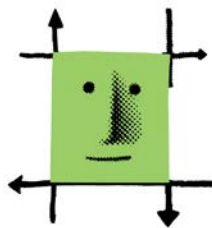


# 78 EU-approved livestock carriers



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Cover photo : the EU-approved livestock carrier *Apus*, ex-general cargo carrier, 45 years old, Togolese flag, 4 detentions. Bosphorus, August 2014. © Marc Ottini

## Summary

Compiled statistics covering the 78 EU-approved livestock carriers draw the following profile : The average EU-approved livestock carrier is a 41-year old vessel, polluted by asbestos, PCB and other toxic substances, built as a general cargo carrier and converted for livestock transport at the age of 29. She is 99 m in length with a gross tonnage of 5,261. She flies a flag of convenience listed on the black list of the Memorandum of Paris and is classed by a non-IACS (International Association of Classification) classification society. She has been detained 5 times. In the past two years, she has been reported by Port State Controls with 32 deficiencies in particular with regard certificates and documentation, safety of navigation, fire safety, Maritime Labour Convention-2006, life saving appliances, working and living conditions, pollution prevention, water/weathertight conditions, propulsion and auxiliary machinery, emergency systems, radio communications, structural conditions and ISM (International Safety Management).

To put it simply, the average EU-approved livestock carrier can be described as a substandard ship.

## Introduction

Farmed animals suffer harsh conditions. The livestock industry is careless and cruel. Around 80,000 animals have been burned alive since the beginning of 2021 in French farming alone. In Germany, a fire at a factory farm in Alt Telling, Land of Mecklenburg-Western Pomerania, on March 30, 2021 asphyxiated and burned alive 55,000 pigs.

The transportation phase is in unison. On the French road network alone, between January 2020 and March 2021, at least 16,000 farm animals suffered traumas, fractures, suffocation, were fatally wounded or euthanized in some 30 livestock truck accidents.

Transportation by sea is the most drastically fatal. In the two *Queen Hind* and *Gulf Livestock 1* shipwrecks, respectively in the Black Sea in November 2019 and off Japan in August 2020, 42 crewmen and 20,467 sheep and cattle perished at sea.

The NGO Robin des Bois has been on alert about this tragic issue since the *Uniceb* blaze in the Indian Ocean in 1996. 67,000 sheep died of asphyxiation and carbonization after the ship was abandoned by her multinational crew with the exception of the engineer who died in the engine room.

In addition, Robin des Bois is specialized in the risks of maritime transport and in the end of life of ships. In the course of the publication of the quarterly bulletin "Shipbreaking" on ship demolition, Robin des Bois has for years reported the dilapidation and obsolescence of livestock carriers.

This is why, in partnership with the NGOs Animal Welfare Foundation and Tierschutzbund Zürich, Robin des Bois is publishing this complete report on the ships that are EU-approved for the export of livestock to third countries.

## 78 EU-approved livestock carriers

This report studies 78 EU-approved livestock carriers. It is based on the overview report "Welfare of Animals Transported by Sea" published by the EU DG Health and Food Safety which listed 70 livestock carriers approved by one or more Member States as of September 15, 2019. In addition, 10 vessels approved by Portugal are considered, 2 of which already approved by Ireland.

Each ship description includes the following details :

- Current name, previous names, IMO number, year of built and shipbuilding yard, year and age at the time of conversion, former category, age today.
- Current flag and performance. Eventually previous flags.
- Current classification society and performance. 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 last 2 years (2019-2020) or in the latest 2 years with reported inspections, or in the last 2 years of their trading life for ships that have been scrapped or declared a total loss and table of total deficiencies by category.
- Eventually, bans and incidents.
- Recent port of calls.
- Known location in February 2021.
- ISM manager and company performance from EMSA (European Maritime Safety Agency) list (February 10, 2021).
- Ship risk profile calculated from age, flag, classification society and ISM performance through [Paris MoU ship risk calculator](#) as of February 10, 2021.

It has to be mentioned that the EU DG MOVE is not involved in the EU-approved livestock carrier list. In the latest annual report published by Paris MoU, livestock carriers are ranked as the worst category of ships with regard detentions and deficiencies : they are detained more often than any other category of ships. In 2019 their detention rate was 5.3 compared to 2.99, the average detention rate for all ships inspected. It has been the highest rate of all in the past 3 years. The report also states that 88.5% of livestock carriers had one deficiency or more recorded by Port State Controls in 2019 (see Paris MoU 2019 annual report, p. 15 and 40).

It has also to be mentioned that since the release of the DG Health and Food Safety 2019 report, basis of this document, there has been some moves in the EU-approved fleet of livestock carriers.

These variations do not alter the findings and comments of this work. They are listed in Appendix 5.

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".

This updated list should be available to all stakeholders, including NGOs.



# 78 EU-approved livestock carriers

## Conversion

Of 78 EU-approved livestock carriers, only 5 were built purposely as livestock carriers : *Bahijah*, *Brahman Express*, *Gelbray Express*, *Ocean Drover* and *Ocean Swagman*. With an age ranging from 7 years to 19 years, they are the youngest ships, along with the *Jawan*, 18 years old, ex-container ship *Corvus J* converted shortly after a deadly collision in the North Sea (see *Jawan* p. 70).

All the other EU-approved livestock carriers (73 ships, 94%) have been converted from general cargo ships (43), Ro Ro (10), container ships (8), car carriers (7) and reefers (5). They were not built considering animal welfare as a priority. Additional decks have been built to maximize the number of livestock that can be transported. Practises of livestock carrier owners have to be questioned with regard maximization of cargoes and profits. The investigation report on the *Queen Hind* disaster points out that more decks have been built without approval from classification society Nippon Kaiji Kyokai.

### From general cargo to livestock



© Thaletas 1972, *Nerlandia*



future *Omega Livestock*, 2014. © Marc Ottini

### From Ro Ro to livestock



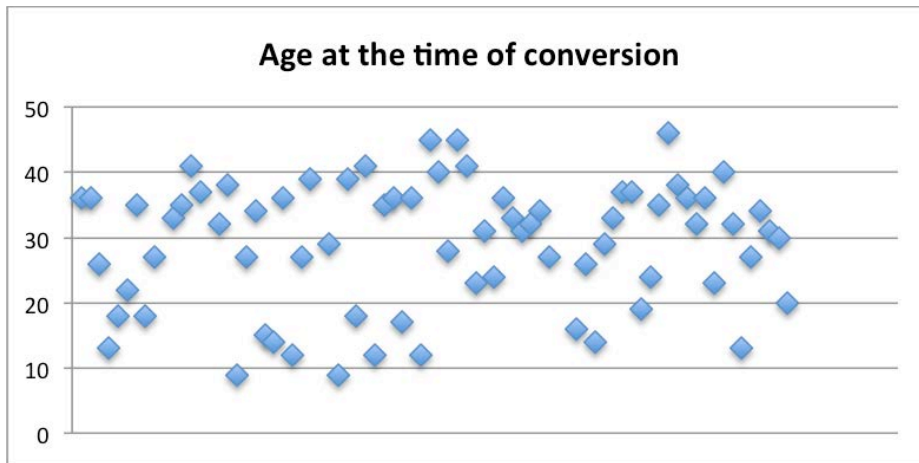
© Stetsenko Denys 2009, *Viking*



future *Mira*, 2020 © Marc Ottini

## 78 EU-approved livestock carriers

Ships were converted for further trading at an age they should have been scrapped : the average age at the time of conversion was 29 years compared to the average age of ships scrapped worldwide in 2019, 30 years.



57 ships (73%) were over 20 years of age at the time of conversion to livestock carrier

The conversion to livestock carriers of vessels originally designed for another purpose does not take into account the safety and welfare of the animals. Conversions of vessels to another purpose require structural changes that can be disastrous. An example is the Italian car ferry *Boccaccio* built in 1969. During her "revamping", 3 decks were added. As the *Al Salam Boccaccio*, she was used to transport pilgrims to Mecca. In February 2006, a fire broke out in the engine room, the ship sank. More than 1,100 of the 1,500 passengers and crew on board died. Similarly, the conversion of single-hull VLCCs (Very Large Crude Carriers), banned from 2010 onward, into VLOCs (Very Large Ore Carriers) has been questioned. The sinking of the *Stellar Daisy* in March 2017, broken in two in the middle of the Atlantic, highlighted the structural fragility of these converted vessels and for this reason, they are all being withdrawn from operation and scrapped



*Boccaccio*



*Al Salam Boccaccio*, 1999. © Yvon Perchoc

The temporary accommodation of farm animals in the upper decks exposes them to obvious discomfort and fractures when the ship is facing to side-to-side rolling effects in storms and/or heavy weather.

### Age

The age of the EU-approved livestock carriers ranges from 7 years for the *Gelbray Express* built as a livestock carrier in China to 57 years for the *Sea Star Livestock*, an ex-general cargo ship built in Germany (see p. 124).

The average age of the EU-approved livestock carrier fleet is 41 years.

16 ships are 50 years old or over.

Age is a risk factor. Though, younger ships cannot be considered as risk free. The aforementioned 7-year old *Gelbray Express* has already been detained twice, and totalled 34 reported deficiencies (see p. 62).

The age of vessels does not necessarily induce obsolescence and vulnerability if they are regularly maintained and do not change owners too often and if they are regularly inspected by a demanding classification society. However, the case of livestock carriers is specific. Their maintenance is defective as proven by the accumulation of deficiencies and detentions reported worldwide. They are very subject to corrosion because of the acidity of the litter soiled by various manure. The accelerated metal wear 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 livestock carrier *Al Fahed* (IMO 6922327) was sold in November 2020 for demolition in Pakistan for 305 US\$ per ton, whereas the usual rates were around 400 US\$. In 2012, the livestock carrier *Al Kuwait* (IMO 6705303) had been sold for 356 US\$ per ton by an Indian yard compared to 400-450 US\$ for other types of vessels.

### Flags

Togo (18 ships), Panama (17), Tanzania (10), Lebanon (9) and Sierra Leone (8) account for 79% of the 78 EU-approved livestock carriers. The other flagstates are Comoros (4 ships), Palau and Singapore (3 ships each), Luxemburg (2) and Jamaica, Jordan, Liberia and Marshall Islands (1).

43 ships (55%) fly a flag currently listed on the black list of the Paris Memorandum of Understanding : Togo and Comoros ranked high risk, Palau, Tanzania and Sierra Leone ranked medium to high risk.

As an example, prior to her conversion at the age of 36 from a general cargo ship to a livestock carrier, the *Abdullah* had successively flied the flags of North Korea, Georgia, Tanzania and Bolivia. After her conversion she was re-flagged to Tanzania. This is the typical profile of a vessel, regardless of her use, that has suffered from a lack of control and from continuity with regard maintenance and seaworthiness. It is unacceptable that the European Union can approve such vessels to carry out the export of live "goods" that are considered strategic from an economic point of view.

## 78 EU-approved livestock carriers

Flag	Ships		Flag performance
Togo	18	23%	<i>black-high risk</i>
Panama	17	22%	<i>white</i>
Tanzania	10	13%	<i>black-medium to high risk</i>
Lebanon	9	12%	<i>grey</i>
Sierra Leone	8	10%	<i>black-medium to high risk</i>
Comoros	4	5%	<i>black-high risk</i>
Singapore	3	4%	<i>white</i>
Palau	3	4%	<i>black-medium to high risk</i>
Luxemburg	2	3%	<i>white</i>
Liberia	1	1%	<i>white</i>
Marshall Islands	1	1%	<i>white</i>
Jamaica	1	1%	<i>not ranked</i>
Jordan	1	1%	<i>not ranked</i>

**Table 1 : Flags of the 78 EU-approved livestock carriers and their performance**

*The Adel I* (p. 25) and *Alkhairat 9* (p. 28) fly the flags of Jamaica and Jordan respectively, two flags that could not be ranked due to an insufficient number of inspections in Paris MoU ports.

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 more than half of the EU-approved livestock carriers are precisely flying such substandard flags.

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 the Marshall Islands, Singapore, Liberia, Luxemburg and Panama could be used in this framework. However, given the economic importance of livestock exports as considered by the European Union, we believe that all export vessels should fly a European flag. It is also in the interest of the image of European agriculture to avoid quotations in the world press about, for example, "a Togolese livestock carrier transporting Spanish cows turned away from Turkey and Libya". The presence of a third country in the export chain complicates the resolution of disputes on the health status of exported animals.

## Classification societies

23 EU-approved livestock carriers were classed by one of the elite classification society, member of the IACS, International Association of Classification Societies dedicated to "safe ships and clean seas". 7 were classed by RINA (Registro Italiano Navale), 5 by Bureau Veritas, 4 by Nippon Kaiji Kyokai, 2 by Croatian Register of Shipping and Det Norske Veritas/Germanischer Lloyd, 1 by China Classification Society, Polish Register of Shipping and Russian Maritime Register of Shipping. These companies are all ranked as high performing by Paris MoU standards except Croatian Register of Shipping ranked medium performing.



## 78 EU-approved livestock carriers

It is not enough for the vessel to be monitored by a classification society member of the IACS to guarantee her structural stability and safety. The *Queen Hind* that sank in Midia in November 2019 was classed by Nippon Kaiji Kyokai, but the addition of intermediate decks within the already existing ones when the vessel was used as a car carrier had not been approved/controlled by Nippon Kaiji Kyokai.

The 55 others (71%) are classed by a non-IACS society ranked as medium to low or very low performing according to Paris MoU.

Livestock carrier owners favour in particular International Naval Surveys Bureau (13 ships) and Dromon Bureau of Shipping (10 ships) ranked as medium performing.

The others are : Colombus American Register, Guardian Bureau of Shipping, Maritime Lloyd Georgia, International Register of Shipping, Vega Register ranked as low or very low performing.

Bulgarski Koraben Registrar, Isthmus Bureau of Shipping, Macosnar Corp, Overseas Marine Certification, Panama Maritime Documentation Services, Phoenix Register of Shipping ranked as medium performing.

The *Blue Moon I* (see p. 42), *Dragon* (see p. 49), are classed respectively by Cosmos Marine Bureau based in Busan, South Korea, Conarina, based in Miami, USA. *Noa* (p. 101) and *Pacific M* (p. 112) are classed by Global Marine Bureau, also based in Busan, South Korea. These companies have less than 60 inspections in a 3-year period and cannot be ranked in the Paris MoU Recognized Organisation performance table.

It has been reported by Robin des Bois in its "Shipbreaking #59" bulletin on 106 derelict ships operated mostly in the Mediterranean that International Naval Surveys Bureau, Dromon Bureau of Shipping and Phoenix Register of Shipping have issued certificates to many banned, multi-detained or abandoned substandard ships.

### Box 1 : Extract from "Shipbreaking" # 59 on derelict ships

#### **International Naval Surveys Bureau**

Founded in 1977, the International Naval Surveys Bureau focuses its communication on both the Greek maritime tradition and the agility of its operational structure. Headquartered in Piraeus, it aims to have a global network with 8 regional offices located in North-West Europe (Belgium), Northern Europe (Sweden), the United Kingdom, the United States, Lebanon, Nigeria, New Zealand, the Philippines and agencies in more than 50 countries. INSB is active in the classification of merchant ships, yachts, offshore installations. It claims to be approved by some 30 States to carry out surveys and deliver statutory certificates on their behalf. These are mainly Greece and States whose flags are on the Paris Memorandum of Understanding black lists, including Belize, Comoros, Moldova, Palau, Saint Kitts and Nevis and Togo. The International Naval Surveys Bureau claims the certification of more than 3,000 ships.

[See in the chapter listing the 78 EU-approved livestock carriers the detailed profiles of *Apus*, *Bruna*, *Elbeik*, *F.M. Spiridon*, *Janay*, *Nader-A*, *Nelore*, *Norland*, *Phoenix*, *Spiridon II*, *Talia* and *Transporter* all classed by International Naval Surveys Bureau].

#### **Dromon Bureau of Shipping**

The Dromon Bureau of Shipping founded in 2003 is based in Limassol (Cyprus). It claims 18 regional offices. Its motto is the reduction of administrative constraints. It prides itself to be swift. The procedures are dematerialized. It issues e-certificates and promotes online payment for its services. .../...

## 78 EU-approved livestock carriers

Dromon Bureau of shipping is approved to lead surveys and may issue certificates within 48h on behalf of Antigua and Barbuda, Belize, Cameroon, Comoros, Dominica, Cook Islands, Jordan, Lebanon, Liberia, Moldova, Niue, Panama, Sierra Leone, Sudan, Tanzania, Togo and Tuvalu.

[See in the chapter listing the 78 EU-approved livestock carriers the detailed profiles of *Al Mabrouka 10*, *Alkhairat 9*, *Britta K*, *Gamma Star*, *Al Farouk*, *Karazi*, *Lady Maria*, *Lady Rasha*, *Mariona Star* and *Omega Star* all classed by Dromon Bureau of Shipping].

### Phoenix Register of Shipping

The Phoenix Register of Shipping founded in 2000 is also based in Piraeus. It has 25 offices and agents in Greece, Egypt, United Arab Emirates, Lebanon, Nigeria, Turkey and Ukraine. It claims to provide worldwide service 24 hours a day, 7 days a week. The Phoenix Register of Shipping is promoting the "paperless office" and praising its modern and "green" profile. Phoenix is approved to issue certificates to merchant ships and yachts, on behalf of some twenty States including Greece and black flags such as Belize, Cambodia, Comoros, Cook Islands, Moldova, Palau, Saint Kitts and Nevis, Sierra Leone and Togo.

It is astonishing to note that some of these classification societies, that enable substandard vessels to be operated even in European waters, are established in member States, namely Cyprus, Greece and Bulgaria and that, for exporting livestock, the European Union approves vessels whose classification societies are allowed to issue certificates on behalf of black flags such as Togo, Tanzania, Sierra Leone, the Comoros and Palau.

### Box 2 : Mail from Robin des Bois about substandard classification societies and answer by the EU Directorate General Move

Robin des Bois

Wednesday, July 1, 2020 - 3:15 PM

Dear Madam, dear Sir,

Robin des Bois is an NGO for the protection of Man and the Environment based in France and created in 1985. Since 2006, we have been publishing a quarterly bulletin on the worldwide scrapping of ships.

We note that a number of classification societies which certify cargo vessels on behalf of States such as the Comoros, Moldova, Togo, Tanzania and others, are established in European Union member States and contribute through their activities to the further trading by substandard ships which have been temporarily or definitely banned from the European Union or detained on several occasions in countries that are signatories to the Paris and Black Sea Memorandums.

Among these classification societies based in Greece, Cyprus, Bulgaria and the United Kingdom we have identified Bulgarski Koraben Registrar (Varna), Maritime Bureau of Shipping (Limassol), Mediterranean Shipping Register (London), Columbus American Register (Athens), International Naval Surveys Bureau (Athens), Phoenix Register of Shipping (Athens) and Dromon Bureau of Shipping (Limassol). The vessels they certify are operated by shipowners who are in debt, insolvent and unable for various reasons to carry out essential maintenance and refitting work and to bring them in compliance with the successive amendments to the international conventions.

These classification societies are not members of the IACS and claim to issue certificates essential for the navigation of ships within very short time limits and probably at knock-down prices.

.../...

## 78 EU-approved livestock carriers

We believe that the actions of these classification societies postpone the phase-out of these ships, which are dangerous to crews and the environment, and are in contradiction with the European Union's strategy for the improvement of maritime safety and for the development of the recycling of ships in approved yards.

Therefore, would you please let us know what initiatives the European Union intends to take to reduce or eliminate the detrimental effects of these companies.

To develop your knowledge on the subject if necessary, you may refer to the bulletin "Shipbreaking" #59\*\* and to the press release \*\* that Robin des Bois published on the occasion of the International Day of Seafarer.

Looking forward to reading you,

Sincerely,

**DG MOVE**  
**MOVE-D-DIRECTORATE@ec.europa.eu**

**09/07/2020 - 10:40**

I would like to thank you for your email and your questions. We share your concerns raised about the classification societies established in EU Member States and providing services only to third country flags. However, the current legal framework does not regulate the establishment and operation of classification societies in Europe but only the requirements that those classification societies entering into an authorization agreement with an EU Member State shall meet (Regulation (EC) No 391/2009 which stipulates the minimum requirements the classification societies have to meet and Directive 2009/15/EC which stipulates the obligations for the Member States).

In other words, it is up to the EU Member States to stipulate any legal requirements for the establishment and operation of classification societies in their territory, if such societies do provide services only to ships flagged under a third country flag. I would suggest in this regard that you address those member States.

That being said, the quality of the work of such classification societies which work with third country flags is checked as part of the Port State Control inspections taking place at the EU level provided for by Directive 2009/16/EC. The aim of this Directive is to act as a second layer of control and level playing field between EU Member States' flags and third countries' flags. In accordance with Article 11 of the Ship Recycling Regulation (EU) No 1257/2013, Port state control inspections check that either an inventory certificate or a ready for recycling certificate is kept on board.

