

Inspection and Approval of Dedicated Livestock Vessels

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Multi-regional Whole Journey Scenario workshop on long-distance transport
by land and sea between Europe, the Middle East, and North Africa

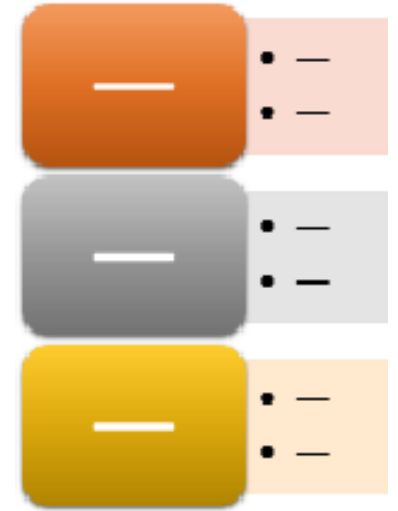
8 - 10 November 2022, Cairo, Egypt



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Structure of presentation:

1. Introduction / Background
2. Critical Issues: Challenges
3. EU Rules
4. National Rules in Ireland (including how vessels are inspected and approved)
5. Checks Before, During and After Loading of Cattle
6. Conclusions



1. Introduction/ Background

- Typically 8-10 voyages per year of cattle from Ireland aboard dedicated livestock vessels
- Average of approx 1800 cattle per voyage (922 to 3131)
- Mediterranean countries
- Journey approx 10-12 days
- Ireland has national legislation that goes beyond EU rules



Numbers of animals exported in dedicated livestock vessels

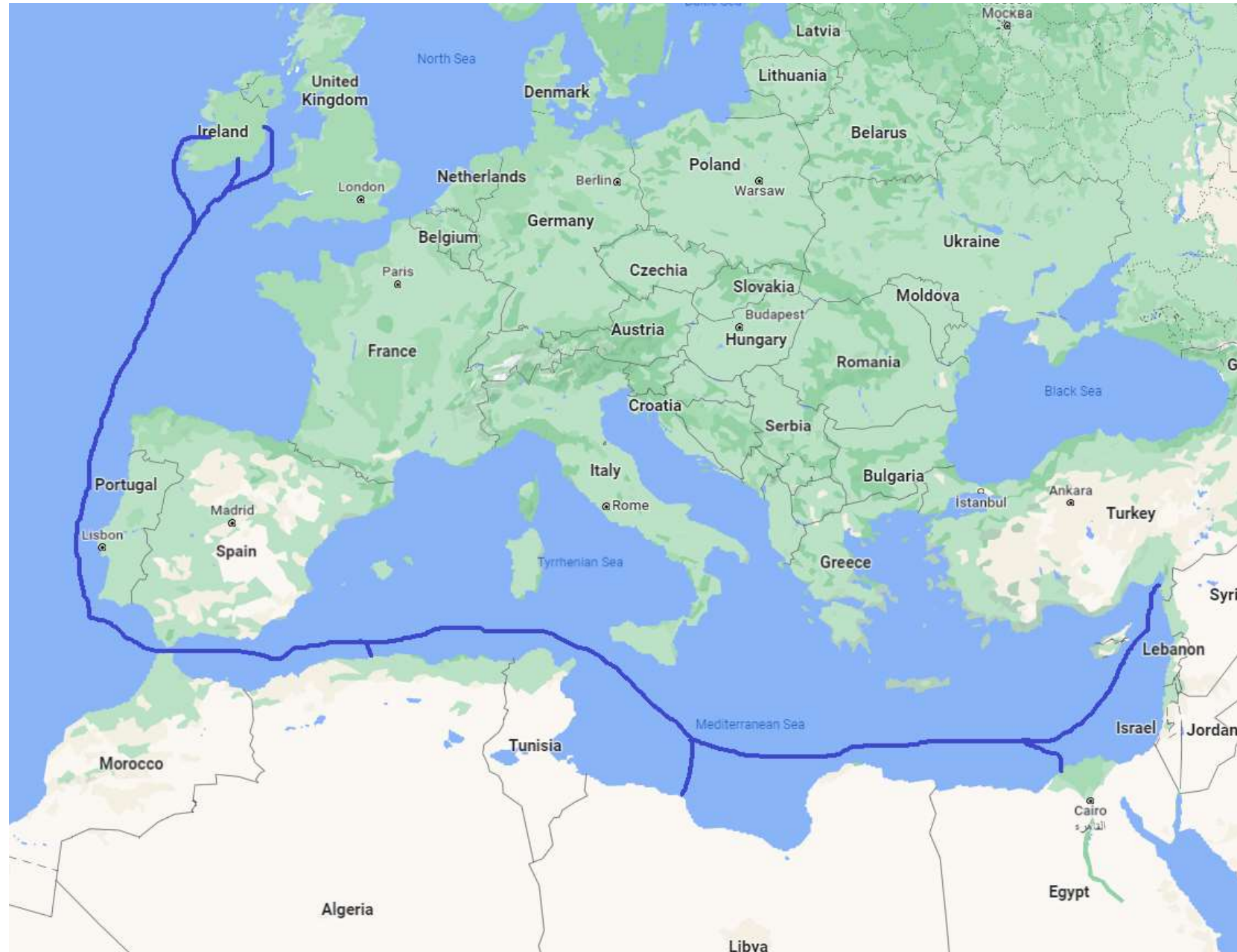
COUNTRY TOTALS	2019	2020	2021	2022 (to 30/10/2022)	total	
ALGERIA	250	1,088	0	0	1,338	2.0%
EGYPT	0	0	0	3,617	3,617	5.5%
JORDAN	0	0	0	3,387	3,387	5.2%
LIBYA	13,123	13,009	6,467	9,196	41,795	63.7%
TUNISIA	747	164	0	0	911	1.4%
TURKEY	5,724	8,873	0	[100]	14,597	22.2%
Total	19,844	23,134	6,467	16,200	65,645	

