurrent sinking and the death of thousands of animals should similarly to VLOCs lead to their phase-out.

Yet, the conversion to livestock carrier is not questioned, neither with regards maritime safety nor animal welfare. Conversion is still a persisting and worrying option: of the 11 newly EU-approved ships, 9 are converted ships of which 5 were converted in 2020 or 2021 (the ex-reefer *Atlantic Rose*, the ex-general cargo ship *Med Rose* and the 3 sisterships and ex-car carriers *Freesia*, *Jouri*, and *Orchid*).

Robin des Bois' 2024 report shows no change in the type of ships approved by the European Union for the transport of livestock. As stated in the 2021 report, 94% of the EU-approved vessels are converted and not originally built to carry live animals. In 2024, the figure is exactly the same. More than half of the EU-approved livestock carriers were converted from aging general cargo ships. The average age at the time of conversion was 29 in 2021 compared to 30 in the updated report.

Age

The Equasis database reports 144 ships registered as livestock carriers. The average age of this global livestock carrier fleet is 39 years. This is old compared to 22 years, the average age of the world merchant fleet as stated by the UNCTAD (United Nations Conference on Trade and Development) in its Review of Maritime Transport 2022 (p. 34).

The EU-approved livestock carrier fleet is even older. The age of the 64 EU-approved vessels ranges from 11 years for the *Ganado Express* built as a livestock carrier in China to 60 years for the *Alfa Livestock*, an ex-general cargo ship built in Germany (see p. 56). The *Alfa Livestock* (previously known as the *Sea Star Livestock*) is still the veteran of the EU-approved fleet. Only 2 of the 64 ships considered in this report are less than 20 years old.

The average age of the EU-approved livestock carrier fleet is 43 years. Livestock carriers do not get younger. In Robin des Bois' 2021 report on EU-approved livestock carriers, the average age was 41 years.

Livestock carriers are among the oldest ships of the world merchant fleet and the oldest ones to be broken up. "Shipbreaking", Robin des Bois' quarterly bulletin on the demolition of ships notes that the average age of scrapped livestock carriers was 47 years for the period 2018-2023. A number among the EU-approved livestock carriers surpass this life expectancy: 30 (47%) of them are 47 years old or over, 17 of them are even over 50 years old.

Age is a risk factor. The Paris MoU ship risk calculator allocates one risk point to vessel over 12 years. Though age does not necessarily induce obsolescence and vulnerability if it is counterbalanced by a regular maintenance and controls by a demanding classification society, livestock carriers obviously fail in this matter. The number of detentions and deficiencies reported by port state controls worldwide points out their defective maintenance. The frequent change of owner, ship manager and ISM manager does not help either to a regular upkeeping. In addition, livestock carriers are subject to corrosion due to the acidity of soiled litters and manures. Their worn-out metal condition explains why the purchase price of end-of-life livestock carriers by shipbreaking yards is significantly lower than the purchase price of other categories of vessels. As an example, the 51-year-old *Kenoz* (IMO 7712963) was sold in May 2021 to a Bangladeshi shipbreaking yard for 490 US\$ per ton whereas the price per ton was over 550 US\$ for other categories of ships. Similarly, the also 51-year-old *Al Fahed* (IMO 6922327) fetched 305 US\$ per ton in Pakistan in November 2020 compared to around 400 US \$. Meanwhile in Tarragona (Spain), the auction sale of the *Elbeik* (IMO 7022356) failed. The reserve price was 247,500 € (260,000 US\$ or around 175 US\$ per ton).

Of the 78 EU-approved livestock carriers considered in the 2021 report, 9 have been scrapped, 16 are no longer approved. This means most ships, i.e. 53 (68%), are still EU-approved. Ships do not get younger. The average age of the 2021 EU-approved fleet was 41 years, that of the 2023 EU-approved fleet is 43 years, though the average age of the 11 newly EU-approved is "only" 34, older than the average age of ships to be broken up though.

Flags

No EU-approved livestock carrier flies the white-listed flags of Singapore and Liberia and the unranked flag of Jordan anymore. 4 new flagstates appear as countries of registration of the EU-approved fleet of which 3 white-listed (Antigua & Barbuda, Denmark, and Portugal) and the unranked Guinea-Bissau.

Togo (13 ships), Panama (10), Tanzania (9), Lebanon (8) and Sierra Leone (6) account for 72% of the 64 EU-approved livestock carriers. This is exactly the same ranking as in the 2021 report. There has been no improvement in the selection of ships with regard the performance of their flag. The other flagstates are Guinea-Bissau (4), Comoros and Palau (3 ships each), Luxemburg (2) and Antigua & Barbuda, Denmark, Jamaica, the Marshall Islands, Portugal, and St. Kitts & Nevis (1 ship each). Though the Antigua & Barbuda flag is considered as a performing flag, as we shall see later in this report, the Antigua & Barbuda-flagged *Finola M* is yet a controversial livestock carrier (see p. 89).

31 ships (48%) fly a flag currently listed on the blacklist of the Paris Memorandum of Understanding: Togo ranked medium to high risk, Comoros, Sierra Leone and Tanzania ranked medium risk.

In addition, 5 ships (8%) fly a flag that could not be ranked due to an insufficient number of inspections in Paris MoU ports (30 inspections at least over a three-year rolling period). The *Dalal F* (p. 70), *Helen* (p. 100), *Maysa* (p. 122) and *WMF Express* (p. 168) fly the flag of Guinea-Bissau, the *Adel I* (p. 49) that of Jamaica.

Flag	Ships		Flag performance
Togo	13	20%	<i>black-medium to high risk</i>
Panama	10	16%	<i>grey</i>
Tanzania	9	14%	<i>black-medium risk</i>
Lebanon	8	13%	<i>grey</i>
Sierra Leone	6	9%	<i>black-medium risk</i>
Guinea-Bissau	4	6%	<i>not ranked</i>
Comoros	3	5%	<i>black-medium risk</i>
Palau	3	5%	<i>grey</i>
Luxemburg	2	3%	<i>white</i>
Portugal	1	2%	<i>white</i>
Marshall Islands	1	2%	<i>white</i>
Jamaica	1	2%	<i>not ranked</i>
Denmark	1	2%	<i>white</i>
Antigua & Barbuda	1	2%	<i>white</i>
St. Kitts & Nevis	1	2%	<i>grey</i>
	64	100%	

Table 1: Flags of the 64 EU-approved livestock carriers and their performance

Repeated changes of flags lead to a lack of proper control from maritime authorities and to a poor maintenance of ships. This is a usual profile among EU-approved livestock carrier, though unacceptable regarding the transport of live "cargoes".

As an example, prior to her conversion at the age of 41 from a general cargo ship to a livestock carrier, the *Deala* successively flew the flags of convenience of Panama (1990), Mongolia (June 2004), Belize (July 2004), Comoros (2005), Tanzania (2010) and Palau (2016). After her conversion in 2017, her flagstate remained unknown until May 2020 when she was reflagged to

64 EU-approved livestock carriers

Comoros. She was once more reflagged to Guyana (2021) then to Tanzania (2022).

As part of its maritime strategy and in the framework of Paris MoU, the European Union is engaged in identifying substandard flags and considers that vessels flying these flags should be targeted as a priority. However, we note that nearly half (48%) of the EU-approved livestock carriers are precisely flying such substandard, black-listed flags.

On July 1, 2023, Panama was downgraded from the white list to the grey list by the Paris Memorandum of Understanding. Thus, only 6 ships (9%) currently fly a flag of the white list.

The export by sea of livestock produced by the European Union's agriculture should be carried out exclusively on vessels flying a performing flag included on the white list published by Paris MoU. Only the flags of Denmark, Luxemburg, Antigua & Barbuda, the Marshall Islands and Portugal could be used in this framework. However, we believe vessels transporting European livestock should fly a European flag as a coherence with the economic importance of livestock export. It would also be positive to control the whole chain, in terms of image of the European agriculture as well as in terms of efficiency in case of dispute on the health status of exported animals for instance. In that respect, it should be noted that the Danish-owned *Alondra* was reflagged from Panama to Denmark and the Dutch-owned *Ganado Express* from Singapore to Portugal.

The top 5 flagstates are the same in 2023 as they were in 2021, and in the same order: Togo, Panama, Tanzania, Lebanon, and Sierra Leone. In both cases, they account for about three quarters of the EU-approved ships. 48% of ships now fly a blacklisted flag of convenience compared to 55% in the 2021 report but only 9% fly a flag on the white list compared to 31% previously. EU member state flag is still an exception: only 4 ships (6%) in 2024 compared to 2 (3%) in 2021 are EU-registered, a slight and insufficient improvement. Persisting to use vessels flying the flag of a third country is like shooting itself in the foot and renouncing to control and impose the implementation of the European regulation.

Classification societies

Classification societies are expert bodies or bodies designating themselves as such which should in all circumstances demonstrate independence, vigilance and prudence while considering in a reasonable degree the constraints of the owner. Thanks to their technical culture, the competence and mobility of their experts and analysts, and on the basis of the IMO international conventions, in particular the SOLAS Convention for the Safety of Life at Sea, each classification society is required to draw up technical rules concerning the hull, machinery and other vital parts of the ship.

The maritime sector was the first to call in the skills of external and enlightened eyes to assess the robustness of its tools, in this case ships, and their capacity to withstand operational hazards. It was at the end of the 18th century, and it was only 200 years later that this pioneering initiative was extended to other industrial and logistics branches. If a ship for a given use complies with the requirements of the classification society, a class certificate is issued to the shipowner with a validity of 5 years. The availability of this certificate is one of the conditions for the free movement of the ship at sea and in ports. In the meantime, regular inspections requiring the cooperation of the shipowners and crews must be carried out to check the continued compliance of the ships and to plan the necessary repairs.

21 EU-approved livestock carriers (33%) are classed by one of the following elite classification societies, member of the IACS, International Association of Classification Societies dedicated to "safe ships and clean seas": 5 are classed by RINA (Registro Italiano Navale), 4 by Bureau Veritas, 3 by Indian Register of Shipping, 2 by Nippon Kaiji Kyokai, Croatian Register of Shipping and Det Norske Veritas, 1 by China Classification Society, Polish Register of Shipping and Russian Maritime Register of Shipping. 6 of the aforementioned societies are ranked as high performing by Paris MoU standards. Croatian Register of Shipping, Polish Register of Shipping and Indian Register of Shipping are ranked medium performing. The 21 ships classed by an IACS member classification society are the *Alondra*, *Bahijah*, *Bashar One Transport*, *Brahman Express*, *Elevation*, *Equality*, *Express M*, *Fidelity*, *Finola M*, *Freedom*, *Freesia*, *Ganado Express*, *Gulf Livestock 2*, *Jouri*, *Mira*, *North Star 1*, *Orchid*, *Sarah M*, *Shorthorn Express*, *Victory*, and *WMF Express*.

The 43 others (67%) are classed by a non-IACS member society ranked as high or medium performing or not ranked at all by Paris MoU.

Livestock carrier owners favour in particular International Naval Surveys Bureau (13 ships) upgraded in 2023 from medium performing to high performing and Dromon Bureau of Shipping (6 ships) ranked as medium performing. Despite its so called reported high ranking, it should be noted that the 13 ships classed by International Naval Survey Bureau totalled 521 deficiencies for the period 2021-2023. 4 of them are considered as "high risk ships" by Paris MoU.

The others are: International Register of Shipping, Isthmus Bureau of Shipping, Maritime Lloyd Georgia, Overseas Marine Certification, Phoenix Register of Shipping, Veritas Register of Shipping ranked as medium performing.

The *Adell II* (p. 51) and *Dania* (p. 72) are classed by an undisclosed classification society.

The *Abdulahman King* (p. 47), *Alfa Livestock* (p. 54), *Deala* (p. 74), *Elena* (p. 80), *Jersey* (p. 102), *Mariona* (p. 118), *Pacific M* (p. 141), *Princess Hiyam* (p. 145), *Taiba* (p. 153), *Unimar Livestock* (p. 161) are classed by one of the following classification societies:

- Columbus American Register, based in Piraeus, Greece
- Cosmos Marine Bureau, based in Busan, South Korea

64 EU-approved livestock carriers

- Global Marine Bureau, based in Busan, South Korea
- Hellas Naval Bureau of Shipping, based in Piraeus, Greece
- Maritime Bureau of Shipping, based in Limassol, Cyprus
- Vega Register, based in Istanbul, Türkiye

These companies could not be ranked in the Paris MoU Recognized Organisation performance table due to an insufficient number of inspection (at least 60 in a 3-year period).

These 12 ships represent 19% of the current EU-approved fleet; they account for 511 deficiencies, or 26% of the total deficiencies reported for the period 2021-2023. In the 2021 report, ships classed by an unranked classification society represented only 4% of the EU-approved livestock carriers.

It is estimated that members of the IACS class over 90% of the global tonnage of ships. These "elite" classification societies are under represented with regard livestock carriers. In contrast of the global fleet, 67% of the EU-approved livestock carriers are classed by a non-IACS classification society. The figure has hardly varied compared to the 2021 report (71%). It is however worrying to note that classification societies that could not be ranked due to an insufficient number of reported inspections class 19% of the EU-approved fleet compared to 5% previously.

Classification society	Ships 2021 report		Ships 2024 report	
IACS	23	29%	21	33%
non-IACS	55	71%	43	67%
of which "unranked"	4	5%	12	19%

Table 2. IACS/non IACS classification societies in charge of controlling the EU-approved livestock carriers.

By way of comparison, ferries and cruise ships carrying passengers are controlled by an IACS member classification society, and two thirds of EU-approved ships carrying live animals are controlled by a non-IACS member classification society.

For more details, see Appendix 2: classification societies of the 64 EU-approved livestock carriers and their performance.

Shipowners

Of 64 EU-approved livestock carriers, 49 (77%) are officially owned by a shell company care of another company. These shell companies are mainly registered in a tax haven: Panama (12 ships), Marshall Islands (9), Liberia (7), Seychelles (5) representing 52% of the EU-approved fleet. Most of them (43 out of 49) are also single ship companies, a trick used by shipowners to prevent the possible seizure of another vessel of their fleet in case of fine or commercial dispute.

Real owners hide behind these shell companies and are also referred to as managers. They are established in Lebanon (41%, 26 ships), EU countries (22 %, 14 ships: Romania 7 ships, Netherlands 4 ships, Greece, Denmark, Croatia, 1 ship each) and Türkiye (11%, 9 ships).

Most owners are small shipping companies. They operate only a couple of vessels or even only one. Their limited financial resources cannot ensure a proper maintenance of their ships, decent working and living conditions to the crews, not to mention animal welfare during transport.

Only 3 companies own or operate a fleet of ten vessels or more: Livestock Express BV, Safe Sea Services Sarl and Arab Ship Management Ltd.

The Dutch Breda-based Livestock Express BV, subsidiary of Vroon BV (Netherlands), operates a fleet of 13 livestock carriers of which 3 are EU-approved: *Brahman Express*, *Ganado Express* and *Shorthorn Express*. Its vessels are Luxemburg, Portugal, or Panama-flagged, RINA or China Classification Society-classed. Of 13 ships, 7 are less than 10 years old. Though, even recent ships may be subject to incidents. In December 2015, the 1-year-old *Girolando Express* owned by Livestock Express BV suffered an engine failure shortly after leaving Geelong (Australia) bound for China and was stranded with 4245 cattle on board for a few days off the Australian coast. The ship had to pick up more animal food prior resuming her voyage to China.

Lebanese Jounieh-based Safe Sea Services Sarl is reported to be commercial owner of 28 ships. It also acts as ISM manager for 23 of them. According to its website, its strategy is based on diversification and include 11 general cargo ships, 6 tankers and 6 livestock carriers. 5 of them, the *Freesia*, *Jouri*, *Nabolsi I*, *Orchid* and *Tulip* are EU-approved. The *Freesia*, *Jouri*, *Orchid*, and *Tulip* were converted in 2019-2020. Safe Sea Services Sarl is listed as a low or very low performing ISM manager by the European Maritime Safety Agency (EMSA).

Jordanian Amman-based Arab Ship Management (ASM) is reported to own and/or operate 14 ships of which 6 are livestock carriers: the *Bader III* (IMO 7504598), *Ghena* (IMO 8303989), *Maysora* (IMO 8310542), *Dareen* (IMO 9074913), *Zein I* (IMO 7622041) and *Gulf Livestock 2* (IMO 8009076). Only the *Gulf Livestock 2* is EU-approved. Arab Ship Management is very negatively known for its crew management. The International Labour Organization has been notified a number of abandonment cases with regards three of ASM-operated ships in the recent years.

In May 2021, the *Bader III* was reported abandoned in Fujairah (United Arab Emirates) with a crew of 74 seamen from Egypt, Jordan, Pakistan, Philippines, and Sudan who were owed 3 months' wages. On board the *Ghena*, the crew was owed 4 months' wages. Back wages were eventually paid, both ships resumed trading.

In February 2022, the *Bader III* and the *Ghena* were abandoned again, respectively in Puerto Cabello (Venezuela) and Montevideo (Uruguay) with a crew of 73 from Egypt, Jordan, Pakistan and the Philippines and 74 from Colombia, Jordan and the Philippines. A third ship operated by

ASM, the *Zein I*, was abandoned at Las Palmas anchorage (Canary Islands, Spain) with a crew of 45 from Egypt, Jordan, the Philippines and Syria owed 2 months' wages.

Finally, in August 2022, the *Bader III* was once again reported abandoned. The ship was allegedly cancelled from the Panamanian register and reflagged to Palau [Nevertheless she is still registered as Panamanian-flagged on the IMO website].

All these ships have since then resumed trading. They are all owned by a single ship company care of Arab Ship Management also acting as ship manager and ISM manager. Arab Ship Management is listed as a low or very low performing ISM manager by EMSA.

With 7 ships, the biggest provider of EU-approved livestock carrier is the Lebanese Mina Group Shipping Ltd and its satellite companies. Mina Group Shipping Ltd, Limano Marine Services and Mariona Maritime Co SA share the same Lebanese address at " Al Tabshouri Building, al-Thaqafa Street, Tripoli, 0961, Lebanon". They also share a fleet of 7 EU-approved livestock carriers as owner, ship manager or ISM manager, representing 11% of the EU-approved fleet. Mina Group and its subsidiaries also own and operate the bulker *Loyga* and the general cargo ship *Ali-K*. The 43-year-old *Loyga* has been detained 9 times throughout her operational life, the 49-year-old *Ali-K* at least 5 times. Mina Group and Limano Services are also both ranked as low or very low performing ISM managers.

The practices of many livestock carrier owners and companies should be considered by EU Member State authorities prior delivering certificates of approval. Despite its long record of mistreatments and slavery practices, AMJ Marine Services had 2 of its ships previously allowed for livestock transport. The *Nader A* is still EU-approved and currently calling at European ports.

Box 1: Extract from "Shipbreaking" # 68. "On the livestock carrier front: The European Union, accomplice of a slave shipowner" (February 2023).

For exporting its livestock, the European Union has, through the Directorate-General for Health and Food Safety, approved the *Nader A* and the *Janay*, two substandard ships that accumulate technical, social, and environmental infringements. Behind the Switzerland-registered shell company Abdin N and behind the Marshall Islands-registered shell company Princess Maya Shipping, the real owner of these two substandard ships is AMJ Marine Services, 1195, Old Saida Road, Choueifat (Lebanon).

Nader-A (ex-Youzarsif H, ex-Uni K, ex-Vima Alfa, ex-Lem Alfa, ex-Duke, ex-Dana Iberia, ex-Commodore Clipper, ex-Hamburg, ex-Jan Kahrs). IMO 7611547. Ex-general cargo ship converted in 2013 at the age of 36. Length 81 m. Built in 1977 in Hamburg (Germany) by Norderwerft. 46 years old (...). See also p. 130 in this report.

Janay (ex-Mara, ex-Justo). OMI 7015509. Ex-general cargo ship converted in 2011 at the age of 41. Length 74 m. Built in 1970 in Trondheim (Norway) by Orens MV; lengthened in 1979 from 59 to 74 m. 53 years old. The *Janay* is the record holder, for all categories, with regard technical, social, and environmental infringements with 132 deficiencies between 2019 and 2022. She was detained 18 times (...). She was approved by the European Union for the transport of livestock until July 26, 2022. Her last ports of call in Europe were Kalymnos (Greece) and Sulina (Romania) in January 2022. Since then, she was spotted in the non-European ports of Jeddah (Saudi Arabia), Beirut (Lebanon), Digna (Sudan), Suez (Egypt), Port Said (Egypt). (See also "78 EU-approved livestock carriers", p. 68-69)



Figure 4. AMJ-owned Janay

March 2019, *Janay* docked at Carthagena (Spain).
© Salvador Garcia Garcia

.../...

Behind the Honduras-registered shell company Amin Shipping, AMJ Marine Services is also the multi-defaulting owner of the *Onda*. The *Onda* is one of the 106 substandard ships identified by Robin des Bois in "[Shipbreaking](#)" # 59 published in May 2020.

Onda (ex-*Trader*, ex-*Kuki Boy*, ex-*Elisabeth Boye*). IMO 8912467. 30 years old. Length 77 m. Unknown flag since 2018. Classification society Det Norske Veritas/Germanischer Lloyd. Built in 1990 in Soby (Denmark) by Soby M&S. Owned by Amin Shipping Co c/o AMJ Marine Services (Lebanon). 10 detentions in 2001 in Grundartangi (Iceland), in 2002 in Aveiro (Portugal) and Glasgow (Scotland, United Kingdom), in 2004 in Novorossiysk (Russia), in 2014 in La Rochelle (France) and Setubal (Portugal), in 2015 twice in Novorossiysk again, in 2016 in Chanea (Greece) and in 2019 in Tin Can Island (Nigeria). Banned from European ports in March 2016 for three months.



Figure 5. Future AMJ-owned *Onda*

February 2013, *Elisabeth Boye*, Pointe-à-Pitre (Guadeloupe, France). © Bertrand Gréaux

Banned from European ports and targeted as a high-risk ship, the *Onda* retreated from 2017 onward to West Africa. While doing business with European Union livestock in the Mediterranean, AMJ Marine Services multiplied crew abandonments and unpaid salary arrears in Africa. First with five Indian seafarers in 2018 in the port of Tiko in Cameroon. Under threats and intimidation from AMJ Marine Services and despite contacts with the Indian consulates in Cameroon and Nigeria and the support of the ITF (International Transport Workers' Federation), they had no other solution than to disembark after a few months.

A new crew of seven men was hired by AMJ Marine Services. The *Onda* was engaged for a few months in some unknown traffic and again, the crew was abandoned with arrears, this time at anchorage off Douala. The Covid 19 pandemic then began. The shipowner explained his inaction by logistical difficulties and made promises that were never kept. Four crewmen from Cameroon and Sao Tome and Principe remained on board. The ITF once again came to their support. The *Onda* has not had a classification society or insurance for three to four years. In February 2021, once again, the seafarers disembarked after receiving a small part of their salary arrears. Although her official status in the Equasis database has been "laid-up" since 2020, the *Onda* resumed trading in West Africa with a new crew. She was deflagged from Togo to Guyana, but this registration was usurped. In the framework of the Memorandum of Abuja, she was inspected in the ports of Warri (Nigeria, March 9, 2021), Takoradi (Ghana, March 22, 2021) and Freetown (Sierra Leone, October 2021). 10 deficiencies were reported. In December 2021, the *Onda* was again at anchorage, this time in Dakar waiting area (Senegal). She was urgently in need of structural repairs.

In February 2022, the Senegalese inspectors reported 22 deficiencies including the unavailability of life saving appliances and placed the ship under arrest. In other words, the *Onda* was detained. The port of Dakar refused her towage and docking in a protected area.

In July 2022, the Lebanese shipowner claimed to be in financial difficulties because of the ongoing banking reform in Lebanon. The crew of the *Onda* was once again abandoned; four seafarers from Cameroon, Lebanon, Nigeria and Syria remained on board with little to eat and many unpaid salaries. AMJ Marine Services said it wanted to sell the ship to pay them. No one believes this, as they have already done this to previous crews.

.../...

On February 6, 2023, the Senegalese court, on request of the ITF and of the *Onda* crew, authorized the seizure of the ship as long as the shipowner did not pay the 84,000 US\$ in due wages. The next step could be the auction of the ship which, in any case, will have no other possible fate than demolition.

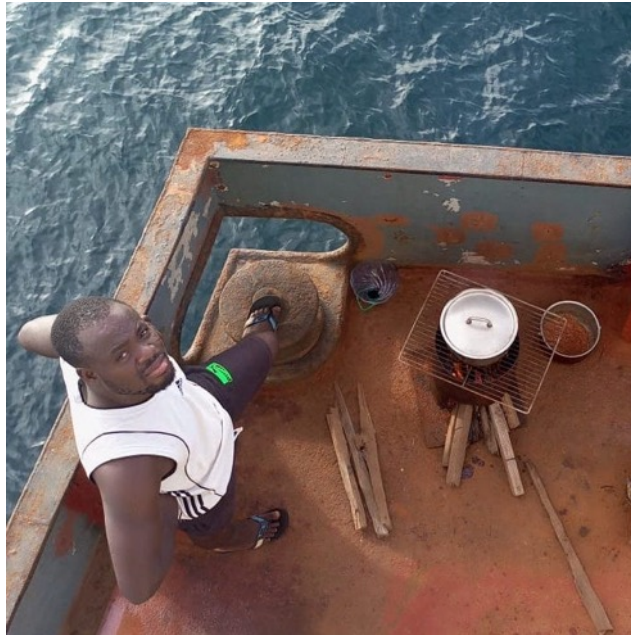


Figure 6. On board of the AMJ-owned *Onda*, August 12, 2022. © ITF

Out of 64 approved vessels, only 14 (22%) belong to shipowners based in the European Union. Of these 14 vessels, only 4 fly the flag of a Member State: Luxemburg (2), Portugal (1) and Denmark (1)). One fly the flag of the Marshall Islands (a flagstate on the Paris MoU white list). 4 fly either Panama or Palau flags (two grey-listed flags) and 5 the flags of Sierra Leone, Tanzania and, Togo (all of which are on the Paris MoU black list). The owners of these 10 non-EU-flagged vessels are established in the European Union, but for financial reasons, they relocate their vessels offshore, which allows them to bypass European standards with regard wages and social protection for crews.

The 2021 report on 78 EU-approved livestock carriers pointed that European livestock was not transported on EU-owned vessels. There has been no improvement in that respect. In this updated report, the share of European owners is even down from 27% to 22%. Owners of EU-approved livestock carriers are still mainly established in Lebanon (47%), Türkiye (14%) and Romania (10%). The share of Lebanese and Turkish interests is up from 46% to 55%. EU member States persist in outsourcing the welfare of European animals during transport. Most of them reveal methods that are close to slavery in the management of their livestock vessels or of other categories of ships and demonstrate a total neglect of their ships and crews.

Ship Risk Profile

The ship risk profile determines the priority of a ship for inspection. It is viewed as a tool to target ships with regard maritime safety. It is calculated from the type of ship, age, and the performance of the flag, classification society (RO, Recognized Organisation), and ISM manager. Ships with 5 points and over are considered as "high risk ships". The others are "standard risk ships".

- The livestock carrier category is not considered as a risk factor and brings no point.
- An age over 12 brings one point.
- Only black-listed flags bring point: medium risk black-listed flags bring 1 point, medium to high, high or very high, black-listed flags bring 2 points.
- A low or very low performing classification society brings 1 point.
- A low or very low performing ISM manager brings 2 points.

In the 2019 Paris MoU report, there were 13 black flags and 8 low or very low performing classification societies. In the Paris MoU 2022 report, the figures are down to 9 for black flags, and 2 for classification societies. Consequently, fewer negative points are attributed, and the ship risk profile of each EU-approved livestock carrier is bound to be more favourable even if the ship's condition has not improved.

Using the Paris MoU ship risk profile calculator, we note that as of August 14, 2023, 9 (14%) of the 64 vessels approved by the European Union should be considered as high-risk vessels. These vessels deserve an improved surveillance in Paris MoU ports and are likely to be pointed out by the competent authorities for non-compliance with international regulations from both the technical and social points of view. These are: *Abdulrahman King* (7211907), *Alfa Livestock* (6422303), *Anakin* (7422544), *Apus* (7510858), *Jersey* (7639616), *Nader-A* (7611547), *Pacific M* (7041053), *Princess Hiyam* (7405089), *Spiridon II* (7311329).

IMO	Name of ship	Number of detentions (operational life)	Number of deficiencies (2021-2023)	Number of detentions (2021-2023)
7211907	<i>Abdulrahman King</i>	4	42	0
6422303	<i>Alfa Livestock</i>	10	79	0
7422544	<i>Anakin</i>	12	105	0
7510858	<i>Apus</i>	4	47	0
7639616	<i>Jersey</i>	13	53	0
7611547	<i>Nader -A</i>	4	47	1
7041053	<i>Pacific M</i>	4	38	0
7405089	<i>Princess Hiyam</i>	8	43	0
7311329	<i>Spiridon II</i>	9	74	1

Table 3. High-risk ships

Their age ranges from 47 to 60. They all fly the black-listed flag of Togo and have undergone a conversion of use at an average age of 34. 4 of them are classed by International Naval Survey Bureau ranked as high performing, 5 by an unranked classification society. For the period 2021-2023, Port State Controls reported deficiencies for all of them, from 38 to 105 deficiencies. Despite this poor performance only the *Spiridon II* and the *Nader-A* were detained.

Other vessels yet plagued by deficiencies are not considered as high-risk ships. Of the 13 EU-approved livestock carriers each totalling 50 deficiencies or more in 2021-2023 (*Alfa Livestock*, *Anakin*, *Deala*, *Dragon*, *Jersey*, *Lady Maria*, *Lady Rasha*, *Mariona*, *Mariona Star*, *Nabolsi I*,

Spiridon II, *Taiba* and *Unimar Livestock*) only 4 are ranked "high risk ships". As for the *Dania*, detained 3 times within a period of three years, with only 2 points she is considered a "standard risk ship".

This list of high-risk vessels is artificially shortened by several factors:

- The categories of vessels considered as risky are bulkers, oil, gas, chemical or noxious liquid substances tankers as well as passenger vessels. Unfortunately, livestock carriers that also transport live beings are excluded from these priority categories.
- There are no additional points for vessels from any category built more than 30, 40 or 50 years ago (the average age of the 64 vessels approved by the European Union is 43 years).
- Some flags such as Jamaica or Guinea-Bissau (see *Adel I* p. 49, *Dalal F* p. 70, *Helen* p. 100, and *Maysa* p. 122) or classification societies such as Global Marine Bureau (see *Abdulrahman King*, p. 47 and *Pacific M*, p. 141) escape the Paris MoU ratings on the grounds that the number of inspections is insufficient to produce statistics. The paradox is that this lack of information does not raise questions about their actual credibility and performance.
- It is easy to change a low performing ISM manager bringing 2 points to an unranked one said to be "not negatively listed" and bringing no point. Thus, a high-risk ship may become a standard risk ship. The European Maritime Safety Agency states that "*If a company has no previous records of inspections carried out on any ship in its fleet or if is not required to have an IMO Company number, it shall be considered as having medium performance*" [cf. <https://portal.emsa.europa.eu/web/thetis/company-performance-legal-information>]. Here again, the lack of data is not considered as a potential risk.

It should also be noted that the fact that a livestock carrier is a converted general cargo, Ro-Ro, container, car carrier or reefer ship is not considered as a risk factor and brings no point.

Of the 17 ships considered as high-risk ships in the 2021 report, 15 are still EU-approved in 2023. The percentage of high-risk ships is down from 17 (21%) to 9 (14%). This decrease in the number of high-risk ships is misleading and comes mostly from the lack of information and control of the ship's ISM manager, flag, or classification society, a lack which cuts 2, 3 and up to 4 "negative points" in the ship risk profile.

Livestock carrier shipowners juggle the jungle of criteria to artificially reduce the risk profile of their ships. In particular, the *Dalal F*, *Elena* and *Unimar Livestock* escape a high-risk profile thanks to their switch from a low or very low performing ISM manager to an unranked one and/or to an unranked classification society like Maritime Bureau of Shipping or Hellas Naval Bureau of Shipping. Similarly, the *Helen* escapes targeting after she was registered in the unranked flagstate of Guinea-Bissau instead of the black-listed Tanzania.

Port State Controls

Over the 3-year period (January 2021-December 2023), the 64 EU-approved livestock carriers were subject to 536 inspections in 53 ports worldwide. Ports of inspection can be ports of loading or ports of unloading. In addition, EU-approved livestock carriers do not operate exclusively from EU ports but also from other livestock export countries such as Australia, Brazil, Colombia, or the USA.

The 536 inspections were carried out in 20 EU ports, 12 Mediterranean non-EU ports, 8 South American ports, 5 Black Sea non-EU ports, 3 Australian ports, 2 Red Sea ports, 2 African ports and 1 US port.

EU	Mediterranean non-EU	South America
Cartagena-Spain	Alexandria-Egypt	Belem-Brazil
Ceuta-Spain	Al Adabiya-Egypt	Cartagena-Colombia
Constanta-Romania	Ashdod-Israel	Imbituba-Brazil
Eleusis-Greece	Beirut-Lebanon	Puerto Cabello-Venezuela
Foynes-Ireland	Bizerte-Tunisia	Rio Grande-Brazil
Galati-Romania	Damietta-Egypt	Sao Sebastiao-Brazil
Greenore-Ireland	Haifa-Israel	Tolu-Colombia
Kalamata-Greece	Mostaganem-Algeria	Vila do Conde-Brazil
Katakolon-Greece	Port Said-Egypt	
Koper-Slovenia	Skikda-Algeria	Australia
Larnaca-Cyprus	Tripoli-Lebanon	Darwin-Australia
Laurium-Greece	Yalova-Türkiye	Fremantle-Australia
Midia-Romania		Townsville-Australia
Patras-Greece	Black Sea non-EU	
Piraeus-Greece	Batumi-Georgia	Africa
Rasa-Croatia	Chornomorsk-Ukraine	Dakar-Sénégal
Sète-France	Mykolaiv-Ukraine	Pointe Noire-Congo
Setubal-Portugal	Poti-Georgia	
Sines-Portugal	Reni-Ukraine	Red Sea
Tarragona-Spain		Aqaba-Jordan
	USA	Osman Digna-Sudan
	Philadelphia-USA	

Table 4. Ports of inspection of the EU-approved livestock carriers, January 2021-December 2023

2048 deficiencies were reported by the 536 worldwide port inspections. Though, Port State Controls are not equally stringent depending on the region where they are carried out. They result in dramatically different numbers of observations and sanctions for the same vessels.

In that respect, EU ports account for 35% of inspections, but for 54% of reported deficiencies. In South American ports on the contrary, 25% of inspections result in 2% of the total deficiencies. On the sanction side, all detentions but one during the period occurred in European ports.

64 EU-approved livestock carriers

Region	Deficiencies		Inspections		Average deficiencies	Detentions
EU	1116	54%	188	35%	6	11
Mediterranean non-EU	501	24%	120	22%	4	1
Black Sea non-EU	310	15%	56	10%	6	
Red Sea	55	3%	17	3%	3	
South America	45	2%	133	25%	0	
Australia	14	1%	12	2%	1	
USA	7	0%	7	1%	1	
Africa	0	0%	3	1%	0	
	2048		536		4	12

Table 5. Repartition of inspections and deficiencies of the 64 EU-approved livestock carriers by world region, January 2021-December 2023

Paris MoU mission as stated on its website is *"to eliminate the operation of sub-standard ships through a harmonized system of port State control"*. The organization's annual reports regularly point out livestock carriers as the worst category of ships with regard their detention rate. It is not enough to inspect a vessel once a year and report deficiencies. In order to ban substandard ships from trading, polluting and endangering the lives of crews and animals, we believe European ports should target this special category and detain or ban them as often as necessary.

Year	Number of inspections	Number of deficiencies	Inspections with deficiencies	Inspections with detentions	% with deficiencies	% with detention
2021	61	367	53	6	86,9%	9,8%
2022	63	380	56	3	88,9%	4,8%
2023	64	369	60	2	93,8%	3,1%
2021-2023	188	1116	169	11	89,9%	5,9%

Table 6. Percentage of deficiencies and detentions to inspections in EU ports for the years 2021-2023 with regard the 64 EU-approved livestock carriers

Inspections of the 64 EU-approved livestock carriers in EU ports report deficiencies in almost all cases. The percentage of inspections with deficiencies has been increasing from 86.7% in 2021 to 93.8% in 2023. It is counter-intuitive to note that, for the same period, the percentage of inspections with detentions of EU-approved livestock carriers is down from 9.8% to 3.1%. The importance of livestock export for the EU economy and pressure from exporting companies lead to unreasonable leniency and habituation to substandard ships.

Detentions and bans

Paris MoU's latest report covering the year 2022 states that, globally, the detention rate is the highest in 10 years, and fears that stakeholders (including shipowners, flagstates and classification societies) obviously failed to ensure proper maintenance and control of ships. The report notes that in 2022 the detention rate of livestock carriers (EU-approved or not) was 7.9% compared to 4.18% the average detention rate for all ships inspected. In 2019, it was 5.3 % for livestock carriers compared to 2.98 % for all ships. Paris MoU notes in all its latest reports that the livestock carrier rate is the highest compared to all other ships. In addition, 89.5% of livestock carriers had one deficiency or more recorded by Port State Controls in 2022 (see Paris MoU 2022 annual report, p. 17 and 38), that is one point more compared to 2019 (88.5%).

The 64 EU-approved livestock carriers totalled 303 known detentions in their lifetime, including before conversion.

- 6 ships have never been detained in their operational life: *Adell II* (aged 51), *Elevation* (aged 48), *Express M* (aged 41), *Shorthorn Express* (aged 26), *Orchid* (aged 25), and *Ganado Express* (aged 11). However, a total of 79 deficiencies were identified for the 2021-2023 period.
- 33 ships (52%) have been detained at least 3 times and up to 9 times in ports worldwide.
- The *Alfa Livestock*, *Anakin*, *Deala*, *Jersey*, *Mariona Star*, *Tuleen* and *Uranus II* have been detained 10 times or more.

This chapter considers the reported inspections from January 2021 to December 2023. During this period, some ships have not been inspected each year for various reasons (casualty, intermittent trading...). The *Adell II* has not been inspected since August 2021; the *Elena* was not inspected in 2021 nor in 2023 as she is reported in casualty since February 2023.

For the period January 2021-December 2023, the 10 following ships have been detained in various ports, totalling 12 detentions and 448 deficiencies:

- *Bashar One Transport*
- *Dania*
- *Deala*
- *Express M*
- *Freesia*
- *Mariona Star*
- *Nabolsi I*
- *Nader-A*
- *Spiridon II*
- *Tuleen*

The *Dania*, formerly known as *Barhom II*, has been detained three times, once in Koper (Slovenia), twice in Sète (France) in January 2021, January 2022, and March 2023. Despite this poor record, she was not banned from European ports thanks to her black-listed flagstate (Tanzania). According to Paris MoU beyond understanding procedures, a ship is to be banned when she has been detained 3 times within a period of 24 months for ships flying a grey-listed flag and within a period of 36 months for ships flying a black-listed flag. The black-listed flagged *Dania* has been detained 3 times in a period of 27 months, so she managed somehow to escape the ban from European ports.

64 EU-approved livestock carriers

7 ships have been banned from Paris MoU ports for multiple detentions throughout their operational life: *Dalal F*, *Elena*, *Jersey*, *Julia L.S.*, *Nader-A*, *Tuleen*, *Uranus II*. No livestock carrier was banned in the period 2021-2023.

Several vessels were subject to multiple detentions in their first life as general cargo or Ro-Ro ship. In some cases, detentions after conversion to livestock carriers have become scarce. It seems Port State authorities are reluctant to immobilize this category of vessels, considered as essential for the European livestock exports. Therefore, given the number of their reported deficiencies, many vessels dedicated to the transport of livestock benefit from an unacceptable tolerance with regard maritime safety and the welfare of crew and "cargo".

The *Anakin* (p. 58) was detained 11 times prior to being converted from a general cargo ship to a livestock carrier in 2011 and only once since her conversion, also in 2011. Maritime security inspectors reported 105 deficiencies on board the *Anakin* in the period 2021-2023. This is the poorest performance of the EU-approved fleet, but it was not considered this would deserve any detention.

The *Deala* (p. 76) was detained 11 times prior to being converted from general cargo ship to a livestock carrier in 2017 and once since her conversion. She was reported with 83 deficiencies in 2021-2023, and an average of 10 deficiencies per inspection, the worst performance of the period.

The *Mariona Star* (p. 120) was detained 14 times prior to being converted from a general cargo ship to a livestock carrier in 2013 and twice in 2017 and 2021 since her conversion. With a total of 16, she is the most often detained ship in this report. In 2021-2023, she was reported with 57 deficiencies.

For more details, see Appendix 3: ships per number of detentions throughout their operational life.

The EU-approved livestock vessels were detained between 1 and 29 days during the 2021-2023 period. None were banned from European ports.

The older the ships, the fewer the detentions. In the shipping industry, vessels that are subject to detentions are soon after withdrawn from operation and broken up. Their ship risk profile is unacceptable, and they are identified and targeted in ports. As far as livestock carriers are concerned, it seems there is a consensus to avoid them to be detained and, in a way, condemned to scrapping.

Deficiencies

From January 2021 to December 2023, the total of reported deficiencies with regard the 64 EU-approved livestock carriers are 2048.

The 6 more frequently reported categories (Safety of Navigation / Certificate and Documentation / Maritime Labour Convention, 2006 / Fire Safety / Life saving appliances / Working and Living Conditions) total 67% of all deficiencies.

From this ranking, the EU-approved livestock carrier fleet appears as a major hazard for maritime safety. It is also under certified and under documented with regard the ship herself and/or the crew. In addition, it is plagued with fire safety and maritime labour issues. Defective life saving appliances are a repeated and additional risk to the seamen.

Category of deficiency	Reported deficiencies	%	Number of ships	%
Safety of Navigation	313	15%	59	92%
Certificate and Documentation	305	15%	55	86%
MLC, 2006	240	12%	51	80%
Fire safety	183	9%	50	78%
Life saving appliances	181	9%	53	83%
Working and Living Conditions	151	7%	40	63%
Emergency Systems	116	6%	42	66%
Propulsion and auxiliary machinery	98	5%	42	66%
Water/Weathertight conditions	94	5%	37	58%
Pollution prevention - MARPOL	86	4%	48	75%
Structural Conditions	82	4%	37	58%
Radio Communications	77	4%	38	59%
ISM	61	3%	36	56%
Other Type of Deficiencies	26	1%	24	38%
Alarms	12	1%	9	14%
Structural Safety	8	0,4%	4	6%
Load lines	5	0,2%	5	8%
ISPS	4	0,2%	4	6%
Ballast Water Management	3	0,1%	2	3%
Cargo operations including equipment	1	0,05%	1	2%
Dangerous goods	1	0,05%	1	2%
Operational deficiencies	1	0,05%	1	2%

Table 7. Top categories of deficiencies / number of deficient ships for each category

It is particularly worrying to note that almost all EU-approved livestock carriers (92%) suffer from safety of navigation issues. Other major deficiencies also concern most of the EU-approved fleet.

In particular, three quarters of ships or more have been reported with deficiencies regarding 6 categories:

- Safety of Navigation
- Certificates and Documentation
- Life Saving Appliances

64 EU-approved livestock carriers

- Maritime Labour Convention-2006
- Fire Safety
- Pollution prevention MARPOL.

In addition, more than half of the ships have been pointed out for 7 other categories:

- Emergency Systems
- Propulsion and auxiliary machinery
- Working-Living Conditions
- Radio Communications
- Water/Weathertight conditions
- Structural Conditions
- ISM

Despite these poor performances with regard major international standards, these ships are still sailing and are approved by the EU to transport live cargoes.

The many categories of deficiencies with regard the safety of crews and animals must be totalled. The result of this accumulation is that operating these ships is dangerous for the crews, for the animals and for the maritime and port environment. The living and employment conditions of the crews are pointed out by port State inspectors. They are below the standards of international conventions on 51 EU-approved livestock carriers (80%). Ship owners who neglect the standard of living of the crew do not care about the standard of living of the animals either. With regard the transport of animals, poor quality or possible shortages of food and water, and an inadequate living space are not considered as deficiencies.

50 EU-approved livestock carriers have been reported with deficiencies regarding firefighting over a 3-year period, which can have dramatic consequences for animals especially since they are sandwiched between the engine room full of hydrocarbons and the upper deck loaded with hay. More than half of the EU-approved ships have been reported by maritime safety inspectors as non-compliant with the MARPOL Convention for the Prevention of Pollution from Ships. From these very poor statistics, it appears that the EU-approved fleet is likely to pollute the sea with oil discharges and waste discharges, among which unfortunately several animals that die during the voyage.

For more details, see Appendix 4: EU-approved livestock carriers and reported deficiencies regarding certain categories and see Appendix 5: comparison 2021-2023 with regard categories of deficiencies and number of ships reported deficient.

There has not been evolution with regard the top deficiencies pointed out on board the EU-approved fleet. The 6 prevalent categories are the same as they were in Robin des Bois' 2021 report; "Safety of Navigation" and "Certificate and Documentation" switched their ranking, the latter being now number one. The high percentage of ships reported as deficient was and is still a major worry.

MARPOL deficiencies

The International Convention for the Prevention of Pollution from Ships, known as the MARPOL Convention, aims at preventing the pollution of the marine environment by ships. It includes six specific technical annexes.

- Annex I – Regulations for the Prevention of Pollution by Oil
- Annex II – Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk
- Annex III – Prevention of Pollution by Harmful Substances Carried in Packaged Form
- Annex IV – Prevention of Pollution by Sewage from Ships
- Annex V – Prevention of Pollution by Garbage from Ships
- Annex VI – Prevention of Air Pollution from Ships

Compliance with the MARPOL Convention is a major issue with regard to the EU-approved livestock carriers. Pollution prevention deficiencies were reported for 75% of them (48 ships) in the years 2021-2023. Though, MARPOL violations were considered a ground for detention in only one case (*Dania*, January 22, 2021, in Sète, France, MARPOL Annex VI).

Ahead of Annex I (21% of the reported deficiencies with regard to pollution prevention), the most frequently reported deficiencies are related to Annex V (50%). 31 ships were pointed out for their incorrect "garbage management". In particular, the *Jersey*, *Lady Maria*, *Maysa*, *Phoenix III*, *Spiridon II*, *Transporter* have been noticed for their repeated violations in different ports with neither any sanction nor improvement in the "garbage management". Some other MARPOL requirements are not always implemented. In particular, Annex V guidelines state that carcasses have to be split or treated in a way to ensure they will sink immediately. Yet, the stranding of dead cattle on the beaches is occasionally reported. In these cases, the carcasses have not been split but instead identification tags have been removed.