*For more details, see Appendix 2: classification societies of the 78 EU-approved livestock carriers and their performance.*

## Shipowners

On 78 EU-approved livestock carriers, 64 (82%) are officially owned by a shell company care of another company. These shell companies are mainly registered in a tax haven : Panama (16 ships), Marshall Islands (11), Liberia (8), Seychelles (5). They also are 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 that can also be referred to as managers are established in Lebanon, EU countries (Romania, Denmark, Greece, Croatia, Germany, Netherlands), Turkey, Jordan, Libya, United Arab Emirate, Honduras and Australia. 51 EU-approved livestock carriers (65%) are owned by companies operating from Lebanon (29), Romania (8), Turkey and United Arab Emirates (7 each).

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 owns or operate a fleet of ten vessels or more : Livestock Express BV, Unifleet Management Co SA and Coral Technical Services.

The Dutch Breda-based Livestock Express BV, subsidiary of Vroon BV (Netherlands), operates a fleet of 14 livestock carriers of which 3 are EU-approved : *Holstein Express*, *Brahman Express* and *Gelbray Express*. Vessels are Luxemburg or Singapore-flagged, RINA or China Classification Society-classed, 7 are less than 10 years old. Though, in December 2015, the then 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 feed prior resuming her voyage to China.

Turkish Istanbul-based Unifleet Management Co SA reports to be commercial owner of 8 ships of which the EU-approved livestock carriers *Apus* and *Pacific M*. The company also acts as ISM manager for the EU-approved *Transporter* and for another livestock carrier the *Polaris 2* (IMO 8417625) ; it is listed as low or very low performing by EMSA.

Jordanian Aman-based Coral Technical Services reports to be commercial owner of 7 ships : the EU-approved *Alkhairat 9* and *Bashar One Transport (ex-Al Shuwaikh)* and 5 other livestock carriers. It is also reported to act as ISM manager for 3 ships. Coral Technical Services is listed as a low performing ISM company by EMSA.

Out of 78 approved vessels, only 21 belong to shipowners based in the European Union. Of these 21 vessels, only 2 fly the flag of a Member State, Luxembourg ; 8 fly the flag of Singapore, the Marshall Islands, and Panama, all of which are on the Paris MoU white list, and 11 fly the flags of Tanzania, Sierra Leone, the Comoros, Togo and Palau, all of which are on the black list. The owners of these 11 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. A non-exhaustive reading of the maritime press shows that the crews have various nationalities, Syrians, Indians, Lebanese, Egyptians, Ukrainians, Turks, Pakistanis, Azerbaijanis...

Shipowners organise their insolvency in case of shipwreck to avoid the heavy financial burden that can result from it. On October 6, 2015, the *Haidar* sank at berth in Barcarena, Brazil, with



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5000 cattle destined for Venezuela. The Lebanese-flagged vessel was owned by Sleiman HA c/o Tamara Shipping based in Beirut. Tamara Shipping then owned 5 other vessels. A few months after the *Haidar* disaster, all were sold. Tamara Shipping, owner of the only *Haidar*, had organised its insolvency. Despite complaints filed by the State of Para, formal notices and fines, the *Haidar* still lies on the sea bottom. The *Elevation* that was owned in November 2015 by Tamara Shipping is now property of a Seychelles registered shipowner and her manager is Lebanese (see p. 52).

## Ship Risk Profile

The ship risk profile is calculated from the type of ship, age, and the performances of the flag, classification society (RO, Recognized Organisation) and ISM manager. Ships with 5 points and over are considered as high risk ship. 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.

Using the Paris MoU ship risk profile calculator, we note that as of February 10, 2021, 17 of the 78 vessels approved by the European Union should be considered as high risk vessels. These vessels deserve a regular 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 the :

*Abdullah* (7819876), *Anakin* (7422544), *Apus* (7510858), *Barhom* (7614848), *Barhom II* (7607429), *Bruna* (7601073), *Etab* (6609779), *Harmony Livestock* (7349871), *Lady Maria* (6518425), *Lady Rasha* (7223041), *Mariona Star* (7222982), *Pacific M* (7041053), *Seastar Livestock* (6422303), *Suha Queen II* (7406772), *Taiba* (7708807), *Trust I* (7504158), *Unimar Livestock* (7504158).

These ships are all classed by a medium, low, or very low performing classification society, fly a black-listed flag, were built over 40 years ago, and have undergone a conversion of use.

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

- The categories of vessels considered as risky are bulker, oil, gas, chemical or noxious liquid substances tankers as well as passenger vessels. Unfortunately, livestock carriers that also transport sensible 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 78 vessels approved by the European Union is 41 years).
- Some flags such as Jordan or classification societies such as CONARINA (see *Dragon*, p. 49) escape the Paris MoU ratings on the grounds that the number of inspections is insufficient to produce statistics.
- 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.

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.

## Detentions and bans

The 78 EU-approved livestock carriers totalled 411 known detentions in their lifetime, including before conversion.

- 5 ships have never been detained : *Bahijah*, *Brahman Express*, *Elevation*, *Ocean Swagman* and *Queensland*. In 2019-2020, they however totalled 32 deficiencies all together.
- 53 ships (68%) have been detained 3 times or more in ports worldwide.
- The *Abdullah*, *Anakin*, *Barhom III*, *Etab*, *Janay*, *Jersey*, *Mariona Star*, *Seastar Livestock*, and *Uranus II* have been detained 10 times or more.

This chapter considers the latest two years with reported inspections. For ships trading regularly, the normal period is 2019-2020 but some ships have not been inspected in 2020 and/or 2019 for various reasons. "No inspection" in these years does not mean "no deficiencies" and it is thus important to consider previous reported inspections to have a clear view of the ship's condition. For instance, the *Queen Hind* was declared a total loss in 2019, it matters to note she was detained in 2018. The *Al Mabrouka 10* has not been inspected since 2017 ; it matters as well to note she has been detained once and totalled 56 deficiencies in 2016-2017.

In the past 2 years 2019-2020, or in the latest 2 years with reported inspections, or in the last 2 years of their trading life for ships that have been scrapped or declared a total loss, the 21 following ships have been detained in various ports, totalling 26 detentions :

- *Al Mabrouka 10* (latest inspection in 2017)
- *Alkhairat 9* (latest inspection in 2018)
- *Atlantic M*
- *Bruna*
- *Elbeik*
- *Etab*
- *Gulf Livestock 2*
- *Holstein Express*
- *Janay, Karazi*
- *Maysa*
- *Mira*
- *Phoenix I* (scrapped in 2020)
- *Queen Hind* (total loss in 2019)
- *Sarah M*
- *Spiridon II*
- *Suha Queen II*
- *Trust 1* (latest inspection in 2018)
- *Uranus II*
- *Uranus L*
- *Zad Elkhir* (scrapped in 2020).

The *Alkhairat 9*, *Suha Queen II*, *Uranus II* have been detained twice. The *Etab* has been detained three times.

## 78 EU-approved livestock carriers

9 ships have been banned from Paris MoU ports for multiple detentions : *Blue Moon*, *Elbeik*, *Etab Jersey*, *Julia L.S.*, *Nader-A*, *Suha Queen II*, *Talia*, *Uranus II*. The *Etab* has been banned for the second time in December 2020, this time for twelve months.

The *Anakin* (p. 30) was detained 11 times prior to being converted from a general cargo ship to a livestock carrier in 2011 and 1 detention since her conversion.

The *Mariona Star* (p. 89) was detained 14 times prior to being converted from a general cargo ship to a livestock carrier in 2013 and 1 detention since her conversion.

The *Janay* was detained 14 times prior to being converted from general cargo ship to a livestock carrier in 2011 and 3 detentions since her conversion.

Several vessels were subject to multiple detentions as general cargo ships and detentions after conversion to livestock carriers have strangely become occasional. The fleet of livestock carriers as it is available is essential to the current level or the development of livestock exports from the European Union. Frequent immobilizations in the European ports of the Mediterranean would be an obstacle for these exports. Consequently, vessels dedicated to the transport of livestock could actually benefit from an unacceptable tolerance with regard to maritime safety and the welfare of the "cargo". If most of these vessels routinely showed up in European ports on the Atlantic coast, the rate of detentions and bans would be higher due to the hunting for substandard ships in line with European regulations that followed the *Erika* (December 12, 1999) and *Prestige* (November 13, 2002) oil spills.

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

## Deficiencies

In the past two years (or in the last 2 years of their trading life), the total of reported deficiencies with regard the 78 EU-approved livestock carriers is 2504.

Two thirds of ships have been reported with deficiencies regarding 7 categories :

- Certificates and documentation
- Safety of Navigation
- Fire Safety
- Maritime Labour Convention-2006
- Life saving appliances
- Working-Living Conditions
- Pollution prevention.

More than half of the ships have been pointed out for 6 other categories :

- Water/Weathertight conditions
- Propulsion and auxiliary machinery
- Emergency Systems
- Radio Communications
- 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 sensitive cargoes.

## 78 EU-approved livestock carriers

CATEGORY of deficiencies	Number of deficiencies		Number of ships	
Certificates and documentation	469	19%	71	91%
Safety of navigation	352	14%	70	90%
Maritime Labour Convention 2006	274	11%	61	78%
Fire safety	224	9%	66	85%
Life saving appliances	179	7%	61	78%
Working-living conditions	164	7%	53	68%
Propulsion and auxiliary machinery	127	5%	46	59%
Structural conditions	112	4%	43	55%
Emergency systems	109	4%	46	59%
Water/weathertight conditions	109	4%	48	62%
Pollution prevention - MARPOL	104	4%	50	64%
Radio communications	80	3%	44	56%
ISM	74	3%	43	55%
Other type of deficiencies	28	1%	24	31%
Alarms	25	1%	22	28%
Load lines	20	1%	10	13%
ISPS	19	1%	11	14%
Structural safety	16	1%	11	14%
Ballast water management plan	6	0%	2	3%
Operational deficiencies	6	0%	6	8%
Food and catering	4	0%	4	5%
Cargo operations including equipment	2	0%	2	3%
Dangerous goods	1	0%	1	1%

**Table 2 : Repartition of categories of deficiencies and number of deficient ships for each category**

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 conditions of the crews are pointed out by port State inspectors. They are below the standards of International Labour Organization conventions on 53 EU-approved livestock carriers. 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 animal shipping, possible shortages of feed and water or poor quality, and an unadapted living space are not considered as deficiencies.

66 EU-approved livestock carriers have been reported with deficiencies regarding fire-fighting over a 2-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 a number of animals that die during the voyage.

*For more details, see Appendix 4 : EU-approved livestock carriers and reported deficiencies.*



## Incidents

28 ships have reportedly suffered major incidents, failures or even a total loss. Engine failure with or without livestock on board, fire, collision, oil spill during bunkering operation, deaths of animals during voyage, stability problems. 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 59% of the EU-approved ships.

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 43 ships (55%) in 2019-2020 and the ISM manager of 33 of them was ranked by Paris MoU as low or very low performing at the time of writing of the report. Most of the other ISM manager cannot be ranked for lack of statistical data.

During the trading life of livestock carriers, additional and illegal traffics have been reported or suspected. See on this subject the cases of *LSS Success* (p. 85-86) *Neameh* (p. 98-99), *Uranus II* (p. 138-139).

The end of life of livestock carriers can be marked by scandalous and at the same time predictable aberrations. On January 2, 2015, the Sierra Leone-flagged *Ezadeen* (IMO 6614279) was rescued while she was drifting near the coast of Puglia, Italy. She had left Famagusta on the east coast of Cyprus and was reportedly heading for Sète (France). She had been abandoned by her crew but 450 men, women and children still remained on board. At 49 years of age, with 204 deficiencies reported between 2007 and 2014, the ex-general cargo ship converted into a livestock carrier in 2010 was at the end of her life ; she had been converted for human trafficking, a final voyage that brought in more cash than the scrap price. After her conversion, the *Ezadeen* had been continuously spotted in European ports, notably Patras and Corfu (Greece) and Galati, Midia and Braila (Romania). Her last known owner was Uni-Marine management based in Beirut (Lebanon), owner of a fleet of 7 vessels including the *Ezadeen* and 3 other livestock carriers, the *Falcon 1* (IMO 6523016) scrapped in January 2019, and the *Alferdawi 1* (IMO 6422303) now the *Sea Star Livestock* (see p. 124) and the *Karazi* (IMO 8215807, see p. 76), both EU-approved today.

### Box 3 : the *Queen Hind* case

**The total loss of the EU-approved livestock carrier *Queen Hind* and almost total loss of her cargo on November 24, 2019, that is at least 14,600 sheep, while leaving Midia livestock export port in Romania, a Member State of the European Union, is an alas perfect example of all the deceptions, vicissitudes and inadequacies related to livestock maritime transport as regulated and approved by the European Union.**

#### Conversion

Ex-car carrier *Nagasaki Maru*, the ship was converted to livestock carrier by a shipyard of Constanta in 2017. On this occasion, intermediate decks were built. They are qualified as "clandestine" by the Marine Incident Safety Investigation Report published in compliance with the Convention for the Safety of Life at Sea (SOLAS) and the European Directive 2009/18 establishing the fundamental principles governing the investigation of accidents in the maritime transport sector. Their construction and especially their "filling" with a live cargo, on legs and by nature unstable, unlike cars and other vehicles each of which is lashed and stowed have raised the center of gravity of the *Queen Hind* when fully loaded and aggravated the successive lists to port and starboard due to the "cargo" shifting and packing up against the longitudinal bulkheads. .../...

From the start of the departure maneuver and towing to the port exit channel, the *Queen Hind* experienced an instability that became out of control and even aggravated due to initiatives by the ship's master and by the Midia port pilot.

The *Queen Hind* was classed by Nippon Kaiji Kyokai which is a member of IACS and is qualified as high performing by Paris Memorandum of Understanding and yet Nippon Kaiji Kyokai inspectors did not take note of these additional decks which, according to the post accident report, were built illegally without the approval of the classification society.

As a reminder, the conversion of the car carrier to a livestock carrier was carried out in Romania ; Midia and Constanta are neighbours. The Romanian maritime authorities and the maritime security inspectors could not ignore the additional intermediate decks, the alteration in the ship's center of gravity when fully loaded and her predisposition to unsteadiness. However, the *Queen Hind* was approved by Romania. Without any second expert assessment, the approval was validated by the European Union which allowed the *Queen Hind*, prior to her predictable shipwreck, to transport live animals across the Atlantic Ocean, the Mediterranean, the Black Sea and the Red Sea.

7 car carriers were converted to livestock carriers and approved for that purpose by the European Union. As soon as possible and at the request of the European Union, second expert assessments must control the stability of these ex-car carriers and the removal of any intermediate decks must be one of the conditions for the possible renewal of the European Union's approval. The stability in full load conditions of all general cargo ships converted to livestock carriers must also be controlled. The center of gravity of the ship in its initial design has been altered by the piling up of decks, and it is not at all sure that classification societies from the most serious to the most fanciful have developed modelling taking into account all sea conditions, shifting of "cargoes", storage of fodder on the "sun deck" and other hazards like those that contributed to the *Queen Hind* shipwreck.

### **The *Queen Hind* Control, Management and Command Chain**

- Flag

According to the post-accident report, the Palau International Ship Register (PISR) did not show due diligence to control and improve the quality of ISM audits, to ensure that the ship's stability was in compliance with SOLAS requirements, to inspect all "cargo" spaces, to verify the certificates issued by the classification society and to avoid its registration of substandard ships. Regarding the 78 EU-approved livestock carriers, 43 fly a flag included on the black list as designated by Paris MoU, of which 3 ships are Palau-flagged (there are 2 left after the total loss of *Queen Hind*).

- Shipowner

The owner of the ex-*Queen Hind* is a so-called Astra Marine Services registered in Liberia. The ex-*Queen Hind* manager is called MGM Marine Shipping based in Constanta. It is reported today as manager of the sole 41-year old *Julia L.S.*, an ex-general cargo ship converted to livestock carrier at the age of 36. Still trading, the Tanzanian-flagged *Julia L.S.* is rated by more and more thorny classification societies, Dromon Bureau of Shipping until 2016 and today Maritime Lloyd Georgia ranked as "low performing" by Paris MoU.

The Liberia/Palau legal set-up is conveniently completed by the Romanian MGM, which is undoubtedly close to insolvency though responsible for the addition of intermediate decks in the higher parts of the ex-*Queen Hind*. It is unlikely that this ill-matched trio could, if they were to be claimed in court, pay the penalties and compensation for the damage suffered by the port of Midia, the local populations, the fishermen and other users of the sea and for the cruelty inflicted on the animals. The moral co-responsibility of the European Union, which in a certain way validates these practices and draws economic benefits from them, could be questioned.

.../...

- ISM

The *Queen Hind* post accident report criticizes the implementation of the ISM Code as carried out by MGM Marine Shipping. The final inspection of the wreck after refloating and disinfection confirmed the oral testimonies of some crew members and other stakeholders. Decks 4, 5, 6 and 7 of the car carrier had been actually divided in height and doubled in order to massify the number of livestock loaded in violation of the ISM code and her SMS (Safety Management System). The connection between the crew and MGM's shore-based crisis unit appears to have been missing or totally inadequate during the out of control instability sequence at the departure from dock and the final capsizing. Yet the ISM implemented by MGM was not negatively ranked by Paris MoU and consequently the *Queen Hind* was not considered as a high risk vessel.

- Crew

The Syrian master had just joined the ship. It was his first time on board a livestock carrier. He only had a basic knowledge of the ship. Just prior the departure for Jeddah (Saudi Arabia), trucks arrived alongside to load hay and animal feed granulates received in 1-metric ton big bags. The failure of the conveyor belt used on board the *Queen Hind* to load the big bags into silo tanks led the master to make an unfortunate decision. The big bags - assumed to be between 100 to 120 tons - were packed on top of the sun deck and on the upper deck ahead of the bridge. Once again the center of gravity was raised and the instability of the ship in full load (or overload) condition aggravated. The ship's aft section was aground on the bottom of the basin and the trim, draught and stability could not be properly checked. In any case, there is no document or record that the *Queen Hind* was inspected by an appointed expert before loading and after loading in compliance with Articles 19/20 of EU Regulation 1/2005.

The post-accident report mentions hierarchical and commercial pressures that pushed the master to take risks and to leave at all costs. The master and the Midia port pilot who assisted him outbound in the channel did not understand or wanted to understand the causes of the instability and the oscillations of the ship. The pilot was giving orders to the helmsman in Arabic and English, communicating with the master in English and with the tugboats crew in Romanian. The confusion of languages did not ease the management of the crisis.

The overall competence of the *Queen Hind* crew at the time of the accident is questioned by the report. The report points out that "as per Chief Engineer Statement the aft watertight door, leading to engine room was open/not secured to allow the emergency exit of engine room personnel, fact that allowed water ingress in the engine room compartment while the vessel severely listed to starboard, accelerating the loose of floatability. This failure is only one example of poor crew training.

From the case of the *Queen Hind*, the report makes a recommendation to the Romanian port and this recommendation is of great interest to all EU ports specialized in the export of livestock: "Local authorities should have been more proactive in ensuring that such particular type of vessels with their intrinsically hazards, and such particular crews are able to operate and maintain such vessels and moreover, conduct comprehensive assessment of safety management and safe operation of the vessel and environment protection, before they are accepted for operations in Romanian ports and of course prior departure".

- Cargo

As soon as the ship left the dock, the "cargo", that was dragged around from right to left and from left to right depending on the oscillations of the ship, was at the same time the cause and the victim of the shipwreck. Considering a theoretical basis of 50 kg per sheep, the "cargo" shifted by side-to-side lists weighed 730 tons. During the whole departure/capsizing sequence which lasted 1h20, some of the animals probably suffered from choking, suffocation and fractures before almost all of them drowned.

No written document confirming the actual number of sheep loaded on board was transmitted to the reporting investigator. The figure of 14,600 remains a rumour.

"All such supplementary cargo spaces obtained by these constructions were loaded with animals and consequently, the number of animals loaded was greater than the one used in all official cargo plan and/or declarations.", "Master was certainly aware about the clandestine decks and consequent unmanifested cargo loaded on upper decks.", says the post accident report.

*The complete report by Capt Cristian E. CIORTAN, AFNI, is available on the International Maritime Organization website.*

**Box 4 : Paralysis of the Suez Canal after the grounding of *Ever Given* on March 23, 2021**

Overview of the situation on March 29, 2021

14 livestock carriers that have left from Spain and Romania bound for Saudi Arabia and Jordan are affected by the grounding of the *Ever Given* in the Suez Canal.



1, the *Al Farouk*, is in the East Mediterranean from Midia (Romania).

7 are anchored off Port Said, in the Mediterranean at the entrance to the canal : the *Britta K*, *Harmony Livestock*, *Lady Maria*, *Lady Rasha*, *Mariona Star*, *Taiba* from Midia (Romania) and *Gamma Star* from Cartagena (Spain). We do not have accurate information about the "cargoes".