- 2021 saw a drop in trade generally; however it has picked up again this year, with an important trade having recently recommenced to Egypt (3,617) and Jordan (3,877), and 9,196 cattle to Libya so far in 2022.



2. Critical Issues

- Atlantic portion of journey – potential for high waves.
- Mediterranean portion – potential for high temperatures.
- Onward journey of cattle after voyage - reliant on operator for information.
- Conditions and care of animals aboard ship.

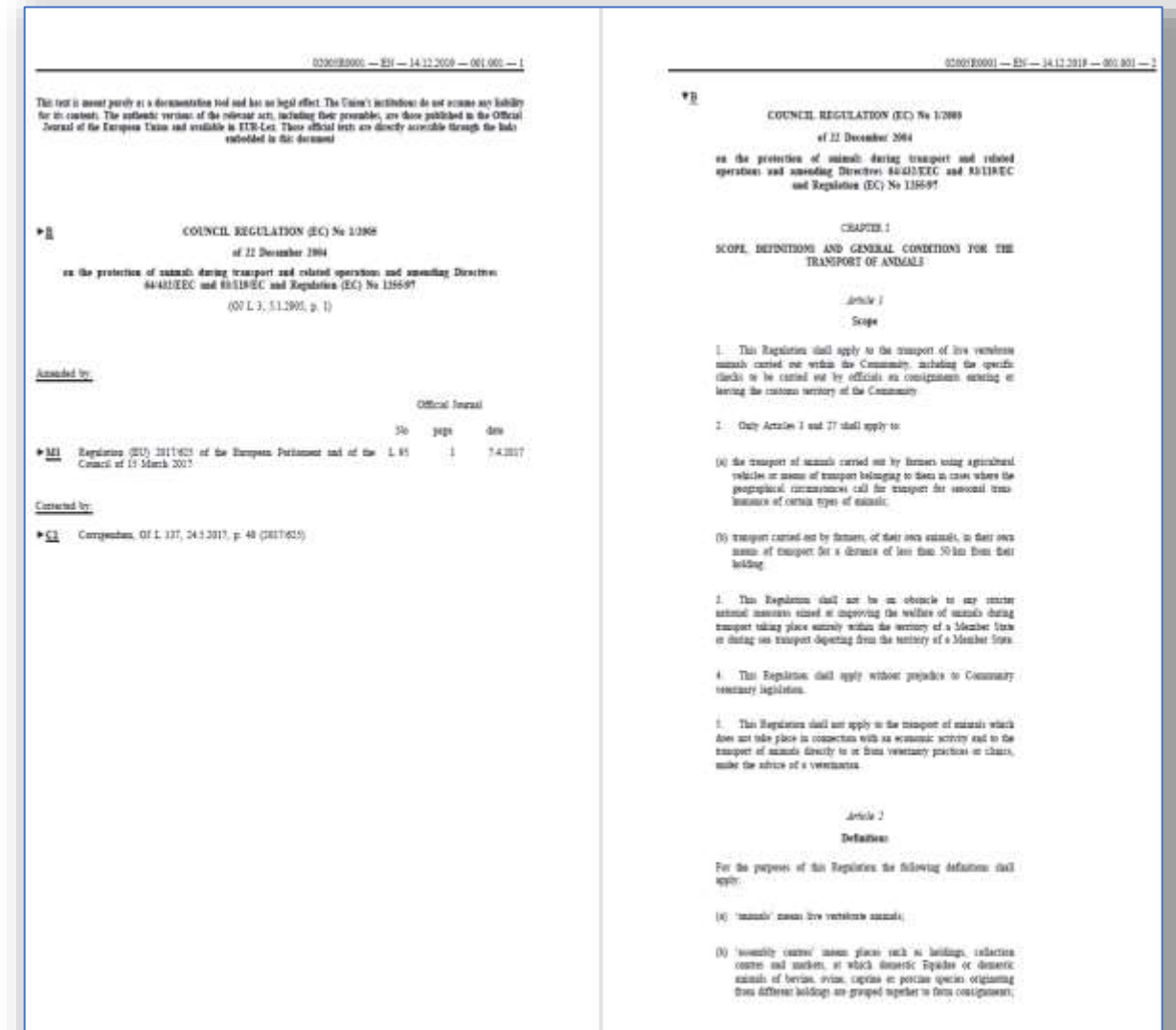




3. EU rules

