

SEA TRANSPORT

Cartagena Port (Spain)

06-09.06.2018

EXTERNAL REPORT



Cartagena Port, June 2018.

TIER
SCHUTZ
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TSB

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I. INTRODUCTION

Background information and goal of the investigation

The demand for fresh meat exponentially increased from the end of May to the beginning of June 2018 due to celebration of the end of Ramadan, and, consequently, thousands of animals were sent to the Middle East and Northern Africa to be slaughtered. Most of them went to Lebanon, Libya or Turkey.

In order to document the implementation Member States as regards animal welfare during sea transport, and the effects of this incompetence along the transport routes from Europe to third countries, a team from AWF|TSB performed an investigation from 6th to 9th of June 2018 in Cartagena, where one of the main exit ports of live animals to non-European countries is located. This report details the observations and serious infringements of Council Regulation (EC) No. 1/2005 found during inspections of different road vehicles loaded with cattle and sheep from all over Europe that were supplying five livestock carriers in Cartagena: *Amira Lola*; *Freedom*; *Captain Badr*; *Spiridon II* and *Fidelity*. This report also details serious infringements during other operations related to these sea transports, such as unnecessary waiting times before the animals are loaded onto the vessels and unprofessional handling of the animals during loading. The conclusions and list of all infringements can be found in section IV of this report.

Already in 2017, AWF|TSB published “*Animal welfare overboard, the lack of animal protection during sea transport*” - a report of two-year-long investigation presenting the main problems related to the sea transport of live animals.

Standard practice in Cartagena Port

The standard practice in Cartagena Port is that when a vessel is moored, the road vehicles carrying animals from European countries are arriving and parking in front of the Bar-Restaurant El Gato 2 (Coord.: 37.595159, -0.968428) (see Figure 3). The animals wait for hours in the sun until loading of the vessel starts, while the drivers wait inside the bar. When loading time comes, the drivers receive a call from the consignee and go to the Port. Inside the Port the vehicles first have to wait in a line for their turn to get on the scale (see Figure 3). Later on, the vehicles spend even more hours in the waiting zones (see Figure 3) before they finally can unload animals to be reloaded onto the vessel.

The stables in Cartagena Port are rarely used to accommodate animals for a rest period after road transportation and before the sea transport is started. The stables are sometimes used only for organizational reasons. Without the access to the stables, the animals must stay on board of road vehicles all the waiting time.

During the loading stage, the animals are moved directly from the road vehicle onto a vessel via solid corridors: a short gangway and the final gangway ramp (this one differs depending on each vessel). The handling of the animals during the unloading from road vehicles is done by the drivers; the handling of the animals in the corridors, gangways and the ramp is done by the employees from Agencia Marítima Blazquez, and the handling on the vessel is only done by crewmembers. Agencia Marítima Blazquez is the consignee company in charge of loading and operations related to the animals (Tel.: +34 968500800; www.amblazquez.com).

In Cartagena Port, there are two main loading points (see Figure 1, Figure 2, Figure 3). The veterinary authorities in charge of the border exits are not sufficiently staffed to supervise and inspect the compliance with the Regulation of whole operation of the loading on a vessel, which should include the inspection of the vessel itself; the conditions of road transport; journey times; fitness for transport and the loading onto the vessel. Additionally, the documentation of hundreds of animals needs to be checked.



Figure 1. Facilities to unload the animals from road vehicles onto vessels. Cartagena Port, 07/06/18.



Figure 2. Movable gangways between the solid corridors and the movable ramps from the vessel. Due to their construction, the movable gangways pose a risk of injuries, especially for the animals with long horns. We observed several animals with horns stuck between the metal bars. Cartagena Port, 08/06/18.



Figure 3. Map of Cartagena Port. Loading, waiting and mooring zones.

II. OPERATIONS RELATED TO THE SEA TRANSPORT IN CARTAGENA PORT

1. ROAD VEHICLES USED TO TRANSPORT THE ANIMALS TO THE PORTS

During our inspections¹ of road transports bringing the animals in Cartagena Port, we found: animals showing some of the clinical phases of heat stress; animals already exhausted; downer bulls (unable to get up by themselves); significant injuries (some broken horns); sheep transports in overcrowded conditions; sheep transports with no space for the animals to stand in a natural position; vehicles with no bedding at all (consequently, several vehicles had their animals all covered with their own faeces), and water and ventilation systems turned off during the long waiting time in all the vehicles inspected.

Therefore, the road transport of animals to Cartagena is often in breach of Regulation 1/2005, but those problems are not identified or addressed by the competent authorities, **simply because the conditions of the road transportation are not inspected. Some of the animals that our team inspected should have undergone humanitarian slaughter in Spain and should had been considered as animals unfit for a long-distance transport by sea.**



Figure 4. Bull collapsing, probably just before he dies, trampled by the others without possibility to protect itself. 06/06/18.

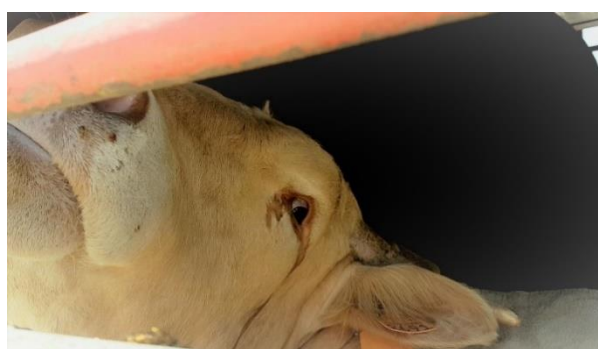


Figure 5. Exhausted bull, showing heat stress symptoms and unable to get up. Cartagena, 08/06/18.



Figure 6. Portuguese bull with a significant horn injury before the journey by sea. Cartagena, 08/06/18.

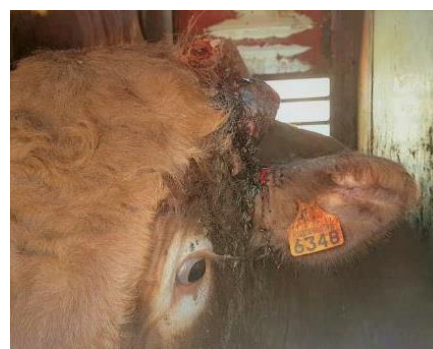


Figure 7. All French bulls from this road vehicle are all covered with their own faeces. Cartagena, 08/06/18.