For these two categories of ships, 2 options are possible to the shipowners and the owners of the cargo : return to the port of origin or, pending the resumption of traffic, additional supplies of food and water. In the case of a sheep "cargo", the global inventory is around 120,000.

.../...



## 78 EU-approved livestock carriers

6 have entered into the Suez Canal. 3 remain in the "Great Bitter Lake": the *Tulip* and *Jersey* left Midia (Romania) on March 18 and 19 and the *Omega Star* left Cartagena (Spain) on March 16. 3 remain in the "Timsah Lake": the *Sea Star Livestock* and the *Dragon* left Midia (Romania) on March 17 and 18 and the *Unimar Livestock* left from Tarragona (Spain) on March 15. In the case of a sheep "cargo", the global inventory is around 90,000.

All these ships are approved by the European Union for the export of livestock by sea.

Despite the blockage of the Suez Canal, two vessels loaded with livestock, the *Fidelity* and the *Victory*, left Cartagena (Spain) for the Suez Canal and then Jeddah (Saudi Arabia). The *Fidelity* left the Spanish port on March 26 at 3.45 am. After a half-day break in the Gulf of Arzew (Algeria), she resumed her voyage on March 26 at 19:00 UTC towards Port Said. The same trajectory was followed by the *Victory*, which left Cartagena on March 26 at 22:19 UTC. These premature departures from the Spanish port of Cartagena are all the more unacceptable as they occur immediately after the cases of *Elbeik* (see p.50) and *Karim Allah* (see p.78) roaming around the Mediterranean for 3 months due to suspected blue tongue disease outbreaks.

### The 6 ships trapped in the Suez Canal



*Jersey*, 44 years old, Togolese flag  
© Marc Ottini



*Sea Star Livestock*, 57 years old, Togolese flag  
© Ersen Aktan



*Tulip*, 34 years old, Lebanese flag  
© Abaco 20



*Omega Star*, 30 years old, Sierra Leone flag  
© Olaf K



*Unimar Livestock*, 51 years old, Togolese flag.  
© Gidi/Vesselfinder



*Dragon*, 48 years old, Togolese flag.  
© Marjan Stropnik

## Profile of 78 EU-approved livestock carriers

Name of ship	IMO number	Page
<i>Abdullah</i>	7819876	23
<i>Adel I</i>	8017970	25
<i>Al Farouk</i>	8813037	26
<i>Al Mabrouka 10</i>	6817003	27
<i>Alkhairat 9</i>	9152806	28
<i>Alondra</i>	9113719	29
<i>Anakin</i>	7422544	30
<i>Apus</i>	7510858	32
<i>Atlantic M</i>	8200577	33
<i>Bahijah</i>	9360788	35
<i>Barhom</i>	7614848	36
<i>Barhom II</i>	7607429	38
<i>Barhom III</i>	7405091	39
<i>Bashar One Transport</i>	8506361	40
<i>Blue Moon I</i>	7396630	42
<i>Brahman Express</i>	9238416	44
<i>Britta K</i>	7368815	45
<i>Bruna</i>	7601073	47
<i>Dragon</i>	7303231	49
<i>Elbeik</i>	6718427	50
<i>Elevation</i>	7407324	52
<i>Equality</i>	6703343	53
<i>Etab</i>	6609779	54
<i>F.M SPiridon</i>	7300992	56
<i>Fidelity</i>	7310507	58
<i>Freedom</i>	7104972	59
<i>Gamma Star</i>	7703259	60
<i>Gelbray Express</i>	9621211	62
<i>Gulf Livestock 2</i>	8009076	63
<i>Harmony Livestock</i>	7349871	65
<i>Holstein Express</i>	9004413	66
<i>Janay</i>	7015509	68
<i>Jawan</i>	9262895	70
<i>Jersey</i>	7639616	72
<i>Julia L.S.</i>	7901693	74
<i>Karazi</i>	8215807	76
<i>Karim Allah</i>	6519144	78
<i>Kenoz</i>	7022356	80

<i>Lady Maria</i>	6518425	81
<i>Lady Rasha</i>	7223041	83
<i>LSS Success</i>	6927092	85
<i>Mariona</i>	7113624	87
<i>Mariona Star</i>	7222982	89
<i>Maysa</i>	6829082	91
<i>Mira</i>	8300157	92
<i>Nabolsi I</i>	7128760	94
<i>Nader A</i>	7611547	96
<i>Neameh</i>	7903029	98
<i>Nelore</i>	7615309	100
<i>Noa</i>	7913153	101
<i>Norland</i>	7529940	103
<i>North Star 1</i>	8200565	104
<i>Ocean Drover</i>	9232852	106
<i>Ocean Swagman</i>	9360776	108
<i>Omega Livestock</i>	6401218	109
<i>Omega Star</i>	8917742	110
<i>Pacific M</i>	7041053	112
<i>Phoenix I</i>	7026871	114
<i>Phoenix III</i>	7711866	115
<i>Princess Hiyam</i>	7405089	117
<i>Queen Hind</i>	7920675	118
<i>Queensland</i>	9186390	120
<i>Rami M</i>	7026663	121
<i>Sarah M</i>	7808463	123
<i>Seastar Livestock</i>	6422303	124
<i>Spiridon II</i>	7311329	126
<i>Suha Queen II</i>	7406772	128
<i>Taiba</i>	7708807	130
<i>Talia</i>	7910888	131
<i>Transporter</i>	8701387	132
<i>Trust I</i>	7504158	133
<i>Tulip</i>	8614273	135
<i>Unimar Livestock</i>	7021821	136
<i>Uranus II</i>	9057214	138
<i>Uranus L</i>	8129254	140
<i>Victory</i>	7931985	141
<i>Yosor</i>	7819113	142
<i>Zad Elkhir</i>	9109079	144



78 EU-approved livestock carriers  
Profile of ships

**Abdullah** (ex-Bright Star, ex-Sea Carrier, ex-Bongo Danielsen, ex-Grete Danielsen). IMO 7819876. Ex-general cargo ship converted in 2016 at the age of 36. Length 83 m. Built in 1980 in Westerbroek (Netherlands) by Smit, E.J. 41 years old.



As the general cargo carrier Abdullah, Gulluk (Turkey), October 2010. © Ata Bilgili

Tanzanian flag since June 2015; black list, ranked medium to high risk. Previously registered in Bolivia (2014), Tanzania (2010), Georgia (2006), North Korea (2005), Georgia (November 2003), North Korea (January 2003).

Classification society Guardian Bureau of Shipping since July 2016; low performing. Previously Turk Loydu.

Owned by Vienna Marine Co SA registered in Belize reported as a single-ship company. ISM manager Phoenicia Maritime LLC reports a fleet of 6 vessels as owner, ship manager or ISM manager, among which 2 livestock carriers the EU-approved *Abdullah* and the *Jarallah* (IMO 7129726).



As the livestock carrier Abdullah, anchored off Piraeus, May 2018. © Marc Ottini

13 detentions: in 1999 in Uddevalla (Sweden), in 2003 in Constanta (Romania), in 2004 in Aveiro (Portugal), in 2005 in Lisboa (Portugal) and Casablanca (Morocco), in 2006 Casablanca again, in 2007 in Turkey, in 2008 in Damietta (Egypt), in 2009 in Mykolaiv (Ukraine), in 2012 in Beirut (Lebanon), in 2015 in Port Said (Egypt) and Iskenderun (Turkey) and in 2017 in Tarragona (Spain).



**78 EU-approved livestock carriers  
Profile of ships**

**Adel I** (ex-Porto Negro, ex-Med Sea, ex-City of Lutece, ex-Sea Hanna, ex-Houju Maru). IMO 7819876. Ex-car carrier converted in 2017 at the age of 36. Length 118 m. Built in 1981 in Shimonoseki (Japan) by Towa. 40 years old.

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 Alharbi Maritime Ltd registered in the Marshall Islands c/o Livestock Express Corp (Lebanon) reported as a single ship company.

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.

<b>Adel I</b>	<b>8017970</b>
Certificates & Documentation	5
MLC, 2006	3
Safety of Navigation	3
Working spaces and accident prevention	2
Fire safety	2
Water/Weathertight conditions	2
ISM	1
Load lines	1
Radiocommunications	1
Emergency Systems	1
Pollution prevention - MARPOL	1
ISPS	1
	<b>23</b>

She called at Jeddah (Saudi Arabia) in July 2020, in Cartagena (Spain) and Vila do Conde (Brazil) in August, Iskenderun (Turkey) in September, Malta and Escombreras (Spain) in January 2021.

Location, January 2021: West Africa, en route from Mindelo (Cape Verde) to Montevideo (Uruguay).

She is approved for livestock transport by Croatia until January 19, 2022.

ISM manager : Livestock Express Corp since 10/05/2017 (Not negatively listed).

Ship risk profile : 1 point, standard risk ship.

**78 EU-approved livestock carriers  
Profile of ships**

***Al Farouk*** since June 2020 (ex-*Hannoud O*, ex-*Sahiwal 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. Built in 1990 in Frederikshavn (Denmark) by Orskov Christensens. 31 years old.

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

Classification society Dromon Bureau of Shipping since September 2019; medium performing.

Owned by A&O Livestock Co Ltd registered in Panama c/o Altair Shipping & Trading Corp (Greece) since June 2020. Previously owned by Dynamic for Shipping Off Shore registered in Lebanon already c/o Altair Shipping & Trading Corp (Greece). Altair Shipping & Trading Corp (Greece) reports a fleet of 7 vessels of which 3 livestock carriers, the *Al Farouk*, *Barhom*, and *Barhom II* all EU-approved.

2 detentions: in 2003 in Freemantle (Western Australia, Australia) and in 2013 in Portland (Victoria, Australia). Inspections of the *Al Farouk* regularly report deficiencies with regard maintenance, fire safety, living conditions, food and catering.

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.

<b><i>Al Farouk</i></b>	<b>8813037</b>
Safety of Navigation	11
Life saving appliances	4
Certificate & Documentation	3
MLC, 2006	3
Water/Weathertight conditions	2
Fire safety	2
Pollution Prevention	2
Emergency Systems	2
Structural Conditions	2
Ballast Water Management Plan	2
Working and Living Conditions	1
Cargo operations including equipment	1
Radio Communications	1
Alarms	1
ISM	1
	<b>38</b>

She called at Cartagena (Spain) in August 2020, Jeddah (Saudi Arabia) and Sète (France) in September, Hamad (Qatar) in October and Tarragona (Spain) in November, in Tarragona (Spain), Algiers (Algeria) and Tarragona again in January 2021.

Location, February 2021: Adriatic Sea, en route from Koper (Slovenia) to Tripoli (Libya).

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

ISM manager: Altair Shipping & Trading Corp since 28/11/2017 (Low/very low performing).  
Ship risk profile : 4 points, standard risk ship.

**78 EU-approved livestock carriers  
Profile of ships**

***Al Mabrouka 10*** (ex-*Rabunion XX*, ex-*Saad*, ex-*Dawpool*, ex-*Celtic Endeavour*, ex-*Embassage*). IMO 6817003. Ex-general cargo carrier converted in 1994 at the age of 26. Length 77 m. Built in 1968 in Westerbroek (Netherlands) by Smit, E.J. 53 years old.

Sierra Leone flag since 2016; black list, ranked medium risk. Previously registered in Cambodia (2011) and Syria (1989).

Classification society Dromon Bureau of Shipping since July 2016, medium performing Previously Turk Loydu.

Owned by Al Tawfeeq Shipping Co Ltd registered in Liberia c/o Rabunion Maritime Agency Sarl (Lebanon). Rabunion Maritime Agency Sarl reports a fleet of two livestock carriers, the *Al Mabrouka 10* and the *Britta K*, both EU-approved.

9 detentions: in 2001 in Sète (France), in 2006 in Agadir (Morocco), in 2008 in Koper (Slovenia) and again in Sète, in 2009 in Mersin (Turkey), in 2010 in Koper again, in 2014 in Mersin again, in 2015 in Midia (Romania) and in 2017 in Batumi (Georgia).

She has not been inspected since 2017 but is still reported in service and sailing. In 2016-2017 she was detained once and inspected 4 times in Batumi (Georgia), Beirut (Lebanon), Midia (Romania) and Port Said (Egypt) totalling 56 deficiencies. Grounds for detention in Batumi include deficiencies with regard certificates & documentation, safety of navigation, fire safety, life saving appliances, ISM and emergency systems.

<b><i>Al Mabrouka 10</i></b>	<b>6817003</b>
Certificates & Documentation	16
Safety of Navigation	8
Fire safety	7
Life saving appliances	5
Working and Living Conditions	3
Radio Communications	3
Water/Weathertight conditions	2
Structural Conditions	2
Other	2
ISPS	2
ISM	2
Emergency Systems	2
Propulsion and auxiliary machinery	1
Pollution Prevention	1
	<b>56</b>

She is sailing in the Red Sea and Indian Ocean. She called at Jedah (Saudi Arabia) in September 2020 and Digna (Sudan) in October 2020.

Location, February 2021: Red Sea, Jeddah.

She was approved for livestock transport by Romania until January 31, 2021.

ISM manager : Coral Technical Services (Low/very low performing).

Ship risk profile : 4 points, standard risk ship.

**78 EU-approved livestock carriers  
Profile of ships**

**Alkhairat 9** (ex-Shun Cheng, ex-Shuncheng). IMO 9152806. Still registered by IMO as a general cargo ship though she was converted after been acquired through auction by Saudi Arabian firm Suleiman Saeed Al-Jabri Trading in 2016. Length 128 m. Built in 1998 in Husum (Germany) by Husumer. 23 years old.

Jordanian flag since April 2018; not ranked. Previously registered in Togo (September 2016) and Panama (April 2016).

Classification society Dromon Bureau of Shipping since February 2018; medium performing. Previously China Classification Society.

Owned by Alkhairat Shipping Co Ltd registered in the Marshall Islands c/o Coral Technical Services (Jordan) reports a fleet of 10 vessels of which 8 livestock carriers, including the EU-approved *Alkhairat 9* and *Bashar One Transport*.

2 detentions: in 2018 in Alexandria (Egypt) and Puerto Montt (Chile).

She has not been inspected since 2018. She has not been inspected either from 2013 to 2017. In 2018 she was detained twice, inspected 3 times in Alexandria (Egypt), Kalilimenes (Greece) and Puerto Montt (Chile) totalling 24 deficiencies. Grounds for detention in Alexandria and Puerto Montt include deficiencies with regard certificates & documentation, radio communication, life saving appliances, propulsion and auxiliary machinery and ISPS.

<b>Alkhairat 9</b>	<b>9152806</b>
Certificates & Documentation	8
Radio Communications	3
Emergency Systems	2
Life saving appliances	2
Propulsion and auxiliary machinery	3
Labour Conditions	1
Pollution Prevention	1
Working and Living Conditions	1
ISPS	1
MLC, 2006	1
Safety of Navigation	1
	<b>24</b>

Location, February 2021: Puerto Montt.

She is approved for livestock transport by Croatia until April 22, 2021.

ISM manager : Coral Technical Services since 05/09/2016 (Low/very low performing).

Ship risk profile : 3 points, standard risk ship.





**78 EU-approved livestock carriers  
Profile of ships**

**Anakin** (ex-Nawras, ex-Chance, ex-Kindred, ex-Kindrence). IMO 7422544. Ex-general cargo ship converted in 2011 at the age of 36. Length 91 m. Built in 1976 in Wallsend (Royaume-Uni) by Clelands SB Co. 46 years old.



As the general cargo *Kindred*, Eleusis (Greece), January 2009. © Dennis Mortimer

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

Classification society Phoenix Register of Shipping; medium performing. Previously Maritime Bureau of Shipping.

Owned by Abousa Shipping Line SA registered in Marshall Islands reported as a single-ship company.

12 détentions: 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.

<b>Anakin</b>	<b>7422544</b>
Certificates & Documentation	7
MLC, 2006	6
Safety of Navigation	3
Working and Living Conditions	3
Emergency Systems	2
Life saving appliances	2
Radio Communications	2
Fire safety	1
ISM	1
Water/Weathertight conditions	1
	<b>28</b>

78 EU-approved livestock carriers  
Profile of ships



*Anakin*, June 2019, Tarragona (Spain). © Jacinto Cinto

The *Anakin* had been anchored in the port of Famagusta (Cyprus) since October 2019 due to an engine failure. On May 13, 2020, two crew members 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 Istanbul (Lebanon) in September 2020, Midia (Romania) in December.  
Location February 2021: en route from Cesme (Turkey) to Jeddah (Saudi Arabia).

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

ISM manager: RJA Group SA since 15/12/2020 (Low/very low performing).  
Ship risk profile : 5 points, high risk ship.



**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1976 in Neuenfelde (Germany) by JJ Sietas. 45 years old.

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

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

Owned by World Maritime Ships Co SA registered in Panama c/o Unifleet Management Co SA (Turkey). Unifleet Management Co SA reports a fleet of 8 vessels of which 2 livestock carriers, the *Pacific M* and *Apus*, both EU-approved ; it it also acting as ISM manager for 2 other livestock carriers, the EU-approved *Transporter* and the *Polaris-2*.

4 detentions: in 2001 in Freemantle (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.

<b>Apus</b>	<b>7510858</b>
Safety of Navigation	9
Certificates & Documentation	5
Fire safety	5
Pollution Prevention	3
MLC, 2006	2
life saving appliances	2
Working and Living Conditions	1
Emergency Systems	1
Alarms	1
Labour Conditions	1
Propulsion and auxiliary machinery	1
Radio Communications	1
ISM	1
	<b>33</b>

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

She called at Midia (Romania) and Aqaba (Jordan) in November 2020, Istanbul in December, Canakkale (Turkey) and Midia (Romania) in January 2021.

Location, February 2021: Red Sea, en route from Aqaba (Jordan).

She is approved for livestock transport by Romania until May 30, 2022.

ISM manager : Unifleet Management Co SA since 18/11/2014 (Low/Very Low Performing).

Ship risk profile : 5 points, high risk ship.

**78 EU-approved livestock carriers  
Profile of ships**

**Atlantic M** (ex-*Al Mahmoud Orient*, ex-*Autotransporter*). IMO 8200577. Ex-car carrier converted in 2010 at the age of 27. Length 100 m. Built in Numakuma (Japan) by Kambara, completed by Tsuneishi. 38 years old.



*Atlantic M*, in the Bosphorus, May 2011. © Marc Ottini

Panamanian flag since July 2010; white list. Previously registered in Cambodia. Classification society Nippon Kaiji Kyokai; high performing.

Owned by Livestock Export Co SA registered in Panama c/o 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 *Atlantic M* and the *Transporter* both EU-approved and the *Polaris-2* (IMO 8417625). From 2012 to July 2020, it also was owner of the EU-approved *Express 1* renamed *North Star 1*.

3 detentions: in 2009 in Falmouth (United Kingdom), in 2018 in Tarragona (Spain) and in 2020 in Waterford (Ireland).

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.

<b><i>Atlantic M</i></b>	<b>8200577</b>
MLC, 2006	8
Fire safety	4
Structural Conditions	4
Pollution prevention - MARPOL	3
Safety of Navigation	3
Water/Weathertight conditions	2
ISM	1
Life saving appliances	1
Certificates & Documentation	1
Propulsion and auxiliary machinery	1
Load lines	1
	<b>29</b>





**78 EU-approved livestock carriers  
Profile of ships**

**Bahijah** (ex-Ocean Outback, ex-Stella Pollux). IMO 9360788. Length 136 m. Built in 2010 in Batam (Indonesia) by Nanindah Mutiara. 11 years old.

Marshall Islands flag since July 2017; white list. Previously registered in Singapore.

Classification society RINA; high performing.

Owned by Bassem Dabbah Shipping Inc registered in the Marshall Islands c/o Korkyra Shipping Ltd (Croatia) reported as a single-ship company. Bassem Dabbah Shipping Inc appears to be a subsidiary of Israel's Dabbah Slaughterhouse.

No detentions. In 2019-2020 she was inspected 5 times in Fremantle (Australia, twice), Portland (Australia) and Sines (Portugal) totalling 4 deficiencies.

<b>Bahijah</b>	<b>9360788</b>
Fire safety	1
Life saving appliances	1
Propulsion and auxiliary machinery	1
Structural Conditions	1
	<b>4</b>

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\$.



January 2, 2016, the *Ocean Outback* docked for repair at Australian Marine Complex. © Hansfair

She called at Sines (Portugal) and Haifa (Israel) in December 2020, Fremantle and Eilat (Israel) in January 2021.

Location, February 2021: Sines (Portugal).

She is approved for livestock transport by Portugal.

ISM manager : Korkyra Shipping Ltd (Not negatively listed).

Ship risk profile : 0 point, standard risk ship.

**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1978 in Foxhol (Netherlands) by Suurmeijer. 43 years old.



Sète (France), September 2011. © Marc Ottini

Tanzanian flag since February 2011; black list, ranked medium to high risk. Previously registered in Moldova (2009), Slovakia (2005), Georgia (2002), Tonga (2001), Bolivia (2000). Classification society Bulgarski Koraben Registar since July 2006; medium performing.