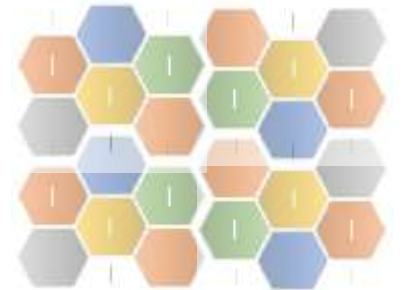
Regulation 1/2005

- Vessel must be inspected and approved in one EU MS only.
- Transport company must be authorised in one EU MS only.
- Detailed requirements in Annex I, Chapter II (all means of transport), Chapter IV (Livestock vessels) and Chapter VI inter alia.
- Competent authority must inspect livestock and vessel before every loading of animals.
- Many other provisions.



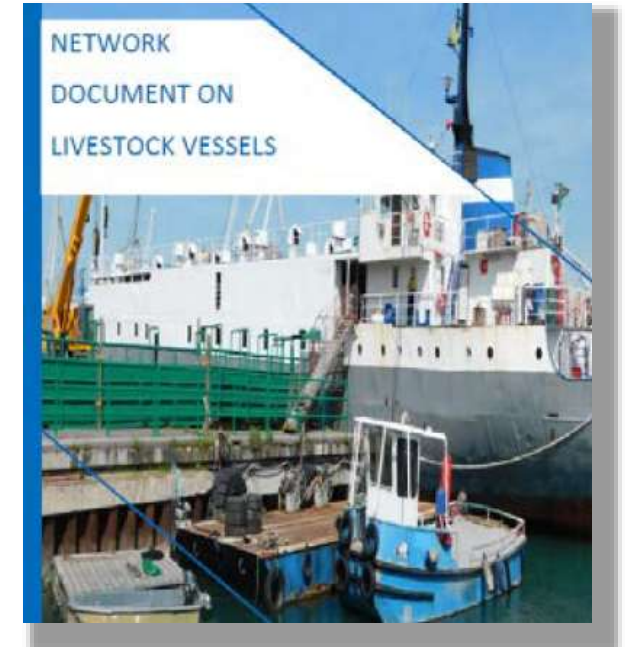
EU rules [Regulation 1/2005](#) - National Contact Points Network