¹ The inspections of the road vehicles were made at the waiting zone before the vehicles go inside the Port (see map [Figure 3](#)).

2. LONG-STANDSTILL TIMES BEFORE THE LOADING

The problem of standstill times in Cartagena Port is one of the biggest welfare problems for the animals. Cattle and sheep need to wait for hours in the sun until the loading of the vessel starts. The vehicles park and wait during two prolonged periods in two principal areas: the first stop is done before entering the Port and the second one is done inside the port (see map Figure 3).

During our visit, the minimum waiting time at the parking lot outside the Port was 1 hour, but many vehicles spent over 4 hours there with the animals onboard. Sometimes we observed more than 10 vehicles parked at the same time at this unofficial waiting zone, without any facilities for animals at all. The animals waited for hours in the sun, without shadow and without water or mechanical ventilation system turned on. During this long waiting time the drivers were waiting inside the bar without checking the welfare of their animals.



Figure 8. Several vehicles loaded with animals, waiting for hours in the sun without water, with mechanical ventilation system turned off. Cartagena, 06/06/18 and 07/06/18.

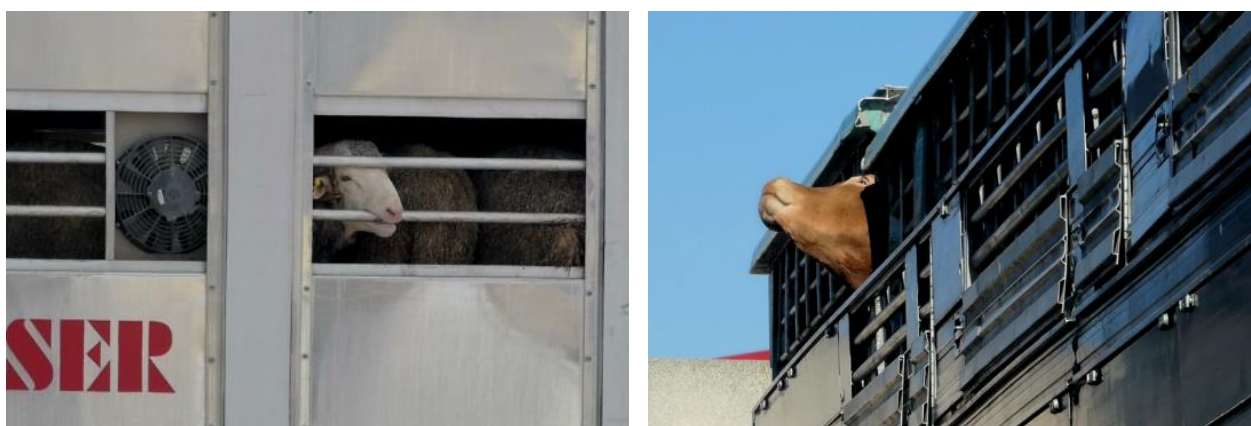


Figure 9. Thirsty Spanish sheep and French bulls waiting inside the road vehicles for hours before loading on the vessels. Cartagena, 06-07/06/18.

During our visit, after hours of waiting outside the Port (in front the Bar-Restaurant El Gato 2), the road vehicles went inside the Port to wait for their turn to load the animals on to the Vessel. At this last waiting stage in Cartagena, the vehicles first were weighed in the scale zone, and parked again with animals on board, because the infrastructure inside the port to unload animals is not used. The Port does not provide any shadow, and we cannot confirm that most of the animals received water or mechanical ventilation until they were inside the vessel. At times, there were more than fifteen vehicles waiting at the same time to start the unloading of their animals.

This standard practice of long waiting times before the loading on a vessel could be accepted only as an emergency situation for the animals, especially during hot weather seasons (in Cartagena temperature can exceed 30 degrees Celsius). This is a serious breach of Article 3 of the EC Regulation 1/2005.



Figure 10. Vehicles loaded with animals waiting in the scale zone. Cartagena 07.06.18



Figure 11. Vehicles loaded with animals waiting in the scale zone. Cartagena 08.06.18