Owned by Glory Sun Seaways Ltd registered in Liberia c/o Altair Shipping & Trading Corp (Greece). ISM Altair Shipping reports a fleet of 7 vessels of which 3 livestock carriers, the *Barhom*, *Barhom II* and *Al Farouk* all EU-approved.

7 detentions: in 1998 in Ostende (Belgium), in 1999 in Moerdijk (Netherlands), in 2006 in Mersin (Turkey) and Larnaca (Cyprus), in 2007 in Iskenderun (Turkey), 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.

<b>Barhom</b>	7614848
Fire safety	5
MLC, 2006	5
Certificate & Documentation	3
Safety of Navigation	2
Water/Weathertight conditions	2
Alarms	1
Emergency Systems	1
Life saving appliances	1
Pollution Prevention	1
Working and Living Conditions	1
ISM	1
Structural Conditions	1
Radio Communications	1
	<b>25</b>

**78 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.



*Barhom* arriving on a freezing winter evening at Sulina (Romania). © DMG/Vesseltracker

She called at Khoms (Libya), Tarragona (Spain), Beirut (Lebanon) in September 2020, Cartagena (Spain) in December, Tripoli (Libya), Rasa (Croatia) and Damietta (Egypt) in January 2021.

Location, February 2021: West Mediterranean, en route from Cartagena to Algiers.

She is approved for livestock transport by France until December 1, 2021.

ISM manager: Altair Shipping & Trading Corp since 25/10/2013 (Low/very low performing).

Ship risk profile : 5 points, high risk ship.

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78 EU-approved livestock carriers  
Profile of ships

**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. Built in 1977 in Foxhol (Netherlands) by Suurmeijer. 44 years old.

Tanzanian flag since April 2012; black list, ranked medium to high risk. Previously registered in Georgia (2005), Syria (2001).

Classification society Bulgarski Koraben Registar since May 2012 medium performing. Previously Hellenic Register of Shipping.

Owned by Ainos Trading SA registered in Liberia c/o ISM Altair Shipping & Trading Corp (Greece). ISM Altair Shipping reports a fleet of 7 vessels of which 3 livestock carriers, the *Barhom*, *Barhom II* and *Al Farouk* all EU-approved.

6 detentions: in 2003 in Eleusis (Greece), in 2004 in Volos (Greece), in 2005 in Ambarli (Turkey), in 2007 in Koper (Slovenia) and Cagliari (Italy) and in 2009 in Antalya (Turkey).

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

<b>Barhom II</b>	<b>7607429</b>
Structural Conditions	3
Fire safety	3
MLC, 2006	2
Certificates & Documentation	1
Safety of Navigation	1
Emergency Systems	1
Life saving appliances	1
	<b>12</b>

She called at Koper (Slovenia) and Beirut (Lebanon) in October 2020, Iskenderun (Turkey) in December, Tenes and Algiers (Algeria) in January 2021.

Location, February 2021: West Mediterranean, Sète (France).

She is approved for livestock transport by Romania until June 19, 2022.

ISM manager: Altair Shipping & Trading Corp since 25/10/2013 (Low/very low performing).

Ship risk profile: 5 points, high risk ship.

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Profile of ships**

**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. Built in 1976 in Leer (Germany) by Jansen. 45 years old.

Comorian flag since May 2020; black list, ranked high risk. Previously registered in Palau (2016), Tanzania (2010), Comoros (2005), Belize and Mongolia (2004). Classification society Bulgarski Koraben Registar since May 2020; medium performing. Previously International Register of Shipping (2017).

Owned by Le Havre Maritime Co Ltd (Turkey) since May 2020. Previously Barri Shipping Ltd (July 2019), Marmara Maritime Shipping Co (registered in the Marshall Islands, June 2019), Master shipping Co SKN (registered in Saint Kitts & Nevis, November 2018), Water Clubs Corp (Turkey, September 2017). All these companies are reported as single-ship companies.

11 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) and in 2016 in Tulcea again.

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

<b>Barhom III</b>	<b>7405091</b>
MLC, 2006	10
Safety of Navigation	7
Certificates & Documentation	6
Life saving appliances	5
Working and Living Conditions	3
ISM	2
Water/Weathertight conditions	2
Radio Communications	2
Alarms	1
Emergency Systems	1
Fire safety	1
Propulsion and auxiliary machinery	1
Labour Conditions	1
Structural Conditions	1
	<b>43</b>

She called at Tripoli (Lebanon) in October 2020, Sète (France), Algiers (Algeria) and Cartagena (Spain) in November.

Location, February 2021: East Mediterranean, Beirut.

She is approved for livestock transport by Romania until September 21, 2022.

ISM manager : Le Havre Maritime Co Ltd since 20/05/2020 (not negatively listed).  
Ship risk profile 3 points, standard risk ship.

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Profile of ships**

**Bashar One Transport** renamed in November 2020 (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. Built in 1986 in Vegesack (Germany) by Bremer Vulkan. 35 years old.

Panama flag since November 2020. Previously Kuwait flag since October 1997. Classification society Det Norske Veritas-Germanischer Lloyd; high performing. Owned by Livestock Transport (Kuwait) until November 2020.

Detained in 2001 in Fremantle (Australia) and in 2013 in Portland (Australia).

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

<b><i>Bashar One Transport</i></b>	<b>8506361</b>
Safety of Navigation	2
Certificate & Documentation	2
fire Safety measures	1
Labour Conditions - Conditions of employment	1
Life saving appliances	1
other	1
Water/Weathertight conditions	1
	<b>9</b>



Sheep suffering heat stress, May-June 2018. © *Al Shuwaikh* Report 7 on livestock export voyages by sea -Australian Government, Department of Agriculture

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 Australian Department of Agriculture considered the conditions of export to be consistent with the Australian regulation.

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*Al Shuwaikh*, February 18, 2020, at berth in Fremantle (Australia). © Graeme Waller

She was sold in November 2020 to Coral Technical Services (Jordan), reflagged to Panama and renamed *Bashar One Transport*. Coral Technical Services reports a fleet of 10 vessels of which 8 livestock carriers, including the EU-approved *Alkhairat 9* and *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. After repainting, the *Bashar One Transport* is today ready for service.



*Bashar One Transport*, 2021. © Mahmoud Assad

Location, February 2021: Marmara Sea, Tuzla (Turkey) since December 2020.

She was approved for livestock transport by Romania until August 31, 2020.

*Al Shuwaikh*. ISM manager: Livestock Transport (Not negatively listed). Ship risk profile: 1 point, standard risk ship

*Bashar One Transport*. ISM manager since November 2020: Coral Technical Services (Low/very low performing). Ship risk profile, 3 points, standard risk ship.

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Profile of ships

**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. Built in 1975 in Westerbroek (Netherlands) by EJ Smit. 46 years old.



As the general cargo carrier *Kaptan Husamettin*.  
© Henk Kouwenhoven

Togolese flag since February 2017; black list, ranked high risk. Previously registered in Cambodia (2013), Sierra Leone (2009), Georgia (2004), Cambodia (2003) and then falsely registered in the Congo Democratic Republic.

Classification society Cosmos Marine Bureau Inc; low performing.

Owned by WSA New Step Ship Management registered in Panama c/o Arwad Trading FZE (United Arab Emirates). Arwad Trading FZE reports a fleet of 2 livestock carriers, the *Blue Moon I* and the *Suha Queen II*, both EU-approved.

*Blue Moon I*, March 2014, Algiers (Algeria).  
© Yevgeniy



9 detentions: in 2003 in Hakata (Japan), in 2004 in Kawasaki (Japan), in 2008 in Mykolaiv (Ukraine), in 2009 in Mersin (Turkey), in 2010 in Pula (Croatia), in 2011 in Kavala (Greece), in 2017 in Sète (France) and in 2018 in Koper (Slovenia) and for 55 days in Siteia (Greece); in Siteia, 5 of the 12 crew members had no certificate of naval competence. Banned from Paris MoU ports in April 2018 for three months. She served her sentence and has since resumed her routine.

In 2019-2020 she was inspected 5 times in Algiers (Algeria), Casablanca (Morocco), Koper (Slovenia), Sète (France, twice) totalling 21 deficiencies.









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Profile of ships**

***Britta K*** (ex-Kvitsoy, ex-Smedesund). IMO 7368815. Ex-general cargo carrier converted in 2006 at the age of 32. Length 112 m. Built in 1974 in Haugesund (Norway) by Lothe. 47 years old.



*Britta K*, Bosphorus, October 2019. © Marc Ottini

Sierra Leone flag since February 2016; black list, ranked medium risk. Previously registered in Lebanon.

Classification society Dromon Bureau of Shipping since February 2017; medium performing. Previously Turk Loydu (2006).

Owned by BRI Shipping Ltd c/o Rabunion Maritime Agency Sarl (Lebanon). Rabunion Maritime Agency Sarl reports a fleet of 2 livestock carriers, the *Britta K* and *Al Mabrouka 10*, both EU-approved.

2 detentions: in 1998 and 2001 in Sète (France).

In 2019-2020 she was inspected 13 times in Aqaba (Jordan), Beirut (Lebanon, 3 times), Midia (Romania), Mykolaiv (Ukraine, 6 times), Ochakov (Ukraine), Rasa (Croatia) totalling 39 deficiencies.

<b><i>Britta K</i></b>	<b>7368815</b>
Working and Living Conditions	8
Life saving appliances	7
Certificates & Documentation	7
Safety of Navigation	6
Emergency Systems	5
Pollution prevention - MARPOL	3
Fire safety	1
Alarms	1
MLC, 2006	1
	<b>39</b>

On September 2, 2018, she suffered an engine failure off the coast of Corsica. She had loaded 810 cows and 263 sheep at Sète (France) destined for Beirut. She was towed and sheltered in the Gulf of Ajaccio. She could not carry out repairs at sea. The Maritime Prefecture of Toulon

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**Profile of ships**

allowed her to go to a repair yard in Lebanon after a sanitary inspection and on condition that she was restocked with animal feed. She set out again in tow and at low speed. The trip was expected to last about ten days to Beirut. She was then towed to Tuzla yard in October 4 by tug *Iron Salvor*. She left on December 30, 2019 and resumed trading.



September 2018, *Britta K* anchored off Corsica with an engine failure.  
© Payaso Enrico

She called at Midia and Beirut in January 2020, Istanbul, Mykolaiv (Ukraine), Odesa (Ukraine), Port Said (Egypt) and Aqaba (Jordan) in March, Beirut and Iskenderun (Turkey) in November in January, Beirut in December.

Location, February 2021: East Mediterranean, en route from Beirut to Midia.

She is approved for livestock transport by Romania until March 4, 2023.

ISM manager: Rabunion Maritime Agency Sarl since 30/12/2011 (Not negatively listed).

Ship risk profile : 2 points, standard risk ship.



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Profile of ships**

**Bruna** (ex-Youzarsif II, ex-Darya, ex-Blue Sky S, ex-Altarek II, ex-Sandra, ex-Gerlin, ex-Susan Borchard, ex-Orion). IMO 7601073. Still registered by IMO as a general cargo carrier but converted in 2015-2016 at the age of 38. Length 81 m. Built in 1977 in Hamburg (Germany) by Norderwerft and JJ Sietas Schiffswerft. 44 years old



*Bruna*, Cartagena (Spain), December 17, 2020. © Isidoro Hernandez Ferrer

Comorian flag since September 2018; black list, ranked high risk. Previously registered in Togo (2016), Moldova (2011). Classification society International Naval Surveys Bureau since August 2016; medium performing. Previously DNV-GL (2011).

Owned by Nova Maritime Co SA registered in Belize c/o IMS Istanbul Ltd (Turkey). IMS Istanbul Ltd is reported as a single-ship company.

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

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

<b><i>Bruna</i></b>	<b>7601073</b>
Certificates & Documentation	5
Safety of Navigation	5
MLC, 2006	4
Radio Communications	2
Fire safety	1
ISM	1
Life saving appliances	1
Others	1
Pollution Prevention	1
Propulsion and auxiliary machinery	1
Structural Conditions	1
	<b>23</b>

**78 EU-approved livestock carriers**  
**Profile of ships**

On November 17, 2020, the *Bruna* coming from Turkey 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 crew members 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).



© Marine Nationale

She called at Cartagena (Spain), Algiers (Algeria) and Sète (France) in January 2021.  
Location, January 2021: West Mediterranean, en route from Koper (Slovenia) to Misurata (Libya).

She is approved for livestock transport by Spain until October 22, 2023.

ISM manager: IMS Istanbul Ltd since 19/09/2018 (Low/very low performing).

Ship risk profile : 5 points, high risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**Elbeik** (ex-Delta 1, ex-Aljaghbeir I, ex-Al Mahmoud 4, ex-Abdulrazak, ex-Jihad II, ex-Tyro). IMO 6718427. Ex-general cargo ship converted in 1994 at the age of 27. Length 84 m. Built in 1967 in Krimpen a/d IJssel (Netherlands) by Van der Giessen-de Noord. 54 years old.



January 9, 2020 detained in Koper (Slovenia). © Marjan Stropnik

Togolese flag since December 2017; black list, ranked high risk. Previously registered in Tanzania (2014), Togo (2013), Honduras (2010), Syria (2003) and North Korea (2003). Classification society International Naval Surveys Bureau since March 2018; medium performing. Previously Maritime Lloyd Georgia.

Owned by Ibrahim Maritime Ltd registered in Liberia c/o Rana Maritime Services SA (Lebanon). Rana Maritime Services SA reports a fleet of 5 vessels of which 2 livestock carriers the *Elbeik* and *Dragon*, both EU-approved.

9 detentions since 2003: in 2003 in Constanta (Romania), in 2006 in Midia (Romania) and Port Said (Egypt), in 2013 in Braila (Romania) and again in Midia, in 2015 again in Midia and Constanta, in 2017 in Alexandria (Egypt) and in 2020 in Koper (Slovenia).

Banned from Paris MoU ports for 3 months in March 2015 for multiple detentions.

In 2019-2020 she was detained once and inspected 6 times in Cartagena (Spain, 3 times), Koper (Slovenia) and Beirut (Lebanon) totalling 63 deficiencies. Grounds for detention in Koper include deficiencies with regard certificates & documentation, structural conditions and ISM.

<b>Elbeik</b>	<b>6718427</b>
Certificates & Documentation	13
Water/Weathertight conditions	11
MLC, 2006	10
Safety of Navigation	5
Propulsion and auxiliary machinery	5
Fire safety	5
Structural Conditions	3
Pollution prevention - MARPOL	3
ISM	3
Working and Living Conditions	2
Radio Communications	2
Life saving appliances	1
	<b>63</b>

## 78 EU-approved livestock carriers Profile of ships

The *Elbeik*, carrying 1776 calves, left Tarragona on December 18, bound for Derince, Turkey, in the Sea of Marmara. The cattle was denied entry in Turkey on suspicion of bluetongue disease. The *Elbeik* left for Tripoli (Libya) to try to unload her "cargo". She arrived on January 8 and remained anchored off Tripoli. She was rejected from Libyan waters with her full shipment on January 25. She was spotted off the Italian island of Lampedusa for two days before sailing east to Egypt. After calling Alexandria in early February and after looping in the anchorage area, the *Elbeik* headed for Cyprus. She has been anchored off Famagusta from mid-February onward. After loading fodder for the animals she left Cypriot waters at the end of February announcing to be heading for Cartagena (Spain) ; expected arrival time was March 8. In Cartagena though, livestock traffic had been interrupted since the arrival of another livestock carrier the *Karim Allah*, also denied entry to Turkey and Libya on bluetongue disease suspicion. The *Elbeik* dropped anchor off the Southern coast of Crete on March 2, tried to dock at Piraeus on March 5, came back to Crete for bunkering on March 7, then headed to Kalamata, Peloponnese to take fodder again. In the night of March 9 to 10, she left Greece, sailing westward to an undisclosed destination, possibly Cartagena or Tarragona, her departure port. She sailed along the coast of Sicily then passed Sardinia. In the morning of March 14, she altered course and headed to the south coast of Menorca island where she has been looping until the morning of March 17. She finally left, heading to Cartagena. She arrived in the evening of March 18 and docked in the morning of March 19 after 91 days at sea.



January 25, 2021, rejected from Tripoli (Libya). © Interior Ministry



February 26, 2021, loading animal feed off Cyprus. © Süpergündem

Location, February 2021: East Mediterranean.

She is approved for livestock transport by Romania until March 4, 2023.

ISM manager : Rana Maritime Services SA since 22/12/2017 (not negatively listed 2021).

Ship risk profile : 3 points, standard risk ship.

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Profile of ships

**Elevation** (ex-Trigger, ex-Barcelona, ex-Trigger, ex-Nosa Trigger, ex-Trigger, ex-Hoegh Trigger). IMO 7407324. Ex-car carrier converted in 2009 at the age of 33. Length 187 m. Built in 1976 in Flushing (Netherlands) by Royal Schelde. 45 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 Nino Marine Ltd registered in the Seychelles c/o Ania Marine Ltd (Lebanon). Ania Marine Ltd reports a fleet of 3 livestock carriers, the *Freedom*, *Elevation* and *Victory* all EU-approved.

From February 2009 to December 2015 her owner was Tia Shipping SARL c/o Tamara Shipping. Tamara Shipping was then the owner of another livestock carrier, the *Haidar* which capsized at berth in Barcarena (Brazil) on October 6, 2015, killing most of the 5000 cows on board. After the disaster, Tamara Shipping organized its insolvency, sold the 5 ships of its fleet, remaining officially owner of the sole *Haidar*. The *Haidar* has not been removed.

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.

<b><i>Elevation</i></b>	<b>7407324</b>
Safety of navigation	3
Fire safety	2
Pollution prevention	2
Operational deficiencies	1
Working and Living Conditions	1
Ship's certificates and documents	1
	<b>10</b>

She called at Alexandria (Egypt) and Cartagena (Spain) in August 2020, in Iskenderun (Turkey) and Altinova (Turkey) in November.  
Location, February 2021: West Mediterranean, Cartagena (Spain).

She is approved for livestock transport by Romania until February 26, 2024.

ISM manager: Ania Marine Ltd since 22/12/2015 (Not negatively listed).  
Ship risk profile : 1 point, standard risk ship.



**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1966 in Elseneur (Denmark) by Helsingor Verft; lengthened in 1972 from 112 to 124 m. 55 years old.

Lebanese flag since 1996; grey list.

Classification society Croatian Register of Shipping; medium performing.



*Equality*, Cartagena (Spain), August 2019. © Buggi Porschien

Owned since 2016 by FaFi Shipping Ltd registered in the Seychelles c/o Mary Marine Ltd (Lebanon). Mary Marine Ltd reports a fleet of two livestock carriers the *Equality* and *Fidelity*, both EU-approved. Her ISM and ship manager from September 2010 to March 2016 was Tamara Shipping, owner of the ill-fated *Haidar* (see *Elevation*).

In January 2015, as the Lebanese-owned *Zaher V* she arrived in Turkey from Uruguay with 5500 cows. Around 350 animals were sick : half of them had died during the voyage. The *Zaher V* left Turkey 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 8 times in Vila do Conde and Sao Sebastiao (Brazil) and once in Sète (France) totalling 8 deficiencies (5 in Sète).

<b>Equality</b>	<b>6703343</b>
Structural Safety	2
Life saving appliances	2
Pollution prevention - MARPOL	1
Certificate & Documentation	1
Fire safety	1
Structural Conditions	1
	<b>8</b>

She called at Iskenderun (Turkey) and Cartagena (Spain) in August 2020, Vila do Conde (Brazil) in September 2020 and Iskenderun and Cartagena again in October 2020, Jeddah (Saudi Arabia) in January 2021.

Location, February 2021: West Mediterranean, Cartagena.

She is approved for livestock transport by France until June 30, 2021.

ISM manager : Mary Marine Ltd since 23/03/2016 (not negatively listed 2021).

Ship risk profile : 1 point, standard risk ship.



78 EU-approved livestock carriers  
Profile of ships

**Etab** (ex-Warde, ex-Al Hajj Moustafa 2, ex-Al Hajj Moustafa, ex-El Ternero, ex-Siba Vione, ex-Marite, ex-Roche-Maurice). IMO 6609779. Ex-general cargo carrier converted in 1980 at the age of 24. Length 74 m. Built in 1966 in Le Havre (France) by La Société Nouvelle des Ateliers et Chantiers du Havre. 55 years old.



*El Ternero*, Le Havre (France), October 20, 1994. © Pascal Bredel



*Etab*, Sardinia, September 2019. © Marc Ottini

Comorian flag since April 2006; black list, ranked high risk. Previously registered in North Korean.

Classification society Phoenix Register of Shipping since May 2019; medium performing. Previously International Naval Surveys Bureau.