- Principles of mutual administrative assistance (Article 24 of Regulation 1/2005: ‘**Each Member State shall communicate details of a contact point for the purposes of this Regulation... Including where available an electronic address...**’ ; also Title IV of Official Controls Regulation 2017/625)
- National Contact Point (NCP) network
 - Emails to whole group:
 - Queries on points of law or its application
 - Updates on new challenges or national legislation
 - Practices in individual countries
 - Notifications of non-compliances with rules on animal welfare during transport
 - Physical and virtual meetings



EU rules [Regulation 1/2005](#) - National Contact Points Network

- Examples of application of NCP network
 - Sharing of information and collaboration on introduction of temperature limit 30°C during transport in 2019/2020.
 - Calf transport issues 2019.
 - Regulation of journey organisers.
 - Informal subgroupings:
 - Resting places during road transport to Russian Federation, Uzbekistan, Kazakhstan 2020 to now;
 - Dedicated livestock vessels – network documents.



EU rules

- EU Regulations are interpreted by judgements of the European Court of Justice, Strasbourg.
- New precedent was set in 2015 by [Zuchtvieh judgement \(Case C-424/13\)](#)
 - EU Member States are obliged, when approving a journey, to ensure the planned journey is in compliance with EU animal welfare rules on periods of rest , throughout the journey (not just that part of the journey that takes place in the EU).
 - Challenging to comply with in some instances
- All feedback from competent authorities in destination countries is greatly appreciated.



4. Ireland's National Rules



- [Statutory Instrument no 356 of 2016](#) - Sets out:
 - Vessel inspection and approval
 - Weather conditions
 - Voyage Plan
 - Inspection before loading
 - Duties of Master of the Vessel, and loading and care of livestock, stocking densities
 - Stability requirements, design of pens, stalls & passageways, ventilation, electrical, drainage, lighting, fire-fighting systems
 - Master's Report
 - Feed, water, patrols of crew

Conditions for vessel approval (Irish national rules)

- **Documentary check first – document review fee €900**
 - To screen out the lowest quality vessels:
 - a) **Flag State must be on White List** as published annually by the Paris Memorandum of Understanding on Port State Control
 - b) **Performance Level of the Recognised Organisation (RO)** issuing statutory certificates on behalf of Flag state must be recorded as **High** in the RO performance table published by the Paris MoU
 - c) **Performance Level of the International Safety Management (ISM)** operating company must **not** be listed as “**Low or Very Low**”



Conditions for vessel approval (Irish national rules)



Documentary check:

- History of vessel, crew profile (relevant experience and competence), Stability information
- International Convention Certificates
 - International Convention Certificates
 - Safety Construction certificate
 - Safety Equipment certificate
 - Safety Radio Certificate
 - International Load Line Certificate
 - International Oil Pollution Certificate
 - International Air Pollution Certificate
 - International Sewage Pollution Certificate
 - Maritime Labour Convention Certificate
- Detailed plans, livestock pen plan, test results, power systems, ventilation, drainage, fuel capacities, storage, fire-fighting, lighting, drinking water, emergency backup systems

Physical Inspection of Vessel



- €10,000 deposit to cover inspection fee & travel costs
 - Vessel will only be inspected if document review is satisfactory.
 - Inspection usually not carried out in Ireland.
 - **Joint inspection with specialised Veterinary Inspector and Marine Surveyor.**
 - Opening meeting – important to meet the officers. Outline plan for inspection.
 - Extremely detailed – all systems – can take 1-2 days
 - May require additional documents or additional stability calculations
 - Detailed inspection and demonstration of machinery, alarm tests, pens, all required equipment.
 - Deck surface non-slip, easily cleaned; Fittings safe & suitable