MARPOL Annex	Reported deficiencies	
MARPOL Annex I	18	21%
MARPOL Annex III	10	12%
MARPOL Annex IV	6	7%
MARPOL Annex V	43	50%
MARPOL Annex VI	9	10%
	86	100%

Table 8. Deficiencies of the EU-approved livestock carriers by MARPOL annex

The consequences of non-compliance with Annex V are of particular concern. Annex V deals specifically with "garbage", which, according to the Convention, includes dead animals (animal carcasses in MARPOL terminology) and the disposal of manure from washing of animal compartments. As the duty of livestock carriers is to transport live animals, the implementation of MARPOL Annex V should be a priority concern. As a matter of fact, violations of Annex V represent half of MARPOL violations by EU-approved vessels. 31 of them (48%) had no proper garbage management plan (see list of vessels in [Appendix 4](#)). However, the number of violations detected is very low compared to the fact that, contrary to the MARPOL Convention, manure is washed off the decks after every transport of live animals and dead animals are dumped into special sea areas on almost every voyage.

The accuracy of the mandatory entries in the Garbage Record Book of all carcasses must be questioned. It is a usual practice to remove identification tags from animals prior to discharging their carcasses into the sea. It is doubtful that these unidentified animals are recorded in the

Garbage Record Book. The number of deaths and discharges are consequently underestimated. Port State Inspections should be able to check the number of animals loaded and unloaded and the coherence with reported mortalities during voyages.

Currently, only Ireland would systematically asks ports of destination for an inventory of unloaded animals, which could help to identify the number of animals that died during the voyage, were discharged overboard and are not recorded in the ships' Garbage Book.

Livestock carriers are ships but may also be considered as temporary floating barns. They inevitably produce a considerable amount of waste in the form of faeces, manure, litter and carcasses falling under the requirements of MARPOL Annex IV and Annex V. The management of all this operational waste has to be targeted by maritime authorities. Violations of the MARPOL Convention remain undetected or are barely suppressed by Port State Controls, despite the pollution inherent in livestock transport as it is currently practised.

Annex VI which entered into force on May 19, 2005, specifically addresses air pollution from ships. It aims at minimizing airborne pollution. It prohibits deliberate emissions of ozone depleting substances and sets limits with regard nitrogen oxides (NO_x) and sulfur oxides (SO_x) emissions. In compliancy with Annex VI, ships must be delivered an International Air Pollution Prevention (IAPP) certificate subject to renewal surveys.

Regarding in particular SO_x emissions, compliancy has to be achieved by using more expensive fuels with lower sulfur content or by fitting ships with an exhaust gas cleaning system (otherwise called scrubbers). No need to say that, for economical reasons, none of the EU-approved livestock carrier is equipped with scrubbers. In view of the entry into force of the Mediterranean Emission Control Area as of May 1, 2024 (with a date of taking effect from May 1, 2025) and considering their age and their out-of-date equipment, the currently EU-approved vessels definitely have to be considered as a source of air pollution to be banned.

Box 2: MARPOL Annex V violations

The International Convention for the Prevention of Pollution from Ships (MARPOL) is the primary international agreement that addresses the prevention of marine pollution caused by ships, whether it be from operational or accidental causes. The Convention includes six technical Annexes aimed at preventing and minimizing pollution from ships. Special sea areas with strict controls on operational discharges from livestock vessels are included in Annex IV and V³.

Disposal of dead animals from livestock vessels: in violation of MARPOL, Annex V

Most of the live animal transport by sea results in the death of some animals, the number of which varies according to the conditions of transport. The deaths of animals during voyage are only known when the stranding of dead cattle on a touristic shoreline make the headlines (cf. *Alfa Livestock* p. 48). MARPOL Annex V permits the discharge of dead animals into the sea, but only if the ship is outside a special sea area. If the vessel is in route in special areas such as the Mediterranean, Black and Red Seas, dead animals should be stored in appropriate storage area and disposed of at port reception facilities. Outside special sea areas, dead animals can be discharged 100 nm away from the coast and at least 12 nm away, after "treatment" according to MARPOL V, point 2.12. "Treatment" of a carcass involves cutting up and opening the thoracic and abdominal cavities or passing the carcass through equipment such as a comminuter, grinder, hogger or mincer⁴.

As stated in a Study for the European Parliaments ANIT Committee⁵ on animal transport very few ports for livestock vessels have reception facilities for dead animals, such as some ports in Spain, Egypt, or

³ [International Convention for the Prevention of Pollution from Ships \(MARPOL\) \(imo.org\)](https://www.imo.org)

⁴ Resolution MEPC.295(71) 2017 Guidelines for the implementation of MARPOL ANNEX V

⁵ Animal Welfare on sea vessels and criteria for approval of livestock authorisation, European Parliament, May 2021 ([Research for ANIT Committee: Animal welfare on sea vessels and criteria for approval of livestock authorisation \(europa.eu\)](https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A52021R0001))

Israel, but not all of them accept dead animals for health reasons. Furthermore, AWF has written evidence demonstrating the absence of adequate facilities in Lebanon, Libya, and Algeria, which receive frequent shipments of animals from Europe and South America. It is an open secret that dead animals are regularly thrown overboard, even though the MARPOL regulation prohibits the disposal of dead animals in specially protected sea areas. There is a lot of evidence of dead animals being washed up on the shores of these areas.

Conditions in which animals are carried on vessels are usually unknown, as is information on numbers and causes of mortalities. In most cases, their welfare in third countries from unloading from the vessel until they reach their destination is not verified. The reality is that, as soon as animals set foot on a vessel departing Europe, EU authorities lose control of animal welfare, health, and traceability. In fact, the EC has found, as explained in the [FVO Overview Report on sea export](#), that “there are no EU data regarding conditions for the animals during the sea journey”. According to a [report](#) by EPRS (European Parliamentary Research Service Data) in 2021: “Precise data on the transport of live animals is difficult to obtain; this fact was noted by the Court of Auditors in its [report](#) (2018) on animal welfare, as well as by the European Parliament in its [2019 resolution](#) on the implementation of Regulation 1/2005.

Indeed, most of the deaths of animals during voyages are only known when the stranding of dead cattle on a touristic shoreline makes the headlines (cf. *Alfa Livestock* p. 48). From November 20 to early December 2023, at least three young bulls were found dead on the beaches of Treogat, Crozon and Tregunc on the tip of Brittany (France). The usual maritime livestock transport practice of throwing dead animals overboard was immediately questioned. In these cases, MARPOL guidelines on the “treatment” of carcasses were not followed. Moreover, the bulls’ identification tags had been removed to complicate investigation and prevent any liability of the ship manager and shipowner. According to an official letter that the NGO Ethical Farming Ireland received from DAFM (Department of Agriculture, Food and the Marine) in February 2024: “*The matter of the cattle carcass that was found on a French beach as described in your email of 01 December has been investigated by the French and Irish authorities. There is no evidence that the carcass referred to came from a livestock vessel originating in Ireland. The carcasses of any animal that may die on livestock vessels and waste generated on livestock vessels are disposed of in accordance with the MARPOL convention.*” Discharge of carcasses is apparently not considered as polluting. However, it can be noted that the EU-approved livestock carrier *Sarah M* took refuge in the nearby Bay of Douarnenez (cf. p. 141) on November 12-14.

Mortalities and discharge of carcasses are supposedly reported in the garbage record book that has to be kept on board. The accuracy of the data is however questionable though it should be easy to compare the numbers of animals loaded and unloaded (bill of lading, Master’s report). We believe maritime security inspectors should target this issue, because of the environmental impact to the maritime environment in special sea areas, such as the Mediterranean, the Black Sea or Red Sea where the discharge of carcasses is forbidden under the MARPOL Convention. It is nonsensical not to have a mandatory proper storage area on board in order to guarantee sanitary conditions for the crew and remaining animals and to avoid the risk of bacteriological pollution.

Discharge of manure from livestock vessels: in violation of MARPOL, Annex V

When travelling from the European Union to Third Countries, it is mandatory to use bedding material such as straw or pellets, as stated in Regulation (EC) No 1/2005. After a journey of several days, the animals stand and lie in a thick layer of manure (bedding, faeces, and urine). According to a review by Meat and Livestock Australia Ltd. for cattle of a typical live export weight, the volume of manure is in the range of 20 to 30 litres per animal per day⁶. Calculated for 1,000 cattle on a ship, this is 30,000 litres/day, resulting in 150,000 litres (or 150 m³) on a 5-day journey by sea.

The drainage from the animal compartments falls under the discharge requirements of MARPOL Annex IV, which are regulated in Rule 11, but the solid parts such as pellets and faeces have to be treated as garbage under MARPOL Annex V. Resolution MEPC.295(71)⁷ makes an express distinction between

⁶ Characteristics and Volume of Effluent produced by livestock Vessels, Meat and Livestock Australia, 2004

⁷ Resolution MEPC.295(71) 2017 Guidelines for the implementation of MARPOL ANNEX V

“drainage from spaces containing living animals” and “animal wastes, including used bedding from the transport of live animals (due to risk of disease) but excluding drainage from spaces containing living animals” (MARPOL Annex V, Chapter 5.2, point 6).

The German Federal Maritime and Hydrographic Agency and the German Port State Control Organisation are of the same opinion. They have stated that the liquid cargo residues should be separated from the solids and retained in tanks. The solid residues are subject to special discharge requirements in port reception facilities under MARPOL Annex V.

In addition, AWF has documents that show the use of disinfectants that are harmful to marine life. The disinfectants, including Virkon S, Sodium Hypochlorite and Hypred Force 7, pose a serious threat to aquatic life with long-lasting effects.

To our knowledge, there is no storage of manure in holding tanks on the ships and we have never seen tanks with such capacities on the ships' plans. Certainly, there is no disposal of animal waste in port reception facilities. In fact, there are no adequate facilities in the importing countries. Instead, there is a cheap solution. Hundreds of thousands of litres of manure are washed down from the vessels after each journey on their return to European ports. The mixture is dumped untreated into the sea, at the expense of the marine environment and society.

Today, seven years after AWF notified the Member States and EU Commission Services regarding the frequent MARPOL V violations, the disposal of dead animals and manure from livestock vessels remains mainly undetected by Port state controls. This is demonstrated by the low incidence of MARPOL V violations detected by Port State Controls in their assessments of livestock vessels⁸.

⁸ <https://parismou.org/Statistics%26Current-Lists/inspection-results-deficiencies>

Incidents

The ISM Code obliges shipowners to be assisted at all times by a crisis unit interfacing with the ship to help in the management of a serious casualty or a collision. ISM deficiencies were found on 36 ships (56%) in 2021-2023. In addition, the ISM manager of 28 of them (44%) was ranked by Paris MoU as low or very low performing at the time of writing of the report. A company is included in one of these substandard company lists when its calculated performance has been low or very low for a continuous period of 36 months. Here again, an ISM manager can escape a negative ranking thanks to a lack of statistical data. It should be noted that out of 36 not negatively listed ISM manager, 18 reportedly act as such for a single ship.

Of 64 EU-approved livestock carriers, 24 have reportedly suffered major incidents and various breakdowns throughout their operational life: engine failure with or without livestock on board, fire, collision, oil spill during bunkering operation.

Fire safety is major issue. When the fire occurs while the vessel is loaded, it may result in the death of thousands of animals (cf. the fire on board the *Uniceb* in 1996: 67,000 sheep perished in the flames after the crew was able to evacuate the ship). Fire safety deficiencies are reported for 78% of the EU-approved ships. In October 2023, the EU-approved *Brahman Express* had to return to Darwin (Australia) after suffering a fire fortunately shortly after departure (see p. 68). Other fire cases have been reported. The EU-approved livestock carrier *Elbeik* made the headlines for her 92-day long erratic voyage from December 18, 2020 to March 19, 2021 with 1776 calves that were slaughtered on arrival back in Spain (See Robin des Bois' "[EU-cattle in hot waters](#)", March 4, and "[EU-cattle in deep waters](#)", March 16). She hardly survived her passengers. She was a regular in Tarragona (Spain) where she used to embark livestock bound mostly for Türkiye, Lebanon, or Algeria. On August 6, 2021, she was anchored off the Spanish port prior loading. A fire broke out and spread quickly. While the crew failed in extinguishing it, the Salvamento Marítimo and firefighters from Tarragona had to be deployed. The crew was evacuated. Once the fire was contained, the *Elbeik* was towed and docked at Tarragona Levant quayside. She was declared a total loss. Tarragona Port Authority declared the vessel abandoned on September 28, 2022. The *Elbeik* was auctioned in March 2023 with a reserve price of 330,000 € but the sale failed. No buyer showed any interest in the dilapidated ship. A second attempt with a reserve price down to 245,500 € did not attract any bid either. The now 57-year-old *Elbeik* has no other future but scrapping.



Figure 7. The burnt-out *Elbeik*, docked at Tarragona on May 8, 2023. © Animal Welfare Foundation e.V.

Propulsion failures are likely to delay voyages. This is no surprise to see the number of ships suffering a propulsion failure considering Port State Controls report propulsion and auxiliary machinery deficiencies for 66% of the EU-approved ships. In addition, all failures do not come public. As an example, in this report and in the last quarter of 2023 only, 4 ships at least have suffered power failures when considering their erratic tracks at low speed for some days or sometimes weeks. The *Dania* (p. 72), *Freesia* (p. 92), *Gulf Livestock 2* (p. 98) and *Transporter* (p. 155) were not carrying animals, but the same incidents may happen when the ship is under laden condition with fatal consequences for the livestock. It took 7 weeks to the *Freesia* to complete her voyage from Cartagena (Spain) to Vila do Conde (Brazil), instead of the usual 2 weeks.

Other issues are poorly documented. Livestock carriers are mainly used to transport cattle and sheep. They can also occasionally transport horses. In the summer of 2023, Robin des Bois was informed of an appalling case. The Libyan breeders purchased at the Arqana auction at Deauville in Normandy on 6 July 2023, two thoroughbreds and seven Friesian horses purchased at another auction site.

Figure 8. Transport of horses from Deauville to Cartagena and Libya.



2023, Transport of horses in a cattle truck from Normandy to Cartagena, Spain.



2023, Dead mare on board the livestock carrier
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The two thoroughbreds purchased at Deauville were Minna, a mare in foal sold for 5,000 €, and Bertruda, a horse in training sold for 2,500 €. The nine horses were transported by road to Cartagena in Spain. The journey is around 1,700 km and takes at least 24 hours. The truck and trailer were branded Franken-Schwaben and registered in Germany. Franken-Schwaben presents itself as a broker for 3,000 cattle farmers in southern Germany. The horses were transported to Spain in the middle of a heatwave in a cattle truck. Leaving Normandy on 19 July 2023, the convoy arrived on 21 July and the death of one horse was recorded by the Spanish veterinary services and attributed to "a heart disease". The survivors were placed in a corral owned by Bovisa prior to be loaded for Libya. Bovisa owns 49% of the Mediterranean Livestock

terminal, the main shareholder being the Blázquez shipping agency. Bovisa says in its official statement that it has been working with the Lebanese shipowner and breeder Sleiman Company for twenty years. Yet Sleiman Company was known as the owner of the *Haidar* which capsized at berth in Barcarena (Brazil) in 2015, with 5,000 cattle onboard.

The horses purchased in France by the two Libyan breeders were finally loaded on board the *Abdulahman King* on 5 August 2023, arriving in Tripoli on 10 August. During the journey, a thoroughbred died before the eyes of one of the Libyan breeders who had been asked to come aboard to monitor the transport of his precious horses. They claim that neither the road haulier; nor Bovisa, nor the shipowner are covered by insurance in the event of death or injury during transport. The cost of the road and sea legs of the export from France to Libya currently amounts to 2,000 € per horse.

During the trading life of livestock carriers, additional and illegal traffics have been reported or suspected.

The *Darla* (see p. 74) seems to have specialized in human trafficking and crew mistreatment. Despite at least 3 violations of the Maritime Labour Convention in November 2020, February 2021, and October 2023, she is still EU-approved and trading: on October 28, 2023, she departed Cartagena (Spain) after loading cattle bound for Misurata (Libya). On December 28, she departed Sète (France) with cattle bound for Casablanca (Morocco).

The formerly EU-approved *F.M. Spiridon* (IMO 7300992) renamed *Orion V* was arrested on January 25, 2023, for cocaine trafficking. Thanks for livestock and crew, the 50-year-old vessel was eventually scrapped in Aliaga (Türkiye) in March 2023.

Box 3: Extract from "Shipbreaking" # 68. "On the livestock carrier front: The European Union proceeds between livestock and cocaine trafficking".

On January 25, 2023, the *Orion V* coming from Cartagena (Colombia) and bound for Beirut (Lebanon) was boarded and searched by the Spanish Navy and the Spanish customs off the Canary Islands and escorted to Las Palmas. She was transporting 1750 cows and 4.5 tons of cocaine worth 114 million US\$ (105 million €). It was her first voyage under this name. Indeed, her name had changed, but she was still in a very poor state with her Togolese flag and a third rank classification society. The *Orion V* is the ex-*F.M. Spiridon*.

Figure 9. Boarding and search of the *Orion V* off the Canary Islands, January 25, 2023. © Spanish Customs



.../...



The Paris-based NGO Robin des Bois had been targeting her since May 2020, like the Spanish customs. "[Shipbreaking](#)" # 59 dedicated to 106 substandard ships operated in the Mediterranean and the Black Sea with extensions to Africa and South America, painted this unflattering picture of her (p. 20):

F.M. Spiridon (ex-Vera Mukhina). IMO 7300992. 47 years old. Ex-general cargo ship converted in 2009. Length 98 m. Togolese flag. Classification society International Naval Surveys Bureau. Built in 1973 in Rauma (Finland) by Hollming. Owned by FM Shipping SA care of Murr Shipping SA (Honduras). Detained in 2000 in Saint-Malo (France), in 2005 in Varna (Bulgaria), in 2006 in Bordeaux (France), in 2008 in Vasteras (Sweden), in 2009 in Kerch (Ukraine) and in 2014 in Chalkis (Greece).

In June 2021, one year later, the report "[78 EU-approved livestock carriers](#)" written by Robin des Bois in partnership with AWF (Animal Welfare Foundation e.V.) pointed out that 58 deficiencies had been found on the *F.M. Spiridon* between 2019 and 2020, including in Cartagena (Colombia) and Cartagena (Spain), with regard issues as diverse as water/weathertight conditions and living and working conditions of the crews. This landmark report, which has been carefully read by all EU stakeholders, points out that *"During the trading life of livestock carriers, additional and illegal traffics have been reported or suspected"*. The case of the *Neameh* diverted to Algeciras on 21 May 2020 by Spanish customs is cited in the report. Coming from Cartagena in Colombia, the *Neameh* was suspected of carrying drugs but the dog squad, disoriented by the stench of the ship, had not been able to detect anything. Later on, the *Neameh* called at the Spanish ports of Cartagena, Las Palmas (Canary Islands) and Ceuta (Spanish enclave in Morocco), as if nothing had happened before. The report also recalls that in January 2015, the Sierra Leone-flagged *Ezadeen* was rescued south of Italy while drifting with 450 men, women and children, victims of human trafficking. Her last known shipowner also operates two EU-approved livestock carriers, the *Sea Star Livestock* approved until 19 June 2024 and the *Karazi* until February 2024.

On September 28, 2020, four months after the release of "[Shipbreaking](#)" # 59, Robin des Bois received an email in English signed Elio Rayess: *"After reading part of your report, it grabbed my attention that you have included one of our vessels (M/V F.M. Spiridon) in your report without any valid reason. The detentions you have mentioned were before we even purchased and converted the vessel to a livestock carrier (Despite Chalkis). Therefore, I would highly appreciate your reply about based on what our vessel was included as we work hard to keep our vessel in good condition and calling Europe, Brazil, and Colombia without any detains."*

On his LinkedIn profile, Elio Rayess presents himself as a manager experienced in livestock carrier management within Murr Shipping. During 2020, Murr Shipping operated from Beirut three livestock carriers, the *Spiridon II*, the *F.M. Spiridon* and, in association with Al-Fahed Livestock SARL, the *Al Fahed*.

.../...

64 EU-approved livestock carriers

The *Spiridon II* is approved for the transport of livestock until June 20, 2024. In 2019-2020, she was inspected 12 times in Beirut (Lebanon, 2 times), Cartagena (Spain, 3 times), Cartagena (Colombia), Koper (Slovenia), Rijeka (Croatia), Vila Do Conde (Brazil, 4 times) for a total of 76 deficiencies. The grounds for detention in Koper include deficiencies with regard structural condition, water and weathertight condition, fire safety, life-saving appliances and ISM. The ISM (International Safety Management) obliges shipowners to have a crisis unit available 24 hours a day to help manage serious damage or a collision. The *Spiridon II* has been docked at Piraeus (Greece) since November 10, 2022.

The *F.M. Spiridon* became the *Orion V* in September 2022. Her new owner is hiding behind a Florida-registered shell company. On January 25, 2023, when the ship was arrested, her ISM manager was Safer Management SA, domiciled "groundfloor, Rayess Building, Pine Street 9614 Lebanon". This mention disappeared on February 7, 2023, from the Equasis database.

The *Orion V* arrived on February 11 in Beirut (Lebanon). She left on February 18 and is now docked at Latakia (Syria). In a message sent to our partner AWF (Animal Welfare Foundation e.V.), the French Ministry of Agriculture and Food Sovereignty says that "*apparently the Orion V is not approved by the European Union*".

The *Al Fahed* was beached for demolition in Pakistan on November 27, 2020 (cf. "[Shipbreaking](#)" n° 62, p. 117).

Duration of voyages

The table and map below report examples of voyages carried out in 2023-2024 by EU-approved livestock carriers from EU ports in Croatia, France, Ireland, Portugal, Romania, Slovenia, and Spain towards importing ports in the Mediterranean, Atlantic Ocean and Red Sea.

	vessel name	IMO	origin	date origin	destination	date destination	duration (days)
1	<i>Apus</i>	7510858	Cartagena (ES)	10-Nov	Casablanca (MO)	13-Nov	2.5
2	<i>Tulip</i>	8614273	Cartagena (ES)	07-Nov	Misurata (LIB)	10-Nov	3
3	<i>Sarah M</i>	7808463	Cartagena (ES)	11-Oct	Misurata (LIB)	16-Oct	4.5
4	<i>Abdulrahman King</i>	7211907	Cartagena (ES)	16-Jun	Tripoli (LIB)	21-Jun	4.5
5	<i>Al Farouk</i>	8813037	Cartagena (ES)	06-May	Damietta (EG)	13-May	7.5
6	<i>Unimar Livestock</i>	7021821	Cartagena (ES)	31-Oct	Aqaba (JO)	09-Nov	9
7	<i>Taiba</i>	7708807	Cartagena (ES)	18-May	Jeddah (SA)	06-Jun	18.5
8	<i>Unimar Livestock</i>	7021821	Cartagena (ES)	26-May	Aqaba (JO) Jeddah (SA)	05-Jun 16-Jun	10 21.5
9	<i>Sarah M</i>	7808463	Foynes (IE)	05-Jan	Algiers (AL)	12-Jan	7
10	<i>Sarah M</i>	7808463	Foynes (IE)	06-Dec	Iskenderun (TK)	17-Dec	11
11	<i>Sarah M</i>	7808463	Foynes (IE)	10-Nov	Misurata (LIB)	24-Nov	14.5
12	<i>Ganado Express</i>	9621209	Greenore (IE)	11-Jan	Haifa (IL)	21-Jan	10
13	<i>Finola M</i>	7601073	Waterford (IE)	4-Jan	Oran (AL)	17-Jan	13
14	<i>Nader A</i>	7611547	Koper (SL)	25-Oct	Misurata (LIB)	28-Oct	4
15	<i>Tuleen</i>	8701387	Koper (SL)	27-Sep	Haifa (IL)	06-Oct	8.5
16	<i>Phoenix III</i>	7711866	Midia (RO)	07-Jun	Haifa (IL)	11-Jun	4.5
17	<i>Taiba</i>	7708807	Midia (RO)	09-Oct	Jeddah (SA)	17-Oct	7
18	<i>Apus</i>	7510858	Midia (RO)	15-Jan	Jeddah (SA)	23-Jan	8
19	<i>Pacific M</i>	7041053	Midia (RO)	30-Dec	Aqaba (JO) Jeddah (SA)	05-Jan 12-Jan	6 13.5
20	<i>Karim Allah</i>	6519144	Rasa (HR)	22-Oct	Tripoli (LIB)	26-Oct	3.5
21	<i>Karim Allah</i>	6519144	Rasa (HR)	03-Nov	Tripoli (LIB)	07-Nov	4.5
22	<i>Freedom</i>	7104972	Rasa (HR)	18-Mar	Beirut (LEB)	23-Mar	5
23	<i>Spiridon II</i>	7311329	Rasa (HR)	11-Aug	Beirut (LEB)	16-Aug	5
24	<i>Med Rose</i>	8807351	Rasa (HR)	17-Nov	Beirut (LEB)	23-Nov	6
25	<i>Nader-A</i>	7611547	Sete (FR)	17-Dec	Bizerte (TU)	18-Dec	2
26	<i>Nader A</i>	7611547	Sete (FR)	09-Jun	Oran (AL)	11-Jun	2
27	<i>Darla</i>	7601073	Sete (FR)	27-Dec	Casablanca (MO)	31-Dec	3.5
28	<i>Sarah M</i>	7808463	Sete (FR)	09-Jul	Algiers (AL)	14-Jul	5
29	<i>Uranus II</i>	9057214	Setubal (PT)	17-Jul	Haifa (IL)	27-Jul	10
30	<i>Uranus II</i>	9057214	Sines (PT)	22-Dec	Haifa (IL)	02-Jan	10.5
31	<i>Tulip</i>	8614273	Tarragona (ES)	17-Oct	Casablanca (MO)	22-Oct	4
32	<i>Anakin</i>	7422544	Tarragona (ES)	21-Oct	Jorf Lasfar (MO)	25-Oct	4
33	<i>Karim Allah</i>	6519144	Tarragona (ES)	05-Oct	Beirut (LEB)	12-Oct	6.5
34	<i>Med Rose</i>	8807351	Tarragona (ES)	30-Oct	Beirut (LEB)	06-Nov	6.5
35	<i>Lady Rasha</i>	7223041	Tarragona (ES)	05-Jul	Beirut (LEB)	13-Jul	7.5
36	<i>North Star I</i>	8200565	Tarragona (ES)	09-Nov	Jeddah (SA)	19-Nov	9.5

(AL-Algeria, EG-Egypt, ES-Spain, FR-France, HR-Croatia, IE-Ireland, IL-Israel, JO-Jordan, LEB-Lebanon, LIB-Libya, MO-Morocco, PT-Portugal, RO-Romania, SA-Saudi Arabia, SL-Slovenia, TK-Türkiye, TU-Tunisia).

Table 9. Voyages carried out by EU-approved livestock carriers from EU ports.

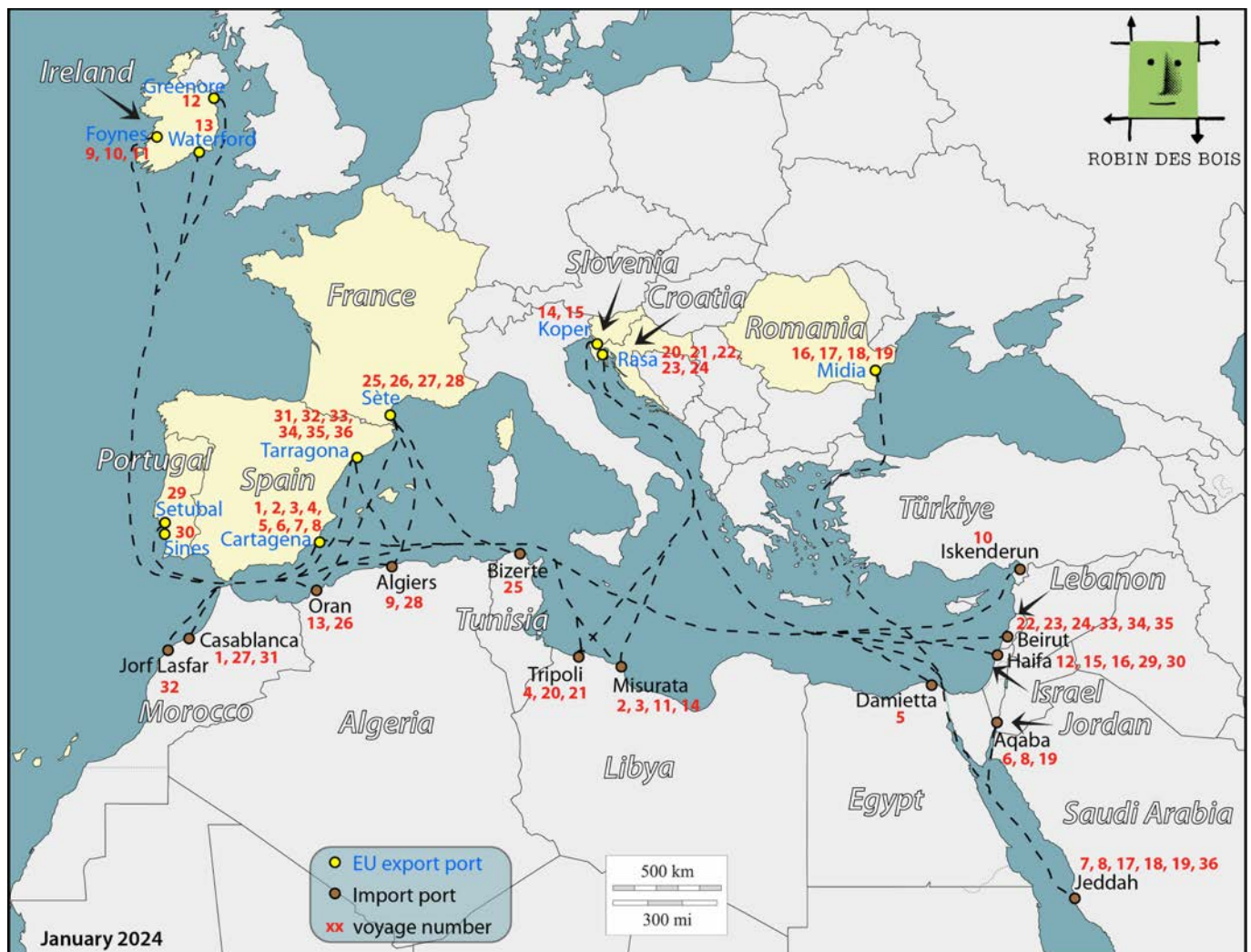


Figure 10. Examples of voyages carried out by EU-approved livestock carriers.

EU livestock exports are typically bound for Northern Africa and the Middle East. A voyage is considered to start when the ship leaves the departing port and to end when she docks at the unloading port. There usually is a waiting time prior docking for administrative or sanitary checks. All durations of voyages summarized here concern voyages reported in the table.

The shortest voyages link the Spanish or French ports (Cartagena, Sète, Tarragona) to Moroccan, Algerian or Tunisian ports in 2-3 days. Libya can be reached in 4-5 days from the same ports and from Slovenia and Croatia (Koper and Rasa). Voyages to the East Mediterranean (Egypt, Israel, Lebanon, Türkiye) usually take about a week from the West Mediterranean, about 5-6 days from the Adriatic and 4-5 days from the Black Sea.

Reported voyages from Ireland lasted at least a week to North Africa and 10 days to the East Mediterranean. Voyages from Portugal to Israel were completed in 10 days.

The longest route from Cartagena (Spain) to Jeddah (Saudi Arabia) in the Red Sea took up to 3 weeks depending on the duration of an intermediate call at Aqaba (Jordan). It has to be noted that in the past, EU-approved livestock carriers used to carry out even longer voyages from Romania and Spain up to Jebel Ali (United Arab Emirates), Shuwaikh (Kuwait) or Hamad (Qatar). These painful voyages must not resume.

Voyages may be longer than expected for various reasons such as sea condition, mechanical failures, administrative delays at arrival or armed conflicts. In all cases, the welfare of animals is

a major issue; mortalities should be jointly checked by maritime authorities and veterinary services and reported to exporting countries. In November, it took 2 weeks to the *Sarah M* to sail from Foynes (Ireland) to Misurata (Libya) as she had to take shelter from storm Ciaran (cf. the chapter "Incident", p. 29). In July 2023, it took her 5 days to complete the Sète-Algiers route, twice as much the normal duration; the cause of the delay is unknown.

Other external causes may disrupt the transport and impact the living conditions of animals. They must be at least taken into account and anticipated or should even lead to a ban on maritime transport of livestock if no adequate measures can be actually implemented.

In March 2021, the Suez Canal was closed for 6 days following the grounding of the container ship *Ever Given*. Some 14 livestock carriers heading to Red Sea ports had to remain anchored off Port Said in the Mediterranean or in the Suez Canal including the Great Bitter Lake with their live "cargoes". Grounding incidents in the Suez Canal are repeatedly reported. Long lasting disruptions may be fatal for animals transported by ships unfitted to ensure a minimum welfare. This is the responsibility of the European Union to stop cruelty towards them, avoid pollution as carcasses are likely to be dumped at sea even in MARPOL special areas and phase out substandard ships.

Conflicts may be another cause of delay. Since December 2023, Yemen's Houthis, allegedly motivated by Israel's war in Gaza, have been targeting ships suspected to have a link with Israel. US and UK-owned ships are also targeted as their navy vessels patrol in the Red Sea and Gulf of Aden. Attacks and missile or drone firings on commercial vessels have led major shipping companies to avoid the Red Sea and Suez Canal and divert their vessels on the longer route around Africa. Livestock carriers from the EU can still trade safely in the Suez Canal as they only sail as far as Jeddah (Saudi Arabia), i.e. north of the Yemeni coast. On the contrary, livestock carriers coming from Australia and bound for Jeddah (Saudi Arabia), Eilat (Israel) or Aqaba (Jordan) would have to cross the danger zone.

In January 2024, the EU-approved *Bahijah* en route from Fremantle (Australia) to Eilat (Israel) was ordered in the middle of her voyage to divert due to the ongoing conflict. She was eventually called back to Australia. The expected 2-3 week voyage has been lasting nearly a month (cf. p. 64). The return to Fremantle on January 29 was not the end of suffering for the sheep and cattle confined due to administrative and alleged sanitary reasons for two more weeks on board in heatwave conditions. The reason may also be financial as the exporter's intention was to re-export the "cargo" immediately. Unloading meant quarantine, a waste of time and a waste of money. The *Bahijah* departed Fremantle on January 5. She bears on her hull the name of her Israeli owner Bassem Dabbah Shipping. That she was allowed by the Australian authorities to leave Australia bound for the Red Sea under such circumstances is a mystery and a total disregard and cruelty towards animals. *Bahijah's* passengers finally disembarked on February 12-13 to be transported by truck to quarantine yards. The final official toll was 81 deaths, 64 sheep and 4 cattle on board the ship and 7 additional cattle and 6 sheep on land.

After the *Bahijah's* return, other livestock carriers docked at Fremantle to load livestock bound for the Middle East. The Panama-flagged and German-owned *Jawan* (IMO 9262895) left Australia on February 1 and took the risk to head for Aqaba (Jordan). She docked on February 19, no incident or delay were reported, as of late February she is on her way back to Australia. The Panama-flagged and Jordan-owned *Dareen* (IMO 9074913) left Fremantle on February 18 bound for Jeddah (Saudi Arabia). She is expected on March 05.

From the other part of the world, the *Cattle Force* (IMO 9175901) left Vila do Conde (Brazil) on January 23 bound for Umm Qasr (Iraq) via the Suez Canal. The United Arab Emirates-based

shipowner of the Togolese-flagged vessel trusted its nationality and the message "All crew muslims" on the ship's AIS would prevent any attack from the Houthis and ensure a safe passage. This time, the method proved efficient.

In February 2024, when the *Al Kuwait* called at Capetown (South Africa), a stench of putrefaction and death covered the city. The inspection revealed a nightmare. The ship had departed Rio Grande, south of Brazil, with 19,000 cattle bound for Iraq. Some animals were dead, others had to be euthanized or were suffering respiratory problems and infections, all were bogged down faeces, urines and rotten beddings and feed. Cleaning procedures on board were only an option. The *Al Kuwait* left after 2 days in port. According to the master, pens were to be later cleaned at sea, in other words, waste and carcasses will be discharged in the ocean off the African coast. Protesters and NGOs in Capetown asked for a legal move and the ban of livestock transport in South African waters.

The *Al Kuwait* had left Brazil on February 9. She docked at Umm Qasr (Iraq) on March 6. A 16,000-km and 25-day-long voyage.

Refusal of unloading - Epizootics

After enduring a long and stressful voyage, livestock have to go through the final administrative and sanitary controls by the importing State authorities to get permission to land.

Refusals of access still happen too often. Authorities emphasize the fear of importing an epizootic. This can appear after the discovery of sick animals on board or when there is a suspicion with regard the origin of the animals or their vaccination status due to incorrectly documented certificate. In some cases, it is suspected the rejection of "cargo" may be politically motivated. Considering the power of suspicion, the refusal of unloading means a long and suffering voyage for the unwanted livestock as no other country would risk to accommodate them.

The *Cormo Express* left Australia on August 6, 2002, with a consignment of 57,937 sheep bound for Jeddah (Saudi Arabia). When she arrived at destination two weeks later, the Saudi authorities rejected the cargo due to several sheep suffering from scabby mouth disease allegedly above acceptance level. There was a disagreement between the Saudi and Australian veterinarians about the actual incidences of scabby mouth on board. Anyhow, the *Cormo Express* and passengers had to leave Saudi Arabia, in search of another market but all discussions with at least a dozen of regional States failed. They had been kept wandering in the Red Sea and Gulf area for nearly three months in summer hot weather conditions. 5,581 sheep died. The survivors were eventually "offered" to Eritrea and unloaded on October 22.

About 20 years later, rejection of animals after their arrival at the port of import is still an issue. The EU-approved *Elbeik* and *Karim Allah* departed Tarragona and Cartagena (Spain) on December 18, 2020. They were respectively carrying 1776 and 895 calves that were rejected by Türkiye because of the lack of a certification indicating they originated from a blue tongue free area. They were as well denied entry by all ports of the Mediterranean. 3 months after their initial departure, the ships arrived back in Spain. 189 bulls died on board the *Elbeik* during the voyage, 22 on board the *Karim Allah*. All surviving cattle were euthanized.

On September 2, 2022, the EU-approved *Nader-A* left Sète (France) with 787 cattle. On arrival on September 5, she was turned away from Algiers due to a dispute over the vaccination status of three animals with regard infectious bovine rhinotracheitis. *Nader-A* and her passengers docked back to Sète in the late afternoon of September 23. One animal was dead, 3 were sick and immediately euthanized. The authorities feared a scabby mouth disease as the infection is present in Algeria. All cattle were slaughtered.

In 2023, another epizootic emerged as controversial. The Epizootic Haemorrhagic Disease (EHD) was identified in the United States in 1955 and spread all over the world to Asia, Africa, and Australia. It affects white-tailed deer and domestic cattle. The virus is transmitted by a species of biting midges. EHD is rarely lethal for cattle but may cause fever, mouth inflammation, respiratory difficulties, and weight loss. No case was detected in Europe until October 2022 in Sardinia (Italy). Outbreaks were later reported in Sicily, Spain, and Portugal. It is believed midges would have been carried by the wind from North Africa and would have survived thanks to heatwaves.

On September 18, 2023, the first cases were reported in departments of southwest France. The outbreak was notified to the World Organisation for Animal Health and to the European Commission. In late September, Algeria, Libya, Morocco, and Tunisia suspended cattle imports from Europe. Exports from France to Spain and Italy were suspended; they were allowed to resume in mid-October. The traffic has gradually resumed to Morocco and Tunisia and from February onward to Libya.

Animals must endure enough from ship owners. It is the responsibility of exporting State authorities to deliver the proper certificates to mitigate the risk of rejection. It is essential that the documents provided by health authorities are accurate and beyond suspicion to avoid administrative complications in the ports of import. Refusal to unload animals means additional and useless suffering for them. Export certificate is the first step to go. In the case of *Elbeik*, *Karim Allah* and *Nader-A*, the move went obviously wrong though it was carried out by authorities from EU Member States.

Moreover, with the development of various and characterized epizootics, exporting countries must anticipate possible bans of import. In particular, when there is a suspicion of outburst and no agreement with third countries, livestock should not be allowed to depart. At the beginning of the EHD crisis in September 2023 in France, at least two ships departed for Algeria. The *Nader-A* left Sète on September 14 with a cargo of cattle, docked at Algiers on September 16 and departed on September 19. The *Sarah M* departed Sète on September 15, docked at Algiers on September 17 and departed on September 21. At the very same time, EHD was spotted initially in 2 departments and soon spreading to all west France.

Conclusion

The EU exports large numbers of livestock by sea on livestock carriers, mainly to the Middle East and North Africa. The demand for live animals in third countries has been growing in recent years, including breeding animals, animals for fattening and for immediate slaughter. Tarragona and Cartagena (Spain); Sète (France); Setúbal and Sines (Portugal); Raša (Croatia); Greenore, Waterford, Cork and Foynes (Ireland); Midia and Braila (Romania); and Koper (Slovenia) are the only current specialized ports for animal transport by livestock vessels, to which animals from across Europe arrive by road.

Three years ago, the European Commission received our initial joint report on 78 EU-approved livestock carriers. This year's report shows that the EU and its Commission have fallen into unacceptable inaction over these three years, doing so against the recommendation of their very own inquiry committees. The same problems prevails: the transport of livestock by sea is a neglected issue, regarding animal welfare, safety for crews, as well as regarding the pollution generated by the substandard vessels used for this trade. This report shows that the current regulation allows out-of-date substandard vessels, built for a different purpose than livestock transport, plagued with deficiencies and flying an out-of-control, underperforming flag, to be EU-approved. Transporting sentient animals on these dangerous vessels is a clear violation of Regulation (EC) No 1/2005, Article 3, which states that **"No person shall transport animals or cause them to be transported in a way likely to cause them injury or undue suffering" and that "means of transport shall be designed, constructed, maintained and operated so as to avoid injury and suffering and to ensure the safety of the animals"**.

It is inevitable that animals will suffer during sea transport, and compliance with EU regulations cannot be guaranteed. Therefore, the European Union and its Member States should replace the export of live animals with a carcass-only trade.

Meanwhile, vessel approval standards in the European Union need to be upgraded, and dangerous vessels should be eliminated.

The average currently EU-approved livestock carrier is now older (43 years old), smaller (97 m in length, and flying a black-listed flag (48%). **Only vessels under white-listed flags should be approved for the transport of live animals.**

The members of IACS, the International Association of Classification Societies, are the 'elite' classification societies, but they are under-represented in the livestock sector, with 67% of ships being classified by non-IACS members. **The classification of livestock vessels by an IACS member Society should be obligatory.**

94% of EU approved vessels have been converted and were not originally built to carry live animals, so there can be inherent problems with the construction and stability of livestock vessels and the risk of capsizing. The cargo of these vessels is live animals that move, which is of particular concern in extreme weather and sea conditions.

Major passenger ship disasters have led to regulation aiming at improving maritime safety and saving human lives. Regarding livestock carrier, disasters come steadily one after another. Dozens of thousands of animals, mostly sheep and cattle, have been drowning or burning since decades: they got written off as if they were disposable "cargo". Though, there is no IMO convention which provide internationally agreed regulation or specific guidance on the

transport of livestock by sea. Any such regulation is therefore left to States. There as been yet very few actions especially from exporting States to cope with safety of animal life issues.

We call on the IMO to develop a global standard for all live export vessels based on the minimum standards of Marine Order 43 and OIE guidelines.

Port State Controls in the past three years confirm deficiencies with regard safety of navigation, certificates and documentation, life saving appliances, Maritime Labour Convention-2006, fire safety, pollution prevention MARPOL are prevalent and affect at least 75% of the EU-approved fleet. Other major deficiencies such as emergency systems, working and living conditions, propulsion and auxiliary machinery, radio communications, structural conditions, water/weathertight conditions, ISM have been reported for more than half of the EU-approved fleet. The 2024 average EU-approved livestock carrier is more than ever a substandard ship. They are the only vessel category that carries a living, sentient cargo, yet the number of deficiencies found by Port State Control inspections is so high that livestock vessels worldwide remained the No. 1 category for the number of detentions in the last years.

The main EU laws in place to protect animal welfare during transport are [EU Council Regulation 1/2005 on the protection of animals during transport and related operations](#) and the ruling of the [EU Court of Justice \(Case C424/13\)](#). It is a binding legislative requirement for every EU Member State and applies to all live vertebrate animals transported in connection with an economic activity within, to, and from the EU. “It defines the responsibilities of all actors involved in the transport chain of live animals entering or leaving the EU. It lays down efficient monitoring tools and stricter rules for the transport and for the specific checks to be carried out by officials. It also provides for non-discriminatory inspections of animals, means of transport and accompanying documents.”⁹ and states that “Protection for animals under EU law does not stop at the outer borders of the EU”.

These regulations have not yet been able to control and ensure the welfare of animals on board ships outside EU jurisdiction (i.e. non-EU flagged ships) or compliance with international regulations. There is no independent observer on board EU-approved livestock transport vessels.

The reality is that once EU animals leave the European Union, most Member States, with the exception of Ireland, do not even require feedback information (Master's report, Voyage report, Bill of lading) on the number of animals injured, sick or dying during sea transport. There is no request for documentation of mortalities, morbidities and the discharge of dead animals and manure from livestock vessels from the authorities of the exporting country, even though the vessels operate in 'special areas' under the MARPOL Convention. As there are no facilities in the ports of destination to dispose of dead animals and manure, it is all dumped at sea, in systematic violation of the MARPOL Convention.

The transport of live animals by sea must be banned because exporters and operators of livestock vessels are ignoring MARPOL requirements for the protection of the sea and are causing serious damage to the marine environment.

We urge the European Commission to instruct the European Maritime Safety Agency to investigate MARPOL violations regularly committed by livestock vessel operators operating in special sea areas.