Owned by Etab Shipping SA registered in Panama c/o ADCO SAL (Lebanon). Etab Shipping SA reports a fleet of 2 vessels, the *Etab* and the *Jouri*, converted in 2020 and damaged in the August 4, 2020 Beirut blast. ADCO SAL reports a fleet of 4 vessels of which 3 livestock carriers, the *Etab*, and *Tulip* both EU-approved and the *Nabolsi* (IMO 8204250).

16 detentions: in 1999 in Sète (France) and London (United Kingdom), in 2003 in Trieste (Italy) and Koper (Slovenia), twice in 2004 then in 2005 in Trieste again, in 2006 and 2007 in Sète again, in 2010 in Agadir (Morocco), in 2012 in Sète again, in 2013 in Koper (Slovenia), in 2014 and 2019 in Tarragona (Spain) and in 2020 one more time in Sète then in Rasa (Croatia).

In 2019-2020 she was detained 3 times and inspected 8 times in Rasa (Croatia), Beirut (Lebanon, 3 times), Tarragona (twice) and Cartagena (Spain) and Sète (France) totalling 68 deficiencies. Grounds for detention in Tarragona, Sète and Rasa include deficiencies with

**78 EU-approved livestock carriers  
Profile of ships**

regard safety of navigation, fire safety, radio communications, water/weathertight conditions, life saving appliances, structural conditions, emergency systems and MLC 2006.

<b><i>Etab</i></b>	<b>6609779</b>
Certificates & Documentation	17
Safety of Navigation	10
Fire safety	7
Radio Communications	5
Water/Weathertight conditions	5
Life saving appliances	4
ISM	3
Structural Conditions	3
Emergency Systems	3
Pollution prevention - MARPOL	3
Propulsion and auxiliary machinery	3
MLC, 2006	3
Alarms	2
Working and Living Conditions	1
	<b>69</b>

In November 2014, the *Etab* had already been banned for three months from Paris MoU ports for multiple detentions. In December 2020, she was banned a second time, this time for twelve months.

Location, December 2020: allegedly en route from Iskenderun (Turkey) to Tripoli (Lebanon). She was not spotted after leaving Iskenderun. She has resumed trading and was reported trading between Batumi (Georgia) and Jeddah (Saudi Arabia) in March 2021.

She is approved for livestock transport by Romania until May 5,2021.

ISM: ADCO SAL since 22/08/2013 (low/very low performing).  
Ship risk profile 5 points, high risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

***F.M. Spiridon*** (ex-Vera Mukhina). IMO 7300992. Ex-general cargo carrier converted in 2009 at the age of 36. Length 98 m. Built in 1973 in Rauma (Finland) by Hollming. 48 years old.



*F.M. Spiridon*, Malaga (Spain), October 2017 © F.Ybancos

Togolese flag since July 2015; black list, ranked high risk. Previously registered in Lebanon (2010), Cambodia (2008) and Russia (1992).

Classification society International Naval Surveys Bureau since 2008; medium performing. Previously Russian Maritime Register of Shipping.

Owned by FM Shipping SA registered in Honduras c/o Murr Shipping SA (Honduras). Murr Shipping SA reports a fleet of 2 livestock carriers, the *F.M. Spiridon* and *Spiridon II*, both EU-approved.

6 detentions: 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 2019-2020 she was inspected 11 times in Beirut (Lebanon, 3 times), Cartagena (Spain, twice), Cartagena (Colombia, twice), Vila do Conde (Brazil, 3 times) totalling 58 deficiencies.

<b><i>F.M. Spiridon</i></b>	<b>7300992</b>
MLC, 2006	11
Working and Living Conditions	10
Structural Conditions	4
Certificates & Documentation	4
Safety of Navigation	4
Load lines	3
Propulsion and auxiliary machinery	3
Emergency Systems	3
Pollution Prevention	3
Fire safety	3
ISM	3
Structural Safety	2
Life saving appliances	2
Water/Weathertight conditions	1
Alarms	1
Operational deficiencies	1
	<b>58</b>

**78 EU-approved livestock carriers  
Profile of ships**

In December 2018, while en route from Iskenderun (Turkey) to Beirut (Lebanon), she suffered an engine failure and had to drop anchor for a few days off Iskenderun to carry out repairs.

She called at Iskenderun (Turkey) and Beirut (Lebanon) in September, at Cartagena (Spain) in October, in Beirut in November, in Cartagena in December 2020.

Location, February 2021: Beirut.

She was approved for livestock transport by France until September 11, 2020.

ISM manager : Murr Management Sa, Lebanon since 31/01/2019 (not negatively listed).

Ship risk profile : 3 points, standard risk ship.

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78 EU-approved livestock carriers  
Profile of ships

**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. Built in 1973 in Appledore (United Kingdom) by Appledore SB. 48 years old.

Lebanese flag since September 2003; grey list.

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

Owned by Gigi Marine Ltd registered in the Seychelles c/o Mary Marine Ltd (Lebanon). Mary Marine Ltd reports a fleet 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).

<b>Fidelity</b>	<b>7310507</b>
Certificates & Documentation	4
MLC, 2006	3
Water/Weathertight conditions	3
Propulsion and auxiliary machinery	2
Fire safety	2
ISM	1
Safety of navigation	1
Pollution Prevention	1
	<b>17</b>

She called at Vila do Conde (Brazil) and Beirut (Lebanon) in September, Cartagena (Spain) and Beirut in October 2020 and Algiers (Algeria), Beirut and Cartagena (Spain) in January 2021.

Location, February 2021: North Atlantic.

She is approved for livestock transport by France until January 20, 2022.

ISM manager: Mary Marine Ltd since 21/03/2016 (not negatively listed 2021).

Ship risk profile : 1 point, standard risk ship.

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78 EU-approved livestock carriers  
Profile of ships

**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. Built in 1971 in Ulstein (Norway) by Ulsteinvik. 50 years old

Lebanese flag since 1994; grey list.  
Classification society Bureau Veritas; high performing.

Owned by Tina Shipping Ltd registered in the Seychelles c/o Ania Marine Ltd (Lebanon). Ania Marine Ltd reports a fleet of 3 livestock carriers, the *Freedom*, *Elevation* and *Victory* all EU-approved.

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.

<b>Freedom</b>	<b>7104972</b>
Fire safety	3
Safety of Navigation	2
MLC, 2006	1
ISPS	1
Certificate & Documentation	1
Other Type of Deficiencies	1
	<b>9</b>

She called in Cartagena (Spain) and Beirut (Lebanon) in November and in December 2020. Location, January 2021: Aegean Sea, en route from Beirut (Lebanon) to Ras (Croatia)

She was approved for livestock transport by France until February 9, 2020.

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

Ship risk profile : 1 point, standard risk ship.



**78 EU-approved livestock carriers  
Profile of ships**

**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 38. Length 87 m Built in 1978 in Wewelsfleth (Germany) by Hugo Peters; lengthened in 1986 from 80 to 87 m. 42 years old.



As the general cargo ship *Coronel*, April 2015, Bristol (United Kingdom). © John Clark

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 Gamma Livestock registered in Liberia c/o Karazi Shipping Co Ltd (Romania) since September 2019.

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.

<b>Gamma Star</b>	<b>7703259</b>
Safety of Navigation	11
Certificates & Documentation	9
MLC, 2006	4
Radio Communications	3
Emergency Systems	2
Fire safety	2
Pollution prevention - MARPOL	2
Propulsion and auxiliary machinery	2
Water/Weathertight conditions	2
Life saving appliances	1
Structural Conditions	1
Working and Living Conditions	1
	<b>40</b>

On November 5, 2019, the *Gamma Star* en route from Tuzla (Turkey) to Midia (Romania) in ballast condition suffered an engine failure at the southern entrance of the Bosphorus. She had

**78 EU-approved livestock carriers**  
**Profile of ships**

to be towed and secured to Istanbul anchorage area for repair. The crew was not able to carry out repair, the *Gamma Star* was towed to Tuzla shipyard.

She called at Midia (Romania and Aqaba (Jordan) in November 2020, Istanbul (Turkey) and Midia in December, Aqaba (in January 2021).

Location, February 2021: East Mediterranean, en route from Aqaba to Midia.



*Gamma Star*, Red Sea, March 2020. © Achim Egenolf

She is approved for livestock transport by France until July 27, 2022.

ISM manager : Karazi Shipping Co Ltd since 11/09/2019 (Low/very low performing).

Ship risk profile : 4 points, standard risk ship.

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78 EU-approved livestock carriers  
Profile of ships

***Gelbray Express***. IMO 9621211. Length 135 m. Built in 2014 in Dongguan (China) by COSCO Guangdong. 7 years old.



February 2019, Fremantle (Australia). © Graeme Waller

Singapore flag; white list. Classification society China Classification Society.

Owned by Livestock Carrier 5 Pte Ltd c/o Livestock Express BV, a subsidiary of Vroon BV (Netherlands) that reports a fleet of 14 livestock carriers, of which the *Gelbray Express*, *Holstein Express* and *Brahman Express* all EU-approved.

Detained in 2017 in Fremantle (Australia) and in 2018 in Philadelphia (USA).

In 2019-2020 she was inspected 4 times in Fremantle (Australia), Geelong (Australia, twice) and Quang Binh (Vietnam) totalling 3 deficiencies.

<b><i>Gelbray Express</i></b>	<b>9621211</b>
Food and catering	1
Radiocommunications	1
Safety of navigation	1
	<b>3</b>

She called at Darwin (Australia) in October 2020, Townsville (Australia) and Hai Phong (Vietnam) in November, Jakarta (Indonesia) in December, Darwin and Fremantle in January 2021.

Location, February 2021: En route from Fremantle to Muara (Brunei).

She is approved for livestock transport by Portugal.

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

Ship risk profile : 0 point, standard risk ship

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**78 EU-approved livestock carriers**  
**Profile of ships**

**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 2015 at the age of 30. Length 121 m. Built in 1985 in Galati (Romania) by Galati SN. 36 years old.



*Gulf Livestock 2*, anchored off Tuzla, September 2019. © Marc Ottini

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

Owned by Gulf Navigation Livestock 2 registered in Panama c/o Gulf Maritime Ship Management LLC (United Arab Emirates) reported as a single-ship company. The mother company Gulf Navigation Holding reports a fleet of 11 vessels (chemical tankers and offshore supply vessels) of which one livestock carrier, the *Gulf Livestock 2*. Gulf Navigation was also the owner of another livestock carrier the *Gulf Livestock 1* which sank southwest of Japan with 41 sailors and 4,867 cows on September 2, 2020 while en route from Napier (New Zealand) to Tangshan (China). 2 Filipino crew were miraculously rescued alive.

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 certificates & documentation and ballast water management plan.

<b>Gulf Livestock 2</b>	<b>8009076</b>
Certificate & Documentation	6
Pollution prevention - MARPOL	5
Ballast Water Management Plan	4
MLC, 2006	3
Propulsion and auxiliary machinery	2
Load lines	2
Fire safety	1
Water/Weathertight conditions	1
Safety of navigation	1
Structural Safety	1
ISM	1
Alarms	1
	<b>28</b>



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Profile of ships**

She was approved for livestock transport by Romania until September 21, 2020.  
She called at Ceuta (Spain) and Iskenderun in April 2020, Cartagena (Spain) in May, Sao Sebastiao in June.

Location, February 2021: Yalova (Turkey), since October 2020.

ISM manager : Gulf Maritime Ship Management since 17/05/2019 (Not negatively listed)  
Ship risk profile : 1 point, standard risk ship

The ship's new ISM Manager since 25/12/2020 is Arab Ship Management Ltd reported low/very low performing.

The updated Ship Risk Profile is 3 points, standard risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**Harmony Livestock** (ex-Joy 5, ex-Lillgaard, ex-Gabriella). IMO 7349871. Ex-general cargo ship converted in 2012 at the age of 39. Length 78 m. Built in 1973 in Wewelsfleth (Germany) by Peters, Hugo. 48 years old.

Tanzanian flag since February 2014; black list, ranked medium to high risk. Previously registered in Sierra Leone (2006).

Classification society Maritime Lloyd Georgia since October 2015; low performing. Previously International Register of Shipping.

*Harmony Livestock* passing Istanbul, Turkey, June 2013. © Ata Bilgili



Owned by Black Sea Shipmanagement (Romania). Black Sea Shipmanagement SA reports a fleet of 3 livestock carriers (*Seastar Livestock*, *Maysa* and *Harmony Livestock*) all EU-approved.

3 detentions: in 2008 in Odesa (Ukraine) and Koper (Slovenia) and in 2010 in Damietta (Egypt).

In 2019-2020 she was inspected 6 times in Aqaba (Jordan, twice) and Midia (Romania, 4 times) totalling 28 deficiencies.

<b>Harmony Livestock</b>	<b>7349871</b>
Certificates & Documentation	9
MLC, 2006	6
Safety of Navigation	3
Radio Communications	2
Fire safety	2
Emergency Systems	2
Structural Conditions	1
Propulsion and auxiliary machinery	1
Labour Conditions	1
Life saving appliances	1
	<b>28</b>

She called at Batumi (Georgia) in October, Jeddah (Saudi Arabia), Istanbul (Turkey) and Midia (Romania) in November and Jeddah in December 2020.

Location February 2021: Black Sea, en route from Midia to Batumi.

She was approved for livestock transport by Romania until August 1, 2020

ISM manager: Black Sea Shipmanagement SA since 11/02/2018 (low performing).

Ship risk profile : 6 points, high risk ship

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Profile of ships

**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. Built in 1991 in Hachinohe (Japan) by Kitanihon. 30 years old.



As the Ro Ro *Ariake Maru No 8*, March, 1994, Tokyo (Japan). © senba



As the livestock carrier *Holstein Express* off Escombreras (Spain), September 2020. © Salvador Garcia Garcia

Luxemburg flag since January 2014; white list. Previously registered in Panama. Classification society RINA since December 2016; high performing.

Owned by Livestock Carrier 2 BV c/o Livestock Express BV (Netherlands). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), reports a fleet of 14 livestock carriers of which the EU-approved *Holstein Express*, *Brahman Express*, *Gelbray Express*.

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. A 150 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 €.



© Quino/El Faro de Ceuta



Detained in Ceuta, January 10, 2020. © F Rull

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)





## 78 EU-approved livestock carriers Profile of ships

**Janay** (ex-Mara, ex-Justo). IMO 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. 51 years old.



*Janay* at berth in Cartagena (Spain), March 2019. © Salvador Garcia Garcia

Togolese flag since July 2008; black list, ranked high risk. Previously registered in Sierra Leone (2006), North Korea (2003), Cambodia (2002).

Classification society International Naval Surveys Bureau since May 2016; medium performing. Previously Dromon Bureau of Shipping (February 2016) and Korea Classification Society (2011).

Owned by Princess Maya Shipping Co registered in the Marshall Islands c/o AMJ Marine Services (Lebanon). AMJ Marine Services reports a fleet of two livestock carriers, the *Janay* and *Nader-A* both EU-approved

The *Janay* hold the record among the 78 EU-approved livestock carriers with regard the number of detentions throughout her life (17) and also with the number of deficiencies reported by Port State Control over a two-year period (100 deficiencies).

17 detentions: in 1998 in Rotterdam (Netherlands), in 2004 in Augusta (Italy), in 2005 in Koper (Slovenia), in 2007 twice in Valletta (Malta) and then in Rades (Tunisia), in 2008 in Koper again then in Porto Nogaro (Italy), Catania (Italy), Valletta and Rijeka (Croatia), in 2009 in Monfalcone (Italy) and Alexandria (Egypt), in 2010 in Mersin (Turkey), in 2013 and 2014 in Kalymnos (Greece) and in 2019 in Batumi (Georgia).

In 2019-2020 she was detained once and inspected 9 times in Alexandria (Egypt), Batumi (Georgia, twice), in Beirut (Lebanon, twice), Cartagena (Spain), Midia (Romania, twice) and Mykolaiv (Ukraine) totalling 100 deficiencies. Grounds for detention in Batumi include deficiencies with regard ISM.





78 EU-approved livestock carriers  
Profile of ships

**Jawan** (ex-Charon J, ex-Corvus J, ex-Dana Gothia, ex-Corvus J, ex-Maersk Westland). IMO 9262895. Ex-container ship converted in 2015 at the age of 12. Length 134 m. Built in 2003 in Berne (Germany) by Hegemann Roland. 18 years old.



*Jawan*, December 2019, Fremantle (Australia). © Graeme Waller

Panamanian flag since September 2014; white list. Previously registered in Cyprus. Classification society Bureau Veritas; high performing.

Owned by Jawan Compania Naviera SA registered in Panama c/o MarConsult Schiffahrt (GmbH & Co) KG (Germany). MarConsult Schiffahrt reports a fleet of 10 vessels of which 2 livestock carriers, the EU-approved *Jawan* and the *Nine Eagle* (IMO 9397092).

Detained in 2016 in Fremantle (Australia).

In 2019-2020 she was inspected 3 times in Darwin, Fremantle and Townsville (Australia); no deficiency was reported.

On December 5, 2012, the container ship *Corvus J*, future *Jawan*, heading for Antwerp (Belgium) collided with the car carrier *Baltic Ace* in the North Sea. The *Baltic Ace* sank within minutes killing 11 of her 24 crew members. The *Corvus J* suffered damages to her bow but resumed trading. She was converted to livestock carrier in 2015.



As the container ship *Corvus J*, December 2012 © KNRM Breskens

**78 EU-approved livestock carriers**  
**Profile of ships**

On November 28, 2018, the *Jawan* was not allowed to leave Portland (Victoria, Australia) as a stability problem was reported. She had loaded 4,237 cows which were brought back to shore. The *Jawan* eventually left to Singapore to be repaired. Her Australian Certificate for the Carriage of Livestock was withdrawn pending repair works were completed by JSL yard in Singapore.



*Jawan*, November 2018. © Allen Mc Cauley

She called at Puerto Montt (Chile) in September 2020, Montevideo (Uruguay) in January 2021. Location, February 2021: Yellow Sea, en route from Lianyungang (China) to Townsville (Australia).

She is approved for livestock transport by Romania until May 19, 2021.

ISM manager : MarConsult Shiffahrt Gmbh since 01/12/2015 (Not negatively listed)  
Ship risk profile : 1 point, standard risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1977 in Matsuura (Japan) by Nitchitsu. 44 years old.



Jersey, downbound Bosphorus, September 2019. © Marc Ottini

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

Classification society Vega Register since May 2019; low performing. Previously Dromon Bureau of Shipping.

Owned by WS World Seas Compania Naviera registered in Panama c/o Diabco Management Ltd (Turkey) reported as a single-ship company.

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.

<b>Jersey</b>	<b>7639616</b>
Certificates & Documentation	5
Fire safety	4
Safety of Navigation	3
Life saving appliances	3
ISPS	2
Working and Living Conditions	2
Labour Conditions	2
Structural Conditions	1
Water/Weathertight conditions	1
MLC, 2006	1
Radio Communications	1
Pollution Prevention	1
Propulsion and auxiliary machinery	1
	<b>27</b>

**78 EU-approved livestock carriers  
Profile of ships**

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 Jeddah (Saudi Arabia), Istanbul (Turkey) and Midia (Romania) in November 2020,  
Jeddah in January 2021.

Location, February 2021: East Mediterranean, en route from Midia to Port Said (Egypt).

She is approved for livestock transport by Romania until July 20, 2023.

ISM manager : Diabco Management Ltd since 27/05/2019 (Not negatively listed).

Ship risk profile : 4 points, standard risk ship.

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78 EU-approved livestock carriers  
Profile of ships

**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. Built in 1980 in Zumaya (Spain) by Balenciaga. 41 years old.



Julia L.S., Istanbul Strait, March 2020 © Ahmet Ünlügil

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

Classification society Maritime Lloyd Georgia since October 2016; low 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 actually 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 Tamar Shipping Ltd registered in the Marshall Islands c/o MGM Marine Shipping Srl (Romania). MGM Marine Shipping is reported as a single ship company but in November 2019 it was also the commercial owner of the ill-fated *Queen Hind*.

8 detentions: in 1999 in Bergen (Norway), in 2009 in Pula (Croatia), in 2010 in Mersin (Turkey) 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.

**78 EU-approved livestock carriers  
Profile of ships**

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

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

She called at Haifa (Israel) in November 2020, Midia (Romania), Koper (Slovenia) and Ashdod (Israel) in December, Midia and Ashdod in January 2021.

Location, February 2021: Aegean Sea, en route from Ashdod to Koper (Slovenia).

She is approved for livestock transport by Romania until December 28, 2021.

ISM manager : MGM Marine Shipping SRL since 30/09/2016 (Not negatively listed).  
Ship risk profile : 4 points, standard risk ship.



**78 EU-approved livestock carriers  
Profile of ships**

**Karazi** (ex-Jaohar Discovery, ex-Huelin Endeavour, ex-Coastal Wave, ex-Pellworm, ex-Neptunus, ex-Craigantlet). IMO 8215807. Ex-general cargo carrier converted in 2013 at the age of 30. Length 78 m. Built in 1983 in Neuenfelde (Germany) by Sietas Schiffswerft. 38 years old.