Physical Inspection of Vessel

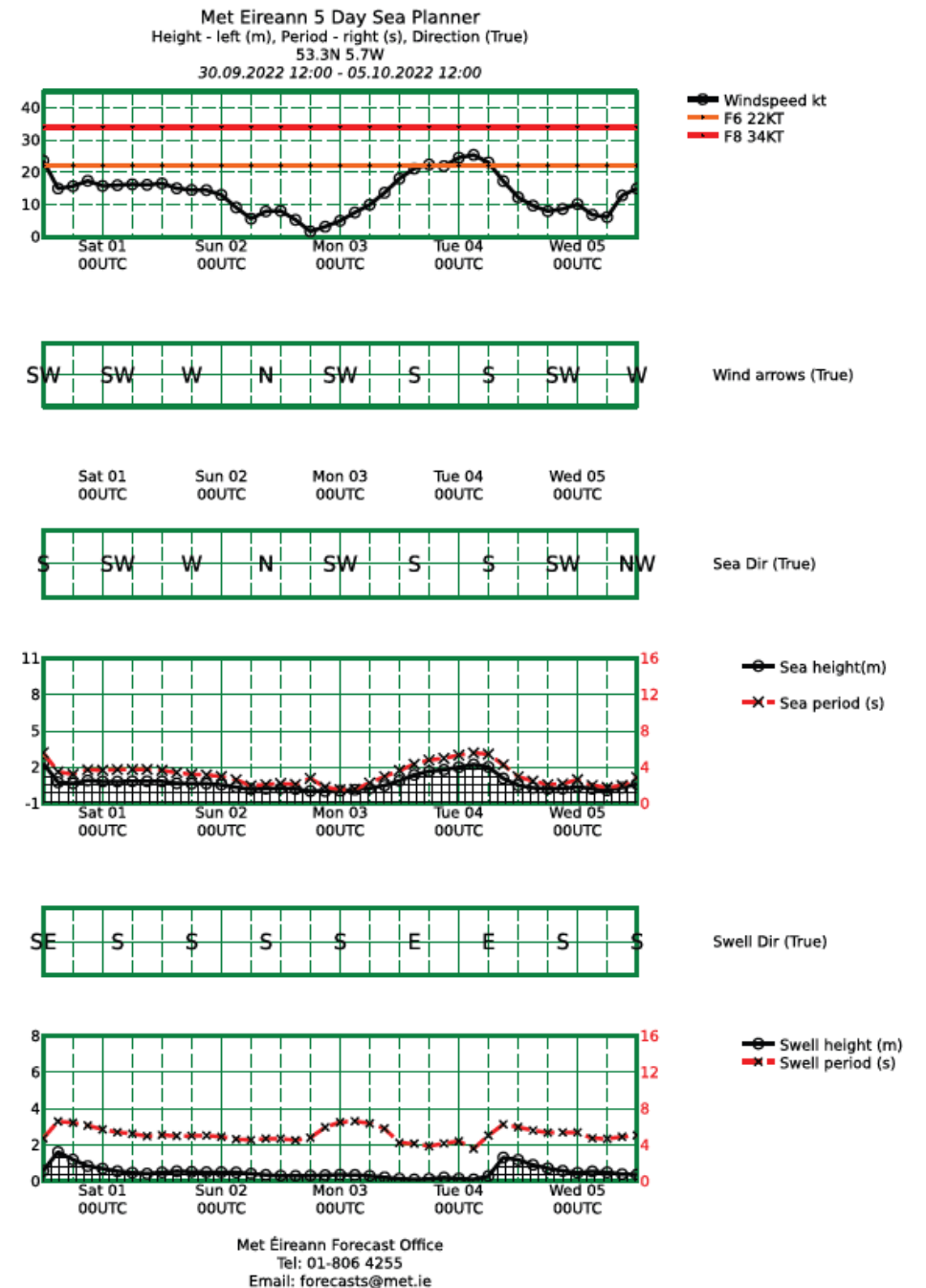
- Insulation provided for engine room bulkhead, tank-top floor, uppermost roofs
- Electrical cables and electrical fittings safely secured
- Design, dimensions and strength of pens and passageways, pen numbering, hospital pens
- Loading arrangements –ramps, slopes, foot battens, side protection and surfaces
- Ventilation, lighting, drainage (flood the decks), firefighting, feed, fresh water
- Engine room, electrical generation, water storage/generation, backup systems all inspected.
- Closing meeting with officers – outline preliminary findings.
- Two independent inspection reports; re-inspection of any non-compliances, final reports
- Approval Certificate, with conditions as appropriate