⁹ EC: https://ec.europa.eu/food/animals/welfare/practice/transport_en (25.10.2019)

In December 2023, the final proposal by EC was published on the protection of animals during transport and related operations, amending Council Regulation (EC) No 1255/97 and repealing Council Regulation (EC) No 1/2005. The proposal for animal transport still permits extremely long journeys for animals to third countries and fails to introduce measures which favour slaughter of animals locally, thus replacing transport of live animals with transport of carcasses, meat or semen. Furthermore, the Journey by sea is not any longer considered as a journey and therefore there is no legal time limit for such journeys overseas. Ignoring EFSA and ANIT recommendations.

The transport of European livestock cannot be carried out on behalf of the EU without at least any accurate control of what happens to the animals during journeys and of compliancy with international regulations. If the European Union continues to export live animals by sea, it requires a revised and clear regulation with more provisions on sea transport allowing the approval of vessels only for white-flagged vessels, classified by an IACS Member society and inspected prior each loading of animals by a qualified vessel inspection team (veterinarian, marine surveyor, marine technician) Journey time limits for transport by sea should be included and a official Veterinarian should be mandatory for all journeys.

Profile of 64 EU-approved livestock carriers

Name of ship	IMO number	Page
<i>Abdulrahman King (*)</i>	7211907	47
<i>Adel I</i>	8017970	49
<i>Adel II (*)</i>	7304912	51
<i>Al Farouk</i>	8813037	52
<i>Alfa Livestock</i>	6422303	54
<i>Alondra</i>	9113719	56
<i>Anakin</i>	7422544	58
<i>Apus</i>	7510858	60
<i>Atlantic Rose (*)</i>	8806242	62
<i>Bahijah</i>	9360788	64
<i>Bashar One Transport</i>	8506361	66
<i>Brahman Express</i>	9238416	68
<i>Dalal F</i>	7910888	70
<i>Dania</i>	7607429	72
<i>Darla</i>	7601073	74
<i>Deala</i>	7405091	76
<i>Dragon</i>	7303231	78
<i>Elena</i>	7406772	80
<i>Elevation</i>	7407324	82
<i>Equality</i>	6703343	83
<i>Express M</i>	8200577	85
<i>Fidelity</i>	7310507	87
<i>Finola M (*)</i>	8616623	89
<i>Freedom</i>	7104972	91
<i>Freesia (*)</i>	9046368	92
<i>Gamma Star</i>	7703259	94
<i>Ganado Express (*)</i>	9621209	96
<i>Gulf Livestock 2</i>	8009076	98
<i>Helen</i>	7614848	100
<i>Jersey</i>	7639616	102
<i>Jouri (*)</i>	9174775	104
<i>Julia AK (*)</i>	7434949	106

<i>Julia L.S.</i>	7901693	108
<i>Karazi</i>	8215807	110
<i>Karim Allah</i>	6519144	112
<i>Lady Maria</i>	6518425	114
<i>Lady Rasha</i>	7223041	116
<i>Mariona</i>	7113624	118
<i>Mariona Star</i>	7222982	120
<i>Maysa</i>	6829082	122
<i>Med Rose (*)</i>	8807351	124
<i>Mira</i>	8300157	126
<i>Nabolsi I</i>	7128760	128
<i>Nader A</i>	7611547	130
<i>Nelore</i>	7615309	132
<i>Norland</i>	7529940	134
<i>North Star 1</i>	8200565	136
<i>Omega Star</i>	8917742	138
<i>Orchid (*)</i>	9174763	140
<i>Pacific M</i>	7041053	141
<i>Phoenix III</i>	7711866	143
<i>Princess Hiyam</i>	7405089	145
<i>Sarah M</i>	7808463	147
<i>Shorthorn Express (*)</i>	9167318	149
<i>Spiridon II</i>	7311329	151
<i>Taiba</i>	7708807	153
<i>Transporter</i>	8701387	155
<i>Tuleen</i>	7396630	157
<i>Tulip</i>	8614273	159
<i>Unimar Livestock</i>	7021821	161
<i>Uranus II</i>	9057214	163
<i>Uranus L</i>	8129254	165
<i>Victory</i>	7931985	167
<i>WMF Express</i>	9004413	168

Table 10. List of 64 currently EU-approved livestock carriers

(*) 11 newly approved livestock carriers. All the 53 others were already listed in the 2021 report "78 EU-approved livestock carriers"

Abdulahman King (ex-Alexandra, ex-Alexandra S, ex-Alexandra, ex-Westerbroek). IMO 7211907. Ex general cargo ship converted in 2015 at the age of 43. Length 77 m. 1,494 deadweight tonnes. Built in 1972 in Hoogezand (Netherlands) by Bodewes. 52 years old.



June 2021, *Abdulahman King* at Tarragona (Spain). © Animal Welfare Foundation

Togolese flag since May 2017; black list, ranked medium to high risk. Previously registered in Sierra Leone (February 2017), falsely in the Democratic Republic of Congo (2016), Cambodia (2014), Togo (2010). The *Abdulahman King* is still officially registered in Togo but declares on her Automatic Identification System to be flying the unranked flag of Guinea-Bissau.

Ship Particulars / IMO 7211907

ABDULRAHMAN KING

1 Name:	ABDULRAHMAN KING	
1 IMO Number:	IMO 7211907	
1 Flag:	Togo	(effective 2017-05)
	Sierra Leone	(effective 2017-02)
	Congo (Democratic Republic) False	(effective 2016-12)
	Cambodia	(effective 2014-06)
	Togo	(effective 2010-12)
	Cook Islands	(effective 2007-07)
	Bahamas	(effective 1997-01)
	NIS (Norway)	(effective 1972-06)

Official IMO registration: Togo,
screenshot IMO, January 9, 2024

Summary

Where is the ship?

Livestock Carrier **ABDULRAHMAN KING** is currently located at **WMED - West Mediterranean** (reported 1 day, 3 hours ago)

What kind of ship is this?

ABDULRAHMAN KING (IMO: 7211907) is a **Livestock Carrier** that was built in 1972 (**52 years ago**) and is sailing under the flag of **Guinea-Bissau**.

Her carrying capacity is **1494 t DWT** and her current draught is reported to be 4 meters. Her length overall (LOA) is 77 meters and her width is 12 meters.

AIS reporting: Guinea Bissau,
screenshot Marine Traffic January 9, 2024

Classification society Cosmos Marine Bureau; not ranked. Previously Global Marine Bureau also an unranked society.

Owned by Panama-registered Karam International Group SA care of Abdulrahman Group (Türkiye) since June 2014. Both companies are reported as single ship companies.

4 detentions: in 2011 in Damietta (Egypt), in 2013 in Alexandria (Egypt), in 2017 in Sète (France) and in 2018 in Tarragona (Spain).

In 2019-2020 she was inspected 4 times in Cartagena (Spain, 3 times) and Algiers (Algeria) totalling 21 deficiencies.

In 2021-2023 she was inspected 8 times in Bizerte (Tunisia), Cartagena (Spain, 3 times), Koper (Slovenia), Midia (Romania), Sète (France, twice) and Tripoli (Lebanon, twice) totalling 42 deficiencies.

64 EU-approved livestock carriers: profile of ships

2019-2020		2021-2023	
<i>Abdulahman King</i>	7211907	<i>Abdulahman King</i>	7211907
Water/Weathertight conditions	6	Safety of Navigation	9
MLC, 2006	4	Certificate and Documentation	6
Certificate and Documentation	4	MLC, 2006	6
Fire safety	2	Fire safety	5
Structural Conditions	2	Working and Living Conditions	5
Pollution prevention	1	ISM	2
Safety of Navigation	1	Life saving appliances	2
Radio Communications	1	Structural Conditions	2
	21	Pollution prevention - MARPOL	2
		Water/Weathertight conditions	1
		Other	1
		Radio Communications	1
			42

She called at Tripoli (Libya) in June 2023, in Cartagena (Spain) in July in Tripoli (Libya) and Cartagena (Spain) in August, Cartagena (Spain) in September, Tripoli (Lebanon) in October, Cartagena (Spain) in December.

In August 2023, the *Abulahman King* transported horses bought in Normandy from Cartagena to Libya. One of them died during the voyage (see the report of the incident p. 33).

Location, January 2024: West Mediterranean, en route from Tripoli (Libya) to Cartagena (Spain).

She is approved for livestock transport by France from June 2, 2021, until June 2, 2026.

ISM manager: Abdulrahman Group (Türkiye) since 02/06/2016 (low or very low performing)

Ship risk profile: 5 points, high risk ship.

As of January 9, 2024, the *Abdulahman King* was still officially registered in Togo but declares to be flying the flag of Guinea Bissau. She was actually acquired at the end of the year 2023 by Helen KWF Marine Services Ltd care of Limano Services (Lebanon).

Thus, according to this new owner and registration, 2 points could be cut off from the calculated profile and the ship could be considered as a standard risk ship.



October 2021, French cattle with a broken horn loaded into *Abdulahman King* at Tarragona (Spain).

© Animal Welfare Foundation

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Adel I (ex-Porto Negro, ex-Med Sea, ex-City of Lutece, ex-Sea Hanna, ex-Houju Maru). IMO 8017970. Ex-car carrier converted in 2017 at the age of 36. Length 118 m. 3,363 deadweight tonnes. Built in 1981 in Shimonoseki (Japan) by Towa. 43 years old.



June 2021, *Adel I* loading at Rasa port (Croatia). © Animal Welfare Foundation

Jamaican flag since December 2016; not ranked. Previously registered in Panama (2015), Malta (2000).

Classification society Phoenix Register of Shipping since May 2017; medium performing. Previously Det Norske Veritas-Germanischer Lloyd.

Owned by Scandinavian Shipping & Trading registered in Liberia still care of Livestock Express Corp (Lebanon) also acting as ISM manager. Both companies are reported as single ship companies.

3 detentions: in 2010 in Southampton (United Kingdom), in 2011 in Tyne (United Kingdom) and in 2015 in Pasajes (Spain).

In 2019-2020 she was inspected 10 times in Alexandria (Egypt), Imbituba (Brazil), Midia (Romania, twice), Osman Digna (Sudan), Sao Sebastiao (Brazil), Tripoli (Lebanon), Vila do Conde (Brazil, 3 times) totalling 23 deficiencies.

In 2021-2023 she was inspected 13 times in Alexandria (Egypt), Aqaba (Jordan), Beirut (Lebanon), Cartagena (Colombia, twice), Cartagena (Spain), Laurium (Greece), Puerto Caballo (Venezuela), Rasa (Croatia) Rio Grande (Brazil), Sao Sebastiao (Brazil) and Vila do Conde (Brazil, twice) totalling 24 deficiencies.

2019-2020		2021-2023	
<i>Adel I</i>	8017970	<i>Adel I</i>	8017970
Certificate and Documentation	5	MLC, 2006	5
MLC, 2006	3	Pollution prevention - MARPOL	4
Safety of Navigation	3	Certificate and Documentation	3
Working spaces and accident prevention	2	Propulsion and auxiliary machinery	3
Fire safety	2	Fire safety	2
Water/Weathertight conditions	2	Water/Weathertight conditions	2
ISM	1	Emergency Systems	1
Load lines	1	Life saving appliances	1
Radiocommunications	1	Load lines	1
Emergency Systems	1	Structural Safety	1
Pollution prevention - MARPOL	1	ISM	1
ISPS	1		24
	23		

64 EU-approved livestock carriers: profile of ships

She called at Suez (Egypt) in June 2023 and Cartagena (Spain) in July 2023. Vila do Conde (Brazil) in August, Tasucu (Türkiye) in September, Vila do Conde in September, Tasucu (Türkiye) via Cartagena (Spain) in November.

Location, January 2024: Atlantic Ocean, Cartagena (Colombia).

She was approved for livestock transport by Croatia until March 4, 2023.

ISM manager: Livestock Express Corp (Lebanon) since 10/05/2017. Not negatively listed.
Ship risk profile: 1 point, standard risk ship.

.....

Adell II (ex-Mwafak, ex-Mohamed N., ex-Tony Car, ex-Feedermate, ex-Tony Car, ex-Tony Safi, ex-Ramsgate). IMO 7304912. Ex-Ro Ro converted in 2009 at the age of 36. Length 93 m. 1,194 deadweight tonnes. Built in 1973 in Emden (Germany) by Schulte & Bruns. 51 years old.



September 13, 2023, *Adell II*. © Master Hussin

Tanzanian flag since December 2016; black list, ranked medium risk. Previously registered in Comoros (July 2012), Tanzania (May 2012), Comoros (2009), Lebanon (1984), Germany (1973).

Unknown classification society. Previously Guardian Bureau of Shipping (2016), Turk Loydu.

Owned by Sofoklis Maritime SA registered in Honduras reported as a single-ship company.

No detention.

In 2021, she was inspected twice in Batumi (Georgia) and Midia (Romania) totalling 15 deficiencies. She has not been inspected since August 2021.

2021	
<i>Adell II</i>	7304912
Certificate and Documentation	10
Safety of Navigation	2
ISM	1
Other Type of Deficiencies	1
Radio Communications	1
	15

She called at Berbera (Somalia) and Salalah (Oman) in July 2023. She mostly trades between Berbera and Jeddah (Saudi Arabia).

Location, January 2024: Red Sea, en route from Berbera to Jeddah.

She is approved for livestock transport by Romania since June 11, 2021. Though, she seems to be trading in the Red Sea only. It is surprising that a ship which has not been inspected in a European port in the last 3 years is still EU-approved.

ISM manager: H & P Shipmanagement Co SA (Greece) since 20/037/2021. Not negatively listed. The company reports to act as ISM Manager for 5 other ships, all general cargo carriers.

Ship risk profile: 2 points, standard risk ship.

.....

Al Farouk (ex-Hannoud O, ex-Sahiwat Express, ex-Lis E, ex-Elisabeth, ex-Elsborg, ex-Elisabeth). IMO 8813037. Ex-RO RO converted in 1999 at the age of 9. Length 91m. 2,177 deadweight tonnes. Built in 1990 in Frederikshavn (Denmark) by Orskov Christensens. 34 years old.

Sierra Leone flag since November 1, 2017; black list, ranked medium risk. Previously registered in the Philippines.

Classification society International Naval Surveys Bureau since January 2023; high performing. Previously Dromon Bureau of Shipping (2019).

The ship has long been operated from Australia as *Sahiwat Express* by Livestock Express BV; the Vroon subsidiary specialized in livestock transport. She was sold to Dynamic for Shipping care of Altair Shipping & Trading Corp (Greece) in November 2017 for trading in the Mediterranean. Since June 12, 2020, she is owned by single ship company A&O Livestock Co Ltd registered in the Marshall Islands also acting as ship manager.

2 detentions: in 2003 in Fremantle (Western Australia, Australia) and in 2013 in Portland (Victoria, Australia).

In 2019-2020 she was inspected 7 times in Algiers (Algeria), Beirut (Lebanon, 3 times), Chalkis (Greece), Laurium (Greece) and Sète (France) totalling 38 deficiencies.

In 2021-2023 she was inspected 10 times in Beirut (Lebanon, 3 times), Laurium (Greece), Piraeus (Greece, twice), Tripoli (Lebanon) and Vila do Conde (Brazil, 3 times) totalling 32 deficiencies.

2019-2020		2021-2023	
Al Farouk	8813037	Al Farouk	8813037
Safety of Navigation	11	Life saving appliances	5
Life saving appliances	4	Fire safety	5
Certificate and Documentation	3	Emergency Systems	5
MLC, 2006	3	Working and Living Conditions	3
Water/Weathertight conditions	2	Safety of Navigation	2
Fire safety	2	Certificate and Documentation	2
Pollution Prevention	2	Water/Weathertight conditions	2
Emergency Systems	2	Structural Conditions	2
Structural Conditions	2	MLC, 2006	2
Ballast Water Management Plan	2	Other Type of Deficiencies	1
Working and Living Conditions	1	Radio Communications	1
Cargo operations including equipment	1	Load Lines	1
Radio Communications	1	Pollution prevention - MARPOL	1
Alarms	1		32
ISM	1		
	38		

She called at Tarragona (Spain) in February 2023, Agadir (Morocco) in March, Vila do Conde (Brazil) in April, Cartagena (Spain) and Damietta (Egypt) in May, Vila do Conde in June, Beirut (Lebanon) in July, Vila do Conde in August, Beirut (Lebanon) and Rasa (Croatia) in October, Bandirma (Türkiye), Rasa again then Bandirma again and Tarragona (Spain) in November, Beirut (Lebanon) in December.

Location, January 2024: en route from Benghazi (Libya) to Vila do Conde (Brazil).

64 EU-approved livestock carriers: profile of ships

She is approved for livestock transport by Spain until February 5, 2024.

ISM manager: Rana Maritime Services SA (Lebanon) since 09/06/2021(not negatively listed).
The company acts as ISM manager for the sole *Al Farouk*.

Ship risk profile: 1 point, standard risk ship.



November 2021 *Al Farouk*, arriving to load in Tarragona (Spain). © **Animal Welfare Foundation**



November 2021 *Al Farouk*, dead French bull during loading at Tarragona Port (Spain).
© **Animal Welfare Foundation**

.....

Alfa Livestock (ex-*Sea Star Livestock*, ex-*Alferdawi-1*, ex-*Itidal-1*, ex-*Ahmad-1*, ex-*Amiral*, ex-*Asya 2*, ex-*Lady Nancy*, ex-*Nance*, ex-*Dante*, ex-*Amina Moon*, ex-*Astarte*). IMO 6422303. Ex-general cargo carrier converted in 2010 at the age of 46 and renamed *Alferdawi-1*. Length 73 m. 2,140 deadweight tonnes. Built in 1964 in Vegesack (Germany) by Lurssen. 60 years old. She is the oldest ship of the EU-approved livestock carrier fleet.

Togolese flag since July 2016; black list, ranked medium to high risk. Previously registered in Cambodia.

Classification society Vega Register Inc. since February 2023; not ranked. Previously Isthmus Bureau of Shipping (2019), International Register of Shipping.

Owned by single ship company Obial Shipping Co Ltd (Türkiye). Operated by Black Sea Shipmanagement SA (Romania) also acting as ISM manager for the *Alfa Livestock* and owner, ship manager and ISM manager of the previously EU-approved *Harmony Livestock* (cf. report 2021).

10 detentions: in 1998, 1999 and twice in 2000 in Marina di Carrara (Italy), in 2001 in Leghorn (Italy), Setubal (Portugal) and Pozzalo (Italy), in 2007 in Patras (Greece), in 2015 in Batumi (Georgia) and in 2016 in Midia (Romania).

In 2019-2020 she was inspected 11 times in Midia (twice), Constanta and Braila (Romania), Batumi (Georgia, 3 times) and Beirut (Lebanon, 4 times), totalling 99 deficiencies.

In 2021-2023, she was inspected 10 times in Aqaba (Jordan), Batumi (Georgia, 4 times), Midia (Romania, 4 times), Mykolaiv (Ukraine) and Tripoli (Lebanon, twice), totalling 79 deficiencies.

2019-2020		2021-2023	
<i>Sea Star Livestock</i>	6422303	<i>Alfa Livestock, ex-Sea Star Livestock</i>	6422303
Safety of Navigation	27	Certificate and Documentation	13
Certificate and Documentation	20	Safety of Navigation	11
Fire safety	16	MLC, 2006	10
MLC, 2006	8	Fire safety	9
Water/Weathertight conditions	4	Life saving appliances	8
Life saving appliances	4	Working and Living Conditions	7
Working and Living Conditions	4	Radio Communications	4
Propulsion and auxiliary machinery	4	Propulsion and auxiliary machinery	3
Structural Conditions	3	Emergency Systems	3
Emergency Systems	3	Alarms	3
Radio Communications	2	Other Type of Deficiencies	3
ISM	1	Water/Weathertight conditions	2
Alarms	1	Structural Conditions	2
Pollution prevention - MARPOL	1	Pollution prevention - MARPOL	1
Other	1		79
	99		

In May 2018, as the *Alferdawi-1* owned by Turkish Danube Shipping Company, she was seized by the Egyptian authorities for suspicion of illegal dumping of dead sheep. Carcasses were reported by a diving boat the Red Sea near Giftun Island and Hurghada resort town. At least 25 carcasses of dead animals were collected and buried on the Island to avoid attracting sharks. It is assumed that ventilation failures killed an undisclosed number of sheep. The *Alferdawi-1* resumed trading and breaking down.

On October 12, 2018, she suffered a technical failure on her way back from Aqaba (Jordan) to Braila (Romania). She had to shelter off Ayvalik (Türkiye) in the Aegean Sea to carry out repairs.

On April 6, 2023, the *Alfa Livestock* suffered an engine failure in the Black Sea off Türkeli lighthouse at the entrance of the Bosphorus. She had to be towed further south in the strait at Büyükdere anchorage. The *Alfa Livestock* was en route from Batumi (Georgia) to Jeddah (Saudi Arabia) carrying animals. The ship was able to resume her voyage. No further details have been reported on the duration of the incident nor on the impact of the delay on animals.



April 2023, *Alfa Livestock* in laden condition suffering an engine failure in the Bosphorus. © **SeaNews Türkiye**

She called at Midia (Romania) and Istanbul in May 2023, Jeddah (Saudi Arabia) and Djibouti in June, Cartagena (Spain) and Aqaba (Jordan) in August, Aqaba and Midia in September, Jeddah in October, Batumi (Georgia) in November, Jeddah, and Midia in December.

Location, January 2024: Suez Canal, en route from Midia (Romania).

She is approved for livestock transport by Romania from June 19, 2019, to June 19, 2024.

ISM manager: Black Sea Shipmanagement SA (Romania) since 02/02/2023. Low performing.

Ship risk profile: 5 points, high risk ship.



September 2023, *Alfa Livestock*, Istanbul. © **Olaf**

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Alondra (ex-Transnjord, ex-Maryam, ex-Alrek, ex-Julia Lehmann). IMO 9113719. Ex-general cargo carrier converted in 2016-17 at the age of 21 by Nauta Shipyard (Gdynia, Poland). Length 98 m. 2,796 deadweight tonnes. Built in 1995 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. 29 years old.



June 2021, *Alondra*, port of Rasa (Croatia). © Animal Welfare Foundation

Danish flag since March 2021; white list. Previously registered in Panama. Classification society Det Norske Veritas/Germanischer Lloyd.

Owned by single ship company Corgea Shipping A/S (Denmark) care of Corral Line ApS (Denmark) which operates a fleet of 2 ships as ship manager and ISM manager, the *Alondra*, and the general cargo ship *Thunder Bird* (IMO 9318943).

Detained in 2009 in Safi (Morocco).

In 2019-2021 she was inspected 6 times in Haifa (Israel), Philadelphia (USA, 3 times), Sète (France), Setubal (Portugal) totalling 19 deficiencies.

In 2020-2023 she was inspected 7 times in Haifa (Israel, twice), Philadelphia (USA, 3 times) and Setubal (Portugal, 3 times) totalling 20 deficiencies.

2019-2020		2021-2023	
<i>Alondra</i>	9113719	<i>Alondra</i>	9113719
Fire safety	3	Working and Living conditions	6
Certificate and Documentation	3	Fire safety	4
Structural Conditions	2	Radio Communications	2
Working and Living Conditions	2	Emergency Systems	2
ISM	1	Propulsion and auxiliary machinery	2
Life saving appliances	1	Safety of Navigation	2
Safety of Navigation	1	Pollution prevention - Marpol	1
Alarms	1	Certificate and Documentation	1
MLC, 2006	1		20
Propulsion and auxiliary machinery	1		
Radio Communications	1		
Water/Weathertight conditions	1		
Other	1		
	19		

64 EU-approved livestock carriers: profile of ships

She called at Setubal (Portugal) in May 2023, Cartagena (Spain), Ceuta (Spain) and Philadelphia (USA) in June, Bandirma (Türkiye), Ceuta (Spain) and Setubal (Portugal) in July 2023, in Cartagena (Spain) and Chester (USA) in August, Bandirma (Türkiye) in September, Chester in October.

Location, November 2023: West Mediterranean, en route from Yanbu (Saudi Arabia) to Ceuta (Spain)

She is approved for livestock transport by Ireland and by Portugal.

ISM manager: Coral Line ApS (Denmark) since 19/01/2018. Not negatively listed.

Ship risk profile: 1 point, standard risk ship.

.....

Anakin (ex-Nawras, ex-Chance, ex-Kindred, ex-Kindrence). IMO 7422544. Ex-general cargo ship converted in 2011 at the age of 35. Length 91 m. 3,210 deadweight tonnes. Built in 1976 in Wallsend (United Kingdom) by Clelands SB Co. 48 years old.



July 2008, as the 32-year-old general cargo ship *Kindred*. © AIS-Split



September 2021, as the 45-year-old livestock carrier *Anakin*. © Olaf K

Togolese flag since December 2021; black list, ranked medium to high risk. Previously registered in Palau (2019), Tanzania (2011), Cambodia (2008).

Classification society International Naval Survey Bureau since March 3, 2022; high performing. Previously Phoenix Register of Shipping, Maritime Bureau of Shipping.

Owned since December 8, 2021, by single ship company Olaf Maritime Ltd registered in the Marshall Islands care of GMZ Ship Management Co SA (Lebanon) also acting as ship manager and ISM manager.

GMZ Ship Management acts as ISM manager for a fleet of 18 cargo ships, as ship manager for 2 vessels, and as ship manager and ISM manager for 2 vessels.

12 detentions: in 2006 in Trapani (Italy), Valencia and Cagliari (Italy), in 2007 in Porto Nogaro (Italy), Chioggia (Italy), Barcelona (Spain) and Constanta (Romania), in 2008 in Ceuta (Spain), Cadiz (Spain) and Eleusis (Greece), in 2009 in Tulcea (Romania) and in 2011 in Sète (France).

In 2019-2021 she was inspected 3 times in Beirut (Lebanon), Laurium (Greece) and Midia (Romania) totalling 28 deficiencies.

In 2021-2023 she was inspected 14 times in Batumi (Georgia, twice), Beirut (Lebanon, 4 times), Bizerte (Tunisia), Kalamata (Greece), Katakolon (Greece), Midia (Romania), Osman Digna (Sudan), Piraeus (Greece, twice) and Tripoli (Lebanon) totalling 105 deficiencies. In this report, the *Anakin* is the worst ship with regard her number of deficiencies.

64 EU-approved livestock carriers: profile of ships

2019-2020		2021-2023	
<i>Anakin</i>	7422544	<i>Anakin</i>	7422544
Certificate and Documentation	7	Safety of Navigation	20
MLC, 2006	6	Certificate and Documentation	18
Safety of Navigation	3	Life saving appliances	13
Working and Living Conditions	3	Fire safety	12
Emergency Systems	2	MLC, 2006	12
Life saving appliances	2	Working and Living Conditions	8
Radio Communications	2	Emergency Systems	4
Fire safety	1	Radio Communications	4
ISM	1	Water/Weathertight conditions	3
Water/Weathertight conditions	1	Propulsion and auxiliary machinery	3
	28	Alarms	2
		Pollution prevention - MARPOL	2
		Structural Conditions	2
		ISM	1
		other	1
			105

The *Anakin* had been anchored in the port of Famagusta (Cyprus) since October 2019 due to an engine failure. On May 13, 2020, two crewmembers Ahmet Mohamed Hassan Youssef, aged 26, an Egyptian national, and Hosin Alothman, aged 23, a Syrian national, were electrocuted to death while cleaning the deck.

She called at Cartagena (Spain), Tripoli (Lebanon), Sète (France) and Algiers (Algeria) in June 2023, Benghazi (Libya) in July, Sète, Casablanca (Morocco), Sète again and Algiers in August, Tarragona (Spain), Beirut (Lebanon) and Sète in September, Tarragona, Jorf Lasfar (Morocco) and Tarragona in October, Casablanca (Morocco) in November, Tarragona in December.

Location January 2024: West Mediterranean, en route from Misurata (Libya) to Tarragona (Spain).

She is approved for livestock transport by Spain until June 11, 2024.

ISM manager: GMZ Ship Management Co SA (Lebanon) since 25/01/2022 (Low or very low performing).

Ship risk profile: 5 points, high risk ship.

.....

Apus (ex-Almahmoud X5, ex-Bellatrix, ex-Siba Edolo, ex-Wieland, ex-Strathspey, ex-Wieland). IMO 7510858. Ex-general cargo ship converted in 1994 at the age of 18. Length 93 m. 3,820 deadweight tonnes. Built in 1976 in Neuenfelde (Germany) by JJ Sietas. 48 years old.



February 2022, *Apus* loading at Cartagena port. © Animal Welfare Foundation

Togolese flag since February 2016; black list, ranked medium to high risk. Previously registered in Cambodia (2009), Panama (2006), North Korea (2004).

Classification society International Naval Surveys Bureau since June 2016; high performing. Previously Turk Loydu (2014) and Korea Classification Society (2009).

Owned by single ship company World Maritime Ships Co SA registered in Panama care of Unifleet Management Co SA (Türkiye). Unifleet Management Co SA operates a fleet of 7 vessels as ship manager and/or ISM manager of which 3 livestock carriers, the *Pacific M*, *Apus* and *Transporter*, all EU-approved and the *Polaris-2*.

4 detentions: in 2001 in Fremantle (Australia), in 2004 in Ceuta (Spain) and La Spezia (Italy) and in 2007 in Port Said (Egypt).

In 2019-2020 she was inspected 7 times in Aqaba (Jordan, twice), Beirut (Lebanon), Midia (Romania, 3 times) totalling 33 deficiencies.

In 2021-2023 she was inspected 6 times in Aqaba (Jordan) and Midia (Romania, 5 times) totalling 47 deficiencies.

2019-2020		2021-2023	
<i>Apus</i>	7510858	<i>Apus</i>	7510858
Safety of Navigation	9	MLC, 2006	11
Certificate and Documentation	5	Safety of Navigation	9
Fire safety	5	Certificate and Documentation	6
Pollution Prevention	3	Life saving appliances	4
MLC, 2006	2	Radio Communications	3
Life saving appliances	2	Pollution prevention - MARPOL	3
Working and Living Conditions	1	ISM	3
Emergency Systems	1	Fire safety	3
Alarms	1	Emergency Systems	2
Labour Conditions	1	Structural Conditions	1
Propulsion and auxiliary machinery	1	Other Type of Deficiencies	1
Radio Communications	1	Alarms	1
ISM	1		47
	33		

64 EU-approved livestock carriers: profile of ships

In February 2016, en route from Alexandria to Midia (Romania) without livestock on board, she suffered an engine failure while transiting the Dardanelles and had to be anchored off Canakkale (Türkiye).

She called at Berbera and Jeddah (Saudi Arabia) in June 2023, Aqaba (Jordan) in August. She arrived at Tarragona anchorage on September 22 but left for Cartagena (Spain) on October 13. She remained at Cartagena anchorage, docked on November 8, and left on November 10 bound for Casablanca (Morocco).

Location, January 2024: Red Sea, she arrived at Jeddah (Saudi Arabia) on December 9 and is currently trading between Jeddah and Osman Digna (Sudan).

She is approved for livestock transport by Romania since March 30, 2023.

ISM manager: Unifleet Management Co SA since 18/11/2014. Low performing. Unifleet Management Co SA acts as ISM manager for a fleet of 6 ships including 4 livestock carriers.

Ship risk profile: 5 points, high risk ship.

.....

Atlantic Rose (ex-*Andromeda*, ex-*Sun Emilia* ex-*White Manta*). IMO 8806242. Ex reefer converted in 2020 at the age of 31. Length 136 m. 5,311 deadweight tonnes. Built in 1989 in Takamatsu (Japan) by Shikoku. 35 years old.



June 2023, *Atlantic Rose* at Cartagena Port (Spain). © Animal Welfare Foundation

Palau flag since April 2019; grey list. Previously registered in Lithuania (2004). Classification International Register of Shipping since July 2020; medium performing.

Owned by single ship company Atlantic Rose Maritime Ltd registered in Liberia care of African Express Ltd (Romania) since July 2020. African Express Ltd reports a fleet of 9 vessels including 7 general cargo ships and bulkers and two livestock carriers, the *Atlantic Rose* and *Med Rose*, both EU-approved. The company also acts as ISM manager.

2 detentions: in 2006 in Mersin (Türkiye) and in 2011 in Vlissingen (Netherlands)

On November 1, 2018, as the reefer *Andromeda*, she suffered a major fire at Tuzla shipyard where maintenance works were carried out. The fire was brought under control six hours later. The ship left Tuzla on April 13, 2019, was renamed *Atlantic Rose* and reflagged to Palau. She was converted to livestock carrier and resumed trading about a year after in July 2020.

She was not inspected in 2019. In 2020-2021 she was inspected 5 times in Tripoli (Lebanon), Constanta (Romania), Cartagena (Colombia), Alexandria (Egypt) and Vila do Conde (Brazil). Only one deficiency was reported.

In 2021-2023 she was inspected 18 times in Alexandria (Egypt), Cartagena (Colombia, 6 times), Cartagena (Spain, twice), Damietta (Egypt), Port Said (Egypt), Rio Grande (Brazil, twice), Tripoli (Lebanon), and Vila do Conde (Brazil, 4 times) totalling 10 deficiencies.

2020-2021		2021-2023	
<i>Atlantic Rose</i>	8806242	<i>Atlantic Rose</i>	8806242
Load lines	1	Certificate and Documentation	2
	1	Life saving appliances	1
		Propulsion and auxiliary machinery	1
		Working and Living Conditions	1
		Fire safety	1
		Load lines	1
		Emergency Systems	1
		Safety of Navigation	1
		Operational deficiencies	1
			10

64 EU-approved livestock carriers: profile of ships

She called at Las Palmas (Spain) and Vila do Conde (Brazil) in July 2023, Damietta (Egypt) and Cartagena (Spain) in August, Vila do Conde in September, Damietta, and Cartagena (Spain) in October, Vila do Conde and Damietta in November.

Location, January 2024, East Mediterranean, en route from Rio Grande (Brazil) to Damietta (Egypt).

She is approved for livestock transport by Romania since September 15, 2020.

ISM manager: African Express Ltd (Romania) since 28/11/2017 (Not negatively listed)

Ship risk profile: 1 points, standard risk ship.



July 2021, Injured Estonian bull loaded into *Atlantic Rose* at Tarragona Port (Spain).

© Animal Welfare Foundation

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Bahijah (ex-*Ocean Outback*, ex-*Stella Pollux*). IMO 9360788. Length 136 m. 7,907 deadweight tonnes. Built in 2010 in Batam (Indonesia) by Nanindah Mutiara. 14 years old.



September 2022, *Bahijah* at Sines Port (Portugal). © PATAV

Marshall Islands flag since July 2017; white list. Previously registered in Singapore. Classification society RINA; high performing.

Owned by single ship company Bassem Dabbah Shipping Inc registered in the Marshall Islands care of Korkyra Shipping Ltd (Croatia) also reported as a single-ship company and acting as ISM manager. Bassem Dabbah Shipping Inc appears to be a subsidiary of Israel's Dabbah Slaughterhouse.

Detained in 2013 in Algeciras (Spain).

In 2019-2020 she was inspected 5 times in Fremantle (Australia, twice), Portland (Victoria, Australia) and Sines (Portugal) totalling 4 deficiencies.

In 2021-2023 she was inspected 4 times in Fremantle (Australia, 3 times) and Sines (Portugal). Only one deficiency was reported.

2019-2020		2021-2023	
<i>Bahijah</i>	9360788	<i>Bahijah</i>	9360788
Fire safety	1	Structural Conditions	1
Life saving appliances	1		1
Propulsion and auxiliary machinery	1		
Structural Conditions	1		
	4		

In May 2014, as the Wellard ship *Ocean Outback* she was diverted to Vietnam with 7000 cattle originally bound for the Middle East after one her two engines broke down.

In December 2015, this time the *Ocean Outback* was stranded off Fremantle for 2 weeks after suffering an engine failure shortly before departure. The 5600 cattle and 7400 sheep destined for Israel were offloaded. 3 cattle and over 30 sheep had died. The *Ocean Outback* eventually left Fremantle to Vietnam on one engine to deliver the cattle prior to head for Singapore to be repaired. After a period of quarantine, the sheep were sent to abattoir. This was reported to be the 5th major mechanical breakdown of a Wellard Ship since September 2013 (see also *Ocean Drover*). The *Ocean Outback* was sold in 2017 for 26 million US\$ to a subsidiary of the Israeli Dabbah Slaughterhouse.

She called at Haifa (Israel), Sines (Portugal) and Haifa again in July 2023, Fremantle (Australia) and Eilat (Israel) in August, Fremantle in September, Eilat and Fremantle in October, Jeddah in November.

64 EU-approved livestock carriers: profile of ships

Location, January 2024: Indian Ocean, Fremantle.

She is approved for livestock transport by Portugal.

ISM manager: Korkyra Shipping Ltd (Croatia) since 03/08/2018. Not negatively listed.

Ship risk profile: 1 point, standard risk ship.

On January 5, 2024, the *Bahijah* departed Fremantle (Australia). She was loaded with 14,000 sheep and 2,500 cattle and was reportedly bound for Eilat (Israel). On January 12, considering her destination, the link of her owner with Israel's Dabbah Slaughterhouse, her regular voyages to Israel, the ongoing conflict, and the risk of strikes by the Houthis in the Red Sea and Gulf of Aden, the *Bahijah* was ordered to divert from her final destination. She was initially expected to dock at East London (South Africa) prior eventually resume her voyage. On January 19, she was finally rerouted and called back to Fremantle. She arrived off Fremantle on January 29. Because of legal export/import procedures, the livestock cannot be unloaded in Australia unless placed in quarantine although the ship did not call at any port since her departure. Australian exporters' wish is to keep the animals on board and re-export them to the same buyers. This time the ship would proceed to Eilat via the 33-day long route around Africa. On February 1, the *Bahijah* docked at Fremantle and loaded additional fodder, fuel, and supplies. A few hundred "healthy cattle" were unloaded and placed in quarantine. She left the port on February 3, came back to dock on February 5 and left the same day after the Department of Agriculture, Fisheries and Forestry announced that the application for re exporting the livestock could not be approved. So far and officially, no "significant" health and welfare concern with regard the livestock has been reported by the veterinarian on board. Yet, a mortality of 51 sheep and 4 cattle was recorded.

Since her arrival back to Australia on January 29, and while the heatwave conditions over Western Australia was a main concern during the austral summer, the *Bahijah* had been spending most of her time sailing along the coast, allegedly conducting cleaning routine and replacement of bedding.

The *Bahijah* finally docked on February 12 for unloading. The toll had increased to 64 sheep and 4 cattle, a mortality considered as "normal" by the Australian authorities. On land, 7 more cattle and 6 more sheep died, for a final toll of 81 animals.



Bahijah's voyage, January 5 to 29, 2024. Screenshot MarineTraffic

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Bashar One Transport (ex-*Al Shuwaikh*, ex-*Merkur Island*, ex-*MSC Brasil*, ex-*MSC Lima*, ex-*Empress*, ex-*Merkur Island*, ex-*Nedlloyd Mauritius*, ex-*Merkur Island*, ex-*Colombo*). IMO 8506361. Ex-container ship converted in 1999 at the age of 13. Length 180 m. 16,453 deadweight tonnes. Built in 1986 in Vegesack (Germany) by Bremer Vulkan. 38 years old.

Panamanian flag since November 2020; grey list. Previously Kuwait flag.
Classification society Det Norske Veritas-Germanischer Lloyd; IACS, high performing.

Owned by Marine One Transport Co Ltd reported as a single ship company registered in Liberia care of Coral Technical Services (Jordan). Coral Technical Services reports a fleet of 6 vessels including 4 other livestock carriers, the 1966-built *Al-Hassna* (IMO 6702272), the previously EU-approved *Al Mabrouka 10* (IMO 6817003), the *Basem I* (IMO 7619525), and the *Barakat* (IMO 8702343). The company also acts as ISM manager.



February 2022, *Bashar One Transport*, Cartagena (Colombia). © Aloys Eijgermans

3 detentions in 2001 in Fremantle (Australia), in 2013 in Portland (Australia) and in 2021 in Cartagena (Spain).

In 2019-2020 she was inspected 5 times in East London (South Africa), Fremantle (Australia, 3 times) and Midia (Romania) totalling 9 deficiencies.

In 2021-2023 she was detained once and inspected 11 times in Cartagena (Colombia, 6 times), Cartagena (Spain), Constanta (Romania), Puerto Cabello (Venezuela) and Vila do Conde (Brazil, twice) totalling 17 deficiencies. Grounds for detention in Cartagena (Spain) include deficiencies with regard crew certificate and documentation and emergency systems.

2019-2020		2021-2023	
<i>Bashar One Transport</i>	8506361	<i>Bashar One Transport</i>	8506361
Safety of Navigation	2	Certificate and Documentation	11
Certificate and Documentation	2	Emergency Systems	2
fire Safety measures	1	Safety of navigation	2
Labour Conditions	1	ISM	1
Life saving appliances	1	MLC, 2006	1
other	1		17
Water/Weathertight conditions	1		
	9		

As the *Al Shuwaikh* owned by Kuwaiti shipowner Livestock Transport & Trading Co, she was reported for a number of mortalities of sheep during her voyages from Australia to the Middle East. In all cases, the Australian Department of Agriculture and Forestry (DAFF) considered the mortality rate as normal. Yet, a "normal" rate may mean a few hundreds dead animal. As an example, on May 15, 2018, the *Al Shuwaikh* sailed from Fremantle with 69,007 sheep and 263 cattle. The animals were discharged in Kuwait on 2-3 June, Qatar on 4-6 June and United Arab Emirates on 7-8 June. The unloading was delayed by a week because of concerns a number of sheep may suffered scabby mouth disease. The observer on board reported the animals have suffered from "severe heat stress" for 8 days; the sheep were seen breathing mouth open and packing around the ventilation vents on all decks. 609 sheep died during the voyage. Though, the report published by the DAFF considered the conditions of export to be consistent with the Australian regulation. The mortality rate was "only" 0.88%. In February 2020, her quiet voyage to Kuwait, Qatar, the United Arab Emirates and Oman resulted however in the death of 130 sheep, which is a rate of "only" 0,2%.

She was sold in November 2020 to single ship company Marine One Transport Co Ltd care of Coral Technical Services (Jordan), reflagged to Panama and renamed *Bashar One Transport*. The ship was docked at Tuzla shipyard prior entering service for her new owner. In the night of January 7-8, 2021, a fire erupted on board in the cargo compartments. The extent of the damages and the cause of the fire were not known then. One crew was injured and taken to hospital. The *Bashar One Transport* resumed trading.

She called at Sète (France) in September 2022, Cartagena (Colombia) in March 2023, Damietta (Egypt) in May, Vila do Conde in September, Damietta in October, Cartagena (Colombia) in November, Aqaba (Jordan) in December.

Location, January 2023: Atlantic Ocean, West Africa, en route from Damietta to Cartagena (Colombia).

She is approved for livestock transport by Romania from August 10, 2022, to January 1, 2024.

ISM manager: Coral Technical Services (Jordan) since 23/10/2020. Not negatively listed.

Ship risk profile, 1 point, standard risk ship.

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Brahman Express. IMO 9238416. Length 133 m. 5,612 deadweight tonnes. Built in 2002 in Waterhuizen (Netherlands) by Van Diepen. 22 years old.



April 2011, *Brahman Express* at Montevideo (Uruguay). © Fernando Pontolillo

Luxemburg flag; white list.

Classification society RINA; IACS, high performing. Previously Bureau Veritas.

Owned by Westerschelde Shipping BV care of Livestock Express BV (Netherlands) which reports a fleet of 13 livestock carriers as ship manager and ISM manager of which the EU-approved *Shorthorn Express* and *Ganado Express*.

Livestock Express BV is a subsidiary of Vroon BV (Netherlands) which operates a fleet of offshore support vessels (Vroon Offshore Services), product and high-heat tankers (Iver Ships) and livestock carriers (Livestock Express BV).

No detentions.

In 2019-2020 she was inspected 6 times in Fremantle (Australia), Novorossiisk (Russia), Philadelphia (USA), Portland (Australia), Townsville (Australia), Vung Ang (Vietnam) totalling 14 deficiencies.

In 2021-2023 she was inspected 7 times in Darwin (Australia, 5 times) and Fremantle (Australia, twice) totalling 10 deficiencies.

2019-2020		2021-2023	
<i>Brahman Express</i>	9238416	<i>Brahman Express</i>	9238416
Fire safety	3	Fire safety	3
Life saving appliances	3	Life saving appliances	3
Propulsion & auxiliary engines	2	MLC, 2006	1
Certificate and Documentation	2	Pollution prevention - MARPOL	1
MLC, 2006	1	Radio Communications	1
Radio Communications	1	Safety of Navigation	1
Safety of Navigation	1		10
Labour Conditions	1		
	14		

She called at Darwin (Australia) in May 2023, Jakarta (Indonesia) and Townsville (Australia) in June, Hai Phong (Vietnam) in July, Darwin, Panjang (Indonesia), Jakarta (Indonesia) and Townsville in August 2023, Hai Phong (Vietnam) in September, Darwin in October.

64 EU-approved livestock carriers: profile of ships

According to Port State Control, fire safety still deserves to be considered as the number one issue with regard *Brahman Express*. On October 3, 2023, she left Darwin (Australia) bound for Panjang (Indonesia) with 3600 cattle on board. An engine room fire broke out soon after departure. The crew was reportedly able to extinguish it. According to the port authorities, there was no concern about animal welfare but the ship was ordered to head back to Darwin to discharge the crew and livestock. The *Brahman Express* docked at Darwin on Friday October 6. The cattle were unloaded on Saturday and about 2000 animals were reloaded on the *Galloway Express*, another Vroon-owned ship bound to leave the day after. The *Brahman Express* left Darwin on October 24 under tow of tug *Alp Winger* bound for Sembawang shipyard in Singapore.

She has resumed trading and was spotted in Darwin and Jakarta in December.

Location, January 2024: en route from Fremantle to Hon La (Vietnam).

She is approved for livestock transport by Portugal.

ISM manager: Livestock Express BV (Netherlands) since 01/05/2015. Not negatively listed.

Ship risk profile: 1 point, standard risk ship.

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Dalal F (ex-*Talia*, ex-*Hesen Moon*, ex-*Rhapsody*, ex-*Hornbaltic*, ex-*Adils*, ex-*Hornbaltic*, ex-*Hornbelt*). IMO 7910888. Ex-general cargo ship converted in 2016 at the age of 36. Length 92 m. 3,152 deadweight tonnes. Built in 1980 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. 44 years old.



June 2023, as *Talia*, at Port of Cartagena (Spain). © Animal Welfare Foundation

Guinea-Bissau flag since July 2023; not ranked. Previously registered in Lebanon (2016), Tanzania (2011), Georgia (2010), Moldova (2009).