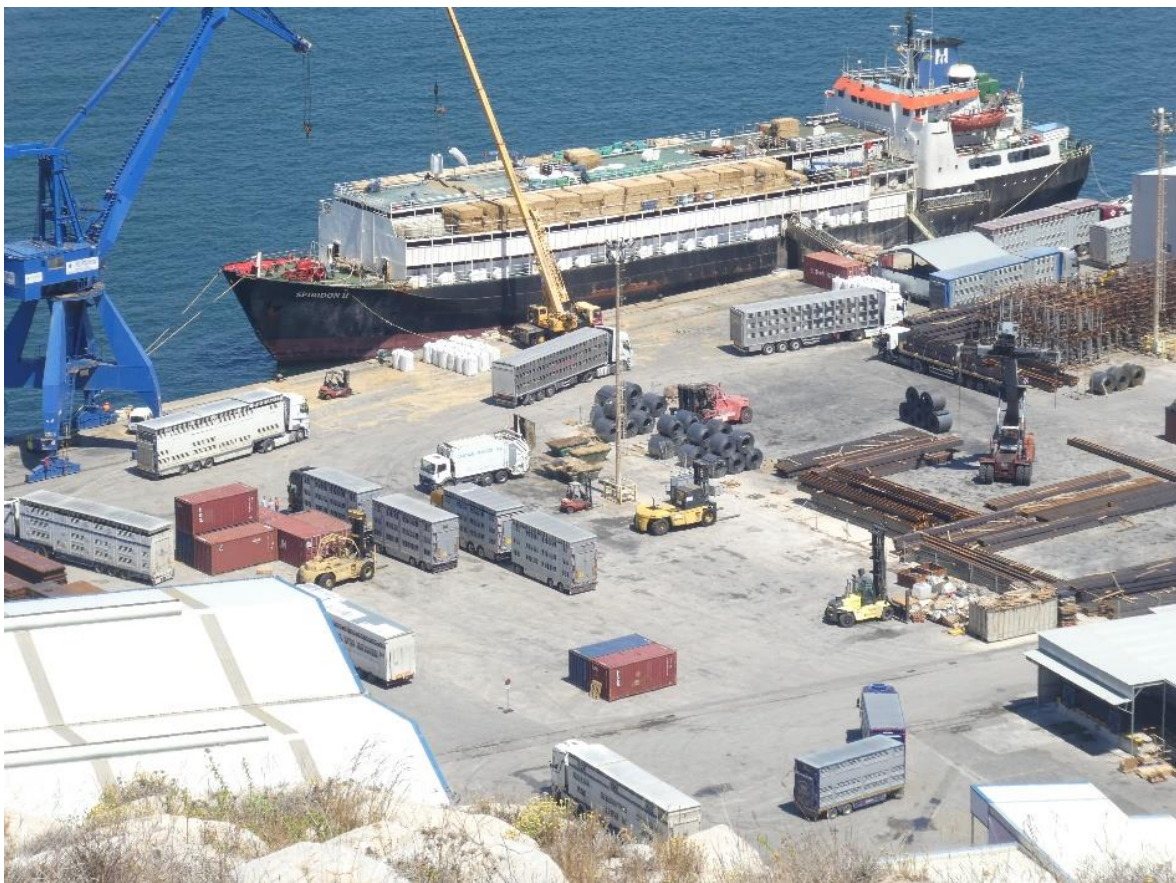


Figure 12. Twelve vehicles waiting in full sun to unload their animals and re-load them on the Spiridon II. Cartagena, 07/06/18.

3. LIVESTOCK CARRIERS AND LOADING OF THE ANIMALS

3.1) Freedom Livestock Carrier

On 06.06.2018, our team is watching the walk-on-walk-off vessel *Freedom*. The vessel arrived at Cartagena port (Spain) the same morning at 05:52 (UTC). The *Freedom* is moored between two other vessels: *Amira Lola* and *Captain Badr*, which arrived at similar time to the Port. *Freedom* stays moored for the whole day at the same position (coord.: 37.591119, -0.974653). During the day we are observing the loading of food and straw for the animals on the deck of the vessel. Our team is able to see part of the loading of adult cattle on this vessel (see chapter: Observations during the loading of Freedom). The vessel loaded with animals leaves Cartagena Port in the direction to Beirut (Lebanon) at 21:54 (UTC) on the same day 06.06.2018.

Freedom general information

IMO: 7104972	Gross Tonnage: 1879
MMSI: 450421000	Deadweight: 2794 t
Call Sign: ODQV	Length Overall x Breadth Extreme: 86.99m × 15.02m
Flag: Lebanon [LB]	Year Built: 1971

Freedom detailed journey information

Event	Day	Time
Arrival of empty vessel at Cartagena Port (Spain)	06.06.2018	05:52 (UTC)
Loading of the animals in Cartagena Port (Spain)	06.06.2018	
Departure of the vessel with animals on board (Spain)	06.06.2018	21:54 (UTC)
Arrival of the vessel in destination (Beirut, Lebanon)	13.06.2018	03:54 (UTC)



Figure 13. Freedom with food and straw for the animals on the deck. Cartagena, 06/06/18.



Figure 14. Total of 8-day-long journey by sea from Cartagena to Lebanon of Freedom loaded with European animals. West Mediterranean 06.06.18-13.06.18².

² Source: <https://www.marinetraffic.com>

Observations during the loading of *Freedom*

On 06.06.18 (from 13:00 to 19:30 (UTC)) our team is observing the loading of adult cattle onto *Freedom* (yellow and orange ear tags). Our team is able to see the handling during unloading from road vehicles and the animals at the solid circular corridor and the final gangway owned by the Port. We are not able to see the ramp of the vessel used during the loading (the gangway ramp is always removable and belongs to the vessel).

The unloading from the vehicles and loading onto the ramps is made in a hectic and chaotic manner. Even if it is true that most of the drivers work in a relaxed way and manage the animals professionally, some of the employees of Agencia Marítima Blazquez are handling them incorrectly and with unnecessary violence, especially two young men. These workers are running around, working under stress and are getting more and more frustrated with the animals with every minute. They are using the electric cattle prods intensively on almost all the animals. The electrocution becomes a routine especially for one of the young workers, who is even prodding the animals when it is counterproductive for the loading process.

Example of inappropriate use of the cattle prod during the loading of *Freedom*:

- When the ramp to the vessel was totally blocked, and animals could not move forward;
- Three different electric prods used by three different workers at the same time on three different sides of the animal;
- Use of the electric prods on sensitive areas of the animals such as their face.
- Application of eight electric shocks within a period of 2 minutes to a disoriented bull. As a consequence, the bull falls down at least twice.

Due to this inappropriate handling of animals by the workers, the loading is becoming very difficult; the same routine is observed repeatedly during the entire day: animals going in opposite directions in the corridors; animals returning from the ramp to trucks; scared animals and animals fighting with each other due to their disorientation and high stress levels.

Furthermore, it is important to remark that **during the loading of *Freedom* we documented animals that should never have been approved as an animal fit for a long-distance transport by sea.** We saw a downer bull that could not get up by himself and four workers tried to move him, continuously applying electric shocks on the weak animal, in order to lift him and redirect him to the loading ramp. Instead of loading this bull onto the vessel, it should have undergone humanitarian slaughter in Spain. This fact confirms the insufficient supervision of fitness of animals for long-distance transport by the veterinary authorities in charge.

See ANNEX I: Photographic evidence loading of *FREEDOM*, 06.06.18.

3.2) Captain Badr Livestock Carrier

On 06.06.18, our team is watching the walk-on-walk-off vessel *Captain Badr*. The vessel arrived at Cartagena port (Spain) the night before, at 23:00 (UTC). *Captain Badr* is moored in front of two other vessels: *Amira Lola* and *Freedom*, which arrived at similar time to the Port. *Captain Badr* stays moored for the whole day at the same position (coord.: 37.590041, -0.975342). During the day we are observing the loading of food and straw for the animals on the deck of the vessel. On 07.06.18, the vessel is still at the same position. For the whole day, our team is observing the loading of adult cattle on the vessel (see chapter: Observations during the loading of Captain Badr). The vessel loaded with animals leaves Cartagena Port (Spain) in the direction to Khoms (Libya) during the night, at 22:19 (UTC) on 07.06.2018.

Captain Badr general information

IMO: 7703259	Gross Tonnage: 2398
MMSI: 677080500	Deadweight: 2461 t
Call Sign: 5IM905	Length Overall x Breadth Extreme: 86.63m x 12.8m
Flag: Tanzania [TZ]	Year Built: 1978

Captain Badr detailed journey information

Event	Day	Time
Arrival of empty vessel at Cartagena Port (Spain)	05.06.2018	23:01 (UTC)
Loading of the animals in Cartagena Port (Spain)	07.06.2018	
Departure of the vessel with animals on board (Spain)	07.06.2018	22:19 (UTC)
Arrival of the vessel in destination (Khoms, Libya)	12.06.2018	05:54 (UTC)



Figure 15. The Captain Badr with food and straw for the animals on the deck. Cartagena, 06/06/18.