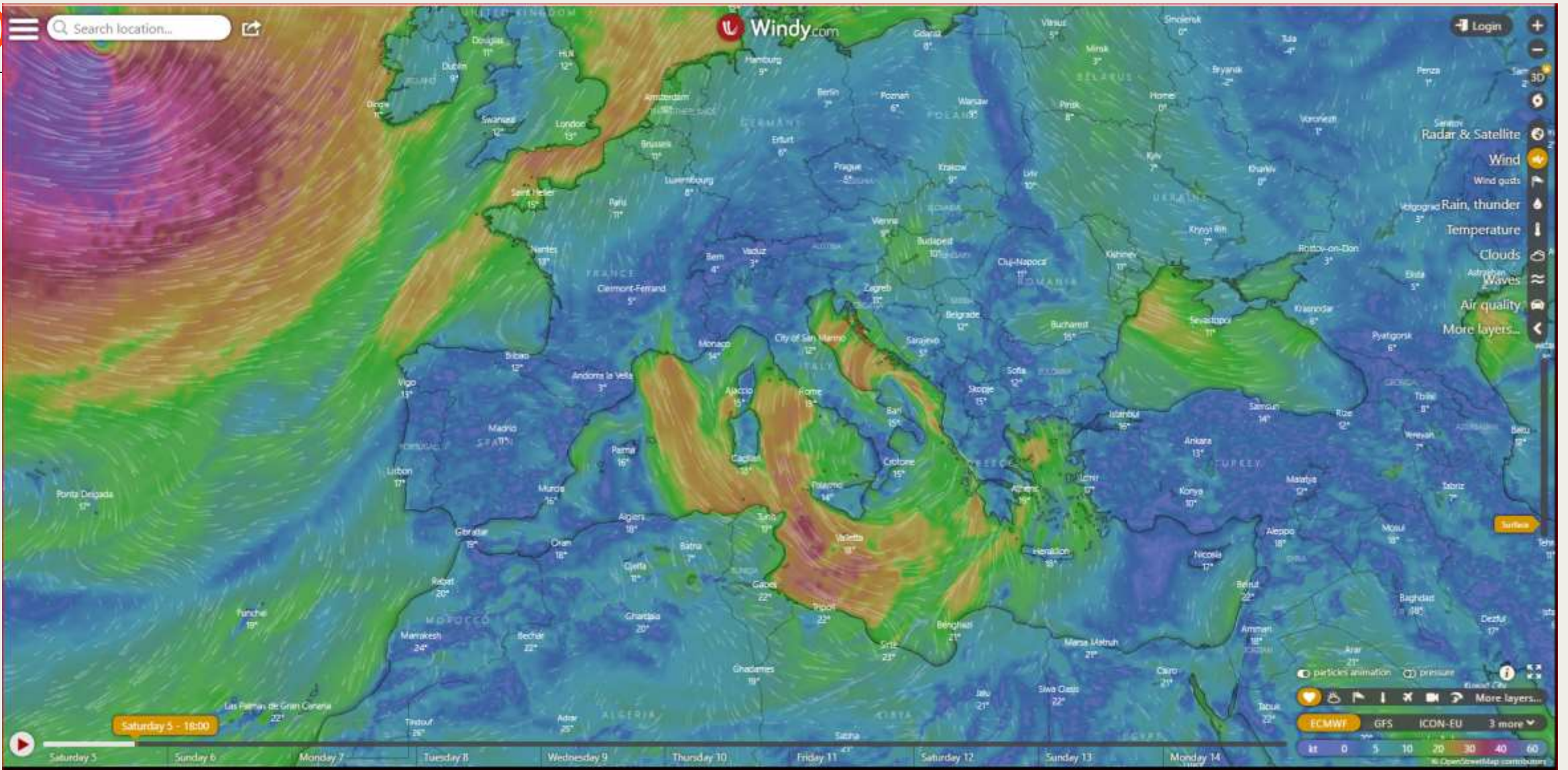




5. Checks before, during and after loading

- Five days notice of loading required
- Specialised weather report from Met Éireann (Ireland's state weather service)
- Does not depart if predicted wind of F8
- Vessels of <90m does not depart if predicted wind of F6
- www.windy.com website