*Karazi*, passing İstanbul, March 2016 © Cengiz Tokgöz

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) c/o Uni-Marine Management (Lebanon) from September 2013 to July 2020. Uni-Marine reported a fleet of 4 vessels, 3 general cargo ships and the livestock carrier *Karazi*.

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.

<b><i>Karazi</i></b>	<b>8215807</b>
Safety of Navigation	15
Certificates & Documentation	13
Life saving appliances	6
MLC, 2006	4
Fire safety	3
Working and Living Conditions	3
Radio Communications	3
Other	2
Emergency Systems	2
Water/Weathertight conditions	2
Alarms	1
ISM	1
	<b>55</b>

**78 EU-approved livestock carriers  
Profile of ships**

She called at Aqaba (Jordan), Istanbul (Turkey), Midiah (Romania) and Jeddah (Saudi Arabia) in November 2020, Midia in January 2021.

Location, February 2021: East Mediterranean, Port Said anchorage.

She is approved for livestock transport by Romania until February 2024.

ISM manager : Karazi Shipping Co Ltd until 27/07/2020 (low/very low reporting). Karazi Shipping Co Ltd is in 2021 reported to act as ISM manager for *Gamma Star* and *Omega Star*.  
Ship risk profile : 4 points, standard risk ship

Since July 27, 2020, the ship is reported sold to undisclosed interests. Ship manager and ISM manager are unknown yet. Ship risk profile 2021 should be updated considering an ISM manager that cannot be ranked to 2 points still standard risk ship.

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78 EU-approved livestock carriers  
Profile of ships

**Karim Allah** (ex-Mundial Car, ex-Passat). IMO 6519144. Ex-Ro Ro converted in 2001 at the age of 36. Length 82 m. Built in 1965 in Neuenfelde (Germany) by JJ Sietas. 56 years old.

Lebanese flag; grey list.

Classification society Maritime Lloyd Georgia; very low performing.

Owned by Khalifeh Livestock Trd Co SARL registered in Lebanon c/o Talia Shipping Line Co SARL (Lebanon). Talia Shipping Line Co SARL reports a fleet of 3 livestock carriers, the *Karim Allah* and *Talia* both EU-approved and the *Julia AK* (IMO 7434949).

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.

<b>Karim Allah</b>	<b>6519144</b>
Fire safety	4
Safety of Navigation	3
MLC, 2006	2
Certificate & Documentation	2
Propulsion and auxiliary machinery	2
Working and Living Conditions	2
Emergency Systems	1
Pollution prevention - MARPOL	1
	<b>17</b>



*Karim Allah*, Cartagena, March 2021. © La Voz de Galicia

On December 18, 2020, the *Karim Allah* carrying 895 calves left Cartagena (Spain) reportedly bound for Iskenderun (Turkey). 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 was 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





78 EU-approved livestock carriers  
Profile of ships

**Kenoz** (ex-*Corriedale Express*, ex-*Hoegh Pride*). IMO 7022356. Ex-general cargo ship converted in 1982 at the age of 12. Length 183 m. Built in 1970 in Turku (Finland) by Wartsila; lengthened in 1976 from 157 to 183 m. 51 years old.

Panamanian flag since 2004; white list. Previously registered in the Philippines. Classification society International Register of Shipping since April 2018; very low performing. Previously Bureau Veritas.

Owned by Mavar Shipping Corp SA registered in Panama c/o Hijazi & Ghosheh Co (Jordan). Hijazi & Ghosheh Co reports a fleet of two livestock carriers, the EU-approved *Kenoz* and the *Bader III* (IMO 7504598).

3 detentions: in 2004 in Fremantle (Australia) and Singapore and in 2016 in Cartagena (Spain).

In 2019-2020 she was inspected 3 times in Montevideo (Uruguay), Cartagena (Colombia) and Rio Grande (Brazil); no deficiency was reported.

She called at Cartagena (Spain) in November 2019, Las Palmas (Canary Islands, Spain) in February 2020, Montevideo (Uruguay) in April 2020. She was spotted in the Strait of Gibraltar in June 2020 and since July in Tuzla (Turkey).  
Location, February 2021: Tuzla (Turkey).

She was approved for livestock transport by Romania until August 16, 2020.

ISM manager : unknown since 2017.

Ship risk profile : 2 points, standard risk ship.

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**78 EU-approved livestock carriers**  
**Profile of ships**

**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. Built in 1965 in Schacht-Audorf (Germany) by Krogerwerfft. 56 years old.

Tanzanian flag since October 2015, black list, ranked medium to high 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 Mary Maritime Co SA registered in Belize c/o Mina Group Shipping Ltd (Lebanon). Mina Group Shipping Ltd reports a fleet of 4 vessels of which 3 livestock carriers, the *Lady Maria*, *Lady Rasha* and *Mariona Star* (ex-Dalal K) all EU-approved.

4 detentions: twice in 2003 in Constanta (Romania), in 2005 in Mersin (Turkey) 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.

<b>Lady Maria</b>	<b>6518425</b>
Safety of Navigation	16
Certificates & Documentation	14
Fire safety	10
MLC, 2006	10
Emergency Systems	8
Life saving appliances	8
Propulsion and auxiliary machinery	5
Working and Living Conditions	5
Radio Communications	4
Structural Conditions	4
Water/Weathertight conditions	4
Pollution Prevention	4
ISM	2
Other	1
	<b>95</b>



As *Lady Azza*, downbound Bosphorus, August 2012. © Marc Ottini

**78 EU-approved livestock carriers  
Profile of ships**

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 in order to carry out repairs. On August 6, 2020, en route from Jeddah (Saudi Arabia) to Midia (Romania), she suffered a technical failure and moored off Cesme (Turkey) until August 8.

She called at Jeddah in September 2020, Istanbul, Batumi and Jeddah in October, Istanbul in November, Canakkale (Turkey) and Tripoli (Lebanon) in January  
Location, January 2021: Black Sea, Midia (Romania).

She is approved for livestock transport by Romania until February 15, 2021.

ISM manager : Mina Group Shipping Ltd since 16/10/2015 (Low/very low performing).  
Ship risk profile : 5 points, high risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1972 in Mandal (Norway) by Baatservice. 49 years old.



*Lady Rasha, Bosphorus, July 2012. © Marc Ottini*

Tanzanian flag since February 2012; black list, ranked medium to high 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 Rasha Maritime Co SA registered in Belize c/o Mina Group Shipping Ltd (Lebanon). Mina Group Shipping Ltd reports a fleet of 4 vessels of which 3 livestock carriers, the *Lady Maria*, *Lady Rasha* and *Mariona Star* (ex-Dalalk) 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.

<b>Lady Rasha</b>	<b>7223041</b>
MLC, 2006	7
Certificate & Documentation	6
Safety of Navigation	6
Propulsion and auxiliary machinery	4
Life saving appliances	3
Pollution Prevention	3
Working and Living Conditions	3
Emergency Systems	2
Alarms	2
ISM	1
Fire safety	1
Radio Communications	1
Structural Conditions	1
	<b>40</b>



**78 EU-approved livestock carriers  
Profile of ships**

She called at Istanbul (Turkey), Midia (Romania) Jeddah (Saudi Arabia) and Koper Slovenia) in November 2020, at Beirut (Lebanon) in December 2020, at Iskenderun (Turkey) and Beirut in January 2021.

Location, February 2021: Black Sea, en route from Ochakiv (Ukraine).

She is approved for livestock transport by Romania until July 1, 2021.

ISM manager : Mina Group Shipping Ltd since 13/09/2012 (Low/very low performing).

Ship risk profile : 5 points, high risk ship.

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78 EU-approved livestock carriers  
Profile of ships

**LSS Success** (ex-Molunat, ex-Biscayne Star, ex-Titan Scan). IMO 6927092. Ex-Ro Ro converted in 1998 at the age of 28. Length 66 m. Built in 1970 in Sonderborg (Denmark) by Sonderborg Skibs. 51 years old.

Panamanian flag since March 2016; white list. Previously registered in St Vincent and the Grenadines.

Classification society Macosnar Corporation since August 2015; medium performing. Previously Det Norske Veritas-Germanischer Lloyd.

Owned by LSS Sindbad Shipping Inc c/o RTSS Maritime Services LLC (United Arab Emirates). RTSS Maritime Services LLC reports *LSS Success* as the only vessel in its fleet.

4 detentions: in 2001 in Darwin (Australia), in 2014 in Midia (Romania), in 2015 in Koper (Slovenia), and in 2017 in Midia again.

She was not spotted in European ports since 2019. Her latest reported inspection dates back to May 8, 2019 in Midia (Romania). In 2018-2019 she was inspected twice in Midia (Romania) and Rasa (Croatia) totalling 14 deficiencies.

<b>Lss Success</b>	<b>6927092</b>
Certificate & Documentation	4
Safety of Navigation	2
MLC, 2006	2
Structural Conditions	2
ISM	1
Pollution prevention - MARPOL	1
Water/Weathertight conditions	1
Fire safety	1
	<b>14</b>



*LSS Success*, under arrest in Port Louis (Mauritius), July 2020. © Bhavik Naginlal Modi

The *LSS Success* arrived at Port Louis (Mauritius) on June 13, 2020. Customs officers found 39 kg of cannabis on board. The vessel had arrived from Cape Town (South Africa) and Luanda (Angola) with 626 cattle. Four crew members, 3 Indian nationals and one Tanzanian, were arrested.

**78 EU-approved livestock carriers  
Profile of ships**



© Inside News

She left Port Louis (Mauritius) on December 19, 2020.  
Location, February 2021: Indian Ocean, Durban (South Africa).

She is approved for livestock transport by Romania until May 8, 2021.

ISM manager : RTSS Maritime Services LLC since 10/08/2012 (Very low performing).  
Ship risk profile : 3 points, standard risk ship.

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**78 EU-approved livestock carriers**  
**Profile of ships**

**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. Built in 1971 in Lekkerkerk (Netherlands) by Van Duijvendijk's. 50 years old.



*Mariona*, upbound Bosporus, October 2019. © Marc Ottini

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

Classification society Maritime Lloyd Georgia since September 2016; low performing. Previously Turk Loydu.

Owned by Mariona Maritime Co SA (Lebanon) reported as a single-ship company.

5 detentions: in 2006 in Aliaga (Turkey), in 2007 in Eleusis (Greece), in 2008 in Mersin (Turkey), 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.

<b>Mariona</b>	<b>7113624</b>
Certificates & Documentation	14
Safety of Navigation	12
Working and Living Conditions	9
Life saving appliances	7
Fire safety	6
Structural Conditions	5
Propulsion and auxiliary machinery	5
MLC, 2006	3
Water/Weathertight conditions	3
Emergency Systems	3
ISPS	2
Radio Communications	2
Pollution Prevention	2
Other Type of Deficiencies	1
	<b>74</b>

**78 EU-approved livestock carriers  
Profile of ships**

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 (Turkey) for several days to carry out repairs

She called at Port Said (Egypt), Kalymnos (Greece), Sète (France) and Rades (Tunisia) in December 2020, Istanbul (Turkey) and Odessa (Ukraine) in January 2021.  
Location, February 2021: Black Sea, Midia (Romania).

She is approved for livestock transport by Romania until September 21, 2021.

ISM manager: Limano Marine Services Ltd since 30/08/2016 (Not negatively listed).  
Ship risk profile : 4 points, standard risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**Mariona Star**, renamed in June 2020 (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. Built in 1972 in Bergum (Netherlands) by Bodewes Hoogezand. 49 years old.



As *Dalal K*, downbound Bosphorus, August 2014. © Marc Ottini

Tanzanian flag since December 2012; black list, ranked medium to high 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 Dalal Shipping Co SA registered in Belize reported as a single-ship company. ISM manager Mina Group Shipping Ltd reports a fleet of 4 vessels of which 3 livestock carriers, the *Lady Maria*, *Lady Rasha* and *Mariona Star* all EU-approved.

15 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 (Turkey), 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) and in 2017 in Kalymnos (Greece).

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.

<b>Mariona Star</b>	<b>7222982</b>
Certificate & Documentation	11
Working and Living Conditions	10
Safety of Navigation	6
MLC, 2006	6
Fire safety	4
Life saving appliances	4
Emergency Systems	3
Water/Weathertight conditions	3
Structural Conditions	2
Propulsion and auxiliary machinery	2
Pollution prevention	1
Radio Communications	1
Labour Conditions	1
	<b>54</b>

**78 EU-approved livestock carriers**  
**Profile of ships**



*Mariona Star*, September 2020, off Cyprus, under new and bright colours.  
© Ship Loyga

She called at Suez (Egypt), Iskenderun (Turkey) and Beirut (Lebanon) in December 2020.  
Location, February 2021: East Mediterranean, Beirut (Lebanon).

She is approved for livestock transport by Romania until March 25, 2023.

ISM manager : Mina Group Shipping Ltd since 26/08/2015 (Low/very low performing).  
Ship risk profile : 5 points, high risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1968 in Westerbroek (Netherlands) by Smit, E.J. 53 years old.

Panamanian flag since August 2015; white list. Previously registered in Honduras (2013), Comoros (2004) and Lebanon (1968).

Classification society Isthmus Bureau of Shipping since May 2019; medium performing. Previously Honduras Maritime Inspection (2013).



As *Rihab*, Beirut (Lebanon), June 2010. © Marc Ottini

Owned by Beccaria Shipping Srl registered in Romania c/o Black Sea Shipmanagement SA (Romania). Black Sea Shipmanagement SA reports a fleet of 3 vessels (*Seastar Livestock*, *Maysa* and *Harmony Livestock*) all EU-approved.

8 detentions: in 2003 in Trieste (Italy), in 2010 in Koper (Slovenia), in 2011 in Sète (France), in 2012 in Izmir (Turkey), 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.

<b>Maysa</b>	<b>6829082</b>
Certificates & Documentation	4
Emergency Systems	2
Safety of Navigation	2
Working and Living Conditions	2
MLC, 2006	2
Radio Communications	1
Structural Conditions	1
Fire safety	1
ISM	1
	<b>16</b>

She called at Jeddah (Saudi Arabia), Suez (Egypt) and Istanbul (Turkey) in January 2021. Location, February 2021: Midia (Romania)

She was approved for livestock transport by Romania until March 31, 2020.

ISM manager : Black Sea Shipmanagement SA since 15/10/2015 (low performing).

Ship risk profile : 3 points, standard risk ship.

**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1983 in Skali (Faroe Islands) by Skala Skipasmidja. 38 years old.



*Mira* at Piraeus (Greece), August 2020. © Sakis Antoniou

Comorian flag since August 2015; black list, ranked high risk. Previously registered in Saint Vincent & the Grenadines (2004).

Classification society Russian Maritime Register of Shipping; high performing.

Owned by Gold Coast Shipping Corp registered in the Marshall Islands c/o Livestock Ship Management SA (Jordan) reported as a single-ship company.

7 detentions: in 2004 in Harwich (United Kingdom), twice in 2005 in Istanbul (Turkey), 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 certificates & documentation, safety of navigation, propulsion and auxiliary machinery, radio communications and life saving appliances.

<i>Mira</i>	<b>8300157</b>
Certificate & Documentation	13
Safety of Navigation	6
MLC, 2006	5
Emergency Systems	3
Propulsion and auxiliary machinery	2
Radio Communications	2
Fire safety	2
Structural Conditions	2
Water/Weathertight conditions	1
Alarms	1
Life saving appliances	1
	<b>38</b>





**78 EU-approved livestock carriers  
Profile of ships**

***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. Built in 1972 in Svendborg (Denmark) by Svendborg Skibs. 49 years old.



*Nabolsi I*, Istanbul (Bosporus), September 2017. © Olaf K

Panamanian flag since January 2011; white list. Previously registered in Singapore. Classification society Phoenix Register of Shipping since April 2016; medium performing. Previously Det Norske Veritas-Germanischer Lloyd.

Owned by Sarab Shipping Sa registered in Panama c/o RJA Group SA (Greece) reported as a single ship company.

2 detentions: in 2007 in Fremantle (Australia) and in 2012 in Izmir (Turkey).

In 2019-2020 she was inspected times 5 times in Beirut (Lebanon, twice), Cartagena (Spain), Laurium (Greece) and Ochakov (Ukraine) totalling 38 deficiencies.

<b><i>Nabolsi I</i></b>	<b>7128760</b>
MLC, 2006	10
Certificates & Documentation	6
Safety of Navigation	4
Working and Living Conditions	4
Fire safety	3
ISM	2
Structural Conditions	2
Alarms	2
Life saving appliances	2
Radio Communications	1
Emergency Systems	1
Other Type of Deficiencies	1
	<b>38</b>

**78 EU-approved livestock carriers**  
**Profile of ships**

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) in November 2020.

Location, February 2021: en route from Midia (Romania) to Beirut (Lebanon).

She is approved for livestock transport by Spain until April 3, 2022.

ISM manager: RJA Group SA since 10/10/2013 (Low/very low performing).

Ship risk profile : 3 points, standard risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1977 in Hamburg (Germany) by Norderwerft. 44 years old.



*Nader A*, January 2021, Tenes (Algeria). © Tenes MARitime

Togolese flag since March 2013; black list, ranked high risk. Previously registered in Cambodia (2006).

Classification society International Naval Surveys Bureau since June 2007; medium performing. Previously Det Norske Veritas-Germanischer Lloyd.

Owned by Abdin N registered in Switzerland c/o AMJ Marine Services (Lebanon). AMJ Marine Services reports a fleet of two livestock carriers, the *Nader A* and *Janay*, both EU-approved.

Detained in 2015 and 2016 in Sète (France) and in 2017 in Midia (Romania).

No inspection was reported in 2020 though she has called at a number of European ports.

In 2018-2019 she was inspected 5 times in Algiers (Algeria), Aqaba (Jordan), Midia (Romania) and Sète (France, twice) totalling 22 deficiencies.

<b><i>Nader-A</i></b>	<b>7611547</b>
Fire safety	5
MLC, 2006	3
Safety of Navigation	3
Certificate & Documentation	5
Water/Weathertight conditions	2
Working and Living Conditions	2
Emergency Systems	1
Pollution prevention - MARPOL	1
	<b>22</b>

Banned from Paris MoU ports in May 2017 for three months.

**78 EU-approved livestock carriers**  
**Profile of ships**

On April 27, 2017 she collided in foggy conditions as *Youzarsif H* with the Russian navy ship *Liman* off Kylios (Turkey) 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.



*Youzarsif H* in the background. © Russian state media / Turkish Embassy in Moscow

She called at Sète (France) and Cartagena (Spain) in October 2020, in Sète in November, in Sète and Bizerte (Tunisia) in December.

Location, February 2021: East Mediterranean, en route from Khoms (Libya) to Iskenderun (Turkey).

She is approved for livestock transport by Romania until March 9, 2023.

ISM manager : AMJ Marine Services since 08/07/2014 (not negatively listed).

Ship risk profile : 3 points, standard risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**Neameh** (ex-*Neptune Hellas*, ex-*Yukon*, ex-*Yusho Maru*). IMO 7903029. Ex-Ro Ro converted in 2012 at the age of 33. Length 105 m. Built in 1979 in Marugame (Japan) by Imabari Zosen. 42 years old.



*Neameh*, Santa Cruz de Tenerife (Canary Islands, Spain), September 2017. © Samt Mendher

Panamanian flag since October 2010; white list. Previously registered in Malta. Classification society International Register of Shipping since May 2011; very low performing.

Owned by Albert Compania Naviera SA reported as a single-ship company and registered in Panama c/o Arab Ship Management Ltd (Jordan). Arab Ship Management Ltd was also the ship's ISM manager from November 2010 until December 2017. The company reports to be ISM manager for a fleet of 13 vessels of which 6 livestock carriers. Most of them are trading between Australia and the Middle East.

2 detentions: in 2006 in Gemlik (Turkey) and in 2016 in Setubal (Portugal).

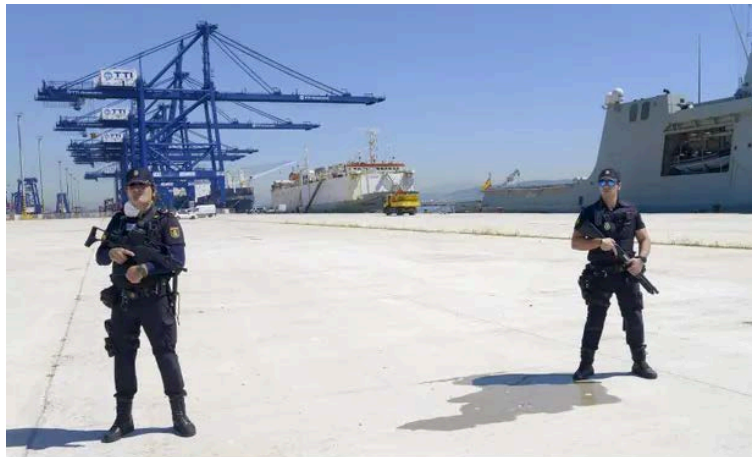
In 2019-2020 she was inspected 8 times in Cartagena (Colombia, twice), Cartagena (Spain), Malaga (Spain), Vila do Conde (Brazil, 4 times) totalling 18 deficiencies.