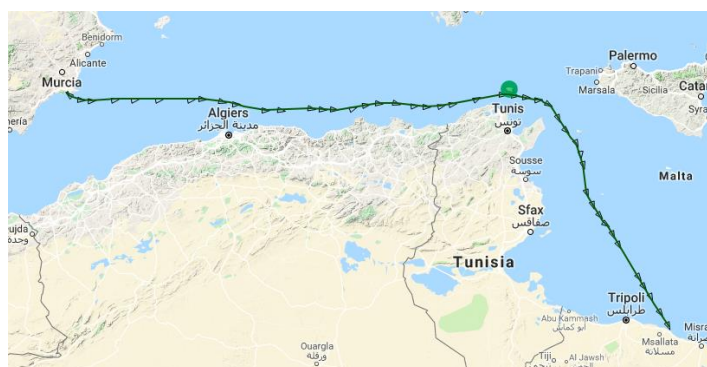


Figure 16. Total of 5-day-long journey by sea from Cartagena to Libya of the Captain Badr loaded with European animals. West Mediterranean 07.06.18-12.06.18³.

³ Source: <https://www.marinetraffic.com>

Observations during the loading of *Captain Badr*

On 07.06.18 (from 12:00 to 14:00 (UTC)) our team is watching the loading of adult cattle on *Captain Badr*. Our team is able to see the handling during unloading from the road vehicles; the animals at the solid circular corridor; the final gangway of the Port and the loading through the gangway ramp of the vessel.

We note that the gangway ramp of the vessel has an adequate angle for easy loading and we see bedding inside the ramp to prevent animals slipping. However, there is a gap between the top part of the ramp and the vessel, and a fully closed lateral protection with a minimum height of the size of adult bovines is missing, which poses a risk of injuries. We also notice that the entrance of the vessel is very dark causing animals to balk in front of it.

In comparison to the loading of the *Freedom* (see page 9), the unloading from the vehicles and loading onto the ramps of *Captain Badr* is performed in a more relaxed and professional manner. The unloading of the animals from road vehicles is slow, without putting pressure on the animals. This makes the total loading time on to the vessel much shorter, because the animals are more relaxed and walking on the ramp quietly, without trying to return. The worker from Agencia Marítima Blazquez who is in charge of the ramp area is working professionally most of the time, using the electric prod only as allowed by Regulation. One of the remaining workers, however, is using the electric cattle prod intensively on almost all the animals who are passing in front of him. During the loading of this vessel it can be clearly seen that when the workers give time to the animals, they go quietly on the vessel, without any real need for the electric shocks. Using body language and wooden sticks is enough to direct the animals, when the environment is quiet and relaxed. We are able also to observe that the skilled crewmembers of *Captain Badr* are also using body language and wooden sticks only.

Unfortunately, again we see a bull that should never have been approved as fit for long-distance transport by sea. The weak bull has a lot of problems to walk properly through the corridors and on the ramp, losing its balance and falling down several times. The animal receives several electric shocks from the workers and finally with a huge effort manages to get to the end of the ramp. This proves again that even though the facilities allow for the identification of an unfit animal and its removal through doors in the gangway, sick and unfit animals like this bull are still loaded on vessels and transported for several days to their destination.

See ANNEX I: Photographic evidence loading of *CAPTAIN BADR*, 07.06.18.

3.3) *Spiridon II* Livestock Carrier

On 07.06.18, our team is watching the walk-on-walk-off vessel *Spiridon II*. The vessel arrived at Cartagena port (Spain) in the night at 01:21 (UTC). *Spiridon II* is moored behind *Captain Badr* which arrived one day earlier. *Spiridon II* stays moored for the whole day at the same position (coord.: 37.591306, -0.974558). During the day our team is able to see the loading of cattle and sheep on this vessel (see chapter

Observations during the loading of *Spiridon II*) and the loading of food and straw for the animals. The vessel loaded with animals leaves Cartagena Port (Spain) in the direction to Oran (Algeria) the following night, at 00:10 on 08.06.18.

Spiridon II general information

IMO: 7311329	Gross Tonnage: 3798
MMSI: 450547000	Deadweight: 4054 t
Call Sign: ODVR	Length Overall x Breadth Extreme: 97.31m × 16.24m
Flag: Lebanon [LB]	Year Built: 1973

Spiridon II detailed journey information

Event	Day	Time
Arrival of empty vessel at Cartagena Port (Spain)	07.06.2018	01:21 (UTC)
Loading of the animals in Cartagena Port (Spain)	07.06.2018	
Departure of the vessel with animals on board (Spain)	08.06.2018	00:10 (UTC)
Arrival of the vessel in destination (Oran, Algeria)	08.06.2018	10:38 (UTC)



Figure 17. Total of 10-hour-long journey by sea from Cartagena to Algeria of the *Spiridon II*. West Mediterranean 08.06.2018⁴.

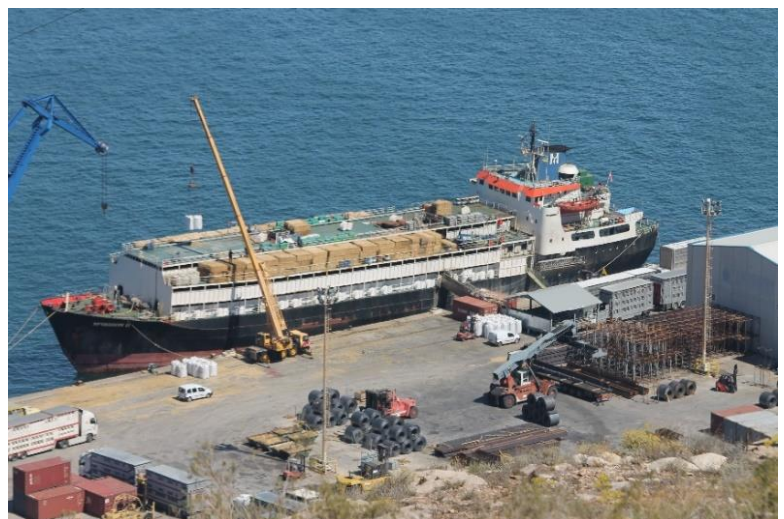


Figure 18. The *Spiridon II*, loading of feed and straw supply on its deck. Cartagena, 07/06/18.