- www.windy.com



Checks before, during and after loading

- Feed: 2% of live body weight of Hay of good quality
- 1.6% of live body weight of meal
- Generally mixture of 1/3 Hay and 2/3 meal
- Reserve of 25% or 3 days whichever lesser



Checks before, during and after loading

- **Documentary check** – Master’s report of last voyage (mortalities, sick/injured, weather encountered), cleansing & disinfection, crew list, cattle capacity plan, vessel approval certificate –conditions attached?
- **Physical inspection** – important as fittings deteriorate rapidly at sea – cleanliness, ventilation, drainage, feed & water storage & delivery, structure & facilities – pens, ramps, passageways; lighting, bedding
- **Loading Inspection**– Veterinary Inspector with Technical Agricultural Officers monitoring at all times – handling practices, fitness for transport, stocking density



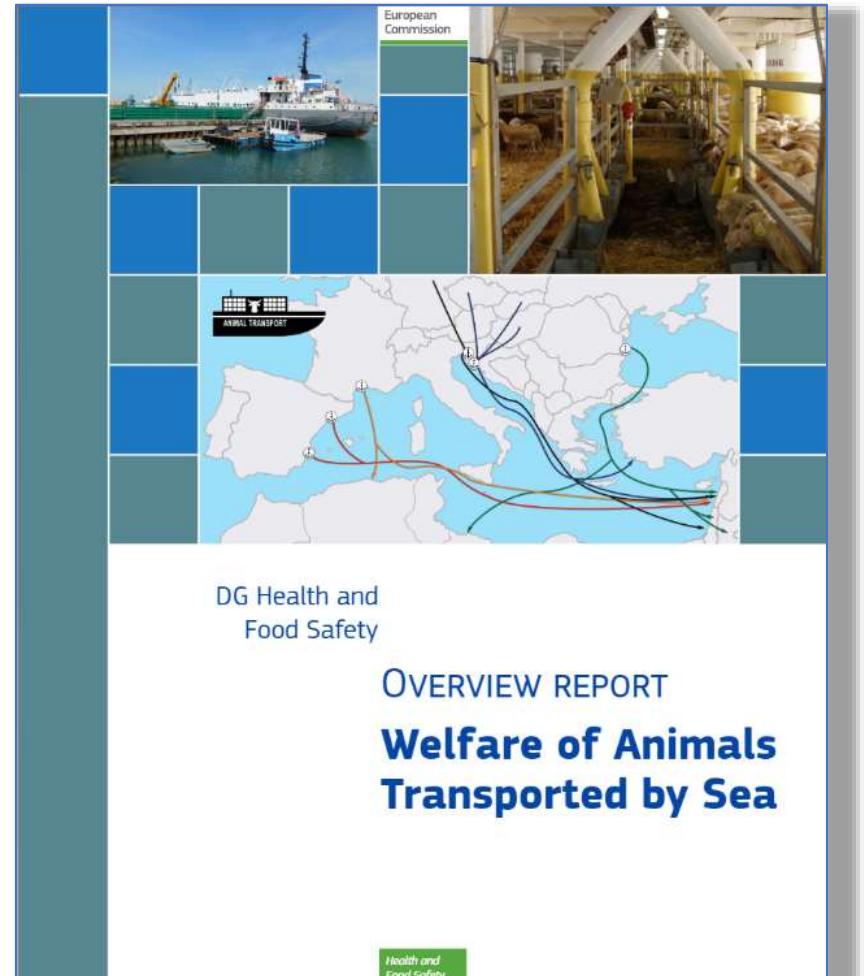
Checks before, during and after loading

- Stocking densities varies for journeys >12 days or into Red Sea
- Loading Plan
- Stockman
- Veterinary Inspector travels with first voyage after initial approval and occasional voyages thereafter – welfare outcomes during voyage considered good.



6. Conclusions

- European Commission v supportive of good practice in this area –
 - BTSF courses,
 - support to development of Network Documents,
 - Delegated and Implementing Acts on dedicated livestock vessels currently passing through legislative process in Brussels.
 - Commission has published [Overview Report, Welfare of Animals Transported by Sea](#)
- WOAH presents promising opportunities for future co-operation between EU Member States and neighbouring countries.



Thank you

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