<b><i>Neameh</i></b>	<b>7903029</b>
MLC, 2006	4
Pollution prevention	2
Structural Safety	2
Propulsion and auxiliary machinery	2
Ship's certificates and documents	2
Life saving appliances	1
Safety of navigation	1
ISM	1
Water/Weathertight conditions	1
Radio Communications	<b>1</b>
Certificate & Documentation	1
	<b>18</b>



**78 EU-approved livestock carriers  
Profile of ships**

On May 21, 2020, the *Neameh* was arrested and diverted to Algeciras while transiting Gibraltar Strait on suspicion of drug trafficking. She was en route from Cartagena (Colombia) to Damietta (Egypt). The Spanish customs agents did not find any drugs. They could not use sniffer dogs because of the stench. 4,000 cows were transported in alarming conditions, packed, among urines, manure and decomposing feed and a number of dead animals. The Spanish Health Ministry did not allow any cow to disembark or dead ones to be offloaded. After the search for drugs was called off, the ship resumed her voyage. 34 cows supposedly died but no carcasses were on board on arrival in Damietta.



Spanish police searched the *Neameh* on suspicion of cocaine trafficking.  
© Nacho Marin/Europa Sur

She was approved for livestock transport by Romania until January 19, 2021.

She called at Cartagena (Spain) and Las Palmas (Spain) in July 2020, Cartagena (Colombia) in December, Ceuta (Spain), Port Said (Egypt) and Suez (Egypt) in January 2021.  
Location, January 2021: Red Sea, Suez anchorage (Egypt).

ISM manager : unclear, reported unknown since 2017.

Ship risk profile : 2 points, standard risk ship.

From 2010 to 2017 the ISM manager was Arab Ship Management ranked low performing. The ship risk profile totalled then 4 points but still standard risk ship.

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**78 EU-approved livestock carriers**  
**Profile of ships**

**Noa** (ex-Btou, ex-Heidi Plus, ex-Maysoorah, ex-Michlifen, ex-Matsushira Maru). IMO 7913153. Ex-reefer converted in 2011 at the age of 32. Length 123 m. Built in 1979 in Yokkaichi (Japan) by Mie. Scrapped at the age of 38.



*Michlifen*, unloading fruit at Le Havre (France), May 1992. © Pascal Breidel



turned into the livestock carrier *Noa*, being broken up in Aliaga. © Selim San

Comorian flag since March 2016; black list, ranked high risk. Previously registered in Cambodia (2015), Lebanon (2011), Comoros (2003).

Classification society Global Marine Bureau Inc since October 2016; not ranked. Previously International Naval Surveys Bureau.

Owned by Fieru Properties SA registered in the Marshall Islands c/o Florencio Shipping Co (Greece).

7 detentions : in 1998 in Dieppe (France), in 2005 in Scheveningen (Netherlands), in 2006 in Tuzla (Turkey), in 2008 in Vlissingen (Netherlands), in 2011 in Becancour (Canada), in 2012 in Novorossiysk (Russia) and in 2016 in Haifa (Israel).

In 2015-2016 she was inspected 6 times in Beirut (Lebanon, twice), Haifa (Israel, twice) and Midia (Romania, twice) totalling 29 deficiencies.

<b>Noa</b>	<b>7913153</b>
Certificates & Documentation	7
Safety of Navigation	5
Propulsion and auxiliary machinery	4
Life saving appliances	4
Working and Living Conditions	3
Radio Communications	2
Fire safety	2
Emergency Systems	1
Water/Weathertight conditions	1
	<b>29</b>

In April 2011 as the reefer *Maysoorah* she spilled around 200 liters of heavy fuel oil during bunkering operations in Gibraltar.

**78 EU-approved livestock carriers  
Profile of ships**



Istanbul, May 28, 2016 © Cengiz Tokgöz

She was approved for livestock transport by Romania until April 3, 2021.  
She was scrapped in Aliaga (Turkey) in February 2017.

ISM manager : Florencio Shipping Co (Not negatively listed).  
Ship risk profile : 4 points, standard risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**Norland.** IMO 7529940. Ex-palletised cargo ship converted in 2010 at the age of 34. Length 87 m. Built in 1976 in Sandnessjoen (Norway) by Sandnessjoen Slip; lengthened in 1982 from 70 to 87 m. 45 years old.

Togolese flag since October 2018; black list, ranked high risk. Previously registered in Faroes, Denmark.

Classification society International Naval Surveys Bureau since February 2011; medium performing. Previously Det Norske Veritas-Germanischer Lloyd.



*Norland* in Kiel Canal, July 2014. © M. Sesemann

Owned by Norland Shipping Ltd registered in the Cayman Islands c/o Elbeco SAL (Lebanon). Elbeco SAL reports a fleet of 2 livestock carriers, the *Norland* and *Queensland*, both EU-approved.

Detained in 2004 in Hundested (Denmark).

In 2019-2020 she was inspected 7 times in Beirut (Lebanon, three times), Koper (Slovenia, twice), Rasa (Croatia), Vila do Conde (Brazil) totalling 14 deficiencies.

<b><i>Norland</i></b>	<b>7529940</b>
Certificates & Documentation	4
Safety of Navigation	3
Fire safety	2
Life saving appliances	1
Pollution prevention - MARPOL	1
Water/Weathertight conditions	1
Propulsion and auxiliary machinery	1
Other Type of Deficiencies	1
	<b>14</b>

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 maneuvering. The *Norland* resumed her voyage and arrived at Beirut on March 15.

She called at Sète (France) and Beirut (Lebanon) in October 2020, Koper and Beirut in November, Koper (Slovenia) and Beirut (Lebanon) in December.

Location, February 2021: Adriatic Sea, Koper.

She was approved for livestock transport by Slovenia until January 16, 2021.

ISM manager : Elbeco SAL since 18/11/2016 (Not negatively listed).

Ship risk profile : 3 points, standard risk ship.



**78 EU-approved livestock carriers  
Profile of ships**

**North Star 1**, renamed in August 2020 (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. Built in 1983 in Numakuma (Japan) by Kambara. 38 years old.



As *Express 1*, Dardanelles Strait, September 2014. © Marc Ottini

Panamanian flag since July 2010; white list. Previously registered in Cambodia. Classification society Nippon Kaiji Kyokai; high performing.

From March 2012 to July 2020, owned by Sun Light Shipping Co SA registered in Panama c/o Naseem Al Bahar General Trading LLC Co (United Arab Emirates) specialized in livestock trading. Naseem Al Bahar General Trading LLC Co still reports a fleet of 3 livestock carriers, the *Atlantic M* and *Transporter*, both EU approved, and the *Polaris 2*

Acquired in July 2020 by Northstar Livestock Shipping registered in Liberia.

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.

<b>North Star 1, ex-Express 1</b>	<b>8200565</b>
MLC, 2006	6
Fire safety	4
Certificate & Documentation	3
Food and catering	1
Load lines	1
Operational deficiencies	1
Structural Safety	1
Working spaces and accident prevention	1
Safety of Navigation	1
	<b>19</b>

The *Express 1* 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

## 78 EU-approved livestock carriers Profile of ships

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.



February 4, 2014. *Express 1* being towed into Fowey after an engine failure in the English Channel. © Phil Oules

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 Aqaba (Jordan) in November 2020, Ceuta (Spain), and Greenore (Ireland) in December, Iskenderun, Istanbul and Aqaba in January 2021.

Location, February 2021: Black Sea, Midia.

She is approved for livestock transport by Romania until July 29, 2023 and Ireland until March 22, 2024.

From June 22, 2012 onward, the ISM manager of the *Express 1* was the Turkish company Emiroglu Deniz Nakliyatı. In February 2020, the EMSA updated its list of low or very low performing ISM companies and included Emiroglu Deniz Nakliyatı on it. Irish authorities require companies operating livestock carriers from Ireland not to be listed as low or very low performing. Therefore, the *Express 1* should have been banned from calling Irish ports. To bypass the Irish constraint, on February 28, 2020, the ship changed ISM manager to Arvad Denizcilik not negatively listed by EMSA. Nevertheless, in all cases the ship is not ranked high risk ship.

### As *Express 1*

ISM manager: Emiroglu Deniz Nakliyatı, from 22/06/2012 to 27/02/2020 (low or very low performing). Ship risk profile : 3 points, standard risk ship.

ISM manager : Arvad Denizcilik Ve Dis Tic since 28/02/2020 (Not negatively listed). Ship risk profile : 1 point, standard risk ship.

In July 2020, the *Express 1* was reportedly sold to Liberia-registered Northstar Livestock Shipping. Her ISM manager is unknown and cannot be negatively listed.

Ship risk profile : 1 point, standard risk ship.

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Profile of ships**

***Ocean Drover*** (ex-*Becrux*). IMO 9232852. Length 176 m. Built in 2002 in Pula (Croatia) by Uljanik. 19 years old.



*Ocean Drover*, Malaga (Spain), May 2018. © F. Ybancos

Singapore flag since October 2018; white list. Previously registered in Marshall Islands. Classification society RINA; high performing.

Owned by Ruchira Ships Ltd registered in the Marshall Islands c/o Wellard Ships Pte Ltd the Singaporean subsidiary of Wellard (Australia). Wellard Ships Pte Ltd reports a fleet of 3 livestock carriers, the *Ocean Drover* and *Ocean Swagman* both EU-approved and the *Ocean Ute* (OMI 9074925).

3 detentions: in 2011 in Broome (Australia), in 2014 in Fremantle (Australia) and in 2016 in Tianjin (China).

In 2019-2020 she was inspected 4 times, never in a Paris MoU port, in Fremantle (Australia), Townsville (Australia, twice) and Rio Grande (Brazil). 4 deficiencies were reported.

<b><i>Ocean Drover</i></b>	<b>9232852</b>
Life saving appliances	1
Fire Safety measures	1
Food and catering	1
Structural Safety	1
	<b>4</b>

In 2002, on her maiden voyage, a ventilation failure on board the ship then called *Becrux* caused the death of 880 cattle out of 1,995.

The *Ocean Drover* arrived at Bahrain on August 29, 2012. She had previously unloaded part of her shipment in Kuwait. 22,000 sheep were still on board. She was blocked from unloading by Bahreini Authorities for more than 10 days because some sheep suffered from scabby mouth disease.

On January 2014, the *Ocean Drover* en route from Western Australia to Aqaba (Jordan) suffered a main engine failure and had to stop for 72 hours in the Indian Ocean for repair. 42,000 sheep and 6,000 cows were on board. 165 cattle and 1,654 sheep died.

On October 9, 2014, the *Ocean Drover* was berthed in Fremantle preparing to load. She suffered a major fire that ravaged the accomodation block and spread across to cargo decks.

**78 EU-approved livestock carriers**  
**Profile of ships**

Four of the 50 crew members were injured. The ship was towed to Singapore to be repaired and has resumed trading.



*Ocean Drover*, Fremantle, 2014. © Jeff Spagnol

Location, February 2021: en route from Montevideo (Uruguay) to Belawan (Indonesia) via Port Louis (Mauritius).

She is approved for livestock transport by Portugal.

ISM manager : Welltech Marine Pte Ltd since 04/12/2016 (Not negatively listed).

Ship risk profile : 1 point, standard risk ship.

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78 EU-approved livestock carriers  
Profile of ships

***Ocean Swagman*** (ex-*Stella Castor*, ex-*Castor*). IMO 9360776. Length 136 m. Built in 2009 in Batam (Indonesia) by Nanindah Mutiara. 11 years old. Sistership to the *Ocean Outback* (now the also EU-approved *Bahijah*). They are designed to transport 6,000 cattle or 25,000 sheep, or a combination of both.



*Ocean Swagman*, in Setubal (Portugal), September 2016. © Alan Smillie

Singapore flag since March 2010; white list. Classification society RINA; high performing.

Owned by Heytesbury Singapore Pte Ltd c/o Wellard Ships Pte Ltd the Singaporean subsidiary of Wellard (Australia). Wellard Ships Pte Ltd reports a fleet of 3 livestock carriers, the *Ocean Drover* and *Ocean Swagman* both EU-approved and the *Ocean Ute* (OMI 9074925).

No detention.

In 2019-2020 she was inspected 4 times in Auckland (New Zealand), Darwin (Australia), Portland (Australia), Townsville (Australia); 4 deficiencies were reported.

<b><i>Ocean Swagman</i></b>	<b>9360776</b>
Alarms	1
Emergency Systems	1
Life saving appliances	1
Safety of Navigation	1
	<b>4</b>

She called at Portland in December 2020, Yantai (China) and Townsville (Australia) in January 2021.

Location, February 2021: en route from Hai Phong (Vietnam) to Singapore.

She is approved for livestock transport by Portugal.

ISM manager : Welltech Marine Pte Ltd since 27/10/2016 (Not negatively listed).

Ship risk profile : 1 point, standard risk ship.



**78 EU-approved livestock carriers  
Profile of ships**

**Omega Livestock** (ex-Siba Geru, ex-Pezzata Rossa, ex-Pirholm, ex-Nerlandia). IMO 6401218. Ex-general cargo carrier converted in 1980 at the age of 16. Length 76 m. Built in 1964 in (Norway) by Hatlo.

Togolese flag since 2016; black list, ranked high risk. Previously Cambodian (2000).

Classification society Columbus American Register; low performing.

Owned by Omega Shipping Co SA registered in Honduras c/o Rexincorp Bay Inc (Romania).



*Omega Livestock*, Bosphorus, June 2014. © Marc Ottini

5 detentions in 2000 in La Spezia (Italy), in 2002 in Dunkirk (France), in 2003 in Waterford (Ireland), in 2006 in Aqaba (Jordan) and 2010 in Suez (Egypt).

On October 1, 2013, The *Omega Livestock* crashed into the Turkish-flagged tanker *Selay-S* in the Sea of Marmara. The livestock carrier had left Midia (Romania) bound for Tartous (Syria). No casualty was reported with regard the crew, the animals were not mentioned. The *Omega Livestock* resumed trading. She was approved for livestock transport by Romania until June 6, 2020. She was scrapped in Aliaga (Turkey) in September 2016 at the age of 52.

During her last two years of trading (2015-2016), she was inspected 5 times : in Port Said (Egypt), in Midia (Romania, twice), in Aqaba (Jordan) and Beirut (Lebanon). She totalled 56 deficiencies.

<b>Omega Livestock</b>	<b>6401218</b>
Certificates & Documentation	10
Life saving appliances	9
Working and Living Conditions	8
Safety of Navigation	7
Propulsion and auxiliary machinery	5
Structural Conditions	5
Water/Weathertight conditions	4
ISM	3
Other	2
ISPS	1
Fire safety	1
Radio Communications	1
	<b>56</b>

ISM manager: Rexincorp Bay Inc since 9/10/2014 (not negatively listed).  
Ship risk profile : 4 points, standard risk ship.

**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1991 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. 30 years old.



December 2007, as the general cargo carrier *Tingo*, Kiel Canal. © Olaf K



February 2017, being converted to livestock carrier in Tripoli (Lebanon), still named *Basel S6*. © Kandybolotsky Sergiy

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 by Karazi Ro Ltd registered in Liberia c/o Karazi Shipping Co Ltd (Romania) since November 2016. Karazi Ro Ltd is reported as a single ship company. Karazi Shipping Co reports a fleet of 2 livestock carriers, the *Omega Star* and *Gamma Star*, both EU-approved. Karazi Ro Ltd is also ranked as a low/very low performing ISM manager.

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), Vila do Conde (Brazil) totalling 29 deficiencies.

<b>Omega Star</b>	<b>8917742</b>
Certificates & Documentation	9
Life saving appliances	4
Fire safety	3
Water/Weathertight conditions	3
Emergency Systems	2
Load lines	2
Safety of Navigation	2
MLC, 2006	1
Radio Communications	1
Working and Living Conditions	1
Structural Conditions	1
	<b>29</b>

**78 EU-approved livestock carriers**  
**Profile of ships**



*Omega Star*, Tarragona (Spain), October 2019. © Ali Karazi

She called at Cartagena (Spain) in November 2020, Jeddah (Saudi Arabia), Istanbul (Turkey) and Midia (Romania) in December, Jeddah and Midia in January 2021.

Location, February 2021: Red Sea, en route from Djibouti to Jeddah.

She is approved for livestock transport by Romania until April 22, 2023.

ISM manager : Karazi Shipping Co Ltd (Low/very low performing).

Ship risk profile : 4 points, standard risk ship.

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Profile of ships

***Pacific M*** (ex-*Almahmoud*, 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. Built in 1970 in Neuenfelde (Germany) by JJ Sietas. 51 years old.



As the general cargo carrier *Lübbecke*. © PWR

Togolese flag since February 2013; black list, ranked high risk. Previously registered in Cambodia (2009).

Classification society Global Marine Bureau Inc since September 2011; not ranked. Previously Bureau Veritas.

Owned by Transporting Shipping Co SA registered in Panama c/o Unifleet Management Co SA (Turkey). Unifleet Management Co SA reports a fleet of 8 vessels of which 2 livestock carriers, the *Pacific M* and *Apus*, both EU-approved ; it it also acting as ISM manager for 2 other livestock carriers, the EU-approved *Transporter* and the *Polaris-2*.



As the livestock carrier *Pacific M*, Bosphorus, September 2019. © Marc Ottini

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 times 6 times in Midia (Romania, 4 times) and Beirut (Lebanon, twice) totalling 47 deficiencies.





**78 EU-approved livestock carriers  
Profile of ships**

**Phoenix I** (ex-Khalifeh Livestock, ex-Sea cross, ex-Alexandria Star, ex-Sun Wind, ex-Trade Wind, ex-Trade Link, ex-Atlantic Navigator, ex-Dania, ex-Ring). IMO 7026871. Ex-container ship converted in 2000 at the age of 29. Length 82 m. Built in 1971 in Bilbao (Spain) by Astilleros del Cadagua. Scrapped in Aliaga (Turkey) in 2019 at the age of 48.



As Khalifeh Livestock, Sète (France), July 2001. © Pascal Breedel

Panamanian flag since October 2012; white list. Previously registered in Honduras (2009), Lebanon (2008), Sao Tome and Principe (2000), Cambodia (1997). Classification society International Naval Surveys Bureau since May 2016. Previously Croatian Register of Shipping.

Owned by Bovicom I BV (Netherlands) reporting in 2021 a fleet of only one livestock carrier, the *Phoenix III*, also EU-approved.

8 detentions : in 2001 in Sète (France), in 2005 in Koper (Slovenia), in 2006 in Las Palmas (Canary Islands, Spain), in 2010 and 2011 in Koper again, in 2015 in Midia (Romania), in 2017 in Haifa (Israel) and in 2018 in Midia again.

The *Phoenix I* was scrapped in August 2019. In her last two years of trading, she was detained once, inspected 6 times in Midia (Romania), Haifa (Israel, twice) and Rasa (Croatia, 3 times) totalling 39 deficiencies. Grounds for detention in Midia include deficiencies with regard safety of navigation, fire safety, emergency systems and ISM.

<b>Phoenix I</b>	<b>7026871</b>
Fire safety	7
Safety of Navigation	7
Certificate & Documentation	6
Emergency Systems	4
MLC, 2006	3
Structural Conditions	3
Radio Communications	3
Working and Living Conditions	2
ISM	2
Water/Weathertight conditions	1
Life saving appliances	1
	<b>39</b>

She was approved for livestock transport by Romania until May 25, 2021.

ISM manager : Bovicom Shipmanagement BV since 17/02/2017 (not negatively listed).  
Ship risk profile : 1 point, standard risk ship.

**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1978 in Neuenfelde (Allemagne) by JJ Sietas Schiffswerft. 43 years old.



As *Letfallah 1*, Sète (France), April 2012. © Marc Ottini

Panamanian flag since January 2016; white list. Previously registered in Lebanon (2012), Tanzania (2011), Georgia (2007), Cambodia (2002).

Classification society International Naval Surveys Bureau since February 2013. Previously Maritime Lloyd Georgia.

Owned by Bovicom III BV c/o f Bovicom Holding BV (Netherlands) reported as a single-ship company.

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 (Turkey), 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.

<b>Phoenix III</b>	<b>7711866</b>
Fire safety	3
Certificates & Documentation	3
Water/Weathertight conditions	3
Emergency Systems	2
Safety of Navigation	2
Structural Conditions	2
Life saving appliances	2
MLC, 2006	2
ISM	1
Pollution prevention - MARPOL	1
Labour Conditions	1
	<b>22</b>

78 EU-approved livestock carriers  
Profile of ships

In December 2013, as *Abou Karim IV* owned by the Lebanese owner Khalifeh Shipping Lines, she 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.