Observations during the loading of *Spiridon II*

On 07.06.18 (from 11:30 to 14:00 (UTC)) our team is watching the loading of adult cattle and the beginning of loading of some sheep on *Spiridon II*. Our team is able to see the handling during unloading from the road vehicles; the animals at the solid circular corridor; the final gangway of the Port and the loading trough the gangway ramp of the vessel.

We see that the gangway ramp of the vessel has a very steep angle, which makes easy loading impossible, and consequently, we see some animals slipping. The protected raceway that prevents animals from escaping poses risk of injuries, especially for the animals with long horns. We observe loading performed by employees from Agencia Marítima Blazquez; some of them were responsible of the chaotic and unprofessional loading of the *Freedom* the day

⁴ Source: <https://www.marinetraffic.com>

before. We document the same problems regarding the handling of the animals: stressful working environment and inappropriate use of electric prods.

We see the same consequences for the animals: scared and disoriented, reversing in the corridors, etc. (for more detailed information, see Chapter: Observations during the loading of Freedom). Loading of *Spiridon II* becomes even more chaotic and difficult than loading of *Freedom*. We observe even more excessive use of electric cattle prods, increased waiting times for the unloading of the remaining road vehicles, and consequently more nervousness and frustration of workers. Stressed crewmembers of *Spiridon II* work in a hurry to load as fast as possible, also overusing electric prods.

Furthermore, we can see and document that obviously the **veterinarian authorities fail to correctly inspect the animals before the loading. As a result, again we see two downer animals unfit for this long journey.** One of the downer bulls cannot get up in the middle of the ramp, and the young and nervous worker tries to make the animal stand up with different unacceptable techniques: several kicks, excessive use of electric shocks and twisting the tail of the weak animal. The second downer animal seen by our team collapses after unloading from the road vehicle. This time it is the driver from Cristobal road transport company who tries to force the animal to stand up, using the same unacceptable techniques: kicks, electric shocks, strong blows with wooden sticks, and even making the rest of the animals trample the defenseless bull. This should never take place, especially in the presence of an official veterinarian.

See ANNEX I: Photographic evidence loading of *SPIRIDON II*, 07.06.18.

3.4) Fidelity Livestock Carrier

On 08.06.18, our team is watching the empty walk-on-walk-off vessel *Fidelity*. The vessel arrived at Cartagena port (Spain) last night at 22:31 (UTC). *Fidelity* stays moored for the whole day at the same position (coord.: 37.590041, - 0.975342) without other vessels next to her. Our team is able to see part of the loading of adult cattle on this vessel (see Chapter: Observations during the loading of *Fidelity*). The vessel loaded with animals leaves Cartagena Port (Spain) in the direction to Khoms (Libya) at midnight, 00:06 (UTC) on 09.06.18.

Fidelity general information

IMO: 7310507	Gross Tonnage: 5395
MMSI: 450511000	Deadweight: 5579 t
Call Sign: ODUH	Length Overall x Breadth Extreme: 115.3m × 15.63m
Flag: Lebanon [LB]	Year Built: 1973

Fidelity detailed journey information

Event	Day	Time
Arrival of empty vessel at Cartagena Port (Spain)	07.06.2018	22:31 (UTC)
Loading of the animals in Cartagena Port (Spain)	08.06.2018	
Departure of the vessel with animals on board (Spain)	09.06.2018	00:06 (UTC)
Arrival of the vessel to destination (Khoms, Libya)	12.06.2018	12:47 (UTC)



Figure 19. The *Fidelity* moored at Cartagena Port. Cartagena, 08/06/18.



Figure 20. Total of 4-day-long journey by sea from Cartagena to Libya of the *Fidelity* loaded with European animals. West Mediterranean 09.06.18-12.06.18⁵

⁵ Source: <https://www.marinetraffic.com>

Observations during the loading of *Fidelity*

On 08.06.18 (from 11:30 to 20:00 UTC) our team is watching the loading of adult cattle on *Fidelity*. Our team is able to see the animals at the corridor; the final gangway of the Port and the loading trough the gangway ramp of the vessel. We are not able to see the handling during unloading from road vehicles.

We see that the gangway ramp of the vessel has a very steep angle, which makes easy loading impossible, and consequently, we see some animals slipping. This ramp has solid and fully closed lateral protections (preventing animals from escaping), and its raceway does not have metal construction over it (avoiding possible injuries with the horns), but at the beginning of the ramp there is a big gap that poses risk of injuries.

In general, the handling during the first hours of loading is made in a more relaxed and professional manner than the loading of *Freedom* or *Spiridon II*. At the beginning of the day the handling of the animals in the corridor is slow, without putting pressure on the cattle. This makes the total time of loading on the vessel shorter, because the animals are more relaxed and walking on the ramp quietly, without trying to return. However, as the hours pass, the workers look more tired and frustrated, and the same problems observed previously start again: stressful working environment; unacceptable use of electric prods, and scared and disoriented animals. One of the young workers whom we saw during the unprofessional loading of *Freedom* and *Spiridon II*, gets even more frustrated and bored. Probably to alleviate his frustration, the young worker uses the electric prod all the time. Sometimes we see him playing with applying electric discharges on faces of the animals, even when loading is stopped, and the relaxed animals are quietly waiting in the corridor. This behavior should never take place, especially in such an important exit port as Cartagena.

See ANNEX I: Photographic evidence loading of *FIDELITY*, 08.06.18.

3.5) *Amira Lola* Livestock Carrier

On 06.06.18, our team is watching the walk-on-walk-off vessel *Amira Lola*. The vessel arrived at Cartagena port (Spain) this morning at 05:06 (UTC). *Amira Lola* is moored behind two other vessels: *Freedom* and *Captain Badr*, which arrived at similar time to the Port. *Amira Lola* stays moored for the whole day at the same position (coord.: 37.592131, - 0.973971). During the day we are observing the loading of food and straw for the animals on the deck of the vessel. Our team is not able to see the loading of the animals on this vessel, we are only able to see some road vehicles supplying the vessel. The vessel loaded with animals leaves Cartagena Port (Spain) in the direction to Khoms (Libya) at 01:08 (UTC) on 07.06.18.