Classification society International Naval Surveys Bureau since December 2016; high performing.

Acquired in July 2023 by single ship company Helen K W F Marine Ltd registered in the Marshall Islands care of Limano Marine Services Ltd (Lebanon) and renamed *Dalal F*. Limano Marine Services Ltd reports a fleet of 4 livestock carriers as ship manager and ISM manager, the *Dalal F* (ex-*Talia*), *Helen*, *Maysa* or only as ISM manager with regard the *Mariona*. All these livestock carriers are EU-approved.

5 detentions: in 2009 in Antalya (Türkiye), in 2010 in Porto Nogaro (Italy), in 2012 in Barletta (Italy) and Damietta (Egypt), in 2013 in Marina di Carrara (Italy).

In 2019-2020 she was inspected 4 times in Cartagena (Spain), Midia (Romania), Rasa (Croatia), Vila do Conde (Brazil) totalling 6 deficiencies.

In 2021-2023 she was inspected 12 times in Alexandria (Egypt), Beirut (Lebanon), Piraeus (Greece), Puerto Cabello (Venezuela), Rasa (Croatia), Sète (France) and Vila do Conde (Brazil, 6 times) totalling 17 deficiencies.

2019-2020		2021-2023	
<i>Talia</i>	7910888	<i>Dalal F ex-Talia</i>	7910888
Certificate and Documentation	1	Certificate and Documentation	4
MLC, 2006	1	Emergency Systems	3
Pollution prevention - MARPOL	1	Fire safety	2
Radio Communications	1	Radio Communications	2
Water/Weathertight conditions	1	Safety of Navigation	2
Emergency Systems	1	Life saving appliances	1
	6	Pollution prevention - MARPOL	1
		Propulsion and auxiliary machinery	1
		Water/Weathertight conditions	1
			17

64 EU-approved livestock carriers: profile of ships

Banned in 2013 from Paris MoU ports for three months for multiple detentions.

On July 3, 2020, the *Talia* rescued 52 distressed migrants off Lampedusa. Two were evacuated for medical treatment to Malta. The *Talia* had just delivered livestock to Libya and was en route to Cartagena (Spain); the decks had not been cleaned up since departing Libya. The ship was initially rejected from Malta and then Italy. Eventually, after days in the dirty stalls that had not been cleaned after the animals were offloaded, the migrants were allowed to disembark on July 8 in Valletta (Malta).

She called at Vila do Conde (Brazil) and Cartagena (Spain) in June 2023, Beirut (Lebanon) and Cartagena (Spain) in July, Conakry (Guinea) and Vila do Conde in August, Iskenderun (Türkiye), Rasa (Croatia), Misurata (Libya) in October, Rasa and Beirut in November, Koper (Slovenia) in December.

Location, January 2024: West Mediterranean, en route from Oran (Algeria) to Tarragona (Spain).

She is approved for livestock transport by Croatia until February 20, 2027.

ISM manager: Limano Marine Services Ltd (Lebanon). Low performing. The company also acts as ISM manager and ship manager of the EU-approved *Mariona* and *Maysa*.

Ship risk profile: 3 points, standard risk ship.



January 2017, Slovakian bull with broken horn inside *Talia* at Rasa Port (Croatia). © AWF-TSB

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Dania (ex-Barhom II, ex-Omar M., ex-Editor, ex-Amitie, ex-Hajeh Azizeh, ex-Baltic Horizon, ex-Marion Bosma). IMO 7607429. Ex-general cargo carrier converted in 2012 at the age of 35. Length 83 m. 2,992 deadweight tonnes. Built in 1977 in Foxhol (Netherlands) by Suurmeijer. 47 years old.

Tanzanian flag since April 2012; black list, ranked medium risk. Previously registered in Georgia (2005), Syria (2001). Unknown classification society. Previously Bulgarski Koraben Register (2012), Hellenic Register of Shipping.

Owned by single ship company NMS Shipping Co Sa registered in the Marshall Islands) also acting as ship manager.



February 1, 2022, *Dania*, at Koper anchorage (Slovenia). © Marjan Stropnik

9 detentions: in 2003 in Eleusis (Greece), in 2004 in Volos (Greece), in 2005 in Ambarli (Türkiye), in 2007 in Koper (Slovenia) and Cagliari (Italy), in 2009 in Antalya (Türkiye), in 2021 in Sète (France), in 2022 in Koper (Slovenia) and in 2023 in Sète again.

In 2019-2020 she was inspected 6 times in Algiers (Algeria, twice), Cartagena (Spain), Tripoli (Lebanon) and Sète (France, twice), totalling 12 deficiencies.

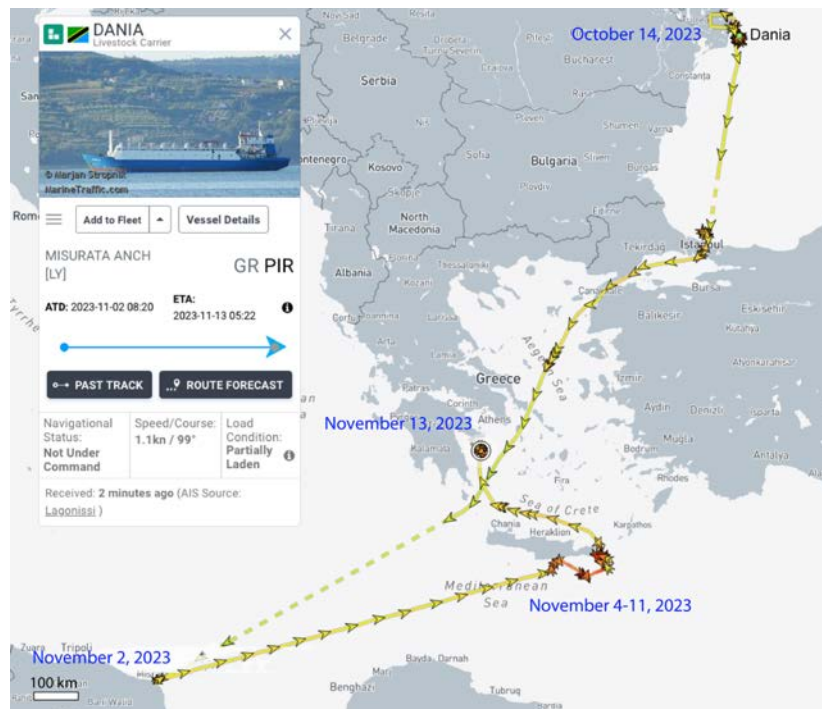
In 2021-2023 she was detained three times and inspected 10 times in Beirut (Lebanon, twice), Koper (Slovenia), Piraeus (Greece), Tripoli (Lebanon), Reni (Ukraine, 3 times)) and Sète (France, twice), totalling 47 deficiencies. Grounds for detention in Sète (twice) and Koper include deficiencies with regard structural condition, water and weathertight condition, fire safety, emergency system, the Maritime Labour Convention 2006, ISM, and Marpol convention.

2019-2020		2021-2023	
<i>Barhom II</i>	7607429	<i>Dania, ex-Barhom II</i>	7607429
Structural Conditions	3	Safety of Navigation	9
Fire safety	3	Structural Conditions	7
MLC, 2006	2	Certificate and Documentation	6
Certificate and Documentation	1	Water/Weathertight conditions	6
Safety of Navigation	1	Fire safety	5
Emergency Systems	1	Working and Living Conditions	3
Life saving appliances	1	Emergency Systems	2
	12	Life saving appliances	2
		MLC, 2006	2
		Alarms	1
		ISM	1
		Other Type of Deficiencies	1
		Pollution prevention - MARPOL	1
		Propulsion and auxiliary machinery	1
			47

She called at Tripoli (Lebanon) in June 2023, Koper (Slovenia), Bandirma (Türkiye) and Varna (Bulgaria) in August, Tripoli (Lebanon) in September, Reni (Ukraine) and Misurata (Libya) in October.

64 EU-approved livestock carriers: profile of ships

The *Dania* left Misurata on November 2, 2023 and was spotted wandering at slow speed for a week southeast of Crete. She then headed for Piraeus where she was inspected. 9 deficiencies were reported including issues regarding the safety of navigation, fire safety, life saving appliances and Maritime Labour Convention. The *Dania* was not detained and finally resumed trading.



Dania tracking, October 14-November 13, 2023. Screenshot MarineTraffic

Location, January 2024: Red Sea. She arrived at Jeddah (Saudi Arabia) on December 12 and is currently trading between Jeddah and Osman Digna (Sudan).

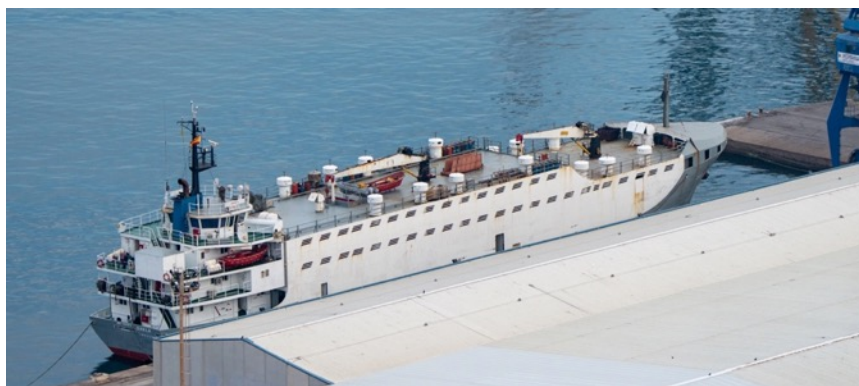
She is approved for livestock transport by France.
Previously approved by Romania.

ISM manager: One Nile Management SA since 14/04/2022 (not negatively listed), acting as ISM manager for the sole *Dania*.

Ship risk profile: 2 points, standard risk ship.

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Darla (ex-Elita, ex-Bruna, ex-Youzarsif II, ex-Darya, ex-Blue Sky S, ex-Altarek II, ex-Sandra, ex-Gerlin, ex-Susan Borchard, ex-Orion). IMO 7601073. Ex general cargo carrier converted in 2016 at the age of 39. Length 81 m. 2,456 deadweight tonnes. Built in 1977 in Hamburg (Germany) by Norderwerft and JJ Sietas Schiffswerft. 47 years old.



June 2023, *Darla* at Cartagena Port (Spain). © Animal Welfare Foundation

Comorian flag since September 2022; black list, ranked medium risk. Previously registered in Guyana (2021, false registration), Comoros (2018), Togo (2016), Moldova (2011). Classification society Veritas Register of Shipping since July 2021; medium performing. Previously International Naval Surveys Bureau (2016), Maritime Lloyd Georgia (2011).

Owned since September 2022 by single ship company Darla Shipping Co SA (Türkiye) also acting as ship manager and ISM manager.

5 detentions: in 2002 in Leixoes (Portugal), in 2011 in Port Said (Egypt) and Gemlik (Türkiye), in 2018 in Cartagena (Spain) and in 2020 in Alexandria (Egypt).

In 2019-2020 she was detained once and inspected 5 times in Algiers (Algeria), Alexandria (Egypt), Bizerte (Tunisia), Laurium (Greece), Sète (France) totalling 23 deficiencies. Grounds for detention in Alexandria include deficiencies with regard Certificate and Documentation, safety of navigation, and radio communications.

In 2021-2023 she was inspected 6 times in Alexandria (Egypt), Bizerte (Tunisia), Batumi (Georgia), Koper (Slovenia, twice) and Sète (France) totalling 37 deficiencies.

2019-2020		2021-2023	
<i>Bruna</i>	7601073	<i>Darla, ex-Elita, ex-Bruna</i>	7601073
Certificate and Documentation	5	Certificate and Documentation	7
Safety of Navigation	5	Safety of Navigation	7
MLC, 2006	4	Emergency Systems	4
Radio Communications	2	Pollution prevention - MARPOL	3
Fire safety	1	Propulsion and auxiliary machinery	3
ISM	1	MLC, 2006	3
Life saving appliances	1	Life saving appliances	2
Others	1	Working and Living Conditions	2
Pollution Prevention	1	Radio Communications	2
Propulsion and auxiliary machinery	1	ISM	1
Structural Conditions	1	Fire safety	1
	23	Water/Weathertight conditions	1
		Other	1
			37

Three incidents point out fraudulent practises from the shipowners with regard crew and human trafficking and repeated violations of the Maritime Labour Convention.

On November 17, 2020, the *Bruna* coming from Türkiye and heading for Sète was about to enter the French territorial waters. She was intercepted and checked. During control operations it appeared that 22 Syrian and Indian crewmembers were on board while the crew list only mentioned 16. The ship was denied entry and turned away from French waters and headed to Palma (Spain).

In July 2021, the *Bruna* was acquired by Istanbul-based Karma Maritime Co SA, renamed *Elita*, and reflagged to Guyana. This turned out to be a usurped registration. On November 12, 2021, the *Elita* arrived from Misurata (Libya) off Cartagena (Spain). Two Syrian nationals were arrested on the Spanish ground on November 17 as illegal migrants. They had reportedly jumped off the livestock carrier while the ship was anchored off Cartagena. The Spanish Authorities raided the ship. The investigation revealed another 6 men listed as crewmembers had forged passports or work papers. The ship was seized, and the master Mamoun B arrested. He was suspected to belong to an organized crime ring involved in human trafficking. The Syrian migrants said they had paid 13,500 euros (15,000 US\$) to board towards Europe and were forced to work on board despite lack of any maritime qualification. The rest of the crew and the ship was later declared abandoned in Cartagena. As of February 24, 2022, the 13 mariners from Cyprus (1), India (6) and Syria (6) were owed 340,000 US\$ in unpaid wages. In September 2022, the *Elita* was acquired by Istanbul-based Darla Shipping Co SA. On November 30, 2022, the ITF received a notice confirming the crew members were finally all paid and repatriated for those who had asked for it.

On October 5, 2023, the chief mate of the *Darla* who had been on board for 17 months and needed to go back to India to assist his sick father disembarked. He was also owed 34,000 US\$ in salary. He lodged a complaint through the ITF for non-payment of salary and non-repatriation. The local maritime authority was not able to conduct any inspection with regard Maritime Labour Convention infringements as the *Darla* did not call at Tarragona but headed for Sète (France) instead where she remained from October 11 to October 24. The port inspection in Sète reported only 3 deficiencies with regard radio communications, emergency systems and condition of employment but the *Darla* was not detained. Thanks to the ITF, back wages were paid and the chief mate was provided with a flight ticket in mid-October. The *Darla* has since resumed trading.

She called at Sète (France) in June 2023, Tenes (Algeria) in July, Cartagena (Spain) and Jorf Lasfar (Morocco) in August, Tarragona, and Casablanca (Morocco) in September, Sète and Cartagena (Spain) in October, Misurata (Libya) in November, Sète and Casablanca in December.

Location, January 2024: West Mediterranean, en route from Casablanca to Algeciras (Spain).

She is approved for livestock transport by France and Spain.

ISM manager: Darla Shipping Co SA (Türkiye) since 27/09/2022. Not negatively listed.

Ship risk profile: 2 points, standard risk ship.

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Deala (ex-Barhom III, ex-Pity, ex-Waters Clubs, ex-Meryam S, ex-Najib M, ex-Mirage, ex-Varun, ex-Eurolink, ex-Armour, ex-Wave Rose, ex-Arklow Bridge, ex-Tequila Sunset, ex-Cairncarrier). IMO 7405091. Ex-general cargo ship converted in 2017 at the age of 41. Length 79 m. 1,890 deadweight tonnes. Built in 1976 in Leer (Germany) by Jansen. 48 years old.

Tanzanian flag since October 2022; black list, ranked medium risk. Previously registered in the Comoros (May 2020), Palau (2016), Tanzania (2010), Comoros (2005), Belize and Mongolia (2004).

Classification society Vega Register since August 2021; not ranked. Previously Bulgarski Koraben Registar (2020), International Register of Shipping (2017).

Owned since August 2021 by single ship company Deala Shipping Co Ltd (Türkiye) also acting as ISM manager.

12 detentions: in 1998 in Barcelona (Spain), in 1999 in Novorossiisk (Russia), and Barcelona again, in 2004 in Barcelona again, in 2005 twice in Tulcea (Romania) then in Galati (Romania), in 2006 in Limassol (Cyprus), Burgas (Bulgaria) and Alexandria (Egypt), in 2016 in Tulcea again and in 2022 in Haifa (Israel).

In 2019-2020 she was inspected 6 times in Algiers (Algeria), Beirut (Lebanon, twice), Cartagena (Spain), Molyvos (Greece), Tripoli (Lebanon) totalling 43 deficiencies.

In 2021-2023 she was detained once and inspected 8 times in Beirut (Lebanon), Haifa (Israel), Koper (Slovenia) and Rasa (Croatia, 5 times)) totalling 83 deficiencies. Grounds for detention in Haifa include deficiencies with regard fire safety, safety of navigation and radio communications.

Barhom III	7405091	Deala, ex-Barhom III	7405091
MLC, 2006	10	Fire safety	15
Safety of Navigation	7	Safety of Navigation	14
Certificate and Documentation	6	MLC, 2006	11
Life saving appliances	5	Water/Weathertight conditions	9
Working and Living Conditions	3	Certificate and Documentation	8
ISM	2	Life saving appliances	6
Water/Weathertight conditions	2	ISM	5
Radio Communications	2	Radio Communications	5
Alarms	1	Emergency Systems	4
Emergency Systems	1	Structural Conditions	3
Fire safety	1	Working and Living Conditions	3
Propulsion and auxiliary machinery	1		83
Labour Conditions	1		
Structural Conditions	1		
	43		

She called at Midia (Romania) and Haifa (Israel) in May 2023, Rasa (Croatia) and Haifa in July 2023, Tuzla (Türkiye) in August, Midia and Haifa (Israel) in October, Rasa and Haifa in November, Midia, Haifa, Rasa and Haifa in December.

64 EU-approved livestock carriers: profile of ships



July 2023, *Deala* at port of Rasa (Croatia). © **Essere Animali**

Location, January 2024: Mediterranean, en route from Haifa to Rasa (Croatia).

She is approved for livestock transport by Romania since December 5, 2022.

ISM manager: Deala Shipping Co Ltd (Türkiye) since 26/08/2021. Not negatively listed.

Ship risk profile: 2 points, standard risk ship.

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Dragon (ex-Falconia, ex-Falcon, ex-Philomena Purcell, ex-Esteflut). IMO 7303231. Ex-general cargo ship converted in 1982 at the age of 9. Length 88 m. 1,859 deadweight tonnes. Built in 1973 in Vestnes (Norway) by Salthammer; lengthened from 77 to 88 m. 51 years old.



February 2019, *Dragon* at port of Rasa (Croatia). © Animal Welfare Foundation

Togolese flag since February 2017; black list, ranked medium to high risk. Previously registered in Panama (2004).

Classification society International Naval Surveys Bureau; high performing. Previously Conarina LLC (2017), Bureau Veritas.

Owned by single ship company Reina Shipping Ltd registered in Liberia care of Rana Maritime Services SA (Lebanon). Rana Maritime Services SA also acts as ISM manager of the EU-approved *Al Farouk* (IMO 8813037).

4 detentions in 2007 in Brisbane (Australia), in 2009 in Darwin (Australia), in 2014 in Brisbane (Australia) and in 2017 in Midia (Romania).

In 2019-2020 she was inspected 12 times in Beirut (Lebanon, 5 times), Midia (Romania), Mykolaiv (Ukraine, 5 times) and Rasa (Croatia) totalling 72 deficiencies.

In 2021-2023 she was inspected 10 times in Beirut (Lebanon, 3 times), Midia (Romania), Mykolaiv (Ukraine, twice), Poti (Georgia), Reni (Ukraine, twice) and Tripoli (Lebanon) totalling 53 deficiencies.

2019-2020		2021-2023	
<i>Dragon</i>	7303231	<i>Dragon</i>	7303231
Working and Living Conditions	16	Working and Living Conditions	14
Certificate and Documentation	12	Certificate and Documentation	11
Life saving appliances	10	Life saving appliances	6
Safety of Navigation	9	Safety of Navigation	5
Fire safety	7	Fire safety	5
Emergency Systems	5	Propulsion and auxiliary machinery	3
Water/Weathertight conditions	3	Radio Communications	2
Structural Conditions	3	Emergency Systems	2
Propulsion and auxiliary machinery	3	ISM	1
Pollution Prevention	3	MLC, 2006	1
Alarms	1	Pollution prevention - MARPOL	1
	72	Structural Conditions	1
		Water/Weathertight conditions	1
			53

64 EU-approved livestock carriers: profile of ships

She called at Reni (Ukraine) and Beirut (Lebanon) in July 2023, Reni, Beirut and Sulina (Romania) in August, Beirut in September, Sulina, Reni and Beirut in October, Sulina, Reni and Misurata in November, Sulina, Reni (Ukraine) and Beirut in December

Location, January 2024: Black Sea, Sulina (Romania).

She is approved for livestock transport by Romania since January 12, 2023.

ISM manager: Bluemar Co SA (Lebanon) since 17/12/2022. Not negatively listed.

Ship risk profile: 3 points, standard risk ship.

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64 EU-approved livestock carriers: profile of ships

Elena (ex-Suha Queen II, ex-Ko Lanta, ex-Alaa-1, ex-Reem, ex-Nina, ex-Minka C, ex-Victory). IMO 7406772. Ex-general cargo carrier converted in 2011 at the age of 36. Length 78 m. 2,615 deadweight tonnes. Built in 1975 in Foxhal (Netherlands) by Bodewaes Gruno. 49 years old.

Comoros flag since April 2020; black list, ranked medium risk. Previously registered in Togo (2015), Sierra Leone (August 2013), Moldova (April 2013), Jamaica (February 2013), Sierra Leone (2007).

Classification society Hellas Naval Survey Bureau of Shipping; not ranked. Previously International Register of Shipping (2007), Korea Classification Society (2003).



As Suha Queen II. © Animals International

Owned by single ship company Livestock International Co SA registered in Belize also acting as ship manager and ISM manager.

9 detentions: in 2002 in Dublin (Ireland), in 2007 in Iskenderun (Türkiye), in 2013 and twice in 2015 in Cartagena (Spain), in 2016 in Cartagena again then in Batumi (Georgia) and in 2019 and 2020 in Tarragona (Spain).

In 2019-2020 she was detained twice, inspected 6 times in Algiers (Algeria), Beirut (Lebanon), Midia (Romania), Mykolaiv (Ukraine) and Tarragona, totalling 68 deficiencies. Grounds for detention in Tarragona include deficiencies with regard fire safety, MLC 2006, safety of navigation, emergency systems, water/weathertight conditions, life saving appliances and working and living conditions.

She was not inspected in 2021. In 2022 she was inspected twice, in Reni (Ukraine) and Midia (Romania), totalling 6 deficiencies. She has not been inspected in 2023 as she has been officially "in repair" most of the year.

2019-2020		2022	
<i>Suha Queen II</i>	7406772	<i>Elena, ex-Suha Queen II</i>	7406772
Certificate and Documentation	19	Certificate and Documentation	2
Fire safety	9	MLC, 2006	2
MLC, 2006	8	Pollution prevention - MARPOL	1
Safety of Navigation	8	Safety of Navigation	1
Emergency Systems	6		6
Water/Weathertight conditions	4		
Pollution prevention - MARPOL	3		
Life saving appliances	3		
Working and Living Conditions	2		
Radio Communications	2		
Propulsion and auxiliary machinery	1		
ISM	1		
Other Type of Deficiencies	1		
Structural Conditions	1		
	68		

Banned from Paris MoU ports in September 2015 for three months.

In September 2013, she was en route from Constanta (Romania) to Sète (France). While she was anchored off Istanbul prior crossing Bosphorus Strait, she was hit by the Turkish bunker tanker *Ondina*. The livestock carrier suffered damages.

On February 15, 2023, the *Elena* was en route from Misurata (Libya) to Tuzla shipyard. She was not able to reach the yard as she suffered an engine failure off Leros Island (Greece). She has not resumed trading. Since then, her official status has been "in casualty/repair".

On November 10, 2023, she departed Kalymnos anchorage off Leros Island heading for Tripoli (Lebanon). She docked for repair on November 14.

On December 26, while repair work was still ongoing, she suffered a wheelhouse fire caused by a short circuit. Wheelhouse's equipment as well as three cabins were destroyed.

Location, January 2024: East Mediterranean, Tripoli (Lebanon).

She is approved for livestock transport by Romania since May 25, 2022, and by Spain.

ISM manager: Livestock International Co SA (Belize). Not negatively listed.

Ship risk profile: 2 points, standard risk ship.

.....

Elevation (ex-Trigger, ex-Barcelona, ex-Trigger, ex-Nosa Trigger, ex-Trigger, ex-Hoegh Trigger). IMO 7407324. Ex-car carrier converted in 2010 at the age of 34. Length 187 m. 8,405 deadweight tonnes. Built in 1976 in Flushing (Netherlands) by Royal Schelde. 48 years old.

Lebanese flag since 2013; grey list. Previously registered in Liberia.

Classification society Bureau Veritas since December 2015; high performing. Previously Korean Register of Shipping.

Owned by single ship company Nino Marine Ltd registered in the Seychelles care of Ania Marine Ltd (Lebanon). Ania Marine Ltd reports a fleet of 3 livestock carriers, the *Freedom*, *Elevation* and *Victory* all EU-approved and also acts as ISM manager.



August 2020, *Elevation*, at port of Cartagena (Spain). © Animal Welfare Foundation

No detention.

In 2019-2020 she was inspected 7 times in Alexandria (Egypt), Cartagena (Spain), Chah Bahar (Iran), Rio Grande (Brazil, 3 times), Vila do Conde (Brazil) totalling 10 deficiencies.

In 2021-2023 she was inspected 12 times in Alexandria (Egypt), Cartagena (Colombia, 3 times), Cartagena (Spain, twice), Mostaganem (Algeria), Puerto Cabello (Venezuela, twice) and Rio Grande (Brazil, 3 times) totalling 14 deficiencies.

2019-2020		2021-2023	
<i>Elevation</i>	7407324	<i>Elevation</i>	7407324
Safety of navigation	3	MLC, 2006	6
Fire safety	2	Propulsion and auxiliary machinery	2
Pollution prevention	2	ISM	1
Operational deficiencies	1	Water/Weathertight conditions	1
Working and Living Conditions	1	Certificate and Documentation	1
Ship's certificates and documents	1	Life saving appliances	1
	10	Radio Communications	1
		Safety of Navigation	1
			14

She called at Rio Grande (Brazil) in July 2023, Tasucu (Türkiye) and Cartagena (Spain) in August, Cartagena (Colombia) and Damietta (Egypt) in September, Cartagena (Spain) and Cartagena (Colombia) in October, Jeddah (Saudi Arabia) and Cartagena (Spain) in December.

Location, January 2024: Atlantic, Cartagena (Colombia).

She is approved for livestock transport by Romania since February 27, 2019.

ISM manager: Ania Marine Ltd (Lebanon) since 22/12/2015. Not negatively listed.

Ship risk profile: 1 point, standard risk ship.

.....

Equality (ex-Zaher V, ex-Afroditi, ex-Fastock, ex-Livestock, ex-Purcell Livestock, ex-Somerset). IMO 6703343. Ex-Ro Ro converted in 1981 at the age of 15. Length 124 m. 2,045 deadweight tonnes. Built in 1966 in Elseneur (Denmark) by Helsingør Verft; lengthened in 1972 from 112 to 124 m. 58 years old.



December 2, 2022, *Equality* in Suez Canal. © Ivan Meshkov

Lebanese flag since 1996; grey list.

Classification society Croatian Register of Shipping; IACS, medium performing.

Owned since 2016 by FaFi Shipping Ltd reported as a single ship company registered in the Seychelles care of Mary Marine Ltd (Lebanon). Mary Marine Ltd reports a fleet of two livestock carriers the *Equality* and *Fidelity*, both EU-approved.

In January 2013, as the Lebanese-owned *Zaher V* she arrived in Türkiye from Uruguay with 5500 cows. Around 350 animals were sick: half of them had died during the voyage. The *Zaher V* left Türkiye heading for Beirut still with a hundred cows suffering a variety of skin and joint infections. The vessel had to remain docked with the cows on board for several weeks due to the reluctance of Lebanese Authorities to let them enter the country.

Detained in 1999 in Greenore (Ireland).

In 2019-2020 she was inspected 6 times in Vila do Conde (Brazil, 4 times), Sao Sebastiao (Brazil) and Sète (France) totalling 8 deficiencies (5 in Sète).

In 2021-2023 she was inspected 9 times in Puerto Cabello (Venezuela), Sète (France), Tarragona (Spain) and Vila do Conde (Brazil, 6 times) totalling 9 deficiencies (6 in Sète, 3 in Tarragona).

2019-2020		2021-2023	
<i>Equality</i>	6703343	<i>Equality</i>	6703343
Structural Safety	2	Life saving appliances	2
Life saving appliances	2	Certificate and Documentation	1
Pollution prevention - MARPOL	1	Structural Conditions	1
Certificate and Documentation	1	Working and Living Conditions	1
Fire safety	1	Fire safety	1
Structural Conditions	1	MLC, 2006	1
	8	Pollution prevention - MARPOL	1
		Safety of Navigation	1
			9

64 EU-approved livestock carriers: profile of ships

She called at Vila do Conde (Brazil) in July 2023, Algiers (Algeria)) and Cartagena (Spain) in August. Vila do Conde in September, Jeddah in October.

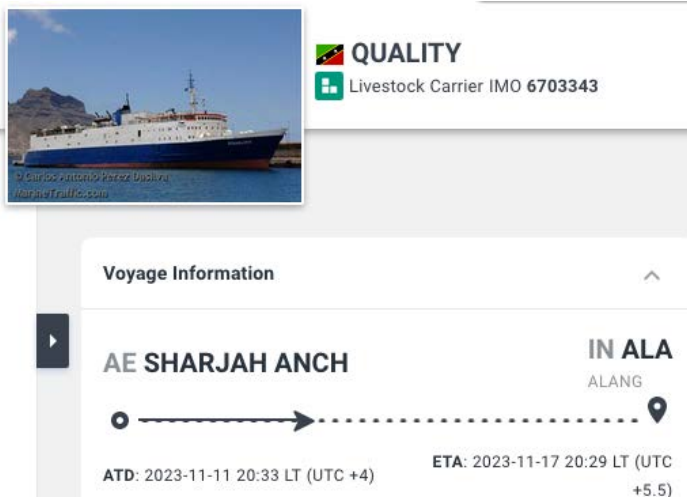
Location, November 2023: en route from Sharjah to Alang (India).

She is approved for livestock transport by France.

ISM manager: Mary Marine Ltd (Lebanon) since 23/03/2016. Low or very low performing.

Ship risk profile: 3 points, standard risk ship.

On November 8, 2023, the *Equality* was acquired by Marshall Islands registered Shore Shipping Inc care of Machtrans Ship Management, a well-known Indian buyer of end-of life ships. The Lebanese-flagged *Equality* was shortened to *Quality* flying the funeral flag of St. Kitts and Nevis. She left Sharjah (United Arab Emirates) on November 11 bound for Alang.



December 2023, the ex-EU approved *Equality*, shortened to *Quality* at Alang demolition yard. © Eren Topcu

.....

Express M (ex-Sezer, ex-Atlantic M, ex-Al Mahmoud Orient, ex-Autotransporter). IMO 8200577. Ex-car carrier converted in 2010 at the age of 27. Length 100 m. 2,655 deadweight tonnes. Built in 1983 in Numakuma (Japan) by Kambara, completed by Tsuneishi. 41 years old.

Panamanian flag since July 2010; grey list. Previously registered in Cambodia.

Classification society Nippon Kaiji Kyokai; IACS, high performing. Previously Global Marine Bureau Inc.



As the *Atlantic M*. © Animals International

She is still owned by single ship company Livestock Export Co SA registered in Panama care of Naseem Al Bahar General Trading LLC Co (United Arab Emirates). Naseem Al Bahar General Trading LLC Co reports a fleet of 3 livestock carriers, the *Express M*, and the *Transporter* both EU-approved and the *Polaris-2* (IMO 8417625).

4 detentions: in 2009 in Falmouth (United Kingdom), in 2018 in Tarragona (Spain), in 2020 in Waterford (Ireland) and in 2022 in Sines (Portugal).

In 2019-2020 she was detained once in Waterford (Ireland) and inspected 5 times in Cartagena (Spain), Tripoli (Lebanon), Vila do Conde (Brazil, twice) and Waterford (Ireland) totalling 29 deficiencies, of which 18 in Waterford. Grounds for detention in Waterford include deficiencies with regard water/weathertight conditions, ISM and life saving appliances.

In 2021-2023 she was detained once in Sines (Portugal) and inspected 9 times in Beirut (Lebanon), Cartagena (Colombia), Cartagena (Spain), Port Said (Egypt), Setubal (Portugal), Sines (Portugal) and Vila do Conde (Brazil, 3 times) totalling 25 deficiencies, of which 13 in Sines. Grounds for detention in Sines include deficiencies with regard safety of navigation.

2019-2020		2021-2023	
<i>Atlantic M</i>	8200577	<i>Express M, ex-Sezer, ex-Atlantic M</i>	8200577
MLC, 2006	8	Certificate and Documentation	6
Fire safety	4	Propulsion and auxiliary machinery	4
Structural Conditions	4	Safety of Navigation	3
Pollution prevention - MARPOL	3	Emergency Systems	2
Safety of Navigation	3	Structural Conditions	2
Water/Weathertight conditions	2	Life saving appliances	1
ISM	1	Radio Communications	1
Life saving appliances	1	Water/Weathertight conditions	1
Certificate and Documentation	1	Fire safety	1
Propulsion and auxiliary machinery	1	MLC, 2006	1
Load lines	1	Working and Living Conditions	1
		Pollution prevention - MARPOL	1
		Other	1
	29		25

64 EU-approved livestock carriers: profile of ships

In April 2018 in Tarragona, the *Atlantic M* was detained for five days after 4,000 lambs and 1,700 calves had been loaded. Passing ships reported strong smells coming from the *Atlantic M*. Local association Tarragona Animal Save denounced precarious conditions of confinement.

She called at Midia (Romania) and Haifa (Israel) in January 2023, Piraeus (Greece) in May-June, Las Palmas (Canary Islands, Spain) and Vila do Conde (Brazil) in July, Cartagena (Spain) and Tasucu (Türkiye) in August, Vila do Conde in October, Cartagena (Spain) and Tasucu in November, Cartagena (Spain) in December.

Location, January 2024: en route to Vila do Conde (Brazil).

She is approved for livestock transport by Romania since July 1, 2022, and by Ireland.

ISM Manager: Hellas Shipping Management Co. (Greece) since 01/10/2020. Not negatively listed. Hellas Shipping Management Co acts as ISM manager of the sole *Express M*.

Ship risk profile: 1 point, standard risk ship.

.....

Fidelity (ex-Regal, ex-Pollux, ex-Benwalid, ex-Ville d'Orient, ex-Manchester Vigour, ex-Cargo Vigour, ex-Manchester Vigour). IMO 7310507. Ex-container ship converted in 1985 at the age of 12. Length 112 m. 5,579 deadweight tonnes. Built in 1973 in Appledore (United Kingdom) by Appledore SB. 51 years old.



February 2022, *Fidelity* at Port of Cartagena (Spain). © Animal Welfare Foundation

Lebanese flag since September 2003; grey list.

Classification society Croatian Register of Shipping since April 2014; IACS, medium performing. Previously RINA.

Owned by single ship company Gigi Marine Ltd registered in the Seychelles care of Mary Marine Ltd (Lebanon). Mary Marine Ltd reports a fleet of two livestock carriers the *Equality* and *Fidelity*, both EU-approved.

5 detentions: in 2004 in Fremantle (Australia), in 2011 in Vila do Conde (Brazil), in 2015 in Tarragona (Spain), in 2016 in Cartagena (Spain) and in 2018 in Rasa (Croatia).

In 2019-2020 she was inspected 10 times in Alexandria (Egypt), Cartagena (Spain), Cartagena (Colombia), Limassol (Cyprus), Sète (France), Vila do Conde (Brazil, 4 times) totalling 17 deficiencies, of which 9 in Cartagena (Spain).

In 2021-2023 she was inspected 10 times in Cartagena (Spain), Dakar (Senegal, twice), Puerto Cabello (Venezuela), Sète (France), Tolu (Colombia) and Vila do Conde (Brazil, 4 times) totalling 17 deficiencies.

2019-2020		2021-2023	
<i>Fidelity</i>	7310507	<i>Fidelity</i>	7310507
Certificate and Documentation	4	Pollution prevention - MARPOL	3
MLC, 2006	3	Propulsion and auxiliary machinery	2
Water/Weathertight conditions	3	Water/Weathertight conditions	2
Propulsion and auxiliary machinery	2	MLC, 2006	2
Fire safety	2	Structural Safety	2
ISM	1	Life saving appliances	1
Safety of navigation	1	Safety of navigation	1
Pollution Prevention	1	Certificate and Documentation	1
	17	Fire safety	1
		Structural Conditions	1
		ISM	1
			17

64 EU-approved livestock carriers: profile of ships

She called at Vila do Conde (Brazil) and Mindelo (Cape Verde) in April 2023, Beirut (Lebanon) and Cartagena (Spain) in May, Tolu (Colombia) in June, Damietta (Egypt) in July, Cartagena (Spain) in August, Vila do Conde and Cartagena (Spain) in September, Jeddah in October, Cartagena (Spain) and Vila do Conde in November, Beirut in December.

Location, January 2024: East Mediterranean, Beirut (Lebanon).

She is approved for livestock transport by France.

ISM manager: Mary Marine Ltd (Lebanon) since 21/03/2016. Low or very low performing.

Ship risk profile: 3 points, standard risk ship.

.....

Finola M (ex-*Finola*, ex-*Christina C.*). IMO 8616623. Ex Ro-Ro converted in 1997 at the age of 9. Length 85 m; lengthened in 1991 from 73 to 85 m. 1,974 deadweight tonnes. Built in 1988 in Frederikshavn (Denmark) by Orskov Christensens. 36 years old.



2021, *Finola M* leaving Waterford Port (Ireland). © Ethical Farming Ireland

Antigua & Barbuda flag since July 2023; white list. Previously registered in Panama (September 2020) and in Denmark.

Classification Bureau Veritas; IACS, high performing.

Owned since September 2020 by Sun Light Shipping Co SA reported as a single ship company registered in Panama also acting as ship manager.

1 detention: in 2017 in Geelong (Australia).

In 2019-2020 she was inspected 8 times but only once in a European port, in Beirut (Lebanon), Darwin (Australia, twice), Midia (Romania), Portland (Australia), Subic (Philippines, twice) and Townsville (Australia), totalling 7 deficiencies of which 4 in Midia.

In 2021-2023 she was inspected 7 times, in Aqaba (Jordan), Beirut (Lebanon, twice), Foynes (Ireland), Midia (Romania), Mykolaiv (Ukraine) and Sines (Portugal), totalling 19 deficiencies of which 7 in Foynes, 6 in Midia and 4 in Sines.

2019-2020		2021-2023	
<i>Finola M</i>	8616623	<i>Finola M</i>	8616623
Fire safety	2	Fire safety	6
Safety of Navigation	2	Safety of Navigation	5
ISM	1	MLC, 2006	2
Emergency Systems	1	ISM	2
Pollution prevention	1	Propulsion and auxiliary machinery	1
	7	Other Type of Deficiencies	1
		Radio Communications	1
		Pollution prevention - MARPOL	1
			19

On February 5, 2018, the *Finola M* had to return to Brisbane shortly after departure after a failure of one of her engines was discovered. She had loaded 1500 Wagyu-cross feeder steers to be delivered in Japan. No welfare issues were reported by the Australian Authorities but once it was determined that the engine needed significant repairs, the cattle was unloaded and

64 EU-approved livestock carriers: profile of ships

returned to pre-export quarantine. The *Finola M* was able to leave only one month later, on March 2, 2019.

She called at Koper (Slovenia) and Beirut (Lebanon) in June and July 2023. In August, she left Perama yard at Piraeus (Greece) and called at Benghazi (Libya) and Sines (Portugal), Haifa in September, Sines, Haifa (Israel) in October, Midia (Romania) in November, Misurata (Libya) and Alexandria (Egypt) in December.

Location, January 2024: Atlantic Ocean, en route from Waterford (Ireland) to Oran (Algeria).

She is approved for livestock transport by Ireland from March 9, 2021, to March 9, 2026, and by Romania since November 29, 2022.

ISM manager: Vega Maritime Company SA (Greece) since 16/10/2020 acts as ISM manager for the sole *Finola M*. Not negatively listed.

Ship risk profile: 1 point, standard risk ship.

.....

Freedom (ex-Zaher III, ex-Bismillah, ex-Oruda, ex-Bismillah). IMO 7104972. Ex-general cargo ship converted in 1998 at the age of 27. Length 87 m. 2,794 deadweight tonnes. Built in 1971 in Ulstein (Norway) by Ulsteinvik. 53 years old

Lebanese flag since 1994; grey list.

Classification society Bureau Veritas; IACS, high performing.

Owned by single ship company Tina Shipping Ltd registered in the Seychelles care of Ania Marine Ltd (Lebanon). Ania Marine Ltd reports a fleet of 3 livestock carriers, the *Freedom*, *Elevation* and *Victory* all EU-approved and also acts as ISM manager.



July 2020, *Freedom* loading at the Port of Cartagena (Spain). © Animal Welfare Foundation

3 detentions: 1999 in Bilbao (Spain), in 2003 in Cork (Ireland) and in 2011 in Cartagena (Spain).

In 2019-2020 she was inspected 4 times in Rasa (twice) and Rijeka (Croatia) and in Tenes (Algeria) totalling 9 deficiencies.

In 2021-2023 she was inspected 3 times in Batumi (Georgia), Cartagena (Spain) and Rasa (Croatia) totalling 15 deficiencies.

2019-2020		2021-2023	
<i>Freedom</i>	7104972	<i>Freedom</i>	7104972
Fire safety	3	Life saving appliances	3
Safety of Navigation	2	Certificate and Documentation	2
MLC, 2006	1	Pollution prevention - MARPOL	2
ISPS	1	Fire safety	2
Certificate and Documentation	1	MLC, 2006	2
Other Type of Deficiencies	1	Water/Weathertight conditions	1
	9	Emergency Systems	1
		Structural Conditions	1
		Safety of Navigation	1
			15

She called at Cartagena (Spain) and Jeddah (Saudi Arabia) in May 2023, Cartagena (Spain) and Misrata (Libya) in June, Cartagena (Spain), Beirut (Lebanon), Rasa (Croatia) in July, Beirut then Cartagena (Spain) in August, Beirut, Sète (France) and Oran (Algeria) in September, Rasa (Croatia), Beirut and Tripoli (Lebanon) in October. She remained docked at Tripoli and finally left for Cartagena (Spain) in December.

Location, January 2024: en route from Khoms (Libya) to Vila do Conde (Brazil).

She is approved for livestock transport by France.

ISM manager: Ania Marine Ltd (Lebanon) since 02/12/2015. Not negatively listed.

Ship risk profile: 1 point, standard risk ship.

.....

Freesia (ex-City of Barcelona). IMO 9046368. Ex-car carrier converted in 2020 at the age of 27. Length 100 m. 2,402 deadweight tonnes. Built in 1993 in Akitsu (Japan) by Shin Kurushima. 31 years old.



May 23, 2023, *Freesia* at Damietta (Egypt). © Vignesh Kasmeeer

Panamanian flag since November 2020; grey list. Previously registered in the Isle of Man (1993).

Classification society Indian Register of Shipping since June 2021; IACS, medium performing. Previously Lloyd's Register of Shipping.

Owned by single ship company Freesia Shipping LLC registered in the Marshall Islands care of Safe Sea Services Sarl (Lebanon) also acting as ISM manager. Safe Sea Services Sarl reports a fleet of 28 vessels as ship manager and/or ISM manager, among which 6 livestock carriers, the *Nabolsi* (IMO 8204250) and the EU-approved *Freesia*, *Jouri*, *Nabolsi I*, *Tulip* and *Orchid*.

1 detention in February 2023 in Cartagena (Spain).

In 2021-2023 she was inspected 12 times in Beirut (Lebanon, 3 times), Cartagena (Colombia, twice), Cartagena (Spain, twice), Sines (Portugal), Tolu (Colombia) and Vila do Conde (Brazil, 5 times) totalling 13 deficiencies. Grounds for detention in Cartagena include deficiencies with regard certificate and documentation.

2021-2023	
<i>Freesia</i>	9046368
Safety of Navigation	4
Certificate and Documentations	2
ISM	2
Fire safety	1
Life saving appliances	1
MLC, 2006	1
Propulsion and auxiliary machinery	1
Radio Communications	1
	13

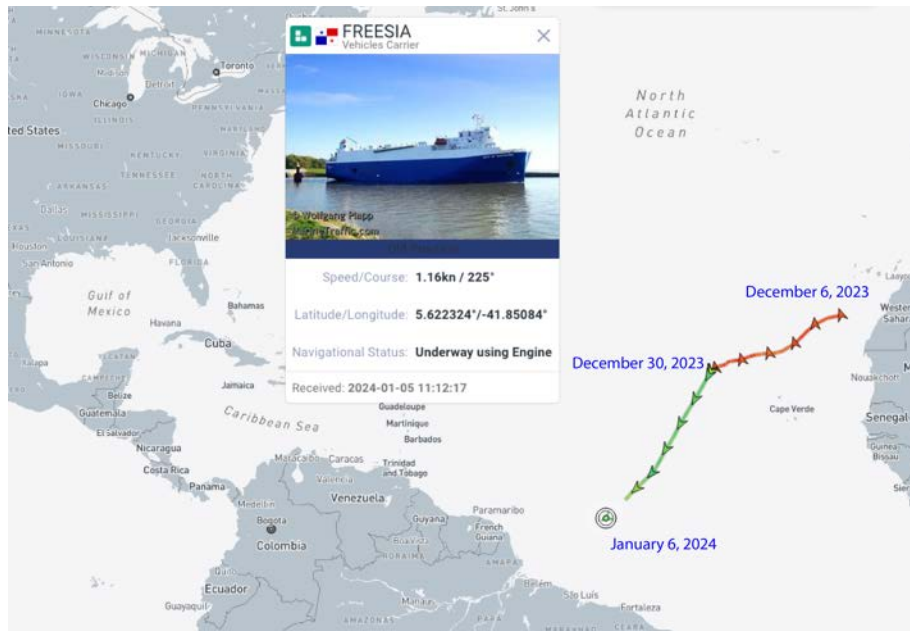
She called at Cartagena (Spain) and Vila do Conde (Brazil) in July 2023, Damietta (Egypt) in August, Algiers (Algeria), Tarragona (Spain), Damietta and Cartagena (Spain) in September, Vila do Conde in October, Beirut, and Cartagena (Spain) in November.

The *Freesia* left Cartagena (Spain) on November 25, bound for Vila do Conde (Brazil), a usually 2 week-long voyage. She obviously suffered engine failures while crossing the Atlantic and was

64 EU-approved livestock carriers: profile of ships

spotted drifting (at a speed of about 1 knot) north of Cabo Verde from December 6 to December 30. She resumed her voyage towards Brazil on December 30. She finally arrived off Vila do Conde on January 7 and docked on January 13, seven weeks after departing Cartagena.

Location, January 2024: en route from Vila do Conde (Brazil) to Beirut (Lebanon).



Freesia's crossing of the Atlantic and engine troubles (December 6 to 30). Screenshot Marine Traffic

She is approved for livestock transport by Spain.

ISM manager: Safe Sea Services Sarl (Lebanon) since 02/11/2020. Low or very low performing.

Ship risk profile: 3 points, standard risk ship.

.....

Gamma Star (ex-Captain Badr, ex-Coronel, ex-Lys Coronel, ex-Coronel, ex-Christel). IMO 7703259. Ex-general cargo carrier converted in 2017 at the age of 39. Length 87 m. 2,461 deadweight tonnes. Built in 1978 in Wewelsfleth (Germany) by Hugo Peters; lengthened in 1986 from 80 to 87 m. 46 years old.



June 2018, as the *Captain Badr* at Cartagena Port (Spain). © Animal Welfare Foundation

Sierra Leone flag since August 2017; black list, ranked medium risk. Previously Tanzania (2017).

Classification society Dromon Bureau of Shipping since December 2020; medium performing. Previously Det Norske Veritas-Germanischer Lloyd.

Owned by single ship company Gamma Livestock registered in Liberia care of Karazi Shipping Co Ltd (Romania) since September 2019. Karazi Shipping Co Ltd reports a fleet of 3 livestock carriers, the *Gamma Star*, *Karazi* and *Omega Star* still all EU-approved.

2 detentions: in 2003 in Liverpool (United Kingdom) and in 2015 in Dublin (Ireland).

In 2019-2020 she was inspected 7 times in Algiers (Algeria), Batumi (Georgia), Beirut (Lebanon), Midia (Romania, twice), Rasa (Croatia) and Tripoli (Lebanon) totalling 40 deficiencies.

In 2021-2023 she was inspected 7 times in Aqaba (Jordan, 3 times), Batumi (Georgia) and Midia (Romania, 3 times) totalling 43 deficiencies.

2019-2020		2021-2023	
<i>Gamma Star</i>	7703259	<i>Gamma Star</i>	7703259
Safety of Navigation	11	MLC, 2006	11
Certificate and Documentation	9	Safety of Navigation	7
MLC, 2006	4	Life saving appliances	6
Radio Communications	3	Certificate and Documentation	5
Emergency Systems	2	Water/Weathertight conditions	3
Fire safety	2	Emergency Systems	2
Pollution prevention - MARPOL	2	Radio Communications	2
Propulsion and auxiliary machinery	2	Pollution prevention - MARPOL	2
Water/Weathertight conditions	2	Other Type of Deficiencies	1
Life saving appliances	1	Fire safety	1
Structural Conditions	1	Working and Living Conditions	1
Working and Living Conditions	1	ISM	1
	40	Structural Conditions	1
			43

On November 5, 2019, the *Gamma Star* en route from Tuzla (Türkiye) to Midia (Romania) in ballast condition suffered an engine failure at the southern entrance of the Bosphorus. She had to be towed and secured to Istanbul anchorage area for repair. The crew was not able to conduct repair, the *Gamma Star* was towed to Tuzla shipyard.

She is currently trading between Romania and ports of the Red Sea. She called at Jeddah (Saudi Arabia) and Istanbul (Türkiye) in June 2023, Midia (Romania) and Istanbul again in July, Midia again in August, Jeddah in September, Midia and Istanbul then Midia and Aqaba (Jordan) in October, Midia, Djibouti, Jeddah in November. She was spotted at Tuzla shipyard in December then headed to Midia then Aqaba.

Location, January 2024: East Mediterranean, en route from Aqaba to Midia.

She is approved for livestock transport by Romania since January 4, 2020.

ISM manager: Karazi Shipping Co Ltd (Romania) since 11/09/2019. Low or very low performing. Ship risk profile: 4 points, standard risk ship.

.....

Ganado Express (ex-Gebray Express). IMO 9621209. Length 135 m. 5,488 deadweight tonnes. Built in 2013 in Dongguan (China) by COSCO Guangdong. 11 years old.



December 2022, *Ganado Express*, Port of Sines (Portugal). © PATAV

Portugal flag since August 2023; white list. Previously registered in Singapore.

Classification society China Classification Society; IACS, high performing.

Owned by Zebu Express BV registered in the Netherlands care of Livestock Express BV (Netherlands). Zebu Express BV is reportedly the owner of the *Ganado Express* and of her sistership *Galloway Express* (IMO 9621194). Livestock Express BV reports a fleet of 13 livestock carriers as ship manager and ISM manager, among which the two other EU-approved *Brahman Express* and *Shorthorn Express*.

Livestock Express BV is a subsidiary of Vroon BV (Netherlands) which operates a fleet of offshore support vessels (Vroon Offshore Services), product and high-heat tankers (Iver Ships) and livestock carriers (Livestock Express BV).

No detention.

In 2021-2023 she was inspected 8 times in Ashdod (Israel), Darwin (Australia), Greenore (Ireland), Sines (Portugal, twice), Townsville (Australia) and Vila do Conde (Brazil, twice) totalling 22 deficiencies.

2021-2023

<i>Ganado Express</i>	9621209
Safety of Navigation	4
Propulsion and auxiliary machinery	3
Life saving appliances	3
Fire safety	3
Emergency Systems	3
Pollution prevention - MARPOL	2
Alarms	1
Structural Conditions	1
Water/Weathertight conditions	1
Dangerous goods	1
	22

She called at Sines (Portugal) in June 2023, Haifa, Sines, and Haifa again in August, Cartagena (Spain) in September, Vila do Conde (Brazil) and Tasucu (Türkiye) in October, Greenore and Haifa in November, Sines and Haifa in December.

64 EU-approved livestock carriers: profile of ships

Location, January 2024: en route from Haifa (Israel) to Greenore (Ireland).

She is approved for livestock transport by Ireland from December 23, 2022, to December 23, 2025, and by Portugal until October 25, 2027.

ISM manager: Livestock Express BV (Netherlands) since 22/02/2017. Not negatively listed.

Ship risk profile: 0 point, standard risk ship.



2022, cattle inside *Ganado Express* at Rasa (Croatia) Port. © **Animal Welfare Foundation**

.....

Gulf Livestock 2 (ex-Aldelta, ex-Cervine, ex-Dart, ex-Sally Eurolink, ex-Bazias 4, ex-Balder Bre). IMO 8009076. Ex-Ro Ro converted in 2014 at the age of 29. Length 121 m. 4,734 deadweight tonnes. Built in 1985 in Galati (Romania) by Galati SN. 39 years old.



February 2023, *Gulf Livestock 2*. © PATAV

Panamanian flag since April 2011; grey list. Previously registered in Malta. Classification society RINA since June 2014; IACS, high performing.

Owned by single ship company Gulf Navigation Livestock 2 registered in Panama care of Arab Ship Management Ltd (ASM) (Jordan). Arab Ship Management is acting as ship manager and/or ISM manager of a fleet of 13 vessels including 3 other livestock carriers the *Bader III* (IMO 7504598), *Dareen* (IMO 9074913) and *Maysora* (IMO 8310542) none of which is EU-approved.

Detained in 2019 in Cartagena (Spain).

She has not been inspected in 2020. In 2018-2019 she was detained once in Cartagena (Spain), inspected 7 times in Cartagena (Spain, twice), Sao Sebastiao (Brazil, 3 times) and Vila do Conde (Brazil, twice) totalling 28 deficiencies, of which 24 reported in Cartagena (Spain). Grounds for detention in Cartagena include deficiencies with regard Certificate and Documentation and ballast water management plan.

In 2021-2023 she was inspected 8 times in Haifa (Israel), Rio Grande (Brazil), Sines (Portugal, 4 times), Vila do Conde (Brazil) and Yalova (Türkiye) totalling 23 deficiencies.

2019-2020		2021-2023	
<i>Gulf Livestock 2</i>	8009076	<i>Gulf Livestock 2</i>	8009076
Certificate and Documentation	6	Certificate and Documentation	3
Pollution prevention - MARPOL	5	ISM	3
Ballast Water Management Plan	4	Working and Living Conditions	3
MLC, 2006	3	Safety of Navigation	3
Propulsion and auxiliary machinery	2	Fire safety	2
Load lines	2	Propulsion and auxiliary machinery	2
Fire safety	1	Structural Conditions	2
Water/Weathertight conditions	1	Pollution prevention - MARPOL	2
Safety of navigation	1	Emergency Systems	1
Structural Safety	1	Pollution prevention	1
ISM	1	Life saving appliances	1
Alarms	1		23
	28		

64 EU-approved livestock carriers: profile of ships

She is approved for livestock transport by Portugal.

She called at Haifa (Israel) and Sines (Portugal) in April 2023, Haifa again, Tasucu (Türkiye) and Sines in May, Rio Grande in June, Las Palmas (Canary, Spain) and Tasucu in July, Rio Grande (Brazil) in August, Cartagena (Spain) and Bandirma (Türkiye) in September.

Location, January 2024: East Mediterranean, currently off the southern coast of Crete.



The *Gulf Livestock 2* tracking from October 8 to November 6, 2023. **Screenshot Marine Traffic**

The *Gulf Livestock 2* left Bandirma on October 8, reportedly heading for Algeciras, West Mediterranean, turned back eastward on October 14 before reaching the southern tip of Sicily, then westward again on October 18 and has been wandering in the Ionian Sea. She finally dropped anchor off Kali Limenes, Crete in mid-November.



Tracking from mid-November 2023 to January 10, 2024. **Screenshot Marine Traffic**

She remained anchored off Kali Limenes until January 4. She then resumed her aimless moves. On January 17 she headed for Port Said anchorage. On February 6, she departed heading west, officially to Algeciras (Spain). She is reported "laden" though she most probably unloaded her cargo in Bandirma (Türkiye). Nevertheless, the crew has been on board for more than 4 months. She finally reached Sines (Portugal).

ISM manager: Arab Ship Management Ltd (Jordan) since 25/12/2020. Low or very low performing.

Ship Risk Profile: 3 points, standard risk ship.

.....

Helen (ex-Barhom, ex-Dennis, ex-Dennis Danielsen, ex-Otto Danielsen, ex-Atlantic Cape, ex-Flex Fortuna, ex-Amigo Fortuna). IMO 7614848. Ex-general cargo carrier converted in 2011 at the age of 33. Length 80 m. 2,537 deadweight tonnes. Built in 1978 in Foxhol (Netherlands) by Suurmeijer. 46 years old.

Guinea-Bissau flag since November 2022; not ranked. Previously registered in Tanzania (2011), Moldova (2009), Slovakia (2005), Georgia (2002), Tonga (2001), Bolivia (2000).

Classification society International Naval Surveys Bureau; high performing.



January 2023, *Helen* Bosphorus Port (Türkiye). © Cengiz Tokgöz

Owned by single ship company Halm WMF Marine Ltd registered in the Marshall Islands care of Limano Marine Services Ltd (Lebanon). Limano Marine Services Ltd reports a fleet of 4 livestock carriers as ship manager and ISM manager, the *Dalal F* (ex-Talia), *Helen*, *Maysa* or only as ISM manager the *Mariona*. All these livestock carriers are EU-approved.

7 detentions: in 1998 in Ostende (Belgium), in 1999 in Moerdijk (Netherlands), in 2006 in Mersin (Türkiye) and Larnaca (Cyprus), in 2007 in Iskenderun (Türkiye), in 2009 in Larnaca again and in 2014 in Tarragona (Spain).

In 2019-2021 she was inspected 7 times in Algiers (Algeria, twice), Beirut (Lebanon), Cartagena (Spain), Rasa (Croatia), Sète (France, twice) totalling 25 deficiencies.

In 2021-2023 she was inspected 10 times in Beirut (Lebanon, 4 times), Bizerte (Tunisia), Midia (Romania), Reni (Ukraine, twice), Rasa (Croatia) and Sète (France) totalling 47 deficiencies.

2019-2021		2021-2023	
<i>Barhom</i>	7614848	<i>Helen, ex-Barhom</i>	7614848
Fire safety	5	Safety of Navigation	10
MLC, 2006	5	Certificate and Documentation	7
Certificate and Documentation	3	Life saving appliances	7
Safety of Navigation	2	Working and Living Conditions	6
Water/Weathertight conditions	2	Fire safety	3
Alarms	1	Pollution prevention - MARPOL	3
Emergency Systems	1	Emergency Systems	2
Life saving appliances	1	Structural Conditions	2
Pollution Prevention	1	Water/Weathertight conditions	2
Working and Living Conditions	1	MLC, 2006	2
ISM	1	Other	2
Structural Conditions	1	Propulsion and auxiliary machinery	1
Radio Communications	1		47
	25		

64 EU-approved livestock carriers: profile of ships

On February 5, 2012, the *Barhom* loaded 4,000 sheep and 400 cows in Braila (Romania), a port on the Danube. She was bound for Libya. She was not able to leave due to ice on the river until March 5. The animals have remained trapped on board for one month.

On December 24, 2022, the *Helen* en route from Damietta to Rasa (Croatia) with no cattle on board suffered a mechanical failure and had to drop anchor off Datça (Türkiye).

She called at Reni (Ukraine) and Beirut (Lebanon) in June 2023, Sulina (Romania) in August, Batumi (Georgia) and Midia (Romania) in September, Alexandria (Egypt), Midia and Reni in October, Beirut in November, Reni and Sulina, Beirut and Tripoli (Lebanon) in December.

Location, January 2024: Black Sea, Sulina (Romania).

She is approved for livestock transport by Romania since December 29, 2022.
Previously approved by France as *Barhom*.

ISM manager: Limano Marine Services Ltd (Lebanon) since November 4, 2022. Low performing.

Ship risk profile: 3 points, high risk ship.

.....

Jersey (ex-Salah Aldeen 2, ex-Captain Joy, ex-Porthos, ex-Thor, ex-Flensburger Flagge, ex-Bremer Flagge, ex-Schwinge). IMO 7639616. Ex-general cargo ship converted in 2012 at the age of 35. Length 86 m. 2,378 deadweight tonnes. Built in 1977 in Matsuura (Japan) by Nitchitsu. 47 years old.

Togolese flag since August 2016; black list, ranked medium to high risk. Previously registered in Sierra Leone (2007).

Classification society Vega Register since May 2019; not ranked. Previously Dromon Bureau of Shipping.

Owned by single ship company WS World Seas Compania Naviera registered in Panama care of Diabco Management Ltd (Türkiye) also acting as ship manager and ISM manager. Diabco Management reports a fleet of 5 ships including 2 livestock carriers the *Jersey* and the previously EU-approved *Neameh* (cf. 2021 Report, p. 98).

13 detentions in 1998 in Rotterdam (Netherlands), in 2005 in Harwich (United Kingdom), in 2007 in Esbjerg (Denmark), in 2008 in Novorossiisk (Russia) and in Limassol (Cyprus), in 2009 in Alexandria (Egypt), in 2011 in Novorossiisk again, in 2012 in Midia (Romania), in 2014 in Cartagena (Spain) and Tarragona (Spain), in 2015 in Batumi (Georgia), in 2016 in Setubal (Portugal) and Haifa (Israel).

In 2019-2020 she was inspected 5 times in Aqaba (Jordan, twice), Midia (Romania, twice) and Tripoli (Lebanon) totalling 27 deficiencies.

In 2021-2023 she was inspected 8 times in Aqaba (Jordan, twice) and Midia (Romania, 6 times) totalling 53 deficiencies.

2019-2020		2021-2023	
<i>Jersey</i>	7639616	<i>Jersey</i>	7639616
Certificate and Documentation	5	Safety of Navigation	11
Fire safety	4	Certificate and Documentation	10
Safety of Navigation	3	MLC, 2006	8
Life saving appliances	3	Fire safety	4
ISPS	2	ISM	3
Working and Living Conditions	2	Radio Communications	3
Labour Conditions	2	Water/Weathertight conditions	3
Structural Conditions	1	Pollution prevention - MARPOL	2
Water/Weathertight conditions	1	Propulsion and auxiliary machinery	2
MLC, 2006	1	Structural Conditions	2
Radio Communications	1	Emergency Systems	2
Pollution Prevention	1	Life saving appliances	1
Propulsion and auxiliary machinery	1	Working and Living Conditions	1
		Other Type of Deficiencies	1
	27		53

Banned from Paris MoU ports in December 2014 for three months for multiple detentions. Banned a second time in June 2016 for one year.

She called at Istanbul (Türkiye) and Midia (Romania) in May 2023, Tripoli (Lebanon), Istanbul in June, Midia again in July, Istanbul in August, Midia in September, Jeddah in October. She docked at Tuzla United Shipyards (Türkiye) from October 19 to 31. She called at Midia then in Aqaba (Jordan) in December.

64 EU-approved livestock carriers: profile of ships



March 2021, Jersey. © Ziad Alsayed

Location, January 2024: East Mediterranean, en route from Aqaba (Jordan).

She is approved for livestock transport by Romania since May 18, 2020.

ISM manager: Diabco Management Ltd (Türkiye) since 27/05/2019. Low performing.
Ship risk profile: 5 points, high risk ship.

.....

Jouri (ex-City of Paris). IMO 9174775. Ex-car carrier converted in 2020 at the age of 21. Length 100 m. 4,033 deadweight tonnes. Built in 1999 in Akitsu (Japan) by Shin Kurushima. 25 years old.



June 2022, *Jouri* at port of Cartagena (Spain). © Animal Welfare Foundation

Panamanian flag since October 2021; grey list. Previously registered in Lebanon (2019) and the Isle of Man (1999).

Classification society Indian Register of Shipping since July 2022; IACS, medium performing. Previously Lloyd's Register of Shipping until December 2018. Lloyd's Register of Shipping considered then she had been sold for scrapping but instead she was converted to a livestock carrier.

• **Classification status**

Classification society	Date change status	Status	Reason
Indian Register of Shipping (IACS)	since 09/06/2022	Reinstated	
Lloyd's Register (IACS)	since 22/12/2018	Suspended	Sold for recycling (scrap)

On August 4, 2020, the *Jouri* was docked in Beirut next to Basin n°3 and the grain silo n°12 that exploded. The ship had been recently converted to livestock carrier and arrived in Beirut on July 27. She suffered damages from the blast but was able to leave for Piraeus yard on August 27, 2020.

Owned by single ship company Etah Shipping SA registered in Panama care of Safe Sea Services Sarl (Lebanon). Safe Sea Services Sarl reports a fleet of 28 vessels as ship manager and/or ISM manager, among which 6 livestock carriers, the *Nabolsi* (IMO 8204250) and the EU-approved *Freesia*, *Jouri*, *Nabolsi I*, *Orchid*, and *Tulip*.

1 detention: in 2007 in Brest (France).

In 2021-2023 she was inspected 13 times in Beirut (Lebanon, twice), Cartagena (Colombia, twice), Cartagena (Spain, twice), Puerto Cabello (Venezuela) and Vila do Conde (Brazil, 6 times). No deficiencies were reported.

2021-2023

<i>Jouri</i>	9174775
	-

64 EU-approved livestock carriers: profile of ships

She called at Beirut (Lebanon) and Sète (France) in January 2023, Cartagena (Colombia) in February, Famagusta (Cyprus) and Cartagena (Spain) in April, Vila do Conde (Brazil) in May, Cartagena (Spain) and Iskenderun (Türkiye) in June, Vila do Conde in July, Beirut and Cartagena (Spain) in August, Vila do Conde in September, Damietta (Egypt) and Cartagena (Spain) in October. She left Cartagena (Spain) on November 9 bound for Vila do Conde. She departed Brazil on December 10 and reached Beirut on January 1, 2024.

Location, January 2024: East Mediterranean, Beirut (Lebanon).

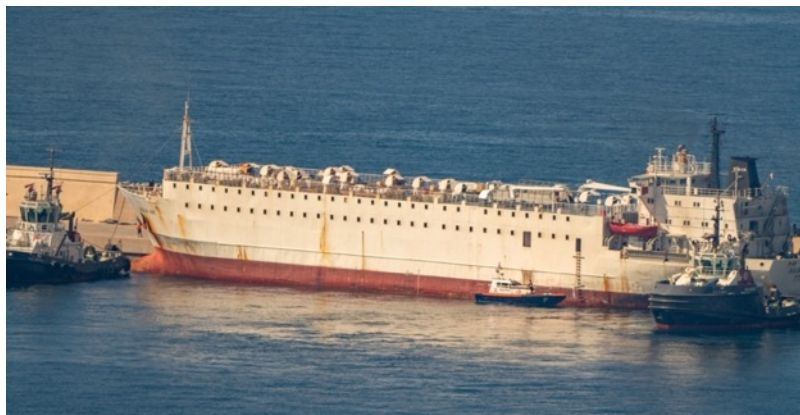
She is approved for livestock transport by Spain.

ISM manager: Safe Sea Services Sarl (Lebanon) since 01/03/2020 (Low or Very Low Performing).

Ship risk profile: 3 points, standard risk ship.

.....

Julia AK (ex-Abou Karim, ex-Lady Dya, , ex-Dya, ex-Atlanta Sky, ex-Adriatic Queen, ex-Bernhard Schulte). IMO 7434949. Ex general cargo ship converted in 2010 at the age of 34. Length 107 m. 7,850 deadweight tonnes. Built in 1976 in Oldenburg (Germany) by Brand. 48 years old.



June 2023, *Julia AK* at port of Cartagena (Spain). © Animal Welfare Foundation

Lebanese flag since May 2000; grey list. Previously registered in Malta.
Classification society International Naval Surveys Bureau since 2011; high performing.

Owned by Talia Shipping Line Co SARL (Lebanon) since April 2016, also acting as ship manager and ISM manager. Talia Shipping Line Co Sarl reports a fleet of 2 EU-approved livestock carriers, the *Karim Allah*, and the *Julia AK*.

5 detentions: in 1999 in Gioia Tauro (Italie), in 2000 in Aveiro (Portugal), in 2001 in Huelva (Spain), in 2012 in Vila do Conde (Brazil) and in 2020 in Alexandria (Egypt).

In 2019-2020 she was detained once and inspected 9 times, in Alexandria (Egypt), Cartagena (Colombia), Piraeus (Greece), Rio Grande (Brazil, twice), Sao Sebastiao (Brazil), Tarragona (Spain) and Vila do Conde (Brazil, twice), totalling 24 deficiencies. Grounds for detention in Alexandria include deficiencies with regard certificate and documentation and radio communications.

In 2021-2023 she was inspected 11 times, in Alexandria (Egypt), Cartagena (Colombia), Cartagena (Spain, twice), Pointe Noire (Congo), Puerto Cabello (Venezuela), Sao Sebastiao (Brazil) and Vila do Conde (Brazil, 4 times), totalling 16 deficiencies.

2019-2020		2021-2023	
<i>Julia AK</i>	7434949	<i>Julia AK</i>	7434949
Certificate and Documentation	7	MLC, 2006	4
MLC, 2006	2	Propulsion and auxiliary machinery	2
Fire safety	2	Certificate and Documentation	2
Life saving appliances	2	Structural Conditions	2
Cargo operations including equipment	2	Life saving appliances	1
ISPS	2	Radio Communications	1
Radio Communications	2	Safety of Navigation	1
Pollution prevention - MARPOL	1	ISM	1
Propulsion and auxiliary machinery	1	Working and living Conditions	1
Water/Weathertight conditions	1	Water/Weathertight conditions	1
Structural Conditions	1		16
Working and Living Conditions	1		
	24		

On February 13, 2011, as *Abou Karim* she collided with the fishing vessel *Pianhiang 137* between Brazil and Cabo Verde Islands. No casualties were reported.

In August 2019, the *Julia AK* was due to dock at Cartagena (Spain). She had sailed from Rio Grande Brazil on August 4 and was bound for Derince (Türkiye). She had to take fodder for the 3,800 young cattle on board. The port Authorities initially denied the *Julia AK* permission to dock pending the dispute between the shipping company and a bunker supplier was solved.

She called at Cartagena (Spain) in May 2023, Jeddah (Saudi Arabia) and Cartagena (Spain) in June, Cartagena (Spain) and Tasucu (Türkiye) in July, Beirut (Lebanon) and Cartagena (Spain) in August, Sao Sebastiao (Brazil) and Cartagena (Spain) in September, Tasucu (Türkiye), Beirut (Lebanon) and Cartagena (Spain) in October, Vila do Conde (Brazil) in November, Jeddah and Cartagena (Spain) in December.

Location, January 2024: Atlantic, en route to Vila do Conde (Brazil).

She is approved for livestock transport by Spain from April 20, 2020, until April 30, 2025.

ISM manager: Talia Shipping Line Co SARL (Lebanon) since 30/04/2016. Not negatively listed.
Ship risk profile: 1 point, standard risk ship.

.....

Julia L.S. (ex-Alesraa, ex-Alferdawi 2, ex-Ziad Junior, ex-Mingo, ex-Sota Begona). IMO 7901693. Ex-general cargo ship converted in 2016 at the age of 36. Length 89 m. 3,550 deadweight tonnes. Built in 1980 in Zumaya (Spain) by Balenciaga. 44 years old.

Tanzanian flag since November 2011; black list, ranked medium risk. Previously registered in Togo (2011), Moldova (2009).

Classification society Maritime Lloyd Georgia since October 2016; medium performing. Previously Dromon Bureau of Shipping. In March 2016, her classification status by Dromon Bureau of Shipping was withdrawn as the ship was announced sold for scrapping. She was converted to livestock carrier and went on trading.

• **Classification status**

Classification society	Date change status	Status	Reason
Maritime Lloyd Georgia	during 10/2016	Delivered	
Dromon Bureau of Shipping	since 24/03/2016	Withdrawn	Sold for recycling (scrap)

Owned by single ship company Tamar Shipping Ltd registered in the Marshall Islands care of MGM Marine Shipping Srl (Romania) also acting as ship manager and ISM manager. MGM Marine Shipping reports a fleet of two ships, the *Julia L.S.* and the general cargo ship *Beata* (IMO9037276) as beneficial owner, ship manager and ISM manager. In November 2019 it was also the beneficial owner of the ill-fated *Queen Hind*.

8 detentions: in 1999 in Bergen (Norway), in 2009 in Pula (Croatia), in 2010 in Mersin (Türkiye) and Venice (Italy), in 2011 in Pula again, in 2017 in Haifa (Israel), and Setubal (Portugal) and in 2018 in Setubal again.

In 2019-2020 she was inspected 6 times in Constanta (Romania), Haifa (Israel), Koper (Slovenia), Midia (Romania, twice), Setubal (Portugal) totalling 52 deficiencies.

In 2021-2023 she was inspected 4 times in Ashdod (Israel), Constanta (Romania) and Midia (Romania, twice) totalling 22 deficiencies.

2019-2020		2021-2023	
<i>Julia L.S.</i>	7901693	<i>Julia L.S.</i>	7901693
Certificate and Documentation	9	Safety of Navigation	5
Safety of Navigation	9	Certificate and Documentation	3
MLC, 2006	6	Emergency Systems	3
Structural Conditions	6	Life saving appliances	2
Propulsion and auxiliary machinery	6	MLC 2006	2
ISM	3	Radio Communications	2
Emergency Systems	3	Working and Living Conditions	2
Fire safety	3	Cargo operations including equipment	1
Life saving appliances	2	Pollution prevention - MARPOL	1
Pollution prevention - MARPOL	1	Propulsion and auxiliary machinery	1
Other Type of Deficiencies	1		22
Water/Weathertight conditions	1		
Radio Communications	1		
Working and Living Conditions	1		
	52		

64 EU-approved livestock carriers: profile of ships

Banned from Paris MoU ports in August 2011 for multiple detentions for 3 months.

On September 22, 2022, the *Julia L.S.* en route from Ashdod (Israel) suffered an engine failure while not carrying animals.

She called at Midia (Romania) and Ashdod (Israel) in May 2023, Midia and Koper (Slovenia) in June, Ashdod in July, Midia, Istanbul (Türkiye), Canakkale (Türkiye) Haifa (Israel) and Midia again in August, Ashdod (Israel) and Midia in September, Ashdod, Koper (Slovenia) and Ashdod again in October, Constanta and Midia (Romania) in November.

Location, January 2024: en route from Ashdod (Israel) to Koper (Slovenia).

She is approved for livestock transport by Romania since October 21, 2022.

ISM manager: MGM Marine Shipping SRL (Romania) since 30/09/2016. Not negatively listed.

Ship risk profile: 2 points, standard risk ship.



June 2022, *Julia LS* at port of Midia (Romania). © **Animal Welfare Foundation**

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Karazi (ex-Jaohar Discovery, ex-Huelin Endeavour, ex-Coastal Wave, ex-Pellworm, ex-Neptunus, ex-Craigantlet). IMO 8215807. Ex-general cargo carrier converted in 2000 at the age of 17. Length 78 m. 1,874 deadweight tonnes. Built in 1983 in Neuenfelde (Germany) by Sietas Schiffswerft. 41 years old.



April 2016, Karazi, Gulf of Aqaba (Jordan). © Achim Egenolf

Sierra Leone flag since September 2013; black list, ranked medium risk. Previously registered in Ireland.

Classification society Dromon Bureau of Shipping since August 2015; medium performing. Previously Det Norske Veritas-Germanischer Lloyd.

Owned by Karazi Shipping Ltd (Romania) since September 2013 also acting as ship manager and ISM manager. Karazi Shipping Co Ltd reports a fleet of 3 livestock carriers, the *Gamma Star*, *Karazi* and *Omega Star* still all EU-approved.

2 detentions: in 2010 in Southampton (United Kingdom) and in 2019 in Midia (Romania).

In 2019-2020 she was detained once and inspected 9 times in Aqaba (Jordan), Batumi (Georgia), Beirut (Lebanon), Midia (Romania, 3 times), Mykolaiev (Ukraine), Tripoli (Lebanon, twice) totalling 55 deficiencies. Grounds for detention in Midia include deficiencies with regard safety of navigation and radio communications.

In 2021-2023 she was inspected 6 times in Aqaba (Jordan), Midia (Romania, 3 times), and Tripoli (Lebanon, twice) totalling 25 deficiencies.

2019-2020		2021-2023	
Karazi	8215807	Karazi	8215807
Safety of Navigation	15	MLC, 2006	5
Certificate and Documentation	13	Working and Living Conditions	5
Life saving appliances	6	Safety of Navigation	3
MLC, 2006	4	Emergency Systems	3
Fire safety	3	Certificate and Documentation	3
Working and Living Conditions	3	Life saving appliances	2
Radio Communications	3	Fire safety	1
Other	2	Pollution prevention - MARPOL	1
Emergency Systems	2	Radio Communications	1
Water/Weathertight conditions	2	Structural Conditions	1
Alarms	1		25
ISM	1		
	55		

64 EU-approved livestock carriers: profile of ships

She called at Midia (Romania) in May 2023, Jeddah (Saudi Arabia) and Suez (Egypt) in June, Port Said (Egypt) and Tripoli (Lebanon) in July, Midia in August, Aqaba (Jordan) and Cartagena (Spain) in September, Jeddah and Midia in October, Jeddah, Midia and Jeddah again in November, Midia and Jeddah in December.

Location, January 2024: en route from Jeddah (Saudi Arabia) to Cartagena (Spain).

She is approved for livestock transport by Romania since May 27, 2019.

ISM manager: Karazi Shipping Co Ltd (Romania) since 10/07/2020. Low or very low performing.
Ship risk profile: 4 points, standard risk ship.

.....

Karim Allah (ex-Mundial Car, ex-Passat). IMO 6519144. Ex-Ro Ro converted in 2001 at the age of 36. Length 82 m. 1,722 deadweight tonnes. Built in 1965 in Neuenfelde (Germany) by JJ Sietas. 59 years old.



2020, *Karim Allah* at Port of Tarragona (Spain), "Safe ship, clean seas". © Animal Welfare Foundation

Lebanese flag; grey list.

Classification society Maritime Lloyd Georgia; medium performing.

Owned by single ship company Khalifeh Livestock Trd Co SARL registered in Lebanon care of Talia Shipping Line Co SARL (Lebanon). Talia Shipping Line Co SARL reports a fleet of 2 livestock carriers, the *Karim Allah*, and the *Julia AK* both EU-approved and also acts as ISM manager.

5 detentions: in 2000 in Antwerp (Belgium) and Hamburg (Germany), in 2001 in Antwerp again and twice in 2002 in Sète (France).

In 2019-2020 she was inspected 4 times in Rasa (twice) and Rijeka (Croatia) and in Mykolaiv (Ukraine) totalling 17 deficiencies.

In 2021-2023 she was inspected 5 times in Alexandria (Egypt), Bizerte (Tunisia) and Tarragona (Spain, 3 times) totalling 25 deficiencies.

2019-2020		2021-2023	
<i>Karim Allah</i>	6519144	<i>Karim Allah</i>	6519144
Fire safety	4	Propulsion and auxiliary machinery	5
Safety of Navigation	3	Certificate and Documentation	4
MLC, 2006	2	Working and Living Conditions	3
Certificate and Documentation	2	Fire safety	3
Propulsion and auxiliary machinery	2	Radio Communications	2
Working and Living Conditions	2	Structural Conditions	2
Emergency Systems	1	Safety of Navigation	2
Pollution prevention - MARPOL	1	Emergency Systems	1
	17	Life saving appliances	1
		Other	1
		MLC, 2006	1
			25

On December 18, 2020, the *Karim Allah* carrying 895 calves left Cartagena (Spain) reportedly bound for Iskenderun (Türkiye). The animals were denied entry in Iskenderun and the *Karim Allah* trying to find another buyer for the livestock headed for Tripoli (Libya). The cattle were

suspected to be affected by bluetongue disease. Libya's National Centre for Animal Health refused to approve entry of possibly unhealthy cattle. The *Karim Allah* left and later asked permission to dock at Bizerte (Tunisia) to take fodder for the animals but was also denied entry to Bizerte and any Tunisian ports and forced to leave Tunisian territorial waters. She was spotted off the port of Augusta (Sicily, Italy) on January 28. She left Augusta Bay on February 2 reporting to be "partially laden" and heading to Cartagena (Spain) where she was expected to dock on February 6. She stopped on the way and has been anchored off Cagliari (Sardinia, Italy) since February 4 onward. On February 20, she left Sardinia, still with cattle on board. She remained anchored in Cartagena Bay for a week and was finally allowed to dock. According to officials from the Ministry of Agriculture, the 864 cattle still on board were found not affected by bluetongue disease but suffering various lesions and not in fit condition to undertake a voyage to another port. In addition, from an administrative point of view they were considered as already exported animals which cannot be imported to Spain. On March 6, the Court ordered the calves to be slaughtered. The *Karim Allah* left Cartagena on March 9, supposedly bound for Beirut, and reported to be "partially laden". Instead, she sailed north, remained anchored off Valencia, then off Menorca, waiting for order. She docked at Tarragona and finally left for real heading to Beirut, this time in "laden conditions.

The *Karim Allah* continued trading from European ports to Algeria, Tunisia, Libya, or Lebanon. She was previously approved by Croatia. She is now approved by France.

She called at Tarragona (Spain), Beirut (Lebanon) and Tarragona again in May 2023, Beirut again in June, Sète (France) and Tenes (Algeria) in July, Tarragona, Port Said (Egypt) and Tarragona again in August, Beirut in September, Tarragona, Beirut, Rasa and Tripoli (Libya) in October, Rasa, Tripoli (Libya), Tarragona and Beirut in November, Tarragona, Tripoli (Lebanon), Midia (Romania) and Misurata (Libya) in December.

Location, January 2024: West Mediterranean, Tarragona (Spain).

ISM manager: Talia Shipping Line Co SARL (Lebanon) since 16/02/2017. Not negatively listed. Ship risk profile: 1 point, standard risk ship.



November 2021, cattle with broken horn and broken leg during loading into *Karim Allah* at Tarragona Port (Spain).
© Animal Welfare Foundation

.....

Lady Maria (ex-Lady Azza, ex-Captain Amin, ex-Tartous, ex-Marina Grazia, ex-Mercantic, ex-Victorious, ex-Edelgard). IMO 6518425. Ex-general cargo carrier converted in 2010 at the age of 45. Length 72 m. 1,265 deadweight tonnes. Built in 1965 in Schacht-Audorf (Germany) by Krogerwerft. 59 years old.



June 2023, *Lady Maria* loading at Midia Port (Romania). © Animal Welfare Foundation

Tanzanian flag since October 2015, black list, ranked medium risk. Previously registered in Moldova (2008), Syria (1996).

Classification society Dromon Bureau of Shipping; medium performing. Previously Venezuelan Register of Shipping until January 2016 and Maritime Bureau of Shipping until January 2013.

Owned by single ship company Mary Maritime Co SA registered in Belize care of Mina Group Shipping Ltd (Lebanon). Mina Group Shipping Ltd reports a fleet of 6 vessels as ship manager and/or ISM manager of which 4 livestock carriers, the *Lady Maria*, *Lady Rasha*, *Mariona*, and *Mariona Star* all EU-approved.

4 detentions: twice in 2003 in Constanta (Romania), in 2005 in Mersin (Türkiye) and in 2015 in Limassol (Cyprus).

In 2019-2020 she was inspected 11 times in Batumi (Georgia, 3 times), Midia (Romania) and Galati (Romania, twice), Beirut (Lebanon, 4 times) and Mykolaiv (Ukraine) totalling 95 deficiencies.

In 2021-2023 she was inspected 10 times in Batumi (Georgia), Beirut (Lebanon, 3 times), Midia (Romania, twice) and Reni (Ukraine, 4 times) totalling 69 deficiencies.

2019-2020		2021-2023	
<i>Lady Maria</i>	6518425	<i>Lady Maria</i>	6518425
Safety of Navigation	16	Life saving appliances	14
Certificate and Documentation	14	Safety of Navigation	13
Fire safety	10	Emergency Systems	8
MLC, 2006	10	Certificate and Documentation	6
Emergency Systems	8	Working and Living Conditions	6
Life saving appliances	8	MLC, 2006	5
Propulsion and auxiliary machinery	5	Fire safety	4
Working and Living Conditions	5	Pollution prevention - MARPOL	4
Radio Communications	4	Structural Conditions	3
Structural Conditions	4	Propulsion and auxiliary machinery	2
Water/Weathertight conditions	4	Radio Communications	1
Pollution Prevention	4	ISM	1
ISM	2	ISPS	1
Other	1	Water/Weathertight conditions	1
	95		69

The *Lady Maria* suffered various incidents while fortunately not carrying animals. On October 15, 2012, her portside anchor was lowered to water level and struck the pier and the vessel's bow. The hull was holed 1 m above the waterline. On August 14, 2019, she suffered a technical failure and had to remain stationary for several days to conduct repairs. On August 6, 2020, en route from Jeddah (Saudi Arabia) to Midia (Romania), she suffered a technical failure and moored off Cesme (Türkiye) until August 8.

She called at Istanbul (Türkiye) and Jeddah (Saudi Arabia) in April 2023, Aqaba (Jordan) in July. She remained at Dubai anchorage from August 8. She was back to Midia on September 29. She resumed trading between Romania and Jeddah in October, November, and December.

Location, January 2024: Black Sea, en route from Jeddah to Midia.

She is approved for livestock transport by Romania since July 29, 2021.

ISM manager: Mina Group Shipping Ltd (Lebanon) since 16/10/2015. Low or very low performing. The company also acts as ISM manager of the *Lady Rasha* and *Mariona Star*
Ship risk profile: 4 points, standard risk ship.

.....

Lady Rasha (ex-Mody 1, ex-Dew, ex-Biba, ex-Delias, ex-Delta C, ex-Delta). IMO 7223041. Ex-general cargo ship converted in 2012 at the age of 40. Length 80 m. 2,066 deadweight tonnes. Built in 1972 in Mandal (Norway) by Baatservice. 52 years old.



June 2023, *Lady Rasha* loading at Midia Port (Romania). © Animal Welfare Foundation

Tanzanian flag since February 2012; black list, ranked medium risk. Previously registered in Georgia (2006), North Korea (2005), Lebanon (2000). Classification society Dromon Bureau of Shipping since June 2017; medium performing. Previously Maritime Lloyd Georgia (2010).

Owned by single ship company Rasha Maritime Co SA registered in Belize care of Mina Group Shipping Ltd (Lebanon). Mina Group Shipping Ltd reports a fleet of 6 vessels as ship manager and/or ISM manager, of which 4 livestock carriers, the *Lady Maria*, *Lady Rasha*, *Mariona*, and *Mariona Star* all EU-approved.

7 detentions in 2001 in Brindisi (Italy), in 2005 in Koper (Slovenia), in 2007 in Koper again, in 2008 in Monopoli (Italy) and Larnaca (Cyprus) and in 2015 in Koper again and in Batumi (Georgia).

In 2019-2020 she was inspected times 7 times in Beirut (Lebanon, twice), Midia (Romania, 3 times) and Mykolaiv (Ukraine, twice) totalling 40 deficiencies.

In 2021-2023 she was inspected 14 times in Batumi (Georgia, twice), Beirut (Lebanon, twice), Midia (Romania, 3 times), Mykolaiv (Ukraine), Osman Digna (Sudan), Reni (Ukraine, 3 times) and Tripoli (Lebanon) totalling 71 deficiencies.

2019-2020		2021-2023	
<i>Lady Rasha</i>	7223041	<i>Lady Rasha</i>	7223041
MLC, 2006	7	Life saving appliances	12
Certificate and Documentation	6	Working and Living Conditions	11
Safety of Navigation	6	Emergency Systems	9
Propulsion and auxiliary machinery	4	Fire safety	8
Life saving appliances	3	Propulsion and auxiliary machinery	7
Pollution Prevention	3	Certificate and Documentation	6
Working and Living Conditions	3	MLC, 2006	4
Emergency Systems	2	Water/Weathertight conditions	3
Alarms	2	Structural Conditions	3
ISM	1	Safety of Navigation	3
Fire safety	1	Radio Communications	2
Radio Communications	1	ISPS	1
Structural Conditions	1	Pollution prevention - MARPOL	1
	40	Other Type of Deficiencies	1
			71

The *Lady Rasha* suffered various technical failures with regard propulsion and machinery. In May 2021, en route from Port Said (Egypt) to Midia (Romania) she suffered a technical failure off Cesme (Türkiye) while not carrying animals. The crew was able to conduct repair work. On March 19, 2023, she suffered another engine failure and had to drop anchor off Datça (Türkiye).

She called at Midia (Romania) in June 2023, Tarragona (Spain), Beirut (Lebanon) and Koper (Slovenia) in July, Batumi (Georgia) and Jeddah in August and in September, in Midia, Jeddah and Djibouti in November.

Location, January 2024: Red Sea, currently trading between Jeddah (Saudi Arabia) and Osman Digna (Sudan).

She is approved for livestock transport by Romania since August 27, 2021.

ISM manager: Mina Group Shipping Ltd (Lebanon) since 13/09/2012. Low or very low performing. The company also acts as ISM manager of the *Lady Maria* and *Mariona Star*.

Ship risk profile: 4 points, standard risk ship.

.....

Mariona (ex-Azeza Moon, ex-Houda F, ex-Dalgo, ex-Saby, ex-Dalgo, ex-Saby, ex-Sassaby). IMO 7113624. Ex-general cargo ship converted in 1990 to self-unloading bulker and then in 2016 to livestock carrier at the age of 45. Length 77 m. 2,405 deadweight tonnes. Built in 1971 in Lekkerkerk (Netherlands) by Van Duijvendijk's. 53 years old.

Tanzanian flag since August 2016; black list, ranked medium risk. Previously registered in Comoros (2013), Sierra Leone (2008), Syria (2003).

Classification society since February 2022 Hellas Naval Bureau; not ranked. Previously Maritime Lloyd Georgia (September 2016), Turk Loydu.

Owned by Mariona Maritime Co SA (Lebanon) also owner of the EU-approved *Maysa*.

Operated by Mina Group Shipping Ltd which reports a fleet of 6 vessels as ship manager of which 4 livestock carriers, the *Lady Maria*, *Lady Rasha*, *Mariona*, and *Mariona Star* all EU-approved.

ISM manager Limano Marine Services Ltd (Lebanon).

Mariona Maritime Co SA, Limano Marine Services Ltd and Mina Group Shipping Ltd share the same address " Al Tabshouri Building, al-Thaqafa Street, Tripoli, 0961, Lebanon".

5 detentions: in 2006 in Aliaga (Türkiye), in 2007 in Eleusis (Greece), in 2008 in Mersin (Türkiye), in 2014 in Constanta (Romania) and in 2015 in Kalymnos (Greece).

In 2019-2020 she was inspected 12 times in Batumi (Georgia), Beirut (Lebanon, 4 times), Kalymnos (Greece), Midia (Romania), Mykolaiv (Ukraine, 4 times) and Rasa (Croatia) totalling 74 deficiencies.

In 2021-2023 she was inspected 12 times in Beirut (Lebanon, 5 times), Midia (Romania, 3 times), Mykolaiv (Ukraine) and Reni (Ukraine, 3 times) totalling 53 deficiencies.

2019-2020		2021-2023	
Mariona	7113624	Mariona	7113624
Certificate and Documentation	14	Working and Living Conditions	10
Safety of Navigation	12	MLC, 2006	7
Working and Living Conditions	9	Water/Weathertight conditions	4
Life saving appliances	7	Emergency Systems	3
Fire safety	6	Safety of Navigation	6
Structural Conditions	5	Fire safety	3
Propulsion and auxiliary machinery	5	Propulsion and auxiliary machinery	3
MLC, 2006	3	Life saving appliances	5
Water/Weathertight conditions	3	Certificate and Documentation	5
Emergency Systems	3	Structural Conditions	3
ISPS	2	ISM	1
Radio Communications	2	Radio Communications	1
Pollution Prevention	2	Pollution prevention - MARPOL	1
Other Type of Deficiencies	1	Alarms	1
	74		53

She suffered a number of technical failures. In November 2018, en route from Port Said to Mykolaiv (Ukraine) in ballast, and in March 2019 sailing from Iskenderun, she had to drop anchor off Cesme (Türkiye) for several days to carry out repairs.