Amira Lola general information

IMO: 8300157

MMSI: 620046000

Call Sign: D6A2046

Flag: Comoros [KM]

Gross Tonnage: 2936

Deadweight: 1555 t

Length Overall x Breadth Extreme: 77.7m x 13.2m

Year Built: 1983

Amira Lola detailed journey information

Event	Day	Time
Arrival of empty vessel at Cartagena Port (Spain)	06.06.2018	05:06 (UTC)
Loading of the animals in Cartagena Port (Spain)	06.06.2018	
Departure of the vessel with animals on board (Spain)	07.06.2018	01:08 (UTC)
Arrival of the vessel in destination (Khoms, Libya)	10.06.2018	09:54 (UTC)



Figure 21. Empty *Amira Lola*, ready to load the animals. Cartagena, 06/06/18.

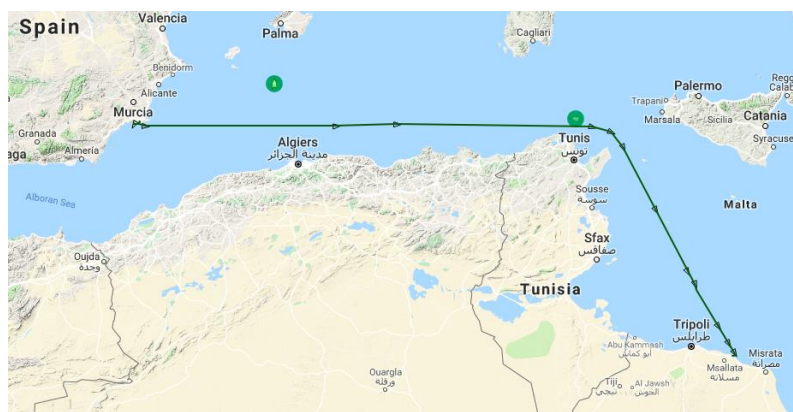


Figure 22. Total of 3-day-long journey by sea from Cartagena to Libya of the *Amira Lola* loaded with European animals. West Mediterranean 07.06.18-10.06.18.⁶

⁶ Source: <https://www.marinetraffic.com>

3.6) Nabolsi Livestock Carrier

On 06.06.18, our team is watching the walk-on-walk-off vessel *Nabolsi*. The vessel arrived at Cerro de la Campa Cartagena Port (Spain) at 09:49 (UTC). *Nabolsi* is moored for 11 hours at the same position (coord.: 37.570965, - 0.956932). During the day our team is able to see the loading of sand on the deck of the vessel. The vessel (without animals) leaves Cerro de la Campa Cartagena Port (Spain) in the direction of Las Palmas (Spain), at 20:47 (UTC). From Las Palmas it goes via Gibraltar; West Africa and East Coast of South America to Vila do Conde (Brazil), arriving to this destination on 20.06.18.

Nabolsi general information

IMO: 8204250	Gross Tonnage: 18337
MMSI: 450562000	Deadweight: 8555 t
Call Sign: ODWG	Length Overall x Breadth Extreme: 156m x 24m
Flag: Lebanon [LB]	Year Built: 1983

Nabolsi detailed journey information

Event	Day	Time
Arrival of empty vessel at Cerro de la Campa Cartagena Port (Spain)	06.06.2018	09:49 (UTC)
Departure of the vessel without animals on board (Spain)	06.06.2018	20:47 (UTC)
Arrival of the vessel in destination (Las Palmas, Spain)	09.06.2018	09:43 (UTC)

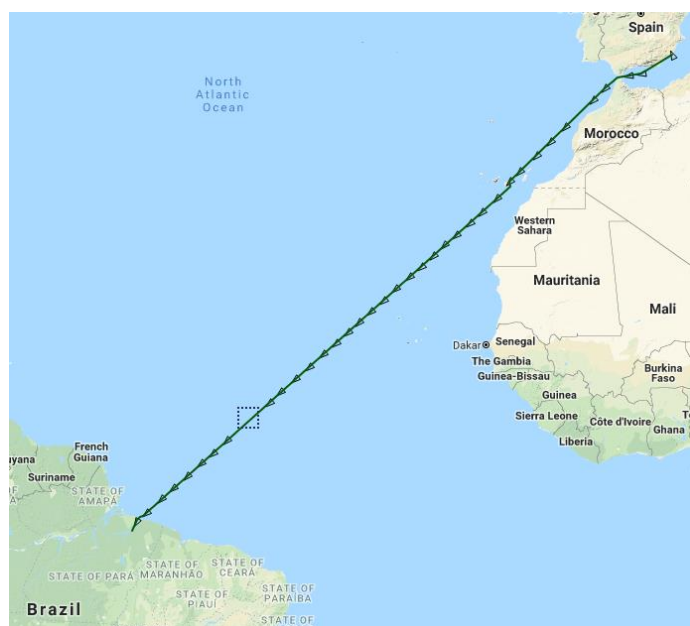


Figure 23. Total of 15-day-long journey by sea from Cartagena to Brazil of the *Nabolsi*. Gibraltar; West Africa and East Coast South America 06.06.18-20.06.18⁷.



Figure 24. Loading of sand on the deck of the *Nabolsi* at Cerro de la Campa Cartagena Port (Spain)

⁷ Source: <https://www.marinetraffic.com>

3.7) Ocean Shearer Livestock Carrier

From 07.06.18 to 09.06.2018, our team is observing the walk-on-walk-off vessel *Ocean Shearer*. The vessel arrived at Cerro de la Campa Cartagena Port (Spain) at 06:17 (UTC) on 07.06.18. *Ocean Shearer* stays moored for 2 days at the same position (coord.: 37.570965, -0.956932). During the day our team is able to see the loading of different kind of materials on the deck of the vessel. On 09.06.18 the vessel (without animals) leaves Cerro de la Campa Cartagena Port (Spain) in the direction to Las Palmas (Spain), at 21:56 (UTC). From Las Palmas it continues via Gibraltar; West Africa and East Coast of South America to Rio Grande (Brazil), arriving to this destination on 22.06.18.