64 EU-approved livestock carriers: profile of ships



Mariona. © Animals International

She called at Beirut and Istanbul in May 2023, Sulina (Romania) in July, Reni (Ukraine), Misurata (Libya) and Tarragona (Spain) in August, Casablanca (Morocco) in September, Tarragona, and Batumi (Georgia) in October, Jeddah and Batumi again in November.

Location, January 2024: Red Sea. She arrived in Jeddah from Batumi on December 8 and is currently trading between Jeddah (Saudi Arabia) and Bosaso (Somalia).

She is approved for livestock transport by Croatia until October 3, 2026.

ISM manager: Limano Marine Services Ltd (Lebanon) since 30/08/2016. Low performing. The company also acts as ISM manager and ship manager of the EU-approved *Maysa* and *Dalal F.* Ship risk profile: 4 points, standard risk ship.

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Mariona Star (ex-Dalal K, ex-Nelly, ex-Captain, ex-Captain Dimitris B, ex-Good Warrior, ex-Verona, ex-Tuvana, ex-Levante, ex-Tuvana, ex-Tuvina, ex-Tuvana). IMO 7222982. Ex-general cargo carrier converted in 2013 at the age of 41. Length 78 m. 2,315 deadweight tonnes. Built in 1972 in Bergum (Netherlands) by Bodewes Hoogezand. 52 years old.

Tanzanian flag since December 2012; black list, ranked medium risk. Previously registered in Sierra Leone (2006), North Korea (2004), Tonga (2001), Georgia (2000).

Classification society Dromon Bureau of Shipping since October 2020; medium performing. Previously Korea Classification Society.

Owned by Mina Group Shipping Ltd (Lebanon) also acting as ship manager and ISM manager. Mina Group Shipping Ltd reports a fleet of 6 vessels as ship manager or ISM manager, of which 4 livestock carriers, the *Lady Maria*, *Lady Rasha*, *Mariona*, and *Mariona Star* all EU-approved.

16 detentions: in 1999 in Great Yarmouth (United Kingdom), in 1999-2000 in Hamburg (Germany) for 444 days, in 2001 in Hull (United Kingdom) and Barcelona (Spain), in 2004 in Varna (Bulgaria), in 2005 in Antalya (Türkiye), in 2006 in Antalya again, in 2007 in Alexandria (Egypt), in 2008 in Port Said (Egypt) and Venice (Italy), in 2009 in Rijeka (Croatia) and twice in Venice again, in 2012 in Damietta (Egypt), in 2017 in Kalymnos (Greece) and in 2021 in Galati (Romania). She is the most detained ship in this report.

In 2019-2020 she was inspected 9 times in Beirut (Lebanon, 3 times), Braila, (Romania), Galati (Romania), Midia (Romania), Mykolaiv (Ukraine, twice) totalling 54 deficiencies.

In 2021-2023, she was detained once and inspected 11 times in Batumi (Georgia), Beirut (Lebanon, 3 times), Galati (Romania), Midia (Romania), Mykolaiv (Ukraine), Rasa (Croatia) and Reni (Ukraine, 3 times) totalling 57 deficiencies. Grounds for detention in Galati include deficiencies with regard emergency systems, life saving appliances and ISM.

2019-2020		2021-2023	
<i>Mariona Star</i>	7222982	<i>Mariona Star</i>	7222982
Certificate and Documentation	11	Safety of Navigation	9
Working and Living Conditions	10	Working and Living Conditions	8
Safety of Navigation	6	Life saving appliances	8
MLC, 2006	6	Emergency Systems	7
Fire safety	4	Water/Weathertight conditions	7
Life saving appliances	4	Certificate and Documentation	6
Emergency Systems	3	Fire safety	5
Water/Weathertight conditions	3	MLC, 2006	4
Structural Conditions	2	ISM	1
Propulsion and auxiliary machinery	2	Pollution prevention - MARPOL	1
Pollution prevention	1	Radio Communications	1
Radio Communications	1		57
Labour Conditions	1		
	54		

On May 5, 2023, the *Mariona Star* suffered an engine failure and had to drop anchor off Datça (Türkiye).

She called at Beirut (Lebanon), Iskenderun (Türkiye) and Midia (Romania) in April 2023, Bosaso (Somalia) and Jeddah (Saudi Arabia) in June, Batumi (Georgia) in September, Jeddah in October, Sulina (Romania) and Reni (Ukraine) in November, Jeddah in December.

64 EU-approved livestock carriers: profile of ships

Location, January 2024: East Mediterranean, en route from Jeddah (Saudi Arabia).

She is approved for livestock transport by Romania since March 23, 2021.

ISM manager: Mina Group Shipping Ltd (Lebanon) since 26/08/2015. Low or very low performing. The company also acts as ISM manager of the *Lady Maria* and *Lady Rasha*

Ship risk profile: 4 points, standard risk ship.



August 2020, *Mariona Star* at Koper (Slovenia). © Marjan Stropnik

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Maysa (ex-Beccaria, ex-Rihab, ex-Berger A, ex-La Palma, ex-Phoenicia, ex-Sudri, ex-Isborg, ex-Philip Lonborg, ex-Hyde Park). IMO 6829082. Ex-general cargo carrier converted in 1991 at the age of 23. Length 78 m. 2,616 deadweight tonnes. Built in 1968 in Westerbroek (Netherlands) by Smit, E.J. 56 years old.

Guinea-Bissau flag since December 2022; not ranked. Previously registered in Panama (2015), Honduras (2013), Comoros (2004) and Lebanon (1968).

Classification society Isthmus Bureau of Shipping since May 2019; medium performing. Previously Honduras Maritime Inspection (2013).



As the *Beccaria*. © Animals International

Owned since December 2022 by Mariona Maritime Co SA (Lebanon) also owner of the EU-approved *Mariona*.

Operated by Limano Marine Services Ltd also acting as ISM manager. Limano Marine Services Ltd reports a fleet of 4 livestock carriers as ship manager (*Dalal F ex-Talia, Helen, Maysa*) or as ISM manager (*Mariona*). All these livestock carriers are EU-approved.

Mariona Maritime Co SA and Limano Marine Services Ltd share the same address " Al Tabshouri Building, al-Thaqafa Street, Tripoli, 0961, Lebanon".

8 detentions: in 2003 in Trieste (Italy), in 2010 in Koper (Slovenia), in 2011 in Sète (France), in 2012 in Izmir (Türkiye), in 2013 in Haifa (Israel), in 2015 in Midia (Romania) and in Haifa again, and in 2019 in Midia again. In Midia, the crew of 13 Ukrainian nationals alerted the authorities about unpaid salaries amounting to 150,000 US\$ for 5 months.

In 2019-2020 she was detained once and inspected 4 times in Midia (Romania), Beirut (Lebanon, twice) and Mykolaiv (Ukraine) totalling 16 deficiencies. Grounds for detention in Midia include deficiencies with regard emergency systems, MLC 2006, fire safety and ISM.

In 2021-2023 she was inspected 7 times in Beirut (Lebanon), Midia (Romania, twice), Reni (Ukraine, 3 times) and Tripoli (Lebanon) totalling 39 deficiencies.

2019-2020		2021-2023	
Maysa	6829082	Maysa	6829082
Certificate and Documentation	4	Certificate and Documentation	9
Emergency Systems	2	MLC, 2006	5
Safety of Navigation	2	Safety of Navigation	5
Working and Living Conditions	2	Working and Living Conditions	5
MLC, 2006	2	Life saving appliances	4
Radio Communications	1	Fire safety	3
Structural Conditions	1	Pollution prevention - MARPOL	3
Fire safety	1	ISM	1
ISM	1	Emergency Systems	2
	16	Structural Conditions	2
			39

64 EU-approved livestock carriers: profile of ships

She called at Al Khums (Libya) in June, Sulina (Romania), Reni (Ukraine) and Beirut (Lebanon) in August, Batumi (Georgia) and Beirut in October, Sulina (Romania) in November, Aqaba, and Djibouti in December.

Location, January 2024: Red Sea, en route from Jeddah (Saudi Arabia).

She is approved for livestock transport by Romania since June 2, 2020.

ISM manager: Limano Marine Services Ltd (Lebanon) since 25/01/2023. Low performing. The company also acts as ISM manager of the *Mariona* and *Dalal F.*

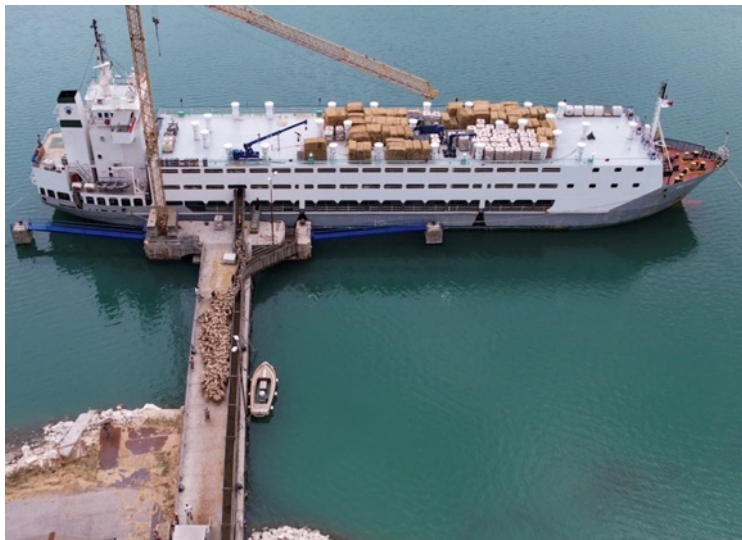
Ship risk profile : 3 points, standard risk ship.

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Med Rose (ex-AK Suave, ex-General Malvar, ex-Splash, ex-Multiflex Flash, ex-CEC Flash, ex-Mint Flash, ex-Industrial Hope, ex-Supereight, ex-Vigour Cebu, ex-Supereight). IMO 8807351. Ex-general cargo ship converted to livestock carrier in 2021 at the age of 31, though she is still officially registered by the IMO as a general cargo carrier. Length 91 m. 3,194 deadweight tonnes. Built in 1990 in Shanghai (China) by Donghai. 34 years old.

Palau flag since August 2021; grey list. Previously registered in Panama (June 2021), Togo (2018), Panama (March 2014), the Philippines (2014), Panama (March 2008), the Philippines (2002), the Bahamas (1990).

Classification society International Register of Shipping since April 2022; medium performing. Previously Dromon Bureau of Shipping.



July 2023, *Med Rose* loading at Rasa port (Croatia). © Essere Animali

Owned by single-ship company Med Rose Marine Ltd registered in Liberia also acting as ship manager. ISM manager African Express Ltd (Romania) reports to act as an ISM manager for a fleet of 9 vessels among which 2 EU-approved livestock carriers the *Med Rose* and *Atlantic Rose*.

2 detentions: in 1999 in Rijeka (Croatia) and in 2020 in Trieste (Italy).

In 2021-2023 she was inspected 9 times in Beirut (Lebanon, 5 times), Constanta (Romania), Laurium (Greece), Mykolaiv (Ukraine), Rasa (Croatia) and Tripoli (Lebanon) totalling 29 deficiencies.

2021-2023

Med Rose	8807351
Safety of Navigation	8
Working and Living Conditions	6
Certificate and Documentation	6
Fire safety	4
Emergency Systems	4
Propulsion and auxiliary machinery	3
Pollution prevention - MARPOL	2
Water/Weathertight conditions	2
Life saving appliances	2
MLC, 2006	2
Structural Conditions	1
ISM	1
	41

She called at Rasa (Croatia), Beirut (Lebanon) and Tarragona (Spain) in July 2023, Rasa, Beirut, and Rasa again in August, Beirut and Rasa in September, Beirut and Tarragona in

64 EU-approved livestock carriers: profile of ships

October. She has been trading between Beirut and Rasa in November-December 2023 and January 2024.

Location, January 2024: Adriatic Sea, Rasa (Croatia).

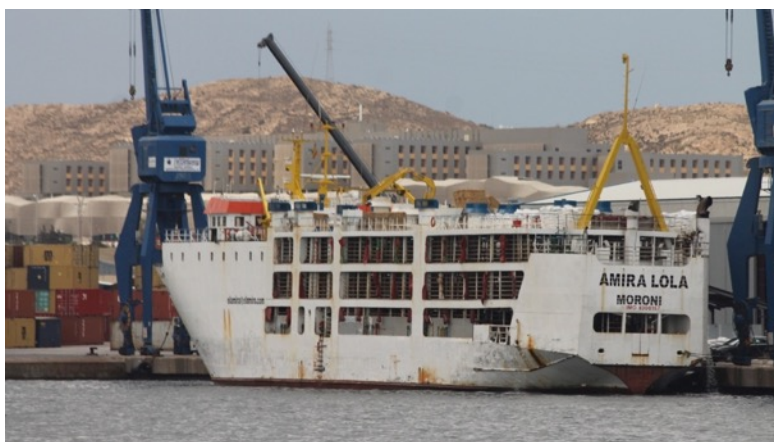
She is approved for livestock transport by Romania since December 22, 2021.

ISM manager: African Express Ltd (Romania) since 24/11/2021. Not negatively listed.

Ship risk profile: 1 points, standard risk ship.

.....

Mira (ex-Amira Lola, ex-Star Viking, ex-Viking, ex-Jotunheim, ex-Viking, ex-Star Viking). IMO 8300157. Ex-Ro Ro converted in 2014 at the age of 31. Length 78 m. 1,555 deadweight tonnes. Built in 1983 in Skali (Faroe Islands) by Skala Skipasmiðja. 41 years old.



June 2018, As the *Amira Lola*, Cartagena Port (Spain). © Animal Welfare Foundation

Comoros flag since August 2015; black list, ranked medium risk. Previously registered in Saint Vincent & the Grenadines (2004).

Classification society Russian Maritime Register of Shipping; high performing. Class certificate withdrawn in August 2023.

Owned by Gold Coast Shipping Corp registered in the Marshall Islands care of Marine Express Livestock Srl (Romania). Both companies are reported as single-ship companies.

7 detentions: in 2004 in Harwich (United Kingdom), twice in 2005 in Istanbul (Türkiye), in 2012 in Istanbul again, in 2015 in Belfast (United Kingdom) and in 2018 and 2020 in Sines (Portugal).

In 2019-2020 she was detained once in Sines and inspected 5 times in Koper (Slovenia), Lisbon (Portugal), Piraeus (Greece), Sines (Portugal, twice) totalling 38 deficiencies. Grounds for detention in Sines include deficiencies with regard Certificate and Documentation, safety of navigation, propulsion and auxiliary machinery, radio communications and life saving appliances.

In 2021-2023 she was inspected 5 times in Haifa (Israel), Midia (Romania), Rasa (Croatia), Reni (Ukraine) and Sète (France) totalling 40 deficiencies.

2019-2020		2021-2023	
<i>Mira</i>	8300157	<i>Mira</i>	8300157
Certificate and Documentation	13	MLC, 2006	8
Safety of Navigation	6	Certificate and Documentation	8
MLC, 2006	5	Safety of Navigation	4
Emergency Systems	3	Fire safety	4
Propulsion and auxiliary machinery	2	Radio Communications	3
Radio Communications	2	Life saving appliances	3
Fire safety	2	Working and Living Conditions	3
Structural Conditions	2	ISM	2
Water/Weathertight conditions	1	Structural Conditions	2
Alarms	1	Pollution prevention - MARPOL	1
Life saving appliances	1	Other Type of Deficiencies	1
	38	Water/Weathertight conditions	1
			40

The *Mira* suffered various accidents. She is now abandoned in the port of Reni (Ukraine) on the Danube River.

On November 29, 2019, the *Mira* collided with an anchored vessel while manoeuvring at Istanbul anchorage. Structural damages were repaired at Yalova shipyard in early February 2020.

On July 10, 2021, she suffered a technical failure while en route from Haifa (Israel) to the Dardanelles and had to moor off Cesme (Türkiye) to carry out repairs.

On April 15, 2023, the ship which had arrived earlier in the month at the port of Reni from Istanbul (Türkiye) was shifting berths. She collided with the Romanian-flagged anchored inland cargo ship *Cosmina 1* loaded with ammonium sulphate. The *Cosmina-1* had to be grounded to avoid sinking. The *Mira* did not suffer any damages and berthed after the accident. Romanian authorities suspected the ship tried to run away to avoid arrest. In May 2023, she, and her crew of 17 from Egypt (16) and Ukraine (1) were declared abandoned in Reni. Due wages amounted to over 45,000 US\$. 6 crewmen asked to be repatriated.

Location, January 2024: abandoned in Reni (Ukraine).

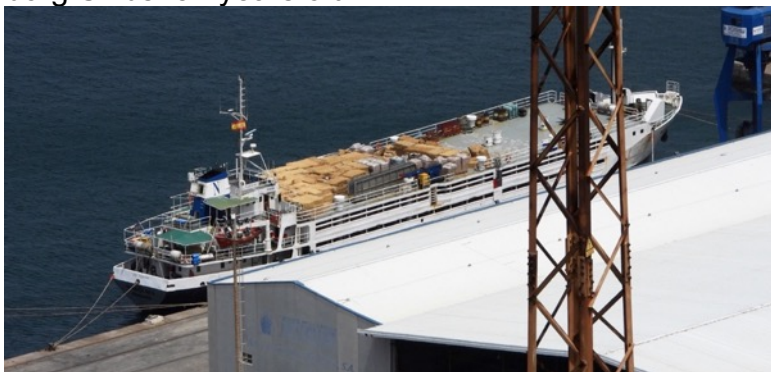
She is approved for livestock transport by Romania since January 29, 2021.

ISM manager: Marine Express Livestock Srl (Romania) since 01/2020. Not negatively listed.

Ship risk profile: 2 points, standard risk ship.

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Nabolsi I (ex-Norvantes, ex-Aruna, ex-Waalmond, ex-Svendborg Globe, ex-Else Th, ex-Oceania, ex-Moss Maroc, ex-Oceania). IMO 7128760. Ex-general cargo carrier converted in 1996 at the age of 24. Length 75 m. 1,405 deadweight tonnes. Built in 1972 in Svendborg (Denmark) by Svendborg Skibs. 52 years old.



July 2020, *Nabolsi I* at Cartagena Port (Spain). © Animal Welfare Foundation

St. Kitts and Nevis flag since October 2023; grey list. Previously registered in Panama (2011) and Singapore.

Classification society Phoenix Register of Shipping since April 2016; medium performing. Previously Det Norske Veritas-Germanischer Lloyd.

Owned by single ship company Sarab Shipping Sa registered in Panama care of Safe Sea Services Sarl (Lebanon). Safe Sea Services Sarl operates a fleet of 28 ships as ship manager and for 23 of them also as ISM manager. This fleet includes tankers, bulkers, general cargo ships, one passenger ship, and 6 livestock carriers, the *Nabolsi* (IMO 8204250) and the EU-approved *Jouri*, *Freesia*, *Tulip*, *Orchid*, and *Nabolsi I*.

3 detentions: in 2007 in Fremantle (Australia), in 2012 in Izmir (Türkiye) and in 2021 in Midia (Romania).

In 2019-2020 she was inspected times 5 times in Beirut (Lebanon, twice), Cartagena (Spain), Laurium (Greece) and Ochakov (Ukraine) totalling 38 deficiencies.

In 2021-2023 she was detained once and inspected 8 times in Beirut (Lebanon, 5 times), Midia (Romania) and Piraeus (Greece, twice) totalling 59 deficiencies. Grounds for detention in Midia include deficiencies with regard the safety of navigation, certificate and documentation, and ISM.

2019-2020		2021-2023	
<i>Nabolsi I</i>	7128760	<i>Nabolsi I</i>	7128760
MLC, 2006	10	Safety of Navigation	10
Certificate and Documentation	6	Certificate and Documentation	9
Safety of Navigation	4	MLC, 2006	7
Working and Living Conditions	4	Fire safety	6
Fire safety	3	Life saving appliances	5
ISM	2	Structural Conditions	5
Structural Conditions	2	Working and Living Conditions	4
Alarms	2	Water/Weathertight conditions	4
Life saving appliances	2	Propulsion and auxiliary machinery	4
Radio Communications	1	Radio Communications	2
Emergency Systems	1	Pollution prevention - MARPOL	1
Other Type of Deficiencies	1	ISM	1
	38	Alarms	1
			59

On August 1, 2015, the *Nabolsi I* en route from Rasa (Croatia) to Alexandria (Egypt) suffered a fire off Lerapetra, Crete southern coast. Two Greek coast guard and NATO vessels were engaged in firefighting. There was no report about the causes of the fire, pollution, and the fate of animals on board.

In November 2020, the *Nabolsi I* experienced engine troubles shortly after leaving Formentera Islands, Balearic Islands, where she had been sheltering from storm. She was en route from Tenes (Algeria) to Sète (France) with no cattle on board. She went adrift for several hours and had to be taken in tow by Spanish coast guard vessel *Marta Mata* (IMO 9429120) to Cartagena. She then resumed trading.



November 2020, *Nabolsi I* and tug *Marta Mata*. © Carmelo Convalia

She called at Cartagena (Spain) and Beirut (Lebanon) in July 2023, Tarragona (Spain) in August, Beirut in October, Koper (Slovenia), and Beirut in November, Sulina (Romania) and Giurgiulesti (Moldova) in December, Beirut in January.

Location, January 2024: Mediterranean en route from Beirut to Koper.

She is approved for livestock transport by France.

ISM manager: Safe Sea Services Sarl (Lebanon) since 09/01/2023. Low or very low performing.

Ship risk profile: 3 points, standard risk ship.

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Nader-A (ex-*Youzarsif H*, ex-*Uni K*, ex-*Vima Alfa*, ex-*Lem Alfa*, ex-*Duke*, ex-*Dana Iberia*, ex-*Commodore Clipper*, ex-*Hamburg*, ex-*Jan Kahrs*). IMO 7611547. Ex-general cargo carrier converted in 2013 at the age of 36. Length 81 m. 2,106 deadweight tonnes. Built in 1977 in Hamburg (Germany) by Norderwerft. 47 years old.

Togolese flag since March 2013; black list, ranked medium to high risk. Previously registered in Cambodia (2006).

Classification society International Naval Surveys Bureau since June 2007; high performing. Previously Det Norske Veritas-Germanischer Lloyd.



As the *Youzarsif H*, in Sète (France). © Anthony Levrot

Owned by single ship company Abdin N registered in Switzerland care of AMJ Marine Services (Lebanon). AMJ Marine Services reports a fleet of two livestock carriers, the *Nader A*, and the previously EU-approved *Janay* (cf. 2021 Report, p. 69) and also acts as ISM manager for both vessels. AMJ Marine Services is pointed out for its poor practises with regard crews (cf. Introduction p. 4 and "Box 1" p. 14).

4 detentions, in 2015 and 2016 in Sète (France), in 2017 in Midia (Romania) and in 2021 in Rasa (Croatia).

In 2018-2019 she was inspected 5 times in Algiers (Algeria), Aqaba (Jordan), Midia (Romania) and Sète (France, twice) totalling 22 deficiencies.

No inspection was reported in 2020 though she has called at a number of European ports.

In 2021-2023 she was detained once and inspected 6 times in Algiers (Algeria), Aqaba (Jordan), Midia (Romania) and Sète (France, twice) totalling 47 deficiencies. Grounds for detention in Rasa include deficiencies with regard the safety of navigation, water and weathertight conditions, emergency systems and life saving appliances.

2018-2019		2021-2023	
<i>Nader-A</i>	7611547	<i>Nader-A</i>	7611547
Fire safety	5	Safety of Navigation	6
MLC, 2006	3	Water/Weathertight conditions	6
Safety of Navigation	3	Fire safety	6
Certificate and Documentation	5	Emergency Systems	5
Water/Weathertight conditions	2	Certificate and Documentation	4
Working and Living Conditions	2	Life saving appliances	4
Emergency Systems	1	Radio Communications	4
Pollution prevention - MARPOL	1	Structural Conditions	3
	22	MLC, 2006	3
		ISM	2
		Propulsion and auxiliary machinery	2
		Pollution prevention	1
		Working and Living Conditions	1
			47

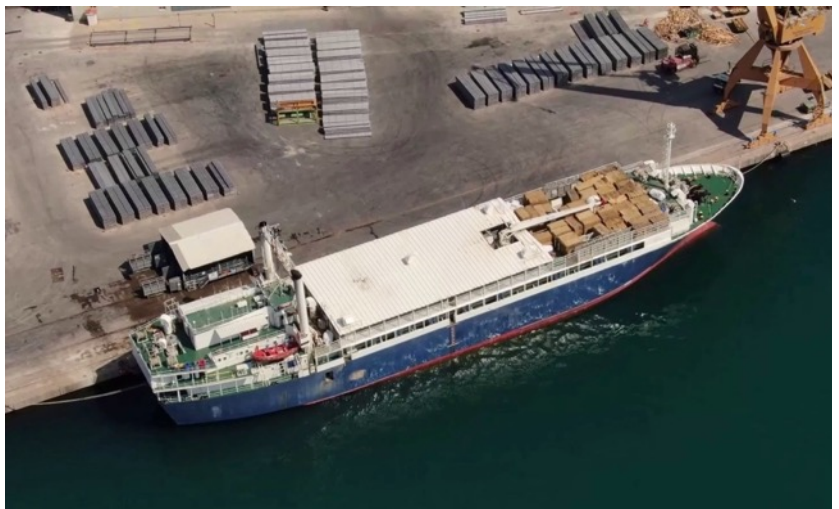
Banned from Paris MoU ports in May 2017 for three months.

On April 27, 2017, she collided in foggy conditions as *Youzarsif H* with the Russian navy ship *Liman* off Kylios (Türkiye) in the Black Sea. The *Liman* sank. The *Youzarsif H* was en route from Midia (Romania) to Aqaba (Jordan); she proceeded back to Midia with 8,000 sheep on board. After inspection, she was detained for 27 days for various deficiencies.

On September 5, 2022, coming from Sète, she was turned away from Algiers with 787 slaughter cattle because of a dispute over three young bulls vaccinated against infectious bovine rhinotracheitis. On September 19, back to Sète, the ANSES (the French Agency for Food, Environmental and Occupational Health & Safety) declared her as a potential source of foot and mouth disease requiring radical disinfection measures. She was operated by AMJ Marine Services 1195, Old Saida Road, Choueifat (Lebanon).



November 2021, inside the vessel *Nader-A*.
© Animal Welfare Foundation



June 2023, *Nader-A* at Cartagena Port (Spain).
© Animal Welfare Foundation

She called at Sète (France) in June 2023, Oran (Algiers) in July and Cartagena (Spain) and Tripoli (Libya) in August, Sète and Algiers (Algeria) in September, Koper (Slovenia) and Misurata (Libya) in October, Cartagena (Spain) and Tripoli (Libya) in November, Sète (France), Bizerte (Tunisia), Cartagena (Spain) and Tripoli in December.

Location, January 2024: West Mediterranean, she left Tripoli (Libya) on January 2 bound for an undisclosed destination and anchored off Sardinia on January 5.

She is still approved for livestock transport by France.

ISM manager: AMJ Marine Services (Lebanon) since 08/07/2014. Very low performing.
Ship risk profile: 5 points, high risk ship.

.....

Nelore (ex-*Abou Karim II*, ex-*Sarana*, ex-*Dehni T*, ex-*Land Wind*, ex-*Benirredra*, ex-*Angus*, ex-*Benirredra*). IMO 7615309. Ex-Ro Ro converted in 2010 at the age of 31. Length 122 m. 4,984 deadweight tonnes. Built in 1979 in Meira (Spain) by Construcciones; lengthened in 1996 from 101 to 122 m. 45 years old.



November 2014, as the *Abou Karim II*, Rasa port (Croatia). © Animal Welfare Foundation

Togolese flag since September 2018; black list, ranked high risk. Previously registered in Lebanon (2010), St Vincent and the Grenadines (2006), North Korea (2005). Classification society International Naval Surveys Bureau since April 2011; high performing. Previously Det Norske Veritas-Germanischer Lloyd.

Owned by single-ship company Nelore Shipping SA (Honduras) also acting as ship manager and ISM manager.

8 detentions: in 2004 in Marseille (France), in 2005 in Koper (Slovenia), Hamburg (Germany), Mersin (Türkiye) and Koper again, in 2006 in Antwerp (Belgium) and in A Coruna (Spain), in 2011 in Sète (France).

No inspection was reported since September 2017 in Vila do Conde (Brazil). In 2016-2017 she was inspected 6 times in Cartagena Spain), Rijeka (Croatia), Rio Grande (Brazil), Sao Sebastiao (Brazil, twice) and Vila do Conde (Brazil). Only inspections in European ports reported deficiencies in Rijeka (3) and Cartagena (21).

2016-2017

Nelore	7615309
Propulsion and auxiliary machinery	6
Emergency Systems	4
Pollution prevention - MARPOL	4
MLC, 2006	2
Life saving appliances	2
Safety of Navigation	2
Certificate and Documentation	1
ISM	1
Radio Communications	1
Water/Weathertight conditions	1
	24

In October 2017, the ITF (International Transport Workers' Federation) reported the *Abou Karim II* was abandoned in Cape Verde with her crew of 35 seamen from Lebanon (3) and Syria (32).

64 EU-approved livestock carriers: profile of ships

The Lebanese shipowner was bankrupt, the ship was seized at the request of bunker suppliers. The crew was owed 7-month wages. It seems that the men finally left the ship after months of abandonment. The ex-*Abou Karim II* officially resumed trading as *Nelore* in September 2018 owned by Honduras-registered Nelore Shipping SA. She was spotted in Vila do Conde (Brazil) in October 2018, Cartagena (Spain) in November 2018. She arrived in Beirut in November 2018.

She is officially still in service, but no actual activity has been reported since her arrival in Beirut.

She would still be approved for livestock transport by France though she has not been inspected in a European port since 2017.

Location, January 2024: allegedly in Beirut since November 22, 2018. No AIS signal has been reported since June 12, 2022.

ISM manager: Nelore Shipping SA (Honduras). Not negatively listed.

Ship risk profile: 3 points, standard risk ship.

.....

Norland. IMO 7529940. Ex-palletised cargo ship converted in 2010 at the age of 34. Length 87 m. 1,700 deadweight tonnes. Built in 1976 in Sandnessjoen (Norway) by Sandnessjoen Slip; lengthened in 1982 from 70 to 87 m. 48 years old.



September 2022, *Norland* at Port of Beirut (Lebanon). © Animal Welfare Foundation

Togolese flag since October 2018; black list, ranked medium to high risk. Previously registered in the Faroes, Denmark.

Classification society International Naval Surveys Bureau since February 2011; high performing. Previously Det Norske Veritas-Germanischer Lloyd.

Owned by single ship company Norland Shipping Ltd registered in the Cayman Islands care of Elbeco SAL (Lebanon). Elbeco SAL operates a fleet of 2 livestock carriers as ship manager and ISM manager, the previously EU-approved *Queensland* (cf. 2021 Report, p. 104) and still EU-approved *Norland*.

Detained in 2004 in Hundested (Denmark).

In 2019-2020 she was inspected 7 times in Beirut (Lebanon, 3 times), Koper (Slovenia, twice), Rasa (Croatia), Vila do Conde (Brazil) totalling 14 deficiencies.

In 2021-2023 she was inspected 9 times in Alexandria (Egypt), Beirut (Lebanon, 3 times), Port Said (Egypt), Puerto Cabello (Venezuela), Rasa (Croatia), Vila do Conde (Brazil, twice) totalling 19 deficiencies.

2019-2020		2021-2023	
<i>Norland</i>	7529940	<i>Norland</i>	7529940
Certificate and Documentation	4	Working and Living Conditions	4
Safety of Navigation	3	Propulsion and auxiliary machinery	3
Fire safety	2	Water/Weathertight conditions	3
Life saving appliances	1	Emergency Systems	2
Pollution prevention - MARPOL	1	Fire safety	2
Water/Weathertight conditions	1	Certificate and Documentation	2
Propulsion and auxiliary machinery	1	Life saving appliances	2
Other Type of Deficiencies	1	Other Type of Deficiencies	1
	14	Alarms	1
		MLC, 2006	1
		Pollution prevention - MARPOL	1
			22

In March 2018, she was carrying livestock from Koper (Slovenia) to Beirut (Lebanon). She stopped on March 5 at Kali Limenes (Crete, Greece) to take bunkers. She was hit by a bunkering tanker manoeuvring. The *Norland* resumed her voyage and arrived at Beirut on March 15.

She called at Beirut (Lebanon), Cartagena (Spain), Ceuta (Spain) in May 2023, Vila do Conde (Brazil) in June, Ceuta, Cartagena (Spain), Tasucu (Türkiye) and Koper in August, Beirut, Bandirma (Türkiye) and Koper in September, Beirut and Tripoli (Lebanon) in October, Koper and Tripoli (Lebanon) in November, Koper and Beirut and in December.

Location, January 2024: East Mediterranean, en route from Beirut to Koper (Slovenia).

She is approved for livestock transport by France.

ISM manager: Elbeco SAL (Lebanon) since 18/11/2016. Not negatively listed.

Ship risk profile: 3 points, standard risk ship.



September 2022, Czech cattle unloaded from *Norland* at Port of Beirut (Lebanon). © **Animal Welfare Foundation**

.....

North Star 1 (ex-Express 1, ex-Al Mahmoud Express, ex-Autoline). IMO 8200565. Ex-car carrier converted in 2010 at the age of 27. Length 100 m. 1,550 deadweight tonnes. Built in 1983 in Numakuma (Japan) by Kambara. 41 years old.



February 2022, *North Star I* at Port of Cartagena (Spain). © Animal Welfare Foundation

Panamanian flag since July 2010; grey list. Previously registered in Cambodia. Classification society Nippon Kaiji Kyokai; high performing.

Acquired in July 2020 by single ship company Northstar Livestock Shipping registered in Liberia also acting as ship manager.

2 detentions: in 2014 in Fowey (United Kingdom) and Waterford (Ireland).

In 2019-2020 she was inspected 3 times in Midia (Romania), Sao Sebastiao (Brazil) and Waterford (Ireland) totalling 19 deficiencies.

In 2021-2023, she was inspected 7 times in Alexandria (Egypt, twice), Aqaba (Jordan), Belem (Brazil), Cartagena (Spain), Piraeus (Greece) totalling 31 deficiencies.

2019-2020		2021-2023	
<i>North Star 1, ex-Express 1</i>	8200565	<i>North Star I</i>	8200565
MLC, 2006	6	MLC, 2006	7
Fire safety	4	Safety of Navigation	5
Certificate and Documentation	3	Certificate and Documentation	5
Food and catering	1	Water/Weathertight conditions	4
Load lines	1	Propulsion and auxiliary machinery	2
Operational deficiencies	1	Working and Living Conditions	2
Structural Safety	1	ISM	1
Working spaces and accident prevention	1	Life saving appliances	1
Safety of Navigation	1	Other Type of Deficiencies	1
	19	Emergency Systems	1
		Radio Communications	1
		Fire safety	1
			31

As the *Express 1*, she suffered regular propulsion failures. On May 25, 2013, she was stranded off Germany after her engine broke down. She was carrying 800 dairy cows from the USA to Russia. She was towed to Cuxhaven for repair. After a 10-day waiting delay, the cows were transhipped on the *Atlantic M*, another Naseem Al Bahar General ship at the time.

A year later, she encountered a similar problem. She had to be towed to Fowey (United Kingdom) in February 2014 after suffering an engine failure 19 km out to sea. She had picked up cattle in Ireland and was heading for Libya. She was detained for 45 days. The cattle had to be transferred again on her sistership *Atlantic M*. Inspectors pointed out substandard living conditions: the crew, 15 Syrians, 8 Filipinos and 2 Romanians, had no hot water and heating; grounds for detention included emergency training and fire detection systems.

She called at Tarragona (Spain), Istanbul (Türkiye), Midia (Romania) and Jeddah (Saudi Arabia) in March 2023, Rasa (Croatia), Alexandria (Egypt) and Istanbul in May, Cartagena (Spain) in July, Vila do Conde (Brazil) Tasucu (Türkiye) in August, Cartagena (Spain) in September, Jeddah in October, Tarragona (Spain) and Jeddah in November, Rasa, Alexandria (Egypt), Rasa again then Tripoli (Libya) and Misurata (Libya) in December.

Location, January 2024: East Mediterranean, en route from Midia (Romania) bound for Suez Canal.

She is approved for livestock transport by Romania since July 29, 2021.

ISM manager: UCC Ship Management SA (Greece) since 17/01/2021 acting as ISM manager of the sole *North Star 1*. Not negatively listed.

Ship risk profile: 1 point, standard risk ship.



August 2021, suffering sheep, one dead from heat conditions at Port of Tarragona (Spain) during the loading into *North Star 1*. © Animal Welfare Foundation

.....

Omega Star (ex-*Basel S6*, ex-*Pallas River*, ex-*Tingo*, ex-*Christina*). IMO 8917742. Still reported as a general cargo carrier by IMO and Equasis but converted in 2017 at the age of 26. Length 103 m. 4,454 deadweight tonnes. Built in 1991 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. 33 years old.



June 2021, *Omega Star* loading at port of Cartagena (Spain). © Animal Welfare Foundation

Sierra Leone flag since December 2016; black list, ranked medium risk. Previously registered in Palau (2015).

Classification society Dromon Bureau of Shipping since March 2019; medium performing. Previously RINA.

Owned since November 2016 by single ship company Karazi Ro Ltd registered in Liberia care of Karazi Shipping Co Ltd (Romania). Karazi Shipping Co operates a fleet of 3 livestock carriers as ship manager and ISM manager, the *Gamma Star*, *Karazi* and *Omega Star* still all EU-approved.

4 detentions: in 2004 in Terneuzen (Netherlands), in 2008 in Rotterdam (Netherlands), in 2013 in Ashdod (Israel) and in 2016 in Ravenna (Italy).

In 2019-2020 she was inspected 8 times in Algiers (Algeria), Aqaba (Jordan), Bandar Abbas (Iran), Midia (Romania, twice), Tarragona (Spain), Tripoli (Lebanon) and Vila do Conde (Brazil) totalling 29 deficiencies.

In 2021-2023, she was inspected 12 times in Beirut (Lebanon), Midia (Romania), Patras (Greece), Tolu (Colombia), Tripoli (Lebanon, 3 times) and Vila do Conde (Brazil, 5 times) totalling 26 deficiencies.

2019-2020		2021-2023	
<i>Omega Star</i>	8917742	<i>Omega Star</i>	8917742
Certificate and Documentation	9	Certificate and Documentation	8
Life saving appliances	4	Safety of Navigation	5
Fire safety	3	Life saving appliances	5
Water/Weathertight conditions	3	Working and Living Conditions	3
Emergency Systems	2	Emergency Systems	2
Load lines	2	MLC, 2006	1
Safety of Navigation	2	Pollution prevention - MARPOL	1
MLC, 2006	1	Radio Communications	1
Radio Communications	1		26
Working and Living Conditions	1		
Structural Conditions	1		
	29		

64 EU-approved livestock carriers: profile of ships

She called at Patras (Greece), Istanbul (Türkiye), Midia (Romania) and Jeddah (Saudi Arabia) in May 2023, Cartagena (Spain) in July and Vila do Conde (Brazil) in August, Aqaba in September, Vila do Conde and Cartagena (Spain) in October, Jeddah in November, Vila do Conde in December.

Location, January 2024: Suez Canal, en route to Jeddah (Saudi Arabia) from Vila do Conde via Cartagena (Spain).

She is approved for livestock transport by Romania.

ISM manager: Karazi Shipping Co Ltd (Romania) since 10/07/2020. Low or very low performing.

Ship risk profile: 4 points, standard risk ship.

.....

Orchid (ex-City of Rome). IMO 9174763. Ex-car carrier converted in 2020 at the age of 21. She is still registered as a car carrier. Length 100 m. 3,769 deadweight tonnes. Built in 1999 in Akitsu (Japan) by Shin Kurushima. 25 years old.



July 2023, *Orchid*, Escombreras Port (Spain). © Salvador Garcia Garcia

Panamanian flag since October 2020; grey list. Previously registered in the Isle of Man. Classification society Indian Register of Shipping since October 2020; IACS, medium performing. Previously Lloyd's Register of Shipping.

Owned by single ship company Acadia Shipping LLC registered in the Marshall Islands care of Safe Sea Services Sarl (Lebanon). Safe Sea Services Sarl reports a fleet of 28 vessels as ship manager and/or ISM manager, among which 6 livestock carriers, the *Nabolsi* (IMO 8204250) and the EU-approved *Freesia*, *Jouri*, *Nabolsi I*, *Orchid*, and *Tulip*.

No detention.

In 2022-2023 she was inspected 9 times in Beirut (Lebanon, 3 times), Cartagena (Colombia), Skikda (Algeria), Tarragona (Spain, twice), and Vila do Conde (Brazil, twice) totalling 11 deficiencies.

2021-2023

<i>Orchid</i>	9174763
Safety of Navigation	2
Certificate and Documentation	2
Pollution prevention - MARPOL	2
Fire safety	2
Emergency Systems	1
Other	1
MLC, 2006	1
	11

She called at Vila do Conde (Brazil), Tasucu (Türkiye) and Beirut (Lebanon) in May 2023, Damietta (Egypt) and Cartagena (Spain) in July, Vila do Conde in August, Damietta in September. She remained at Sète anchorage (September 26-28), then at Tarragona anchorage (September 30-October 10) and finally called at Cartagena (Spain) on October 10. She left bound for Vila do Conde after loading fodder. She called at Tasucu (Türkiye) in November, Beirut, Tarragona and Damietta (Egypt) in December.

Location, January 2024: West Mediterranean en route from Damietta to Cartagena (Spain).

She is approved for livestock transport by Spain.

ISM manager: Safe Sea Services Sarl (Lebanon) since 13/10/2020. Low or very low performing.

Ship risk profile: 3 points, standard risk ship.

.....

Pacific M (ex-Almahmoud 3, ex-Yesser, ex-Gerard Patrick Purcell, ex-Deichtor, ex-Lubbeke, ex-Ibesca Belgica, ex-Ibesca Britannia, ex-Lubbecke). IMO 7041053. Ex-general cargo carrier converted in 1984 at the age of 14. Length 88 m. 2,568 deadweight tonnes. Built in 1970 in Neuenfelde (Germany) by JJ Sietas. 54 years old.



November 2023, *Pacific M* at anchor in the Great Bitter Lake. © **Andreas Schlatterer**

Togolese flag since February 2013; black list, ranked medium to high risk. Previously registered in Cambodia (2009).

Classification society Global Marine Bureau Inc since September 2011; not ranked. Previously Bureau Veritas.

Owned by single ship company Transporting Shipping Co SA registered in Panama care of Unifleet Management Co SA (Türkiye). Unifleet Management Co SA operates a fleet of 7 vessels as ship manager and/or ISM manager of which 4 livestock carriers, the *Pacific M*, *Apus*, and *Transporter*, all EU-approved and the *Polaris-2*.

4 detentions: in 2007 in Suez (Egypt), in 2011 in Rijeka (Croatia), in 2016 in Koper (Slovenia) and in 2017 in Midia (Romania).

In 2019-2020 she was inspected 6 times in Midia (Romania, 4 times) and Beirut (Lebanon, twice) totalling 47 deficiencies.

In 2021-2023 she was inspected 6 times in Aqaba (Jordan) and Midia (Romania, 5 times) totalling 38 deficiencies.

2019-2020		2021-2023	
<i>Pacific M</i>	7041053	<i>Pacific M</i>	7041053
Certificate and Documentation	11	MLC, 2006	9
MLC, 2006	6	Certificate and Documentation	9
Safety of Navigation	4	Safety of Navigation	8
ISM	3	Fire safety	4
Water/Weathertight conditions	3	Radio Communications	2
Propulsion and auxiliary machinery	3	Life saving appliances	1
Structural Conditions	3	Other Type of Deficiencies	1
Life saving appliances	3	Pollution prevention - MARPOL	1
Working and Living Conditions	2	Propulsion and auxiliary machinery	1
Fire safety	2	ISM	1
ISPS	2	Water/Weathertight conditions	1
Other	1		38
Pollution prevention - MARPOL	1		
Alarms	1		
Radio Communications	1		
Emergency Systems	1		
	47		

She called at Midia (Romania), Istanbul (Türkiye) and Midia again in May 2023, Jeddah (Saudi Arabia) in June, Aqaba (Jordan) in July, Alexandria (Egypt) in August, Aqaba and Midia in September, Jeddah in October, Midia and Jeddah in November, Midia, Aqaba, Jeddah and Midia in December.

Location, January 2024: Red Sea, southbound en route from Aqaba (Jordan).

She is approved for livestock transport by Romania since November 9, 2022.

ISM manager: Unifleet Management Co SA (Türkiye) since 18/11/2015. Low performing. Unifleet Management Co SA acts as ISM manager for a fleet of 6 ships including 4 livestock carriers.

Ship risk profile: 5 points, high risk ship.

.....

Phoenix III (ex-Abou Karim IV, ex-Letfallah 1, ex-Atherton Ice, ex-Oulmes). IMO 7711866. Ex-reefer converted in 2011 at the age of 33. Length 96 m. 3,420 deadweight tonnes. Built in 1978 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. 46 years old.



March 2016, *Phoenix III* at Tuzla Port (Türkiye). © Animal Welfare Foundation

Panamanian flag since January 2016; grey list. Previously registered in Lebanon (2012), Tanzania (2011), Georgia (2007), Cambodia (2002). Classification society International Naval Surveys Bureau since February 2013; high performing. Previously Maritime Lloyd Georgia.

Owned by Bovicom III BV care of Bovicom Holding BV (Netherlands) both reported as single-ship companies.

8 detentions: in 1999 twice in Bilbao (Spain), in 2001 in Lisbon (Portugal), again in Bilbao then in Southampton (United Kingdom), in 2007 in Izmit (Türkiye), in 2008 in Rijeka (Croatia) and in 2015 in Galveston (Texas, USA).

In 2019-2020 she was inspected 6 times in Chornomorsk (Ukraine, twice), Haifa (Israel), Rasa (Croatia, twice) and Sines (Portugal) totalling 22 deficiencies.

In 2021-2023 she was inspected 5 times in Chornomorsk (Ukraine), Midia (Romania), Rasa (Croatia, twice) and Sines (Portugal) totalling 23 deficiencies.