Ocean Shearer general information

IMO: 9590931	Gross Tonnage: 36028
MMSI: 566966000	Deadweight: 16110 t
Call Sign: 9V9532	Length Overall x Breadth Extreme: 189.5m × 31.1m
Flag: Singapore [SG]	Year Built: 2016

Ocean Shearer detailed journey information

Event	Day	Time
Arrival of empty vessel at Cerro de la Campa Cartagena Port (Spain)	07.06.2018	06:17 (UTC)
Departure of the vessel without animals on board (Spain)	09.06.2018	21:56 (UTC)
Arrival of the vessel in destination (Las Palmas, Spain)	12.06.2018	03:23 (UTC)

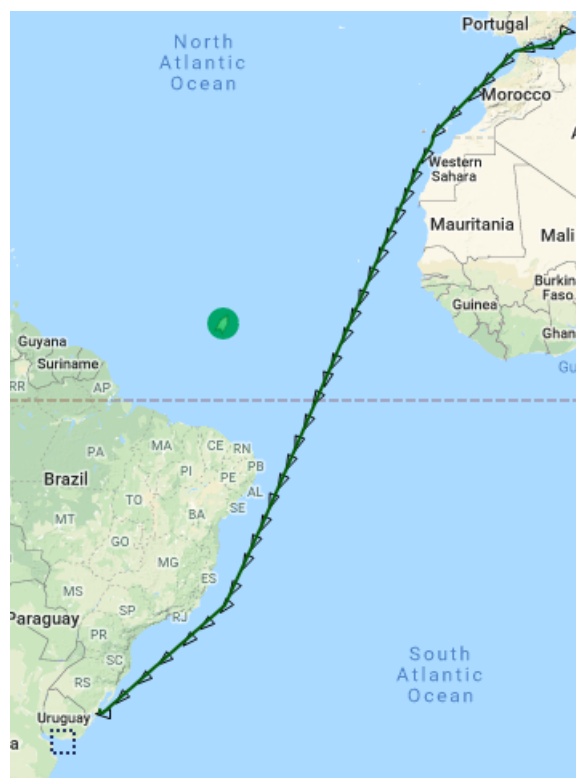


Figure 25. Total of 14-day-long journey by sea from Cartagena to Brazil of the *Ocean Shearer*. Gibraltar; West Africa and East Coast South America 07.06.18-12.06.18⁸.



Figure 26. Loading of different kind of materials on the deck of the *Ocean Shearer* at Cerro de la Campa Cartagena Port (Spain). 07.06.18

⁸ Source: <https://www.marinetraffic.com>

III. CONCLUSIONS AND REQUESTS

With this recent investigation regarding one of the main European exit ports of live animals, AWF|TSB demonstrated yet again that animals regularly suffer during the long-distance transport, despite the fact that Regulation 1/2005 is in force. Moreover, we documented different problems during main operations related to sea transport in the Port of Cartagena:

- The transit Member States on route by road to the Port of Cartagena regularly fail to verify the conditions of transport by road; the fitness of animals is not supervised thoroughly or regularly. During our inspection we documented important breaches of Council Regulation (EC) No. 1/2005 related to road vehicles and welfare of the animals they had on board.
- In Cartagena Port, there are serious problems of long standstill times (before entering the port and inside the port). This is a serious breach of Article 22 of the EC Regulation 1/2005. Cattle and sheep must wait for hours in the sun until the loading on a vessel starts. The vehicles park and wait for very long time in areas not prepared for the animals. The Port does not provide any shadow or stables to unload the animals. This practice of long waiting times before the loading could be accepted only as an emergency situation, not a standard one, especially during hot weather. This is a serious breach of Article 3 of the EC Regulation 1/2005.
- The authorities at the Cartagena Port in Spain regularly fail to verify compliance of the fitness of animals for transport by sea. During three of the four loadings observed by our team, animals that should have been considered as unfit for long-distance transport by the veterinary authorities were seen in the corridors and ramps and loaded on the vessel. This is a serious breach of Article 15 (2) in connection with Annex I (chapter I: points 2 and 4) of the EC Regulation 1/2005. Some of the animals should have undergone emergency slaughter or euthanized. One of the reasons of lack of identification of unfit animals is the working time of competent authorities and absence of veterinary officers in the Port during loading. These are organizational problems that should be coordinated between the competent authorities and the exporters. With a compulsory 24-hour rest of animals in the Ports' stables, competent authorities would have more time for a thorough inspection of animals and all transport related requirements. We proved yet again that independent monitoring of the animals does not exist in practice. To ensure the ongoing monitoring of animal welfare, appropriate veterinary care should be available at all times.
- The authorities at the Cartagena Port in Spain regularly fail to ensure that loading operations are carried out in compliance with article 3: "No person shall transport animals or cause animals to be transported in a way likely to cause injury or undue suffering to them". This is also a serious breach of Annex I (chapter III: points 1.3a) and 1.8) of the EC Regulation 1/2005. We observed unprofessional handling of animals by employees of the consigner "Agencia Marítima Blazquez". Almost all the loadings observed were done in a stressful and unprofessional manner. The unskilled workers were inappropriately using electric prods and caused chaos during the loading, extending the process, scaring the animals continuously and causing unnecessary suffering. This should never happen with EU law currently in force.
- The Member States of exit, such as Spain, fail also to verify compliance of article 20 (1); to ensure the fitness of animals for transport and verify that loading and transport operations are carried out in compliance with article 20 (2) and regularly fail also to verify compliance of article 21 of the EC Regulation 1/2005.

Therefore, we urge the EU Commission to:

- Start official research on the level of implementation of the Regulation 1/2005 during the export of animals to Third Countries, especially during sea journeys.
- Introduce a regulatory system (as is in operation in the Australian live export industry) that makes European exporters legally accountable for ensuring compliance with EU Regulation 1/2005 and OIE standards.
- Implement strict guidelines for the construction and maintenance of vessels, with minimum requirements based on Marine Order 43 of the Australian Maritime Safety Authority.
- Make the “Network document on livestock vessels” legally binding and included in the Annex to the Regulation 1/2005.
- Implement procedures to verify the compliance with Regulation No. 1/2005 after animals leave the EU, as set out in Art. 3 of Council Reg. 817/2010.
- Introduce a mandatory presence of a qualified, independent veterinarian accompanying the animals during sea transport.

Article 13 of the Treaty on the Functioning of the EU (TFEU) requires the EU and the Member States to pay full regard to the welfare of animals in the formulation and implementation of agriculture policies. Thus, the EU should develop strategies to replace the export of live animals through a carcass only trade, also to avoid that animals have to undergo horrendous suffering during slaughter in importing countries.

We request from the Spanish Ministry (Ministerio de Agricultura y Pesca, Alimentación y Medio Ambiente) to:

- Take the necessary steps for the:
 - Implementation of the Network document regarding live animal transports and to not approve any consignments to third countries when the welfare of the animals cannot be assured;
 - Strict enforcement of the Regulation (especially for enforcement of Article 26.6 in case of vessel approvals that are in breach of Regulation 1/2005);
 - Mandatory reporting of illnesses, injuries and deaths on vessels, during unloading and onward transportation to the final destination.
 - Contingency plans for different emergencies (mechanical breakdown of vessels, delays during loading or unloading, severe weather, sick/injured animals, emergency killing or euthanasia of animals in ports and the disposal of carcasses, etc.);
 - Qualified and independent expert team for EU approval of vessels (consisting at least of a marine surveyor, a marine technician, and a veterinarian);
 - Properly training of the personnel who is handling animals on vessels, as the one already required for the certificate of competence for drivers and attendants (Art. 17).
- Take the necessary action against the organizers, transporters, consigners, Port employees and official veterinarians responsible for the consignments mentioned above, for the violations to EC 1/2005 and the suffering caused to the animals.

ANNEX I: Photographic evidence

Photographic evidence loading of *FREEDOM*, 06.06.18



Figure 27. Animals fighting with each other due to the disorientation and bad management by the workers of the Port.



Figure 28. One of the young workers using the electric prods on sensitive areas of the animals, e.g. their face.



Figure 29. Downer bull that cannot get up by himself. Four workers are trying to move the animal, they continuously apply electric shock on the weak animal. Loading of the *Freedom*, 06.06.18

Note: More footage available on request.

Photographic evidence loading of CAPTAIN BADR, 07.06.18



Figure 30. Gap between loading ramp and vessel with potential risk of injuries.

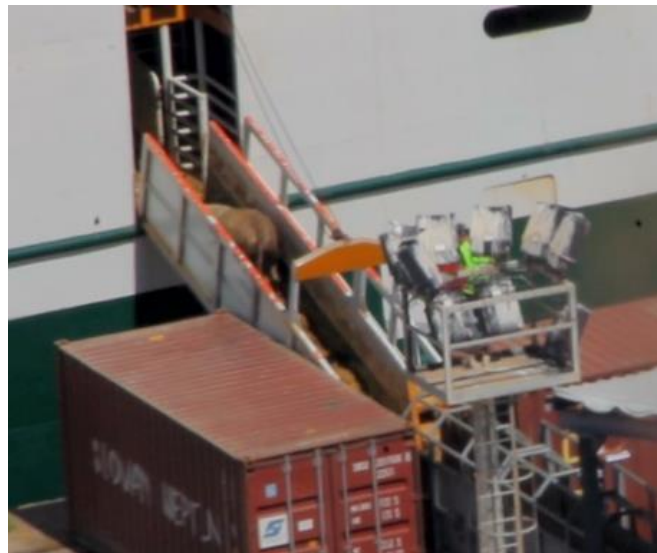


Figure 31. Weak bull with a lot of problems to walk properly in the corridors and the ramp, losing its balance and falling down.

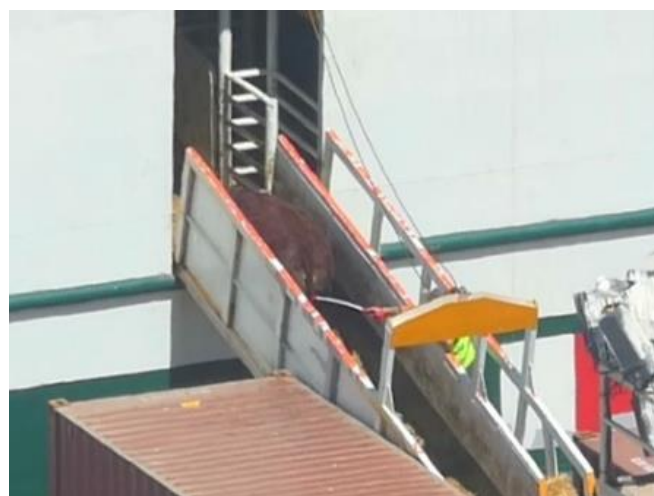


Figure 32. Some of the workers looking for the most sensitive parts of the animal to apply electric shocks, in this case the anus of the animal.

Note: More footage available on request.

Photographic evidence loading of *SPIRIDON II*, 07.06.18.



Figure 33. The electric cattle prods used excessively on almost all the animals by Port workers and by crewmembers.

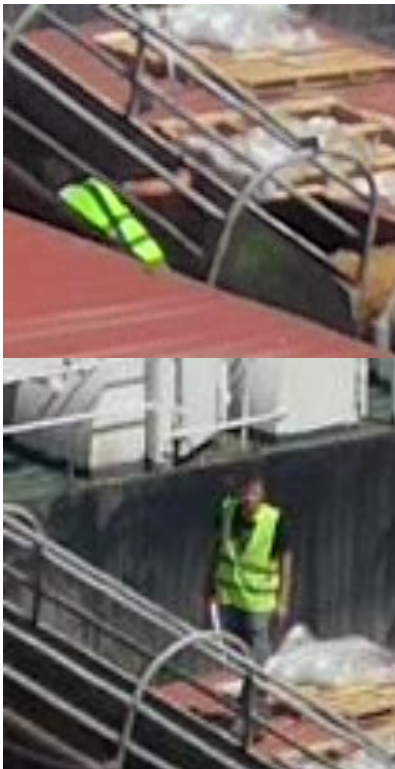


Figure 34. One of the downer bulls cannot get up in the middle of the ramp, and the young worker tries to get the animal up with different inappropriate technics: numerous kicks and excessive use of the electric prods.



Figure 35. Second downer animal seen by our team loaded on the *Spiridon II*, falling down after unloading from the road vehicle. The driver tries to get the animal making up in such a way that the other animals trampled the defenseless bull.

Note: More footage available on request.

Photographic evidence loading of *FIDELITY*, 08.06.18.



Figure 36. When the loading is made with rush and excessive use of electric prods, the stressed and confused animals often fight with each other. Bull pushing another bull from the back, the victim is lifted up to a vertical position as consequence.



Figure 37. Dangerous gap at the beginning of the ramp posing risk of injuries. We saw animals' heads getting stuck there during hasty loading.



Figure 38. Young worker playing with applying electric shocks on the faces of the animals even when the loading is stopped, and the relaxed animals are waiting in the corridor.

Note: More footage available on request.