2019-2020		2021-2023	
<i>Phoenix III</i>	7711866	<i>Phoenix III</i>	7711866
Fire safety	3	MLC, 2006	6
Certificate and Documentation	3	Fire safety	3
Water/Weathertight conditions	3	Safety of Navigation	4
Emergency Systems	2	Life saving appliances	1
Safety of Navigation	2	Pollution prevention - MARPOL	4
Structural Conditions	2	Working and Living Conditions	1
Life saving appliances	2	ISM	2
MLC, 2006	2	Emergency Systems	1
ISM	1	Propulsion and auxiliary machinery	1
Pollution prevention - MARPOL	1		23
Labour Conditions	1		
	22		

64 EU-approved livestock carriers: profile of ships

In December 2013, she was called *Abou Karim IV* owned by the Lebanese owner Khalifeh Shipping Lines, her crew was suspected to have dumped dead cows in the Baltic Sea. The animals had their legs previously tied up, their stomach ripped open, and one ear cut to remove identification marks. 14 carcasses washed up on the Swedish and Danish beaches. The *Abou Karim IV* had left the USA and was bound for Ust-Luga (Leningrad Oblast, Russia) then for Klaipeda (Lithuania). She encountered rough sea conditions in the Gulf of Biscay; the number of cows that died and were thrown overboard following this episode was unknown.

In January 2016, the *Abou Karim IV* was acquired by the Dutch shipowner Bovicom Holding BV and renamed *Phoenix III*.

She called at Midia (Romania), Haifa (Israel), and Sines (Portugal) in June 2023, Haifa again in July, Sines, Haifa and Midia in August, Haifa in September, Sines (Portugal) in October, Haifa and Midia in November, Haifa in December.

Location, January 2024: Black Sea, Midia (Romania).

She was approved for livestock transport by Croatia until April 12, 2023.

ISM manager: Bovicom Shipmanagement BV (Netherlands) since 15/02/2017. Not negatively listed. Bovicom Ship management SA acts as ISM manager for the sole *Phoenix III*.

Ship risk profile: 1 point, standard risk ship.

.....

Princess Hiyam (ex-Abdulrazzak A, ex-Abdulrazzak-A, ex-Tika ex-Ecubea, ex-Dominica, ex-Blue Line, ex-Vilaro, ex-Megrez, ex-Cened, ex-Tjongerwal, ex-Cairnfreighter). IMO 7405089. Ex-general cargo ship converted in 2012 at the age of 37. Length 79 m. 3,148 deadweight tonnes. Built in 1975 in Leer (Germany) by Jansen. 49 years old.



Princess Hiyam. © Animals International

Togolese flag since January 2016; black list, ranked medium to high risk. Previously registered in Cambodia (2001).

Classification society Columbus American Register since January 2020; not ranked. Previously Cosmos Marine Bureau Inc (2016), Global Marine Bureau Inc (2011).

Owned by Princess Hiyam Shipping SA registered in Panama care of Awad Aeed Al-Oadini Est (Saudi Arabia) also acting as ship manager. Both companies are reported as single ship companies.

8 detentions: in 1999 in Ravenna (Italy), in 2004 in Vasto (Italy), in 2007 in Larnaca (Cyprus) and Rhodes Island (Greece), in 2008 in Larnaca again, in 2009 in Mersin (Türkiye), in 2012 in Tenes (Algeria) and in 2017 in Sète (France).

In 2019-2020 she was inspected 4 times in Batumi (Georgia), Braila (Romania), Midia (Romania), Osman Digna (Sudan) totalling 30 deficiencies.

In 2021-2023, she was inspected 5 times in Batumi (Georgia, 3 times), Midia (Romania) and Osman Digna (Sudan) totalling 43 deficiencies.

2019-2020		2021-2023	
<i>Princess Hiyam</i>	7405089	<i>Princess Hiyam</i>	7405089
Certificate and Documentation	8	Life saving appliances	10
Life saving appliances	5	Certificate and Documentation	8
Safety of navigation	5	Safety of Navigation	7
MLC, 2006	4	Fire safety	4
Emergency Systems	1	Radio Communications	3
ISM	1	Emergency Systems	2
Propulsion and auxiliary machinery	1	MLC, 2006	2
Water/Weathertight conditions	1	Other	1
Pollution prevention - MARPOL	1	Water/Weathertight conditions	1
Radio Communications	1	ISM	1
Structural Conditions	1	Pollution prevention - MARPOL	1
Maritime Security	1	Propulsion and auxiliary machinery	1
	30	Structural Conditions	1
		Working and Living Conditions	1
			43

64 EU-approved livestock carriers: profile of ships

She is apparently exclusively dedicated to trading between Digna (Sudan) and Jeddah (Saudi Arabia). Cf. August, September, October, November, December 2023.

Location, January 2024: Red Sea.

She is approved for livestock transport by Romania since March 11, 2022.

ISM manager: Adriatic for Management (Egypt) since 07/06/2019. Low performing. Adriatic for Management also acts as ISM manager for 3 general cargo ships.

Ship risk profile: 5 points, high risk ship.

.....

Sarah M (ex-Sarah, ex-Nordkyn). IMO 7808463. Ex-reefer converted in 2014 at the age of 35. Length 78 m. 1,600 deadweight tonnes. Built in 1979 in Fevag (Norway) by Fosen MV. 45 years old.

Panamanian flag since March 2019; grey list. Previously registered in Lebanon. Classification society Polish Register of Shipping; medium performing.

Owned by Jounieh Bay Shipping SA registered in the Marshall Islands care of DMS Lines SA (Lebanon) both reported as single-ship companies.



2022, Sarah M. © Ethical Farming Ireland

2 detentions: in 2003 in Ijmuiden (Netherlands) and in 2019 in Piraeus (Greece).

In 2019-2021 she was detained once and inspected 8 times in Algiers (Algeria), Philadelphia (USA), Piraeus (Greece), Rasa (Croatia), Tenes (Algeria, twice), Waterford (Ireland, twice) totalling 14 deficiencies. Grounds for detention in Piraeus include deficiencies with regard safety of navigation and ISM.

In 2021-2023 she was inspected 7 times in Alexandria (Egypt, twice), Bizerte (Tunisia), Piraeus (Greece) and Rasa (Croatia, 3 times) totalling 7 deficiencies.

2019-2020		2021-2023	
Sarah M	7808463	Sarah M	7808463
Certificate and Documentation	3	Working and Living Condition	2
Fire safety	3	Certificate and Documentation	1
Life saving appliances	2	Safety of Navigation	2
MLC, 2006	2	Life saving appliances	1
Safety of Navigation	2	Pollution prevention - MARPOL	1
ISM	1		7
Working and Living Conditions	1		
	14		

In November 2022, the *Sarah M* en route from Algiers to Foynes (Ireland) rescued a migrant off Cao de Gata near Almeria (Spain). He was handed over to Spanish SAR ship *Salvamar Spica* and reported 12 other people were on the same boat which had sunk. 2 were later rescued.

She called at Tarragona (Spain) and Misurata (Libya) in June 2023, Sète (France) and Casablanca (Morocco) in July, Tarragona, Misurata, Rasa (Croatia) and Misurata again in August, Sète and Algiers in September. She was expected in Sète in late September but remained at anchorage prior finally docking at Cartagena (Spain) then at Misurata (Libya) in October.

64 EU-approved livestock carriers: profile of ships

She then headed for Foynes (Ireland) in November. She departed Foynes on November 10 bound for Misurata (Libya). She had to take refuge from storm Ciaran in Douarnenez bay on November 12 to 14 and then resumed her voyage. She reached Misurata on November 24.



Tracking of *Sarah M* from Foynes to Misurata, November 10 to 24, 2023. **Screenshot MarineTraffic**

The *Sarah M* was suspected of throwing dead bulls at sea as carcasses were discovered on nearby beaches (cf. the chapter "Incident" p. 29).

The *Sarah M* was back to Foynes on December 16. She left on January 5.
Location, January 2024: Atlantic, en route from Foynes bound for Algiers (Algeria)

She is approved for livestock transport by Ireland from April 30, 2020, to January 24, 2024.

ISM manager: Fleetmed Management SA (Greece) since January 2020 acting as ISM manager for the sole *Sarah M*. Not negatively listed.

Ship risk profile: 1 point, standard risk ship.



August 2020, Sheep falling into water while loading on the *Sarah M* at Cartagena Port (Spain).

© Animal Welfare Foundation

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Shorthorn Express. IMO 9167318. Length 117 m. 4,422 deadweight tonnes. Built in 1998 in Waterhuizen (Netherlands) by Van Diepen. 26 years old.



2020, Shorthorn Express. © Ethical Farming Ireland

Luxemburg flag; white list. Previously registered in the Philippines.
Classification Registro Italiano Navale since September 2017; high performing.

Owned by Westerschelde Shipping BV care of Livestock Express BV (Netherlands) which reports a fleet of 13 livestock carriers as ship manager and ISM manager of which the EU-approved *Shorthorn Express* and *Ganado Express*.

Livestock Express BV is a subsidiary of Vroon BV (Netherlands), which operates a fleet of offshore support vessels (Vroon Offshore Services), product and high-heat tankers (Iver Ships) and livestock carriers (Livestock Express BV).

No detentions.

In 2019-2020 she was inspected 6 times, never in a European port, in Darwin (Australia, 3 times), Fremantle (Australia), Panjang (Indonesia) and Philadelphia (USA) totalling 24 deficiencies.

In 2021-2023 she was inspected 10 times, in Cartagena (Spain), Haifa (Israel, twice), Imbituba (Brazil), Philadelphia (USA, 3 times), Rasa (Croatia) and Vila do Conde (Brazil) totalling 7 deficiencies.

2019-2020		2021-2023	
Shorthorn Express	9167318	Shorthorn Express	9167318
Fire safety	6	Structural Conditions	2
Life saving appliances	3	MLC, 2006	2
Structural Conditions	2	Life saving appliances	1
ISM	2	Ballast Water Management	1
Pollution prevention	2	Structural Safety	1
Working and Living Conditions	2		7
Propulsion and auxiliary machinery	2		
MLC, 2006	1		
Water/Weathertight conditions	1		
Alarms	1		
Emergency Systems	1		
Safety of Navigation	1		
	24		

64 EU-approved livestock carriers: profile of ships

She called at Philadelphia (USA) in March 2023, Bandirma (Türkiye) in May, Imbituba (Brazil) in June, Tasucu (Türkiye) and Cartagena (Spain) in July, Vila do Conde (Brazil) in August, Damietta (Egypt) in September, Yanbu (Saudi Arabia) in October, Wilmington (USA) in November, Yanbu in December.

Location, January 2024: North Atlantic Ocean, Wilmington (USA).

She is approved for livestock transport by Ireland from October 11, 2020, to October 11, 2025, and by Croatia until May 4, 2027.

ISM manager: Livestock Express BV (Netherlands) since 20/02/2019. Not negatively listed.

Ship risk profile: 1 point, standard risk ship

.....

Spiridon II (ex-Mikhail Cheremnykh). IMO 7311329. Ex-general cargo ship converted in 2011 at the age of 38. Length 97 m. 4,054 deadweight tonnes. Built in 1973 in Rauma (Finland) by Hollming. 51 years old.

Togolese flag since October 2018; black list, ranked medium to high risk. Previously registered in Lebanon (2014), Togo (2009) and Russia (1992).

Classification society International Naval Surveys Bureau since August 2019; high performing. Previously Phoenix Register of Shipping (2013).

Owned by single ship company JMR Shipping SA registered in Honduras care of Murr Shipping SA (Honduras) also a single ship company.

ISM manager Murr Management SA is operating from Lebanon as ISM manager of the sole *Spiridon II*.

9 detentions: in 2009 in Split (Croatia) and Damietta (Egypt), in 2010 in Limassol (Cyprus) and Novorossiysk (Russia), in 2012 in Vila do Conde (Brazil), in 2015 in Piraeus (Greece), in 2018 in Malaga (Spain), in 2020 in Koper (Slovenia) and in 2022 in Tarragona (Spain).

In 2019-2020 she was inspected 12 times in Beirut (Lebanon, twice), Cartagena (Spain, 3 times), Cartagena (Colombia), Koper (Slovenia), Rijeka (Croatia), Vila Do Conde (Brazil, 4 times) totalling 76 deficiencies. Grounds for detention in Koper include deficiencies with regard structural conditions, water/weathertight conditions, fire safety, ISM and life saving appliances.

In 2021-2023 she was inspected 14 times in Beirut (Lebanon, twice), Cartagena (Colombia, 3 times), Eleusis (Greece), Larnaca (Cyprus), Piraeus (Greece, 3 times), Puerto Cabello (Venezuela), Tarragona (Spain) and Vila Do Conde (Brazil, twice) totalling 74 deficiencies. Grounds for detention in Tarragona include deficiencies with regard certification and documentation, propulsion and auxiliary machinery and ISM.

2019-2020		2021-2023	
<i>Spiridon II</i>	7311329	<i>Spiridon II</i>	7311329
Structural Conditions	18	MLC, 2006	13
MLC, 2006	16	Certificate and Documentation	9
Water/Weathertight conditions	7	Fire safety	9
Safety of Navigation	6	Safety of Navigation	8
Fire safety	5	Pollution prevention - MARPOL	6
Certificate and Documentation	4	Structural Conditions	5
Propulsion and auxiliary machinery	4	Water/Weathertight conditions	5
ISM	3	Propulsion and auxiliary machinery	5
Structural Safety	3	Emergency Systems	3
Working and Living Conditions	3	Alarms	2
Load lines	2	Working and Living Conditions	2
Pollution prevention - MARPOL	2	ISM	2
Other Type of Deficiencies	1	Life saving appliances	2
Life saving appliances	1	Radio Communications	2
Alarms	1	ISPS, Maritime Security	1
	76		74

64 EU-approved livestock carriers: profile of ships



June 2018, *Spiridon II* loading at Port of Cartagena (Spain). © **Animal Welfare Foundation**

On February 28, 2022, the *Spiridon II* en route from Tarragona to Aqaba (Jordan) suffered an engine failure off the southwest coast of Crete. The crew failed to conduct repair. On March 2, the ship had to be towed to Kithyra Island off the southeastern tip of the Peloponnese peninsula then to Eleusis. She was carrying 300 young bulls from France and 7600 sheep from Spain. As the animals were considered as export animals, they could not re-enter the EU and be unloaded. They were transferred directly via a ramp to the *Adel I*, another EU-approved livestock carrier. The *Adel I* eventually reached Aqaba on March 9. There was no mention of probable fatal consequences for the sheep and cattle due to the delayed voyage.

She called at Cartagena (Colombia) in June 2023, Beirut (Lebanon) in July, Rasa (Croatia) and Beirut in August, Cartagena (Spain) in September, Vila do Conde (Brazil) in October, Tasucu (Türkiye) and Beirut in November, Cartagena (Colombia) in December.

Location, January 2024: East Mediterranean, en route from Cartagena (Colombia) to Aqaba (Jordan).

She is approved for livestock transport by Spain until June 20, 2024.

ISM manager: Murr Management SA (Lebanon) since 19/10/2018 (low or very low performing).

Ship risk profile: 5 points, high risk ship.

.....

Taiba (ex-Frio Monaco, ex-Frio Ionian, ex-African Warrior II, ex-Souss). IMO 7708807. Ex-reefer converted in 2010 at the age of 32. Length 105 m. 4,193 deadweight tonnes. Built in 1978 in Shimizu (Japan) by Miho. 46 years old.



August 2019, *Taiba* at Berbera (Somalia). © Vovashap

Tanzanian flag since July 2016; black list, ranked medium risk. Previously registered in the Comoros (2014), Sierra Leone (2011), Tanzania (2010), Moldova (2008). Classification society Maritime Bureau of Shipping since June 2017; not ranked.

Owned by single ship company Mas Shipping Ltd registered in the Marshall Islands also acting as ship manager.

8 detentions: in 2001 in Kaliningrad (Russia), in 2003 in Hachinohe (Japan), in 2005 in Antalya (Türkiye), in 2006 twice in Novorossiysk (Russia), in 2010 twice in Suez (Egypt) and in 2016 in Midia (Romania).

In 2019-2020 she was inspected 7 times in Cartagena (Spain), Midia (Romania, 3 times), Suez (Egypt, twice), Vila do Conde (Brazil) totalling 50 deficiencies.

In 2021-2023 she was inspected 7 times in Al Adabiya (Egypt), Aqaba (Jordan, twice), and Midia (Romania, 4 times times), totalling 52 deficiencies.

2019-2020		2021-2023	
<i>Taiba</i>	7708807	<i>Taiba</i>	7708807
MLC, 2006	11	MLC, 2006	11
Pollution prevention - MARPOL	7	Certificate and Documentation	11
Safety of Navigation	6	Safety of Navigation	8
Certificate and Documentation	6	Structural Conditions	4
Life saving appliances	3	Water/Weathertight conditions	3
Propulsion and auxiliary machinery	3	Propulsion and auxiliary machinery	3
Water/Weathertight conditions	3	Life saving appliances	2
Load lines	3	ISM	2
Emergency Systems	1	Fire safety	2
Fire safety	1	Radio Communications	2
Structural Conditions	1	Emergency Systems	2
ISM	1	Pollution prevention - MARPOL	1
Radio Communications	1	Working and Living Conditions	1
Alarm signals	1		52
Operational deficiencies	1		
Structural Safety	1		
	50		

64 EU-approved livestock carriers: profile of ships

She called at Berbera (Somalia) in July 2023, Jeddah (Saudi Arabia) and Berbera again in August, Jeddah in September, Midia (Romania) and Jeddah in October. She entered Tuzla shipyard (Türkiye) on November 28. She left Tuzla on January 3.

Location, January 2024: Black Sea, Midia (Romania).

She is approved for livestock transport by Romania since July 22, 2022.

ISM manager: Itqan Ship Management & Operation (United Arab Emirates) since 22/08/2021. Not negatively listed. Itqan Ship Management & Operation also acts as ISM manager for the previously EU-approved livestock carrier *Yosor* (IMO 7819113) and for 4 bulkers.

Ship risk profile: 2 points, standard risk ship.

.....

Transporter (ex-Almahmoud Transporter, ex-Trust Dubai, ex-Sun Bird, ex-Ariake Maru No.3). IMO 8701387. Ex-car carrier converted in 2010 at the age of 23. Length 108 m. 3,725 deadweight tonnes. Built in 1987 in Shitanoe (Japan) by Minami-Nippon. 37 years old.



January 2021, *Transporter* at Cartagena (Spain). © Isidoro Hernandez Ferrer

Panamanian flag since July 2010; grey list. Previously registered in the Comoros (2009). Classification society International Naval Surveys Bureau since October 2010; high performing. Previously Korean Register of Shipping.

Owned by single-ship company Global Transport for Livestock registered in Panama care of Naseem Al Bahar General Trading LLC Co (United Arab Emirates). Naseem Al Bahar General Trading LLC Co reports a fleet of 3 livestock carriers, of which the *Atlantic M* and *Transporter* both EU-approved and the *Polaris-2* (IMO 8417625).

Detained in 2007 in Vladivostok (Russia) and in 2013 in Vila do Conde (Brazil).

In 2019-2020 she was inspected 13 times in Cartagena (Spain), Rio de Janeiro (Brazil, twice), Rio Grande (Brazil), Sao Sebastiao (Brazil, twice), Tripoli (Lebanon), Vila do Conde (Brazil, 6 times) totalling 6 deficiencies.

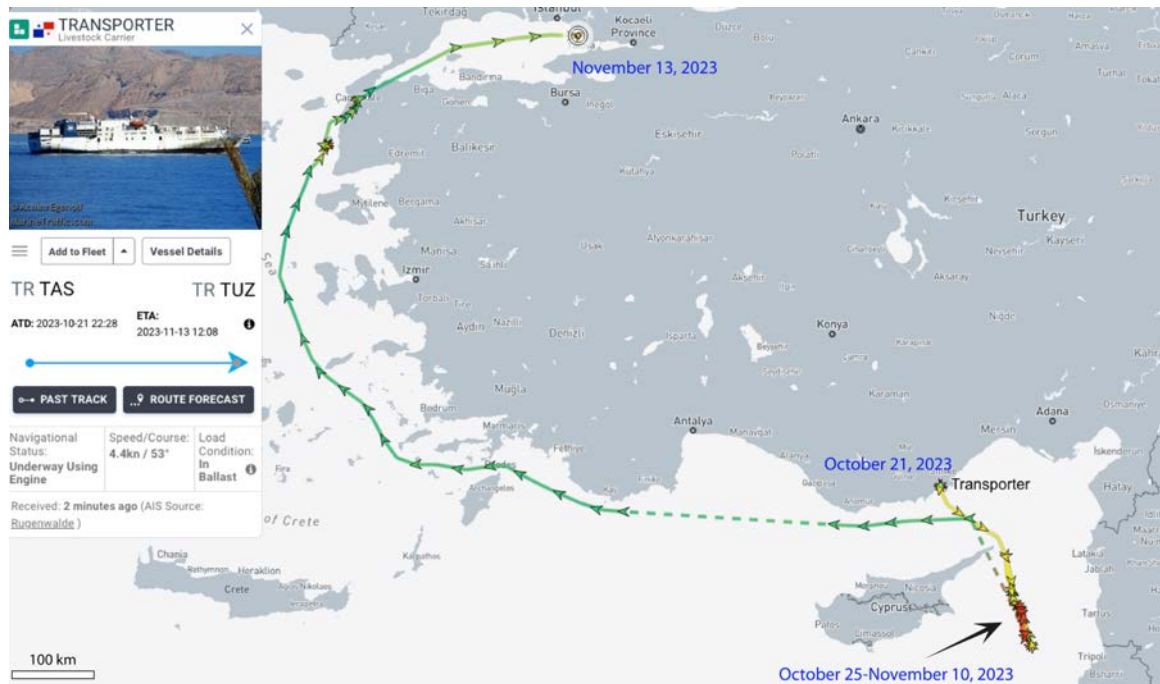
In 2021-2023, she was inspected 12 times in Beirut (Lebanon), Cartagena (Colombia, twice) Cartagena (Spain, twice), Ceuta (Spain), Puerto Cabello (Venezuela), Sao Sebastiao (Brazil, 3 times), Tripoli (Lebanon) and Vila do Conde (Brazil, twice) totalling 38 deficiencies.

2019-2020		2021-2023	
<i>Transporter</i>	8701387	<i>Transporter</i>	8701387
Certificate and Documentation	2	Safety of Navigation	6
MLC, 2006	2	Certificate and Documentation	5
Life saving appliances	1	MLC, 2006	4
Safety of Navigation	1	Propulsion and auxiliary machinery	4
	6	Structural Safety	4
		Pollution prevention - MARPOL	3
		Water/Weathertight conditions	3
		ISM	2
		Working and Living Conditions	2
		Fire Safety	2
		Radio Communications	1
		Emergency Systems	1
		Life saving appliances	1
			38

64 EU-approved livestock carriers: profile of ships

She called at Rio de Janeiro in April 2023, Agadir (Morocco) and Cartagena (Spain) in May, Sao Sebastiao (Brazil), Mindelo (Cape Verde), Cartagena (Spain) and Tripoli (Lebanon) in August, Cartagena (Spain) and Sao Sebastiao (Brazil) in September, Cartagena (Spain) and Tasucu (Türkiye) in October.

The *Transporter* left Tasucu in ballast on October 21, 2023, and remained at Tripoli anchorage until November 10. She was reported "not under command" from October 25 onward. She eventually reached Tuzla shipyard (Türkiye).



Transporter tracking, from October 21 to November 13, 2023. **Screenshot Marine Traffic**

Location, January 2024: East Mediterranean, she left Tuzla yard on December 28, 2023, remained at anchorage, and finally headed for Midia.

She is approved for livestock transport by Romania since August 6, 2018.

ISM manager: Unifleet Management Co SA (Türkiye) since 24/10/2012. Low performing. Unifleet Management Co SA acts as ISM manager for a fleet of 6 ships including 4 livestock carriers, the *Polaris-2* (IMO 8417625) and the EU-approved *Apus*, *Pacific M* and *Transporter*.

Ship risk profile: 3 points, standard risk ship.

Tuleen (ex-*Blue Moon I*, ex-*Blue Moon*, ex-*Kaptan Husamettin*, ex-*First Bloom*, ex-*Ocean Fleet 1*, ex-*Ocean Fleet*, ex-*Karen Danielsen*). IMO 7396630. Ex-general cargo carrier converted in 2012 at the age of 37. Length 83 m. 3,016 deadweight tonnes. Built in 1975 in Westerbroek (Netherlands) by EJ Smit. 49 years old.

Palau flag since April 2021; grey list. Previously registered in Togo (2017), Cambodia (2013), Sierra Leone (2009), Georgia (2004), Cambodia (2003) and falsely registered in the Congo Democratic Republic.

Classification society Phoenix Register of Shipping; medium performing. Previously Cosmos Marine Bureau Inc.



As the Togolese *Blue Moon I*. © Animals International

Owned by single ship company Global Safety Ltd (Romania) reported acting also as the ISM manager.

10 detentions: in 2003 in Hakata (Japan), in 2004 in Kawasaki (Japan), in 2008 in Mykolaiv (Ukraine), in 2009 in Mersin (Türkiye), in 2010 in Pula (Croatia), in 2011 in Kavala (Greece), in 2017 in Sète (France), in 2018 in Koper (Slovenia) and for 55 days in Siteia (Greece) and in 2021 in Sète (France) again. Banned from Paris MoU ports in April 2018 for three months. She served her sentence and resumed her routine.

In 2019-2020 she was inspected 5 times in Algiers (Algeria), Casablanca (Morocco), Koper (Slovenia), Sète (France, twice) totalling 21 deficiencies.

In 2021-2023 she was detained once and inspected 5 times in Constanta (Romania), Midia (Romania), Poti (Georgia), Reni (Ukraine) and Sète (France) totalling 26 deficiencies. Grounds for detention in Sète include deficiencies with regard radio communication and emergency systems.

2019-2020		2021-2023	
<i>Blue Moon I</i>	7396630	<i>Tuleen, ex-Blue Moon I</i>	7396630
Safety of Navigation	5	Certificate and Documentation	9
Certificate and Documentation	4	Safety of Navigation	7
MLC, 2006	2	Radio Communications	3
Pollution Prevention	2	Emergency Systems	3
Fire safety	2	Life saving appliances	1
ISM	1	Pollution prevention - MARPOL	1
Life saving appliances	1	Fire safety	1
Other Type of Deficiencies	1	Propulsion and auxiliary machinery	1
Structural Conditions	1		26
Water/Weathertight conditions	1		
Emergency Systems	1		
	21		

64 EU-approved livestock carriers: profile of ships

She called at Haifa (Israel) in July 2023, Midia (Romania) in August, Haifa in September, Koper (Slovenia) and Haifa in October, Midia and Haifa in November. She left Haifa on December 1 and remained anchored off Aliaga from December 13 onward.

Location, January 2024: East Mediterranean, off Aliaga (Türkiye) prior finally heading for Midia.

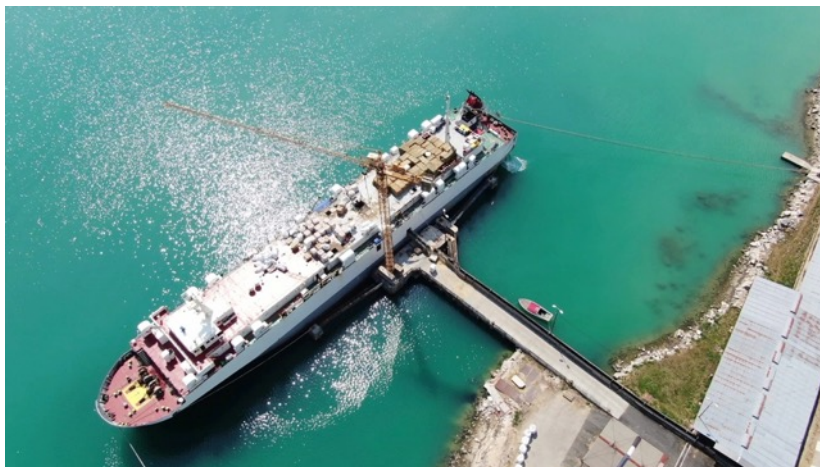
She is approved for livestock transport by Romania since August 8, 2021.

ISM manager: Global Safety Ltd (Romania) since 08/04/2021. Not negatively listed.

Ship risk profile: 1 point, standard risk ship.

.....

Tulip (ex-Tinkerbelle Mar, ex-Ariake Maru N°.12). IMO 8614273. Ex-car carrier converted in 2019 at the age of 32. Length 102 m. 2,012 deadweight tonnes. Built in 1987 in Saiki (Japan) by Honda. 37 years old.



June 2021, *Tulip* loading at Port of Rasa (Croatia). © Animal Welfare Foundation

Lebanese flag since November 2011; grey list. Previously registered in Jamaica. Classification society Phoenix Register of Shipping; medium performing. Previously Nippon Kaiji Kyokai.

Owned by single ship company Rihab Shipping SA registered in Panama care of Safe Sea Services SARL (Lebanon). Safe Sea Services Sarl operates a fleet of 28 ships as ship manager and for 23 of them also as ISM manager. This fleet includes tankers, bulkers, general cargo ships, one passenger ship, and 6 livestock carriers the *Nabolsi* (IMO 8204250) and the EU-approved *Jouri*, *Freesia*, *Tulip*, *Orchid*, and *Nabolsi I*.

Detained in 2014 in Alexandria (Egypt).

In 2019-2020 she was inspected 8 times in Aqaba (Jordan), Cartagena (Colombia, 3 times), Cartagena (Spain), Midia (Romania), Vila do Conde (Brazil, twice) totalling 20 deficiencies.

In 2021-2023 she was inspected 6 times in Alexandria (Egypt), Bizerte (Tunisia), Cartagena (Spain), Rasa (Croatia), Tarragona (Spain) and Vila do Conde (Brazil) totalling 15 deficiencies.

2019-2020		2021-2023	
<i>Tulip</i>	8614273	<i>Tulip</i>	8614273
Certificate and Documentation	4	Safety of Navigation	3
MLC, 2006	3	Fire safety	3
Safety of Navigation	2	Other	2
Life saving appliances	2	MLC, 2006	2
Load lines	2	Propulsion and auxiliary machinery	2
Propulsion and auxiliary machinery	2	Life saving appliances	1
Dangerous goods	1	Structural Conditions	1
Labour Conditions	1	Certificate and Documentation	1
Structural Safety	1		15
Fire safety	1		
Other Type of Deficiencies	1		
	20		

She called at Vila do Conde (Brazil), Mindelo (Cape Verde) and Cartagena (Spain) in August 2023, Tasucu (Türkiye) and Beirut (Lebanon) in September, Cartagena (Spain), Misurata

64 EU-approved livestock carriers: profile of ships

(Libya), Tarragona (Spain) and Casablanca (Morocco) in October, Cartagena (Spain), Misurata (Libya) and Tarragona (Spain) again in November, Beirut, then Cartagena (Spain) and Misurata in December.

Location, January 2024: West Mediterranean, Algiers anchorage, en route from Misurata (Libya).

She is approved for livestock transport by Spain.

ISM manager: Safe Sea Services SARL (Lebanon) since 20/09/2019. Low or very low performing.

Ship risk profile: 3 points, standard risk ship.



November 2021, calf injured during the road transport, placed in "hospital pen" on board of the ship at Tarragona Port (Spain). © **Animal Welfare Foundation**

.....

Unimar Livestock (ex-Alpha Livestock 19, ex-Herford Livestock, ex-Chahbaa V, ex-Rabunion XIX, ex-Beckumersand). IMO 7021821. Ex-container ship converted in 1983 at the age of 13. Length 92 m. 2,007 deadweight tonnes. Built in Brake (Germany) by Luhning. 54 years old.



November 2014, as the *Alpha Livestock 19* leaving Koper Port. © **Animal Welfare Foundation**

Togolese flag since January 2013; black list, ranked medium to high risk. Previously registered in Cambodia (1997), Honduras (1994).

Classification society Columbus American Register since January 2013; not ranked.

Owned since July 2020 by single-ship company Unimar Shipping Co Corp (Türkiye) also acting as ship manager and ISM manager.

4 detentions: in 2006, 2007 and 2010 in Suez (Egypt) and in 2013 in Midia (Romania).

In 2019-2020 she was inspected 5 times in Midia (Romania, 4 times) and Aqaba (Jordan) totalling 43 deficiencies.

In 2021-2023 she was inspected 8 times in Batumi (Georgia, twice), Laurium (Greece), Midia (Romania, 4 times) and Mykolaiv (Ukraine) totalling 64 deficiencies.

2019-2020		2021-2023	
Unimar Livestock	7021821	Unimar Livestock	7021821
Certificate and Documentation	12	Certificate and Documentation	13
MLC, 2006	5	Safety of Navigation	13
Fire safety	5	MLC, 2006	10
Life saving appliances	4	Life saving appliances	6
Propulsion and auxiliary machinery	3	Emergency Systems	4
Safety of Navigation	3	ISM	4
Pollution prevention - MARPOL	2	Radio Communications	4
ISM	2	Fire safety	3
Radio Communications	2	Structural Conditions	2
Labour Conditions	2	Propulsion and auxiliary machinery	1
Emergency Systems	1	ISPS	1
Water/Weathertight conditions	1	Working and Living Conditions	1
Other Type of Deficiencies	1	Pollution prevention - MARPOL	1
	43	Water/Weathertight conditions	1
			64

64 EU-approved livestock carriers: profile of ships

She called at Cartagena (Spain) in May 2023, Jeddah (Saudi Arabia) in June, Aqaba (Jordan) Cartagena (Spain) and Aqaba again in August, Batumi (Georgia) in September, Jeddah and Cartagena in October, Aqaba and Batumi in November, Jeddah, and Midia in December

Location, January 2024: Red Sea, en route from Djibouti to Jeddah.

Approved for livestock transport by Romania since February 12, 2021.

ISM manager: Unimar Shipping Co Corp (Türkiye) since 04/08/2020 acting as ISM manager for the sole *Unimar Livestock*. Not negatively listed.

Ship risk profile: 3 points, standard risk ship.

.....

Uranus II (ex-Elif, ex-Trader, ex-Yulia, ex-Kapitan Kabardukov, ex-Seacross, ex-Kometa, ex-Lieke, ex-Alma Ata). IMO 9057214. Ex-general cargo carrier converted in 2019 at the age of 27. Length 86 m. 3,092 deadweight tonnes. Built in 1992 in Drobeta (Romania) by Severnav. 32 years old.



Uranus II. © Animals International

Sierra Leone flag since April 2019; black list, ranked medium risk. Previously registered in the Comoros (2017), the Cook Islands (2011), Malta (2011), Saint Kitts and Nevis (2006). Classification society Phoenix Register of Shipping since October 2017; medium performing. Previously Russian Maritime Register of Shipping.

Owned by Uranus Shipping & Transport Co (Türkiye) care of Uranus Denizcilik Sanayi ve Ticaret Ltd Sti (Türkiye) reporting a fleet of 2 livestock carriers, the *Uranus L* and *Uranus II* both EU-approved.

14 detentions: in 1999 for 360 days in Rotterdam (Netherlands), in 2005 for 43 days in Drogheda (Ireland), in 2006 in Lisbon (Portugal), in 2008 for 15 days in Antwerp (Belgium) then for 30 days in Bayonne (France), in 2010 for 32 days in Chalkis (Greece) then in Ancona (Italy), in 2012 in Damietta (Egypt), in 2013 in Alanya (Türkiye), in 2014 in Salamis (Greece), in 2018 in Novorossiysk (Russia) and Trieste (Italy), in 2019 in Sines (Portugal) and in 2020 in Midia (Romania).

In 2019-2020 she was inspected 8 times in Haifa (Israel), Midia (Romania, twice), Rasa (Croatia), Setubal (Portugal), Sines (Portugal, 3 times) totalling 53 deficiencies. Grounds for detention in Sines and in Midia include deficiencies with regard Certificate and Documentation, safety of navigation, propulsion and auxiliary machinery, structural conditions, emergency systems, life saving appliances, water/weathertight conditions, ISM, and pollution prevention.



2023, *Uranus II*. © PATAV

64 EU-approved livestock carriers: profile of ships

In 2021-2023 she was inspected 4 times in Midia (Romania, twice), Setubal (Portugal, twice) and Sines (Portugal) totalling 21 deficiencies.

2019-2020		2021-2023	
<i>Uranus II</i>	9057214	<i>Uranus II</i>	9057214
Certificate and Documentation	10	Structural Conditions	3
Fire safety	6	MLC, 2006	3
MLC, 2006	5	Certificate and Documentation	2
Safety of Navigation	5	Emergency Systems	2
Propulsion and auxiliary machinery	4	Fire safety	2
Structural Conditions	4	ISM	2
Emergency Systems	4	Propulsion and auxiliary machinery	2
Life saving appliances	3	Ballast Water Management Plan	2
Radio Communications	2	Safety of Navigation	1
Water/Weathertight conditions	2	Pollution prevention	1
ISM	2	Water/Weathertight conditions	1
Pollution Prevention	2		21
Working and Living Conditions	2		
Other	1		
Alarms	1		
	53		

On May 29, 2015, the master and chief engineer of the ship, then called *Trader*, were arrested in Volos (Greece) for allegedly fuel trafficking.

On October 23, 2019, the *Uranus II* suffered an engine failure shortly after leaving the port of Sines (Portugal) with 1,400 cattle and 2,000 sheep on board. She had to be towed back to port. She was allowed to leave on October 29 after repair work has been completed.

Uranus II was on the watch list of the Black Sea Memorandum of Understanding and refused access to its ports until March 31, 2020. She was banned from Paris MoU ports due to multiple detentions in January 2020 for three months.

She called at Setubal (Portugal) and Haifa (Israel) in April 2023, Sines (Portugal) and Ashdod (Israel) in May, Sines and Haifa in June, July, August and September, Tuzla (Türkiye) and Sines in October, Haifa and Setubal in November, Haifa and Sines in December, Haifa in January 2024.

Location, January 2024: East Mediterranean, off Rhodes, from Haifa, she reports to be bound for Sines (Portugal).

She is approved for livestock transport by Portugal.

ISM manager: Uranus Denizcilik Sanayi (Türkiye) since 05/04/2019. Not negatively listed.

Ship risk profile: 2 points, standard risk ship.

.....

Uranus L (ex-Feyza, ex-Som, ex-Pamir Ozgul, ex-Polar, ex-Tormes, ex-Pena Labra). IMO 8129254. Ex-general cargo carrier converted in 2016 at the age of 34. Length 77 m. 3,116 deadweight tonnes. Built in 1982 in Santander (Spain) by Atlántico. 42 years old.



November 2021, *Uranus L*, off Algeria. © Metind 80

Sierra Leone flag since April 2016; black list, ranked medium risk.

Classification society Overseas Marine Certification Services since November 2016; medium performing.

Owned by Uranus Shipping & Transport Co care of Uranus Denizcilik Sanayi ve Ticaret Ltd Sti (Türkiye). Uranus Denizcilik Sanayi ve Ticaret Ltd Sti reports a fleet of 2 livestock carriers, the *Uranus L* and *Uranus II* both EU-approved.

7 detentions: in 1998 in A Coruna (Spain), in 2002 in Genova (Italy), in 2005 in Bilbao (Spain) and Castellon de la Plana (Spain), in 2017 in Haifa (Israel), in 2018 in Setubal (Portugal) and in 2019 in Haifa again.

In 2019-2020 she was detained once and inspected 6 times in Haifa (Israel, twice), Midia (Romania), Sète (France), Setubal (Portugal, twice) totalling 38 deficiencies. Grounds for detention in Haifa include deficiencies with regard pollution prevention.

In 2021-2023 she was inspected twice in Setubal (Portugal) totalling 2 deficiencies.

2019-2020		2021-2023	
<i>Uranus L</i>	8129254	<i>Uranus L</i>	8129254
Safety of Navigation	8	Propulsion and auxiliary machinery	1
Certificate and Documentation	5	Safety of Navigation	1
Working and Living Conditions	5		2
Propulsion and auxiliary machinery	4		
Emergency Systems	3		
Fire safety	3		
Radio Communications	2		
Structural Conditions	2		
Pollution Prevention	2		
ISM	1		
Life saving appliances	1		
MLC, 2006	1		
Other Type of Deficiencies	1		
	38		

64 EU-approved livestock carriers: profile of ships

She called at Setubal (Portugal) and Haifa (Israel) in April 2023, Setubal in May, Setubal in July and Haifa in August, Setubal in September, Haifa in October, Midia and Haifa in November, Midia and Haifa in December.

Location, January 2024, Atlantic, Setubal (Portugal).

She is approved for livestock transport by Portugal.

ISM manager: Uranus Denizcilik Sanayi (Türkiye) since 09/05/2017. Not negatively listed.

Ship risk profile: 2 points, standard risk ship.

.....

Victory (ex-Zaher 1, ex-Med Vision, ex-Aylmer, ex-Assil, ex-Scan Nordic, ex-Nordic, ex-Nordic Link). IMO 7931985. Ex-Ro Ro converted in 2012 at the age of 31. Length 120 m. 6,805 deadweight tonnes. Built in 1981 in Stockholm (Sweden) by Finnboda Varf. 43 years old.

Lebanese flag since April 2012; grey list. Previously registered in Sierra Leone (2010), Moldova (2009).

Classification society Bureau Veritas since August 2013; high performing.

Owned by single-ship company Dodi Shipping Ltd registered in the Seychelles care of Ania Marine Ltd (Lebanon). Ania Marine Ltd operates a fleet of 3 livestock carriers as ship manager and ISM manager, the *Freedom*, *Elevation* and *Victory* all EU-approved.



August 2020, Victory, Cartagena (Spain).

© Animal Welfare Foundation

7 detentions in 2003 in Eleusis (Greece), in 2004 in Philadelphia (USA), in 2007 in Sète (France) and Trieste (Italy), in 2009 in Castellon de la Plana (Spain) and in 2010 in Beirut (Lebanon) and Piraeus (Greece).

In 2019-2020 she was inspected 8 times in Cartagena (Spain), Osman Signa (Sudan), Vila do Conde (Brazil, 6 times) totalling 5 deficiencies only reported by Spanish inspectors.

In 2021-2023 she was inspected 9 times in Alexandria (Egypt), Cartagena (Colombia), Cartagena (Spain, twice), Puerto Cabello (Venezuela), Rio Grande (Brazil) and Vila do Conde (Brazil, 3 times) totalling 10 deficiencies.

2019-2020		2021-2023	
Victory	7931985	Victory	7931985
MLC, 2006	3	Certificate and Documentation	3
Certificate and Documentation	1	Propulsion and auxiliary machinery	2
Water/Weathertight conditions	1	Load lines	1
	5	Safety of navigation	1
		Life saving appliances	1
		Other Type of Deficiencies	1
		Water/Weathertight conditions	1
			10

She called at Vila do Conde in June 2023, Beirut (Lebanon)) in July, Tripoli (Lebanon) in August, Cartagena (Spain) and Rio Grande (Brazil) in November, Cartagena (Spain), Algiers (Algeria) and Beirut in December.

Location, January 2024: East Mediterranean, off Tripoli (Lebanon).

She is approved for livestock transport by France.

ISM manager: Ania Marine Ltd (Lebanon) since 01/01/2016. Not negatively listed.

Ship risk profile: 1 point, standard risk ship.

WMF Express (ex-Holstein Express, ex-Orient 11, ex-Leader I, ex-Leader, ex-Ariake Maru No 8). IMO 9004413. Ex-Ro Ro converted in 2009 at the age of 18. Length 108 m. 3,873 deadweight tonnes. Built in 1991 in Hachinohe (Japan) by Kitanihon. 33 years old.

Guinea Bissau flag since December 2023; not ranked. Previously registered in Panama in January 2022 and in Luxemburg (2014) and Panama.

Classification society RINA since December 2016; high performing.

Acquired in January 2022 by Perama Shipmanagement Ltd (Greece) which reports to act as ship manager and/or ISM manager for 3 other ships, two general cargo carriers and one bulkier.

Detained in January 2020 in Ceuta (Spain) after spilling 5,000 Liters of fuel oil during bunkering operation in the early morning. It seems the incident was the result of improper handling of on-board valves. The anti-pollution protocol was activated by Port Authorities. A150 m long anti-pollution boom was laid out and absorbent towels were dropped to contain pollution and prevent the fuel to enter the fishing harbour. The shipowner had to pay 370,000 € as a guarantee for cleaning costs. The fine for pollution could amount to 600,000 €.

In 2019-2020 she was detained once and inspected 8 times in Alexandria (Egypt), Ceuta (Spain), Haifa (Israel), Koper (Slovenia), Philadelphia (USA, 3 times) and Rasa (Croatia) totalling 33 deficiencies. Grounds for detention in Ceuta include deficiencies with regard pollution prevention.

In 2021-2023 she was inspected 9 times in Beirut (Lebanon), Cartagena (Spain), Laurium (Greece), Philadelphia (USA), Sines (Portugal) and Vila do Conde (Brazil, 4 times) totalling 29 deficiencies.

2019-2020		2021-2023	
<i>Holstein Express</i>	9004413	<i>WMF Express, ex-Holstein Express</i>	9004413
Certificate and Documentation	7	MLC, 2006	5
Fire safety	6	Propulsion and auxiliary machinery	4
Pollution Prevention	5	Safety of Navigation	4
Propulsion and auxiliary machinery	3	Fire safety	3
Water/Weathertight conditions	2	ISM	3
Life saving appliances	2	Life saving appliances	2
Structural Conditions	2	Pollution prevention - MARPOL	2
Emergency Systems	1	Structural Conditions	2
MLC, 2006	1	Certificate and Documentation	1
Cargo operations including equipment	1	Load lines	1
ISM	1	Other Type of Deficiencies	1
Working and Living Conditions	1	Working and Living Conditions	1
Safety of Navigation	1		29
	33		

She is approved for livestock transport by Romania since February 18, 2022.

She called at Midia (Romania), Istanbul (Türkiye), Jorf Lasfar (Morocco) and Cartagena (Spain) in June 2023, Vila do Conde (Brazil) in July, Algiers (Algeria), Damietta (Egypt), Cartagena (Spain) and Las Palmas (Canary Islands, Spain) in August, Cartagena (Colombia) and Jeddah (Saudi Arabia) in September, Vila do Conde (Brazil) in October, Tasucu (Türkiye) in November, Cartagena (Spain) in December.

64 EU-approved livestock carriers: profile of ships



June 2023, *WMF Express* entering Cartagena Port (Spain). © **Animal Welfare Foundation**

Location, January 2024: Atlantic Ocean, en route to Sao Sebastiao (Brazil).

ISM manager: Sirius Ship Management Co SA (Greece) since 01/02/2023 acting as ISM manager for the sole *WMF Express*. Not negatively listed.

Ship risk profile: 1 point, standard risk ship.

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Appendices

Appendix 1.	List of ships, IMO numbers and EU- Member State of approval	171
Appendix 2.	Classification society, number of EU-approved livestock carriers and performance of the classification society according to Paris MoU 2022 annual report	173
Appendix 3.	Number of detentions throughout the ship's operational life, year of detentions and year of the conversion to livestock carrier	174
Appendix 4.	EU-approved livestock carriers reported with deficiencies in the years 2021-2023 regarding certain categories	177
Appendix 5.	Comparison 2021-2024 with regard categories of deficiencies and number of ships	181
Appendix 6.	List of abbreviations	183
Appendix 7.	Definitions	184

Appendix 1. List of ships, IMO numbers and EU-Member State of approval

The report sorts the livestock carriers by name. Appendix 1 sorts them by IMO number to identify ships in case of renaming and includes the current Member State of approval and the former one as reported in the 2021 report.

IMO number	Name of ship	Approved by	Formerly approved by
6422303	<i>Alfa Livestock, ex-Sea Star Livestock</i>	Romania	Romania
6518425	<i>Lady Maria</i>	Romania	Romania
6519144	<i>Karim Allah</i>	France(*)	Croatia
6703343	<i>Equality</i>	France	France
6829082	<i>Maysa</i>	Romania	Romania
7021821	<i>Unimar Livestock</i>	Romania	Romania
7041053	<i>Pacific M</i>	Romania	Romania
7104972	<i>Freedom</i>	France	France
7113624	<i>Mariona</i>	Croatia(*)	Romania
7128760	<i>Nabolsi I</i>	France(*)	Spain
7211907	<i>Abdulrahman King</i>	France	France
7222982	<i>Mariona Star</i>	Romania	Romania
7223041	<i>Lady Rasha</i>	Romania	Romania
7303231	<i>Dragon, ex-Falconia</i>	Romania	Romania
7304912	<i>Adel II</i>	Romania	
7310507	<i>Fidelity</i>	France	France
7311329	<i>Spiridon II</i>	Spain	Spain
7396630	<i>Tuleen, ex-Blue Moon I</i>	Romania(*)	France
7405089	<i>Princess Hiyam</i>	Romania(*)	France
7405091	<i>Deala, ex-Barhom III</i>	Romania	Romania
7406772	<i>Elena, ex-Suha Queen II</i>	Romania-Spain(*)	France
7407324	<i>Elevation</i>	Romania	Romania
7422544	<i>Anakin</i>	Spain	Spain
7434949	<i>Julia AK</i>	Spain	Spain
7510858	<i>Apus</i>	Romania	Romania
7529940	<i>Norland</i>	France(*)	Slovenia
7601073	<i>Darla, ex-Bruna</i>	France-Spain(*)	Spain
7607429	<i>Dania, ex-Barhom II</i>	France(*)	Romania
7611547	<i>Nader A</i>	France(*)	Romania
7614848	<i>Helen, ex-Barhom</i>	Romania(*)	France
7615309	<i>Nelore</i>	France	France
7639616	<i>Jersey</i>	Romania	Romania
7703259	<i>Gamma Star</i>	Romania(*)	Romania-France
7708807	<i>Taiba</i>	Romania	Romania
7711866	<i>Phoenix III</i>	Croatia(*)	Romania
7808463	<i>Sarah M</i>	Ireland(*)	Romania - Ireland
7901693	<i>Julia L.S.</i>	Romania	Romania
7910888	<i>Dalal F, ex-Talia</i>	Croatia(*)	Romania
7931985	<i>Victory</i>	France	France
8009076	<i>Gulf Livestock 2</i>	Portugal(*)	Romania
8017970	<i>Adel I</i>	Croatia	Croatia

64 EU-approved livestock carriers
Appendix 1

8129254	<i>Uranus L</i>	Portugal	Portugal
8200565	<i>North Star 1, ex-Express I</i>	Romania(*)	Romania-Ireland
8200577	<i>Express M, ex-Sezer, ex-Atlantic M</i>	Romania-Ireland	Romania-Ireland
8215807	<i>Karazi</i>	Romania	Romania
8300157	<i>Mira</i>	Romania(*)	Portugal
8506361	<i>Bashar One Transport</i>	Romania	Romania
8614273	<i>Tulip</i>	Spain(*)	Romania
8616623	<i>Finola M</i>	Romania - Ireland(*)	Romania
8701387	<i>Transporter</i>	Romania	Romania
8806242	<i>Atlantic Rose</i>	Romania	Romania
8807351	<i>Med Rose</i>	Romania	
8813037	<i>Al Farouk, ex-Hannoud-O</i>	Spain	Spain
8917742	<i>Omega Star</i>	Romania	Romania
9004413	<i>WMF Express, ex-Holstein Express</i>	Romania(*)	Ireland-Portugal
9046368	<i>Freesia</i>	Spain	Spain
9057214	<i>Uranus II</i>	Portugal	Portugal
9113719	<i>Alondra</i>	Ireland-Portugal	Ireland-Portugal
9167318	<i>Shorthorn Express</i>	Croatia-Ireland(*)	Ireland-Portugal
9174763	<i>Orchid</i>	Spain	
9174775	<i>Jouri</i>	Spain	
9238416	<i>Brahman Express</i>	Portugal	Portugal
9360788	<i>Bahijah</i>	Portugal	Portugal
9621209	<i>Ganado Express</i>	Ireland-Portugal	Ireland-Portugal

(*) change of approval country

Appendix 2. Classification society, number of EU-approved livestock carriers and performance of the classification society according to Paris MoU 2022 annual report

	Classification society	2024		Performance
	International Naval Surveys Bureau	13	20%	high performing
	Dromon Bureau of Shipping	6	9%	medium performing
	Phoenix Register of Shipping	5	8%	medium performing
*	RINA	5	8%	high performing
*	Bureau Veritas	4	6%	high performing
*	Indian Register of Shipping	3	5%	medium performing
	Vega Register	3	5%	not ranked
	Colombus American Register	2	3%	not ranked
*	Croatian Register of Shipping	2	3%	medium performing
*	Det Norske Veritas-Germanischer Lloyd	2	3%	high performing
	Hellas Naval Bureau of Shipping	2	3%	not ranked
	International Register of Shipping	2	3%	medium performing
	Maritime Lloyd Georgia	2	3%	medium performing
*	Nippon Kaiji Kyokai	2	3%	high performing
	Unknown	2	3%	not ranked
*	China Classification Society	1	2%	high performing
	Cosmos Marine Bureau	1	2%	not ranked
	Global Marine Bureau	1	2%	not ranked
	Isthmus Bureau of Shipping	1	2%	medium performing
	Maritime Bureau of Shipping	1	2%	not ranked
	Overseas Marine Certification	1	2%	medium performing
*	Polish Register of Shipping	1	2%	medium performing
*	Russian Maritime register of Shipping	1	2%	high performing
	Veritas Register of Shipping	1	2%	medium performing
		64	100%	
*	IACS	21	33%	
	non IACS	43	67%	
	of which "not ranked"	12	19%	

Appendix 3. Number of detentions throughout the ship's operational life, year of detentions and year of the conversion to livestock carrier

0 detention

1-2 detentions

3-9 detentions

10 detentions and over

detention as a livestock carrier

0 detention: 6 (9%)	Year of conversion
<i>Adell II</i>	2009
<i>Brahman Express</i>	x
<i>Elevation</i>	2010
<i>Ganado Express</i>	x
<i>Orchid</i>	2020
<i>Shorthorn Express</i>	x

1 - 2 detentions: 18 (28%)	Year of detention	Year of conversion
<i>Al Farouk</i>	<i>2003, 2013</i>	1999
<i>Alondra</i>	2009	2017
<i>Atlantic Rose</i>	2006, 2011	2020
<i>Bahijah</i>	<i>2013</i>	x
<i>Equality</i>	<i>1999</i>	1981
<i>Finola M</i>	<i>2017</i>	1997
<i>Freesia</i>	<i>2023</i>	2020
<i>Gamma Star</i>	2003, 2015	2017
<i>Gulf Livestock 2</i>	<i>2019</i>	2014
<i>Jouri</i>	2007	2020
<i>Karazi</i>	<i>2010, 2019</i>	2000
<i>Med Rose</i>	1999, 2020	2021
<i>Norland</i>	2004	2010
<i>North Star 1</i>	<i>2014 (2)</i>	2010
<i>Sarah M</i>	2003, <i>2019</i>	2014
<i>Transporter</i>	2007, <i>2013</i>	2010
<i>Tulip</i>	2014	2019
<i>WMF Express</i>	<i>2019</i>	2008

64 EU-approved livestock carriers
Appendix 3

3-9 detentions: 33 (52%)	Year of detention	Year of conversion
<i>Abdurahman King</i>	2011, 2013, 2017 , 2018	2015
<i>Adel I</i>	2010, 2011, 2015	2017
<i>Apus</i>	2001 , 2004 (2) , 2007	1994
<i>Bashar One Transport</i>	2001 , 2013 , 2021	1999
<i>Dalal F</i>	2009, 2010, 2012 (2), 2013	2016
<i>Dania</i>	2003, 2004, 2005, 2007 (2), 2009, 2021 , 2022 , 2023	2012
<i>Darla</i>	2002, 2011 (2), 2018 , 2020	2015
<i>Dragon</i>	2007 , 2009 , 2014 , 2017	1982
<i>Elena</i>	2002, 2007, 2013 , 2015 (2) , 2016 (2) , 2019 , 2020	2011
<i>Express M</i>	2009, 2018 , 2020 , 2022	2010
<i>Fidelity</i>	2004 , 2011 , 2015 , 2016 , 2018	1985
<i>Freedom</i>	1999 , 2003 , 2011	1998
<i>Helen</i>	1998, 1999, 2006 (2), 2007, 2009, 2014	2011
<i>Julia AK</i>	1999, 2000, 2001, 2012 , 2020	2010
<i>Julia L.S.</i>	1999, 2009, 2010 (2), 2011, 2017 (2) , 2018	2016
<i>Karim Allah</i>	2000 (2), 2001, 2002 (2)	2001
<i>Lady Maria</i>	2003, 2005, 2015	2010
<i>Lady Rasha</i>	2001, 2005, 2007, 2008 (2), 2015 (2)	2012
<i>Mariona</i>	2006, 2007, 2008, 2014, 2015	2016
<i>Maysa</i>	2003 , 2010 , 2011 , 2012 , 2013 , 2015 (2) , 2019	1991
<i>Mira</i>	2004, 2005 (2), 2012, 2015 , 2018 , 2020	2014
<i>Nabolsi I</i>	2007 , 2012 , 2021	1996
<i>Nader A</i>	2015 , 2016 , 2017 , 2021	2013
<i>Nelore</i>	2004, 2005 4), 2006 (2), 2011	2010
<i>Omega Star</i>	2004, 2008, 2013, 2016	2017
<i>Pacific M</i>	2007 , 2011 , 2016 , 2017	1984
<i>Phoenix III</i>	1999 (2), 2001 (3), 2007, 2008, 2015	2011
<i>Princess Hiyam</i>	1999, 2004, 2007 (2), 2008, 2009, 2012 , 2017	2012
<i>Spiridon II</i>	2009 (2), 2010 (2), 2012 , 2015 , 2018 , 2020 , 2022	2011
<i>Taiba</i>	2001, 2003, 2005, 2006 (2), 2010 (2) , 2016	2010
<i>Unimar Livestock</i>	2006 , 2007 , 2010 , 2013	1983
<i>Uranus L</i>	19998, 2002, 2005 (2), 2017 , 2018 , 2019	2016
<i>Victory</i>	2003, 2004, 2007 (2), 2009, 2010 (2)	2012

64 EU-approved livestock carriers
Appendix 3

10 detentions or over: 7 (11%)	Year of detention	Year of conversion
<i>Alfa Livestock</i>	1998, 1999, 2000 (2), 2001 (3), 2007, 2015 , 2016	2010
<i>Anakin</i>	2006 (3), 2007 (4), 2008 (3), 2009, 2011	2011
<i>Deala</i>	1998, 1999 (2), 2004, 2005 (3), 2006 (3), 2016, 2022	2017
<i>Jersey</i>	1998, 2005, 2007, 2008 (2), 2009, 2011, 2012 , 2014 (2) , 2015 , 2016 (2)	2012
<i>Mariona Star</i>	1999, 2000, 2001 (2), 2004, 2005, 2006, 2007, 2008 (2), 2009 (3), 2012, 2017 , 2021	2013
<i>Tuleen</i>	2003, 2004, 2008, 2009, 2010, 2011, 2017 , 2018 , (2) , 2021	2012
<i>Uranus II</i>	1999, 2006, 2006, 2008 (2), 2012, 2013, 2014, 2018 (2), 2019 , 2020	2019

Appendix 4. EU-approved livestock carriers reported with deficiencies in the years 2021-2023 regarding certain categories:

- safety of navigation
- certificate and documentation
- life saving appliances
- Maritime Labour Convention
- fire safety,
- pollution prevention-MARPOL
- MARPOL Annex V

From 75% up to 92% of the EU-approved livestock carriers have been reported deficiencies with regard these 6 categories.

Safety of Navigation (59 ships, 92%)

<i>Abdulrahman King</i>
<i>Adell II</i>
<i>Al Farouk</i>
<i>Alfa Livestock</i>
<i>Alondra</i>
<i>Anakin</i>
<i>Apus</i>
<i>Atlantic Rose</i>
<i>Bashar One Transport</i>
<i>Brahman Express</i>
<i>Dalal F ex-Talia</i>
<i>Dania</i>
<i>Darla</i>
<i>Deala</i>
<i>Dragon</i>
<i>Elena</i>
<i>Elevation</i>
<i>Equality</i>
<i>Express M</i>
<i>Fidelity</i>

<i>Finola M</i>
<i>Freedom</i>
<i>Freesia</i>
<i>Gamma Star</i>
<i>Ganado Express</i>
<i>Gulf Livestock 2</i>
<i>Helen</i>
<i>Jersey</i>
<i>Julia AK</i>
<i>Julia L.S.</i>
<i>Karazi</i>
<i>Karim Allah</i>
<i>Lady Maria</i>
<i>Lady Rasha</i>
<i>Mariona</i>
<i>Mariona Star</i>
<i>Maysa</i>
<i>Med Rose</i>
<i>Mira</i>
<i>Nabolsi I</i>

<i>Nader-A</i>
<i>Norland</i>
<i>North Star I</i>
<i>Omega Star</i>
<i>Orchid</i>
<i>Pacific M</i>
<i>Phoenix III</i>
<i>Princess Hiyam</i>
<i>Sarah M</i>
<i>Spiridon II</i>
<i>Taiba</i>
<i>Transporter</i>
<i>Tuleen</i>
<i>Tulip</i>
<i>Unimar Livestock</i>
<i>Uranus II</i>
<i>Uranus L</i>
<i>Victory</i>
<i>WMF Express</i>

64 EU-approved livestock carriers
Appendix 4

Certificate and Documentation (55 ships, 86%)

<i>Abdulrahman King</i>
<i>Adel I</i>
<i>Adell II</i>
<i>Al Farouk</i>
<i>Alfa Livestock</i>
<i>Alondra</i>
<i>Anakin</i>
<i>Apus</i>
<i>Atlantic Rose</i>
<i>Bashar One Transport</i>
<i>Dalal F ex-Talia</i>
<i>Dania</i>
<i>Darla</i>
<i>Deala</i>
<i>Dragon</i>
<i>Elena</i>
<i>Elevation</i>
<i>Equality</i>
<i>Express M</i>

<i>Fidelity</i>
<i>Freedom</i>
<i>Freesia</i>
<i>Gamma Star</i>
<i>Gulf Livestock 2</i>
<i>Helen</i>
<i>Jersey</i>
<i>Julia AK</i>
<i>Julia L.S.</i>
<i>Karazi</i>
<i>Karim Allah</i>
<i>Lady Maria</i>
<i>Lady Rasha</i>
<i>Mariona</i>
<i>Mariona Star</i>
<i>Maysa</i>
<i>Med Rose</i>
<i>Mira</i>
<i>Nabolsi I</i>

<i>Nader-A</i>
<i>Norland</i>
<i>North Star I</i>
<i>Omega Star</i>
<i>Orchid</i>
<i>Pacific M</i>
<i>Princess Hiyam</i>
<i>Sarah M</i>
<i>Spiridon II</i>
<i>Taiba</i>
<i>Transporter</i>
<i>Tuleen</i>
<i>Tulip</i>
<i>Unimar Livestock</i>
<i>Uranus II</i>
<i>Victory</i>
<i>WMF Express</i>

Life Saving Appliances (53 ships, 83%)

<i>Abdulrahman King</i>
<i>Adel I</i>
<i>Al Farouk</i>
<i>Alfa Livestock</i>
<i>Anakin</i>
<i>Apus</i>
<i>Atlantic Rose</i>
<i>Brahman Express</i>
<i>Dalal F ex-Talia</i>
<i>Dania</i>
<i>Darla</i>
<i>Deala</i>
<i>Dragon</i>
<i>Elevation</i>
<i>Equality</i>
<i>Express M</i>
<i>Fidelity</i>
<i>Freedom</i>

<i>Freesia</i>
<i>Gamma Star</i>
<i>Ganado Express</i>
<i>Gulf Livestock 2</i>
<i>Helen</i>
<i>Jersey</i>
<i>Julia AK</i>
<i>Julia L.S.</i>
<i>Karazi</i>
<i>Karim Allah</i>
<i>Lady Maria</i>
<i>Lady Rasha</i>
<i>Mariona</i>
<i>Mariona Star</i>
<i>Maysa</i>
<i>Med Rose</i>
<i>Mira</i>
<i>Nabolsi I</i>

<i>Nader-A</i>
<i>Norland</i>
<i>North Star I</i>
<i>Omega Star</i>
<i>Pacific M</i>
<i>Phoenix III</i>
<i>Princess Hiyam</i>
<i>Sarah M</i>
<i>Shorthorn Express</i>
<i>Spiridon II</i>
<i>Taiba</i>
<i>Transporter</i>
<i>Tuleen</i>
<i>Tulip</i>
<i>Unimar Livestock</i>
<i>Victory</i>
<i>WMF Express</i>

64 EU-approved livestock carriers
Appendix 4

Maritime Labour Convention (51 ships, 80%)

<i>Abdulrahman King</i>
<i>Adel I</i>
<i>Al Farouk</i>
<i>Alfa Livestock</i>
<i>Anakin</i>
<i>Apus</i>
<i>Bashar One Transport</i>
<i>Brahman Express</i>
<i>Dania</i>
<i>Darla</i>
<i>Deala</i>
<i>Dragon</i>
<i>Elena</i>
<i>Elevation</i>
<i>Equality</i>
<i>Express M</i>
<i>Fidelity</i>

<i>Finola M</i>
<i>Freedom</i>
<i>Freesia</i>
<i>Gamma Star</i>
<i>Helen</i>
<i>Jersey</i>
<i>Julia AK</i>
<i>Julia L.S.</i>
<i>Karazi</i>
<i>Karim Allah</i>
<i>Lady Maria</i>
<i>Lady Rasha</i>
<i>Mariona</i>
<i>Mariona Star</i>
<i>Maysa</i>
<i>Med Rose</i>
<i>Mira</i>

<i>Nabolsi I</i>
<i>Nader-A</i>
<i>Norland</i>
<i>North Star I</i>
<i>Omega Star</i>
<i>Orchid</i>
<i>Pacific M</i>
<i>Phoenix III</i>
<i>Princess Hiyam</i>
<i>Shorthorn Express</i>
<i>Spiridon II</i>
<i>Taiba</i>
<i>Transporter</i>
<i>Tulip</i>
<i>Unimar Livestock</i>
<i>Uranus II</i>
<i>WMF Express</i>

Fire Safety (50 ships, 78%)

<i>Abdulrahman King</i>
<i>Adel I</i>
<i>Al Farouk</i>
<i>Alfa Livestock</i>
<i>Alondra</i>
<i>Anakin</i>
<i>Apus</i>
<i>Atlantic Rose</i>
<i>Brahman Express</i>
<i>Dalal F ex-Talia</i>
<i>Dania</i>
<i>Darla</i>
<i>Deala</i>
<i>Dragon</i>
<i>Equality</i>
<i>Express M</i>
<i>Fidelity</i>

<i>Finola M</i>
<i>Freedom</i>
<i>Freesia</i>
<i>Gamma Star</i>
<i>Ganado Express</i>
<i>Gulf Livestock 2</i>
<i>Helen</i>
<i>Jersey</i>
<i>Karazi</i>
<i>Karim Allah</i>
<i>Lady Maria</i>
<i>Lady Rasha</i>
<i>Mariona</i>
<i>Mariona Star</i>
<i>Maysa</i>
<i>Med Rose</i>
<i>Mira</i>

<i>Nabolsi I</i>
<i>Nader-A</i>
<i>Norland</i>
<i>North Star I</i>
<i>Orchid</i>
<i>Pacific M</i>
<i>Phoenix III</i>
<i>Princess Hiyam</i>
<i>Spiridon II</i>
<i>Taiba</i>
<i>Transporter</i>
<i>Tuleen</i>
<i>Tulip</i>
<i>Unimar Livestock</i>
<i>Uranus II</i>
<i>WMF Express</i>

Pollution prevention (48 ships, 75%)

<i>Abdulrahman King</i>
<i>Adel I</i>
<i>Al Farouk</i>
<i>Alfa Livestock</i>
<i>Alondra</i>
<i>Anakin</i>
<i>Apus</i>
<i>Brahman Express</i>
<i>Dalal F ex-Talia</i>
<i>Dania</i>
<i>Darla</i>
<i>Dragon</i>
<i>Elena</i>
<i>Equality</i>
<i>Express M</i>
<i>Fidelity</i>
<i>Finola M</i>

<i>Freedom</i>
<i>Gamma Star</i>
<i>Ganado Express</i>
<i>Gulf Livestock 2</i>
<i>Helen</i>
<i>Jersey</i>
<i>Julia L.S.</i>
<i>Karazi</i>
<i>Lady Maria</i>
<i>Lady Rasha</i>
<i>Mariona</i>
<i>Mariona Star</i>
<i>Maysa</i>
<i>Med Rose</i>
<i>Mira</i>
<i>Nabolsi I</i>
<i>Nader-A</i>

<i>Norland</i>
<i>Omega Star</i>
<i>Orchid</i>
<i>Pacific M</i>
<i>Phoenix III</i>
<i>Princess Hiyam</i>
<i>Sarah M</i>
<i>Shorthorn Express</i>
<i>Spiridon II</i>
<i>Taiba</i>
<i>Transporter</i>
<i>Tuleen</i>
<i>Unimar Livestock</i>
<i>Uranus II</i>
<i>WMF Express</i>

of which

MARPOL annex V, prevention of pollution by garbage from ships (31 ships, 48%)

<i>Abdulrahman King</i>
<i>Adel I</i>
<i>Alfa Livestock</i>
<i>Apus</i>
<i>Darla</i>
<i>Elena</i>
<i>Equality</i>
<i>Gamma Star</i>
<i>Gulf Livestock 2</i>
<i>Helen</i>
<i>Jersey</i>

<i>Julia L.S.</i>
<i>Karazi</i>
<i>Lady Maria</i>
<i>Mariona</i>
<i>Maysa</i>
<i>Med Rose</i>
<i>Mira</i>
<i>Nabolsi I</i>
<i>Nader-A</i>
<i>Omega Star</i>
<i>Orchid</i>

<i>Pacific M</i>
<i>Phoenix III</i>
<i>Princess Hiyam</i>
<i>Sarah M</i>
<i>Spiridon II</i>
<i>Taiba</i>
<i>Transporter</i>
<i>Tuleen</i>
<i>Uranus II</i>

Appendix 5. Comparison 2021-2024 with regard categories of deficiencies and number of ships.

2021 vs 2024:

- top categories of deficiencies: ranking and evolution
- percentage of ships with regard categories of deficiencies

Repartition and ranking

CATEGORY	2021	rank	2024	rank
Safety of Navigation	14%	2	15%	1
Certificate and Documentation	19%	1	15%	2
MLC, 2006	11%	3	12%	3
Fire safety	9%	4	9%	4
Life saving appliances	7%	5	9%	5
Working and Living Conditions	7%	6	7%	6
Emergency Systems	4%	9	6%	7
Propulsion and auxiliary machinery	5%	7	5%	8
Water/Weathertight conditions	4%	10	5%	9
Pollution Prevention-MARPOL	4%	11	4%	10
Structural Conditions	4%	8	4%	11
Radio Communications	3%	12	4%	12
ISM	3%	13	3%	13
Others	5%		3%	
Total	100%		100%	

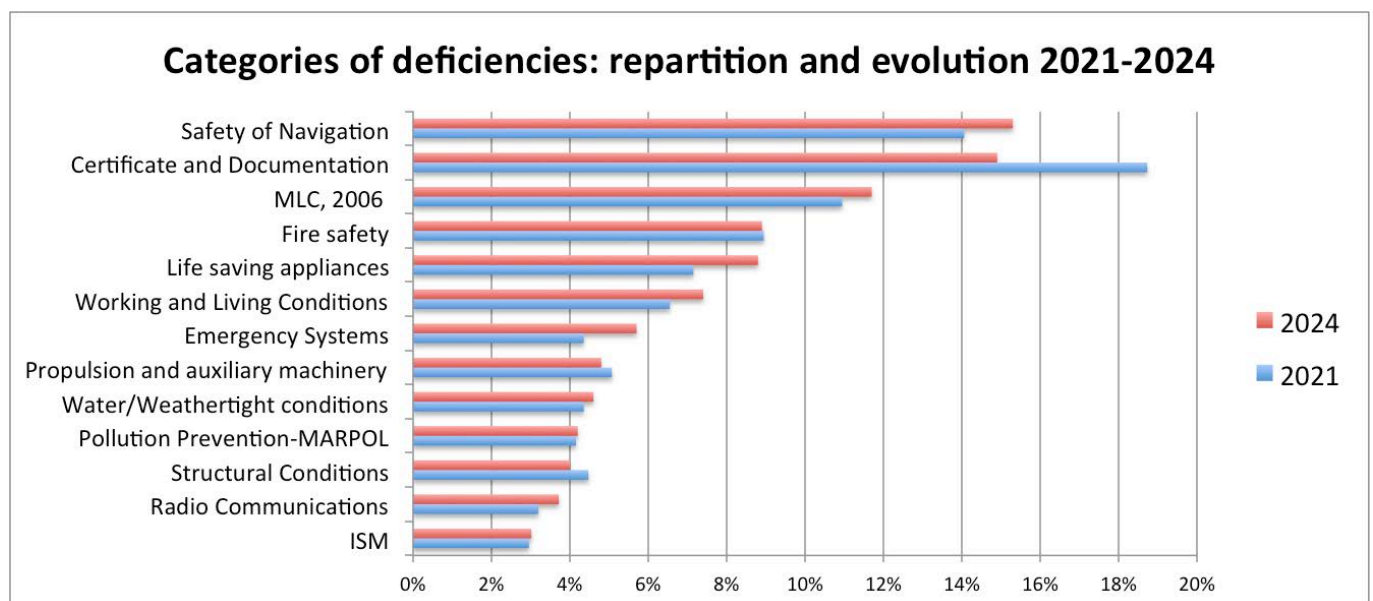


Figure 11. Categories of deficiencies: repartition and evolution 2021-2024

Percentage of ships reported deficient with regards categories

CATEGORY	2021	2024
Safety of Navigation	90%	92%
Certificate and documentation	91%	86%
Life saving appliances	78%	83%
MLC, 2006	78%	80%
Fire Safety	85%	78%
Pollution prevention - MARPOL	64%	75%
Emergency Systems	59%	66%
Propulsion and auxiliary machinery	59%	66%
Working-Labour-Living Conditions	68%	63%
Radio Communications	56%	59%
Structural Conditions	55%	58%
Water/Weathertight conditions	62%	58%
ISM	55%	56%
Other Type of Deficiencies	31%	38%
Alarms	28%	14%
Load lines	13%	8%
ISPS	14%	6%
Structural Safety	14%	6%
Ballast Water Management Plan	3%	3%
Cargo operations including equipment	3%	2%
Dangerous goods	1%	2%
Operational deficiencies	8%	2%
Food and catering	5%	-

Appendix 6. List of abbreviations

CA/CAs	Competent authority/authorities
DAFM	Irish Department of Agriculture, Food and the Marine, Agriculture House
DG MOVE	The Directorate-General for Mobility and Transport
DG SANTE	The Directorate-General for Health and Food Safety
EMSA	European Maritime Safety Agency
ESCAS	Exporter Supply Chain Assurance System
EU	European Union
FOC	Flag of convenience
GISIS	Global Integrated Shipping Information System
IACS	International Association of Classification Societies
ILO	International Labour Organization
IMO	International Marine Organization
ISM Code	International Safety Management Certification
ISPS Code	International Ship and Port Facility Security
MARPOL	The International Convention for the Prevention of Pollution from Ships
MLC	Maritime Labour Convention
MS/MSs	Member State/States
NGO	Non-governmental organization
OIE	World Organization for Animal Health
PSC	Port State Control
PSCO	Port State Control Officer
SOP	Standard Operating Procedure
SRP	Ship risk profile

Appendix 7. Definitions

Admiralty and Maritime Cases

Admiralty and maritime jurisdictions comprise two types of cases: (1) those involving acts committed on the high seas or other navigable waters, and (2) those involving contracts and transactions connected with shipping employed on the seas or navigable waters. In the first category, which includes prize cases and torts, injuries, and crimes committed on the high seas, jurisdiction is determined by the locality of the act, while in the second category subject matter is the primary determinative factor. An admiralty court is a tribunal with jurisdiction over maritime law, including cases regarding shipping, ocean, and sea laws. Historically, admiralty courts were a separate part of the court system. In modern times, these cases may be assigned within the regular court system, usually at the federal or Superior Court level. An admiralty court hears shipping, ocean, and sea legal cases. The definition of such cases is broad, encompassing contracts, torts, injuries, and offenses relating to maritime law and events that occur on the high seas.

Banning of a vessel

As detailed in the Paris MoU text, under the provisions of section 4 of the Paris MoU, Art 16 of EU Council Directive 2009/16/EC, the ship will be refused further access to any port and anchorage in the Paris MOU region, except the port and anchorage of the ship's flag State: 1. In accordance with section 4.1 of the Paris MoU, vessels are banned after multiple detentions: these vessels will be refused access to any port in the region of the Memorandum for a minimum period. The refusal of access following multiple detentions will become applicable as soon as the vessels leaves the port or anchorage. 2. In accordance with section 4.2 of the Paris MoU, vessels which jump detention or fail to call at an indicated repair yard are banned: these vessels will be refused access to any port in the region of the Memorandum. 3. Access to a specific port may be permitted by the relevant authority of a port State in the event of force majeure or overriding safety considerations, or to reduce or minimize the risk of pollution, provided that adequate measures to the satisfaction of the authority of such State have been implemented by the owner, the operator or the master of the vessels to ensure safe entry.

Black Sea MoU

The Black Sea MOU on Port State control is a system of harmonized inspection procedures designed to target sub-standard ships with the main objective being their eventual elimination.

Border Inspection Post

According to Reg. 1/2005, this means any inspection post designated and approved in accordance with Art 6 of Directive 91/496/EEC (2), for carrying out veterinary checks on animals arriving from third countries at the border of the territory of the Community.

Classification societies

Are organisations which develop and apply technical standards for the design, construction and survey of vessels and which carry out surveys and inspections on board vessels. Flag states can authorise classification societies to act on their behalf to carry out statutory survey and certification work for their vessels. Worldwide there are more than 50 classification societies but only 11 classification societies are presently recognised by the European Union. This recognition allows them to act as recognised organisations on behalf of EU member States. EU Member States can only authorise a classification society recognised by the European Union. The European Union legislation that deals with classification societies is Regulation (EC) No

391/2009 and Directive 2009/15/EC. The European Commission assesses each of the EU recognised organisations once every two years. EMSA has been entrusted by the Commission with the task of carrying out the necessary inspections and therefore EMSA carries out a number of inspections of recognised organisations per year. These inspections include head offices and selected regional, field and site offices and also include visits to vessels for the purpose of verifying the performance of the recognised organisations. EMSA also carries out the necessary inspections of organisations for which recognition has been requested a Member State.

Company Performance

One of the parameters to determine the SRP (Ship Risk Profile) is the Company Performance. The method used for evaluation of Company Performance is explained in annex 7 of the Paris MoU text and it takes into account the detention and deficiency history of all vessels in a company's fleet while that company was the ISM cCompany for the vessels. Companies are ranked as having a very low, low, medium or high performance. The calculation is made daily on the basis of a running 36-month period. There is no lower limit for the number of inspections needed to qualify, except that a company with no inspections in the last 36 months will be given a "medium performance". The formula consists of two elements: The Deficiency Index and the Detention Index. The Detention index is the ratio of the number of detentions of all vessels in a company's fleet to the number of inspections of all the vessels in the company's fleet within the last 36 months.

Competent authority

Is defined by Reg.1/2205 as *"the central authority of a Member State competent to carry out checks on animal welfare or any authority to which it has delegated that competence."*

The competent authority at departure plays a very important role in verifying the journey plan for the entire journey up until the place of destination in the third country under Art 5 (3) (4), 14 (1) and Annex II of Regulation 1/2005.

The competent authority at the exit port has the tasks of:

- documentary check prior to loading of the vessel under Art 3,5(3) (4) and Art 20, Annex I, Chapters I (Point 4), II and IV
- Pre-loading and loading inspections of vessel and animals according to Art 5, Art 20, Art 21 and Annex I Chapters I, III and IV.
- Approving a livestock vessel and granting a certificate including documentary check and vessel inspection under Articles 3, 5, 19 and Annex I Chapters II, III and IV
- Authorizing the transporter for the sea part of the journey under Articles 6(1) (4),10 and 11(1)(B)(IV) and 17(1) in connection with Annex III, Chapter II

European Maritime Safety Agency (EMSA)

Is a European Union agency charged with reducing the risk of maritime accidents, marine pollution from vessels and loss of human lives at sea by helping to enforce the relevant EU legislation. It is headquartered in Lisbon. EMSA works on maritime safety, security, climate, environment and single market issues and tasks, first as a service provider to Member States and the Commission, but also as an innovative and reliable partner and knowledge hub for the European maritime cluster and potentially beyond as a reference internationally.

Exit Point

Means a border inspection post or any other place designated by a Member State where animals leave the customs territory of the Community (according to Reg.1/2005).

Flag of convenience (FOC):

Is a business practice whereby a vessel is registered in a country other than that of the vessel's owners. Owners of a vessels may register the vessel under a flag of convenience to reduce operating costs or avoid the regulations of the owner's country. Flag-of-convenience registries are criticised, mostly by trade union organisations based in developed countries, especially those of Europe. A basis for many criticisms is that the flag-of-convenience system allows vessel owners to be legally anonymous and difficult to prosecute in civil and criminal actions. Some vessels with flags of convenience have been involved in crime, offer substandard working conditions, and negatively impact the environment.

Flag state

The flag state of a commercial vessel is the state under whose laws the vessel is registered or licensed. The flag state has the authority and responsibility to enforce regulations over vessels registered under its flag, including those relating to inspection, certification, and issuance of safety and pollution prevention documents. As a vessel operates under the laws of its flag state, these laws are applicable if the vessel is involved in an admiralty case.

International Association of Classification Societies (IACS)

Is a technically based organisation consisting of twelve marine classification societies, committed to a unique contribution to maritime safety and regulation through technical support and compliance verification. The members of IACS are: American Bureau of Shipping (ABS), Bureau Veritas (BV), China Classification Society (CCS), Croatian Register of Shipping (CRS), Det Norske Veritas Germanischer Lloyd (DNV GL), Indian Register of Shipping (IRS), Korean Register of Shipping (KR), Lloyd's Register (LR), Nippon Kaiji Kyokai (NK/ClassNK), Polish Register of Shipping (PRS), Registro Italiano Navale (RINA), Russian Maritime Register of Shipping (RS).

International Labour Organization

The International Labour Organization (ILO) is the United Nations agency for the world of work. It is devoted to promoting social justice and internationally recognized human and labour rights, pursuing its founding mission that social justice is essential to universal and lasting peace. The ILO brings together governments, employers and workers from its 187 member states in a human-centred approach to the future of work based on decent employment creation, rights at work, social protection and social dialogue.

International Maritime Organisation is the United Nations (IMO)

Specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by vessels. IMO is the global standard-setting authority for the safety, security and environmental performance of international shipping. Its main role is to create a regulatory framework for the shipping industry that is fair and effective, universally adopted and universally implemented. In 1987 the IMO adopted resolution A.600 to create the IMO number scheme aimed at the "*enhancement of maritime safety and pollution prevention and the prevention of maritime fraud*" by assigning to each ship a unique permanent identification number.

IMO number

A unique reference to the vessels, it remains linked to the hull for its lifetime, regardless of a change in name, flag, or owner.

International Safety Management Certification (ISM Code)

Entered into force on 1st July 1988 as SOLAS Chap. IX, the ISM provides an international standard for the safe management and operation of vessels and for pollution prevention. Its objectives are ensuring safety at sea, preventing human injury and fatalities and avoiding damage to the environment. It is applicable to all oceangoing vessels over 500 GT and to the owner or management company that has assumed responsibility for the vessels' operation. The ISM Code requires owners and operators to set in place a Safety Management System (SMS) embracing its objectives and involving the totality of the company's operations and managed vessels. The SMS allows a company to measure its performance against a documented system, and it enables a company to identify areas of improvement in safety practices and pollution prevention measures.

International Ship and Port Facility Security (ISPS Code)

The ISPS Code is a set of measures to enhance the security of ships and port facilities. It was developed in response of the perceived threats to ships and port facilities after the 9/11 attacks. The ISPS Code provides a framework through which ships and port facilities can co-operate to detect and deter acts which pose a threat to maritime security.

Journey

Reg. 1/2005 defines journey under Art 2 (j) 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"*.

Livestock vessel

According to Reg. 1/2005 it is *"a vessel which is used or intended to be used for the carriage of domestic equidae or domestic animals of bovine, ovine, caprine or porcine species other than a roll-on-roll-off vessel, and other than a vessel carrying animals in moveable containers."*

Long journey

Means a journey that exceeds 8 hours, starting from when the first animal of the consignment is moved (according to Reg. 1/2005).

Means of transport

Means road or rail vehicles, vessels and aircraft used for the transport of animals (according to Reg. 1/2005).

Official veterinarian

According to Reg. 1/2005 it is a veterinarian appointed by the competent authority of the Member State.

Organizer of the journey

According to Art 2 (q) a primary legal or natural person who is responsible under Art 5 for the animals' welfare throughout the journey.

Paris MoU

The organisation consists of 27 participating maritime Administrations and covers the waters of the European coastal States and the North Atlantic basin from North America to Europe, with the mission to eliminate the operation of sub-standard vessels through a harmonized system of port State control. The Paris MoU Committee approved a quality performance list of Flag States, where 11 flags of convenience are targeted for special enforcement by countries that they visit (black-grey-white list of flags). The Memorandum of Understanding consists of the main text and includes 12 annexes, in which the Maritime Authorities agree on: the relevant

international conventions; their inspection commitments; the principles for selection of vessels for inspection; inspection procedures; exchange of information on inspections; the structure of the Paris MoU organisation, the Secretariat; and amendment procedures of the Memorandum itself.

Place of departure

Means the place at which the animal is first loaded on to a means of transport provided that it had been accommodated there for at least 48 hours prior to the time of departure (according to Reg.1/2005).

Place of destination

Means the place at which an animal is unloaded from a means of transport and (i) accommodated for at least 48 hours prior to the time of departure; or (ii) slaughtered.

Port State Control

In accordance with the international regulations stipulated by international conventions in the maritime field, primary responsibility for the safe condition of a ship is borne by the flag State – the State under whose flag the ship is registered. Port State Control (PSC) becomes involved when shipowners, classification societies and flag State administrations have failed to comply with the requirements of the international maritime conventions. Although it is well understood that the ultimate responsibility for implementing conventions is left to the flag States, port States are entitled to control foreign ships visiting their own ports to ensure that any deficiencies found are rectified before they are allowed to sail. Port State control is regarded as measures complementary to the flag State control. The rights for such control are provided by the conventions themselves. In recent years the importance of port State control has been widely recognized and there has been important movement in various regions toward establishing a harmonized approach to the effective implementation of the control provisions. Currently the following PSC regimes are established in the world: Paris MoU (Europe and North Atlantic region); Acuerdo de Viña del Mar (Latin American region); Tokyo MoU (Asia-Pacific region); Caribbean MoU (Caribbean region); Mediterranean MoU (Mediterranean region); Indian Ocean MoU (Indian Ocean region); Abuja MoU (West and Central African region); Black Sea MoU (Black Sea region); Riyadh MoU; United States.

Port State Control Officer (PSCO)

Carries out port State control. The PSCO is a properly qualified person authorised to carry out port State control inspections in accordance with the Paris MoU, by the Maritime Authority of the port State and acts under his/her responsibility. All PSCOs carry an identity card issued by their maritime authorities.

Roll-on-roll-off vessel

Means a sea-going vessel with facilities to enable road or rail vehicles to roll on and roll off the vessel (according to Reg. 1/2005).

Ship risk profile (SRP)

Each vessel (ship) in the information system will be attributed a ship risk profile, in accordance with Annex 7 of the Paris MoU Memorandum text. This SRP will determine the vessel's priority for inspection, being the interval between its inspections and the type of the inspection. Vessels can be "high risk", "standard risk" or "low risk". The profile is calculated using generic and historic parameters. Table 1 of annex 7 of the Memorandum shows the criteria for each parameter for the ship risk profile. The SRP is recalculated on a daily basis overnight, taking into account changes in the parameters, such as the 36-month inspection history and company performance. The latter means that inspection results of other vessels within the same ISM

company may have an immediate effect on a vessel's SRP. Once determined, new performance tables for flags and ROs are also taken into account.

THETIS system

THETIS is an inspection data base developed, maintained and hosted by EMSA that supports the Port State Control inspection regime foreseen by Directive 2009/16/EC as amended and its four implementing regulations. EMSA has been tasked to develop, in cooperation with Member States and the European Commission, a new information system, which will support the New Inspection Regime for Port State Control. The design and creation of an effective inspection system will be crucial for the implementation of this New Inspection Regime and will assist Member States with harmonisation of PSC procedures and execution through centralised storage and distribution of reports. At the same time the requirements stemming from Directive 99/35/EC introducing an inspection system for Ro-Ro ferries and high-speed passenger craft will be catered for. THETIS implements all processes and interfaces in line with EMSA founding Regulation 1406/2002.

Transport

According to Reg. 1/2005, “*‘transport’ means the movement of animals effected by one or more means of transport and the related operations, including loading, unloading, transfer and rest, until the unloading of the animals at the place of destination is completed*”.

Transporter

Means any natural or legal person transporting animals on his own account, or for the account of a third party (according to Reg. 1/2005).

TRACES

Is the European Commission's multilingual online platform for sanitary and phytosanitary certification required for the importation of animals, animal products, food and feed of non-animal origin and plants into the European Union, and the intra-EU trade and EU exports of animals and certain animal products. It facilitates the exchange of data, information and documents between all involved trading parties and control authorities and therefore simplifies and speeds up the administrative procedures.

Type of inspections

The following types of inspection can be carried out: Initial inspection; More detailed inspection; Expanded inspection.

- Initial inspection: Check the certificates and documents listed in Annex 10 of the MoU text; Check that the overall condition and hygiene of the vessel – including navigation bridge, accommodation and galley, decks including forecastle, cargo holds/area and engine room – meet generally accepted international rules and standards; Verify, if it has not previously been done, whether any deficiencies found by an Authority at a previous inspection have been rectified in accordance with the time specified in the inspection report.
- More detailed inspection: A more detailed inspection will be carried out whenever there are clear grounds for believing, during an inspection, that the condition of the vessel or of its equipment or crew does not substantially meet the relevant requirements of a relevant instrument. Clear grounds exist when a Port State Control Officer finds evidence that in his/her professional judgement warrants a more detailed inspection of the vessel, its equipment or its crew. The absence of valid certificates or documents is considered a clear ground. Other examples of clear grounds can be found in Annex 9, paragraph 6 of the MoU text. A more detailed inspection will also be carried out on

vessels flying a flag that has not yet ratified all of the Relevant Instruments of the Paris MoU.

- Expanded inspection: High Risk Ships (HRS) and vessels of a risk type (chemical tanker, gas carrier, oil tanker, NLS tanker, bulk carrier and passenger vessels) and more than 12 years old are eligible for an expanded inspection. An expanded inspection shall include a check of the overall condition, including the human element where relevant. And, subject to their practical feasibility or any constraints relating to the safety of persons, the vessel or the port, verification of the specific items in the risk areas for each vessel type must be part of an expanded inspection. The PSCO must use professional judgement to determine the appropriate depth of examination or testing of each specific item. The PSCO must be aware that the safe execution of certain on-board operations, e.g. cargo handling, could be jeopardised by tests carried out during such operation. The expanded inspection will take account of the human elements covered by ILO, ISM and STCW and include operational controls as appropriate.

Vehicle

According to Reg. 1/2005 a vehicle is a means of transport fitted with wheels which is propelled or towed.

White, Grey and Black flag List (WGB)

Each year a new White, Grey and Black list will be published in the Paris MoU Annual Report. The “White, Grey and Black (WGB) list” presents the full spectrum, from quality flags to flags with a poor performance that are considered high or very high risk. It is based on the total number of inspections and detentions over a 3-year rolling period for flags with at least 30 inspections in the period.

Sources

Institutions

Black Sea Memorandum of Understanding; Department of Agriculture, Fisheries and Forestry-Australia; Equasis; European Maritime Safety Agency; European Parliament-European Parliamentary Research Service; Global Integrated Shipping Information System (IMO); International Labour Organization; International Maritime Organisation; Mediterranean Memorandum of Understanding; Ministry of Agriculture and Food Sovereignty-France; Paris Memorandum of Understanding; REMPEC-Regional Marine Pollution Emergency Response Center for the Mediterranean Sea; Tokyo Memorandum of Understanding; UNCTAD-United Nations Conference on Trade and Development.

Media and specialized sources

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