2013, Baltic Sea © AP



2015, Cartagena. © SG/Vesselfinder

In January 2016, the *Abou Karim IV* was acquired by the Dutch shipowner Bovicom Holding BV.

She called at Chornomorsk (Ukraine) and Midia (Romania) in October 2020, Rasa (Croatia) and Haifa in November, Midia (Romania) in January 2021.

Location, January 2021: East Mediterranean, en route from Haifa to Rasa (Croatia).

She is approved for livestock transport by Romania until April 10, 2021.

ISM manager: Bovicom Shipmanagement BV since 15/02/2017 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1975 in Leer (Germany) by Jansen. 46 years old.

Togolese flag since January 2016; black list, ranked high risk. Previously registered in Cambodia (2001). Classification society Columbus American Register since January 2020; low performing. Previously Cosmos Marine Bureau Inc (2016), Global Marine Bureau Inc (2011).

Owned by Princess Hiyam Shipping SA registered in Panama c/o Awad Aeed Al-Oadini Est (Saudi Arabia), reported as a single ship company.

8 detentions: in 1999 in Ravenna (Italy), 2004 in Vasto (Italy), in 2007 in Larnaca (Cyprus) and Rhodes Island (Greece), in 2008 in Larnaca again, in 2009 in Mersin (Turkey), 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.

<b>Princess Hiyam</b>	<b>7405089</b>
Certificate & Documentation	8
Life saving appliances	5
Safety of navigation	5
MLC, 2006	4
Emergency Systems	1
ISM	1
Propulsion and auxiliary machinery	1
Water/Weathertight conditions	1
Pollution prevention - MARPOL	1
Radio Communications	1
Structural Conditions	1
Maritime Security	1
	<b>30</b>

She called at Istanbul (Lebanon), Midia (Romania) and Jeddah (Saudi Arabia) in November 2020 and Midia, Poti (Georgia) and Iskenderun (Turkey) in January 2021.

Location, January 2021: Red Sea, Jeddah.

She is approved for livestock transport by France until June 6, 2021.

ISM manager : Adriatic for Management since 07/06/2019 (Not negatively listed).

Ship risk profile : 4 points, standard risk ship.

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78 EU-approved livestock carriers  
Profile of ships

**Queen Hind** (ex-Astra, ex-Sea Coquette, ex-Naniama, ex-Nagasaki Maru, ex-Asaka Maru No. 1). IMO 7920675. Ex-car carrier converted in 2017 at the age of 37 by Constanta Shipyard. Length 84 m. Built in 1980 in Saiki (Japan) by Honda. Total loss since November 2019, 39 years old.



Just converted at Constanta shipyard (Romania), July 26, 2017. © Abdul Aboubaker

Palau flag since October 2015; black list, ranked medium to high risk. Previously registered in Malta.

Classification society Nippon Kaiji Kyokai since September 2012; high performing. Previously Bureau Veritas.

Owned by Astra Marine Services Ltd registered in Liberia c/o MGM Marine Shipping Srl (Romania). MGM Marine Shipping Srl is reported in 2021 as the owner of the sole *Julia L.S* also a EU-approved livestock carrier.

3 detentions: in 2008 in Alexandria (Egypt), in 2011 in Koper (Slovenia) and in 2018 in Tarragona (Spain).

The *Queen Hind* capsized on November 24, 2019 while departing Midia with officially 14,600 sheep. Nearly all the animals died. She was refloated and declared a total loss. On the analysis of the *Queen Hind* disaster, see p. 17-19 of this report.



Refloating operation. © Constanta.ro





78 EU-approved livestock carriers  
Profile of ships

**Queensland** (ex-Beryte, ex-Electron, ex-Ingrid). IMO 9186390. Ex-container ship with a 658-box capacity converted in 2017 at the age of 19. Length 118 m. Built in 1998 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. 23 years old.

Liberian flag since April 2017; white list. Previously registered in Togo (2012).  
Classification society Bureau Veritas; high performing.

Owned by Queensland Shipping Group Ltd registered in Liberia c/o Elbeco SA (Lebanon). Elbeco SAL reports a fleet of 2 livestock carriers, the *Norland* and *Queensland*, both EU-approved.

No detention.

In 2019-2020 she was inspected 10 times in Beirut (Lebanon, 3 times), Cartagena (Colombia, 3 times), Cartagena (Spain), Philadelphia (USA), Sao Sebastiao (Brazil), Vila do Conde (Brazil) totalling 7 deficiencies.

<b>Queensland</b>	<b>9186390</b>
Safety of Navigation	2
Other	2
Labour Conditions	1
Life saving appliances	1
Pollution Prevention	1
	<b>7</b>

She called at Iskenderun (Turkey) and Altinova (Turkey) in October 2020, Istanbul (Turkey) in November, Damietta (Egypt) in December.

Location, February 2021: Caribbean Sea, en route from Cartagena (Colombia) to Ceuta (Spain).

She is approved for livestock transport by Spain until November 16, 2022.

ISM manager : Elbeco SAL since 03/11/2017 (Not negatively listed).

Ship risk profile : 1 point, standard risk ship.

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78 EU-approved livestock carriers  
Profile of ships

**Rami M** (ex-Londa, ex-Cattle Trail One, ex-Sahara, ex-Cavallino, ex-Hamoor Prince). IMO 7026663. Ex-reefer converted in 1994 at the age of 22. Length 100 m. Built in 1970 by the Ateliers et Chantiers de La Rochelle-Pallice (France). Scrapped in May 2018 at the age of 48.



As the reefer *Sahara*, Scheveningen (Netherlands), October 1980. © Dulko

This reefer was originally ordered by the Gulf Fisheries, Kuwait, and laid down under the name *Hamoor Prince*, but sold before completion, she was delivered in November 1970 as the Liberian *Cavallino* to the shipping company Suisse-Outremer, Zurich, subsidiary of the Thyssen-Bornemisza group. She was sold in 1975 to Société marocaine de navigation fruitière (Sofruma) and renamed *Sahara* under Moroccan flag, her technical management being successively the responsibility of two French shipping companies, first Compagnie de navigation fruitière, then from 1981 onwards, Compagnie Bretonne de Cargos Frigorifiques (Cobrefac).



Converted to livestock carrier *Rami M*, Sète (France). © Jean Paul Malachane

After conversion to livestock carrier, she was acquired by Shamrock Shipping and became the Maltese *Cattle Trail One* managed by the Paris-based company Alpha Transports. Seized in Limassol (Cyprus) in June 1996, she was auctioned off and renamed *Londa* still under Maltese flag in early 1997, but in fact, she did not leave the port and was seized again in July 1999. She resumed sailing in June 2000 as Lebanese *Rami M* for the Beirut-based Bassam El Muur company which operated her until she was delivered to Aliaga breakers on May 8, 2018.

Lebanese flag since 1999 ; grey list. Previously registered Malta (1994).  
Classification society International Register of Shipping since August 2008 ; very low performing.

**78 EU-approved livestock carriers  
Profile of ships**

Owned by El Murr SB c/o Rami Shipping Management Sarl (Lebanon). In 2021 Rami Shipping Management Sarl reports a fleet of two livestock carriers, The Togolese-flagged *Boi Branco* (IMO 7527306) and the *B.M. Spiridon*. The *Boi Branco* which had arrived from Jeddah (Saudi Arabia) suffered a fire while at berth in Piraeus (Greece) on May 30, 2019. Luckily, no cattle were on board.



May 2019, fire on board the *Boi Branco*, Piraeus (Greece). © ellinikiaktoploia

8 detentions : in 2000 in Moerdijk (Netherlands), in 2002 in Waterford (Ireland), in 2003 in Trieste (Italy), in 2004 in Rhode Island (United States) and again in Trieste then Waterford and in 2012 in Vila do Conde (Brazil) then in Sète (France).

The *Rami M* was scrapped in May 2018 in Aliaga (Turkey). In her last two years of trading, she was inspected twice in Cartagena (Spain) and Rijeka (Croatia) totalling 13 deficiencies.

<b><i>Rami-M</i></b>	7026663
MLC, 2006	6
Structural Conditions	2
Water/Weathertight conditions	1
Certificate & Documentation	1
Fire safety	1
Pollution prevention - MARPOL	1
Safety of Navigation	1
	<b>13</b>

She was approved for livestock transport by France until May 21, 2020.

ISM manager : Rami Shipping Management Sarl since 27/07/2007 (low performing).  
Ship risk profile : 4 points, standard risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**Sarah M** (ex-Sarah, ex-Nordkyn). IMO 7808463. Ex-reefer converted in 2014 at the age of 35. Length 78 m. Built in 1979 in Fevag (Norway) by Fosen MV. 42 years old.

Panamanian flag since March 2019; white list. Previously registered in Lebanon. Classification society Polish Register of Shipping; high performing. Owned by Jounieh Bay Shipping SA registered in the Marshall Islands c/o DMS Line SA (Lebanon) reported as a single-ship company.

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.

<b>Sarah M</b>	<b>7808463</b>
Certificates & Documentation	3
Fire safety	3
Life saving appliances	2
MLC, 2006	2
Safety of Navigation	2
ISM	1
Working and Living Conditions	1
	<b>14</b>

She called at Jeddah (Saudi Arabia) in August 2020, Tripoli (Lebanon), Sète (France) and Algiers (Algeria) in September, Waterford (Ireland) in October, Rasa (Croatia) and Iskenderun (Turkey) in January 2021.

Location, February 2021: East Mediterranean, Tripoli (Lebanon).

She is approved for livestock transport by Romania until August 28, 2021 and Ireland until August 23, 2022.

ISM manager : Fleetmed Management SA since January 2020. (Not negatively listed). Beirut Shipping Co SA, April 2019.

Ship risk profile : 1 point, standard risk ship.





**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1964 in Vegesack (Germany) by Lurssen. 57 years old. The oldest ship of the EU-approved livestock carrier fleet.



As *Alferdawi-1*, Bosphorus, August 2014. © Marc Ottini

Togolese flag since July 2016; black list, ranked high risk. Previously registered in Moldova. Classification society Isthmus Bureau of Shipping since June 2019; medium performing. Previously International Register of Shipping.

Owned by Black Sea Marine SA registered in the Marshall Islands c/o Black Sea Shipmanagement SA (Romania). Black Sea Shipmanagement SA reports a fleet of 3 vessels (*Sea Star Livestock*, *Maysa* and *Harmony Livestock*) all EU-approved.

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.

<b>Sea Star Livestock</b>	<b>6422303</b>
Safety of Navigation	27
Certificates & Documentation	20
Fire safety	16
MLC, 2006	8
Water/Weathertight conditions	4
Life saving appliances	4
Working and Living Conditions	4
Propulsion and auxiliary machinery	4
Structural Conditions	3
Emergency Systems	3
Radio Communications	2
ISM	1
Alarms	1
Pollution prevention - MARPOL	1
Other	1
	<b>99</b>

**78 EU-approved livestock carriers  
Profile of ships**

In May 2018, as the *Alferdawi-1* owned by Turkey's Danube Shipping Company, she was en route from Midia (Romania) to Aqaba (Jordan). A diving boat reported carcasses of dead sheep in the Red Sea near Giftun Island and Hurghada resort town. The *Alferdawi-1* was seized by the Egyptian authorities for illegal dumping of dead sheep. 25 carcasses were collected and buried on the Island for fear they would attract sharks. It was understood the ship encountered ventilation troubles killing an undisclosed number of animals.



Red Sea, May 2018. © El Watan

She called at Istanbul, Batumi and Jeddah in November 2020, Istanbul in December Location, February 2021: en route from Jeddah (Saudi Arabia) to Midia (Romania).

She is approved for livestock transport by Romania until June 19, 2024.

ISM manager: Black Sea Shipmanagement SA since 11/06/2019 (low performing).  
Ship risk profile : 5 points, high risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

***Spiridon II*** (ex-*Mikhail Cheremnykh*). IMO 7311329. Ex-general cargo ship converted in 2011 at the age of 38. Length 97 m. Built in 1973 in Rauma (Finland) by Hollming. 48 years old.



*Spiridon II*, Bosphorus, June 2012. © Marc Ottini

Togolese flag since October 2018; black list, ranked high risk. Previously registered in Lebanon (2014), Togo (2009) and Russia (1992).

Classification society International Naval Surveys Bureau since August 2019; medium performing. Previously Phoenix Register of Shipping (2013).

Owned by JMR Shipping SA registered in Honduras c/o Murr Shipping SA (Honduras). Murr Shipping SA reports a fleet of 2 livestock carriers, the *F.M. Spiridon* and *Spiridon II*, both EU-approved.

8 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) and in 2020 in Koper (Slovenia).

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.

<b><i>Spiridon II</i></b>	<b>7311329</b>
Structural Conditions	18
MLC, 2006	16
Water/Weathertight conditions	7
Safety of Navigation	6
Fire safety	5
Certificates & Documentation	4
Propulsion and auxiliary machinery	4
ISM	3
Structural Safety	3
Working and Living Conditions	3
Load lines	2
Pollution prevention - MARPOL	2
Other Type of Deficiencies	1
Life saving appliances	1
Alarms	1
	<b>76</b>

**78 EU-approved livestock carriers  
Profile of ships**

She called at Vila do Conde (Brazil) in September, Beirut (Lebanon), Koper (Slovenia) and Kostrena (Croatia) in October, Beirut and Tarragona (Spain) in December 2020.

Location, February 2021: North Atlantic, en route from Cartagena (Spain).

She is approved for livestock transport by Spain until June 20, 2024.

ISM manager : Murr Management SA since 19/10/2018 (Not negatively listed).

Ship risk profile : 3 points, standard risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

***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. Built in 1975 in Foxhal (Netherlands) by Bodewaes Gruno. 46 years old.



February 2016, *Suha Queen* detained in Cartagena (Spain). © Paris MoU

Togolese flag since November 2015; black list, ranked high risk. Previously registered in Sierra Leone (August 2013), Moldova (April 2013), Jamaica (February 2013), Sierra Leone (2007). Classification society International Register of Shipping since November 2007; very low performing. Previously Korea Classification Society (2003).

Owned by Arwad Trading FZE (United Arab Emirates). Arwad Trading FZE reports a fleet of 2 livestock carriers, the *Suha Queen II* and *Blue Moon I*, both EU-approved.

9 detentions: in 2002 in Dublin (Ireland), in 2007 in Iskenderun (Turkey), 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.

<b><i>Suha Queen II</i></b>	<b>7406772</b>
Certificates & Documentation	19
Fire safety	9
MLC, 2006	8
Safety of Navigation	8
Emergency Systems	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
	<b>68</b>



**78 EU-approved livestock carriers  
Profile of ships**

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 Turkish bunker tanker *Ondina*. The livestock carrier suffered damages.

She called at Midia (Romania) and Jeddah (Saudi Arabia) in May 2020, Istanbul in June, Tarragona (Spain), Beirut and Tripoli (Lebanon) in October.

Location, February 2021: East Mediterranean, Tripoli (Lebanon)

She is approved for livestock transport by France until May 6, 2022 and Spain until June 26, 2024.

ISM manager: RJA Group SA (Low/very low performing).

Ship risk profile : 6 points, high risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1978 in Shimizu (Japan) by Miho. 43 years old.

Tanzanian flag since July 2016; black list, ranked medium to high risk. Previously registered in Comoros (2014), Sierra Leone (2011), Tanzania (2010), Moldova (2008). Classification society International Register of Shipping since June 2017; very low performing. Previously Maritime Bureau of Shipping.

Owned by Mas Shipping Ltd registered in the Marshall Islands c/o Faros Shipping Co Sarl (Lebanon). Faros Shipping Co Sarl reports a fleet of 17 vessels of which 4 livestock carriers, the *Taiba*, the *Trust 1*, and the *Yosor*, all EU-approved and the *Al Rayan* (IMO 7367976).

8 detentions: in 2001 in Kaliningrad (Russia), in 2003 in Hachinohe (Japan), in 2005 in Antalya (Turkey), 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.

<b>Taiba</b>	<b>7708807</b>
MLC, 2006	11
Pollution prevention - MARPOL	7
Safety of Navigation	6
Certificate & Documentation	6
Life saving appliances	3
Propulsion and auxiliary machinery	3
Water/Weathertight conditions	3
Load lines	3
Emergency Systems	1
Fire safety	1
Structural Conditions	1
ISM	1
Radio Communications	1
Alarm signals	1
Operational deficiencies	1
Structural Safety	1
	<b>50</b>

She called at Midia in October 2020, Jeddah (Saudi Arabia), Djibouti, Adabiya (Egypt) in November, Tuzla in December, Midia in January 2021.

Location, February 2021: Red Sea, en route from Aqaba (Jordan) to Djibouti.

She is approved for livestock transport by Romania until May 30, 2022.

ISM manager : Faros Shipping Co Sarl since 10/06/2017 (very low performing).

Ship risk profile : 6 points, high risk ship

**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1980 in Neuenfelde (Germany) by JJ Sietas Schiffswerft. 41 years old.

Lebanese flag since February 2016; grey list. Previously registered in Tanzania (2011), Georgia (2010), Moldova (2009).

Classification society International Naval Surveys Bureau since December 2016.

Owned by Talia Shipping Line Co SARL (Lebanon) reporting a fleet 3 livestock carriers, the *Talia* and *Karim Allah* both EU-approved and the *Julia AK* (IMO 7434949).



*Talia*, August 2017, in Sulina (Romania). © Sirotencu Liviu

5 detentions: in 2009 in Antalya (Turkey), 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.

<b>Talia</b>	<b>7910888</b>
Certificate & Documentation	1
MLC, 2006	1
Pollution prevention - MARPOL	1
Radio Communications	1
Water/Weathertight conditions	1
Emergency Systems	1
	<b>6</b>

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 before 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 Beirut (Lebanon), Cartagena (Spain) and Misurata (Libya) in December 2020, Rasa (Croatia) and Iskenderun (Turkey) in January 2021.

Location, February 2021: Ionian Sea, en route from Iskenderun (Turkey) to Beirut (Lebanon).

She is approved for livestock transport by Romania until December 26, 2021.

ISM manager : Talia Shipping Line Co SARL since 01/02/2016 (Not negatively listed).

Ship risk profile : 1 point, standard risk ship.

78 EU-approved livestock carriers  
Profile of ships

**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. Built in 1987 in Shitanoe (Japan) by Minami-Nippon. 34 years old.



As *Almahmoud Transporter*, being converted, June 2010, Beirut (Lebanon). © Marc Ottini

Panamanian flag since July 2010; white list. Previously registered in Comoros (2009). Classification society International Naval Surveys Bureau since October 2010; medium performing. Previously Korean Register of Shipping.

Owned by Global Transport For Livestock c/o 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.

<b><i>Transporter</i></b>	<b>8701387</b>
Certificates & Documentation	2
MLC, 2006	2
Life saving appliances	1
Safety of Navigation	1
	<b>6</b>

She called at Ceuta (Spain) in October 2020, Vila do Conde (Brazil) in November, Iskenderun (Turkey) in November, Cartagena in December, Iskenderun (Turquie), Escombreras (Spain) and Ceuta (Spain) in January 2021.

Location, February 2021: en route from Ceuta to Rio de Janeiro (Brazil).

She is approved for livestock transport by Romania until August 5, 2023.

ISM manager: Unifleet Management Co SA since 24/10/2012 (Low/Very Low Performing).  
Ship risk profile : 3 points, standard risk ship.

78 EU-approved livestock carriers  
Profile of ships

**Trust 1** (ex-Spartacus, ex-Joy Star, ex-Navigia, ex-Dana Navigia, ex-Navigia, ex-Donar). IMO 7504158. Ex-general cargo ship converted in 2015 at the age of 40. Length 81 m. Built in 1975 in Hamburg (Germany) by Norderwerft. 46 years old.



As the general cargo carrier *Navigia*, April 1997. © Frank Iversen

Togolese flag since February 2017; black list, ranked high risk. Previously registered in Tanzania (2012), Sierra Leone (2008), Comoros (2004), Belize (2003). Classification society Columbus American Register since October 2018; low performing. Previously Bulgarski Koraben Registar.

Owned by Universal Shipping & Logistic registered in Panama c/o Faros Shipping Co Sarl (Lebanon). Faros Shipping Co Sarl reports a fleet of 17 vessels of which 4 livestock carriers, the *Trust 1*, the *Taiba* and the *Yosor*, all EU-approved and the *Al Rayan* (IMO 7367976).

6 detentions: in 2001 and 2002 in Aberdeen (Scotland, United Kingdom), in 2008 in Alexandria (Egypt), in 2010 and 2011 in Damietta (Egypt) and in 2018 in Suez (Egpt).



The livestock carrier *Trust 1*, July 29, 2019, departing Berbera, Somalia © vovashap

The *Trust 1* is still sailing but her latest inspection dates back to 2018 and a detention in Suez. She has not been spotted in a European port since 2015. In 2018 she was detained once, inspected twice in Suez (Egypt) and Osman Gigna (Sudan) totalling 12 deficiencies. Grounds



**78 EU-approved livestock carriers  
Profile of ships**

for detention in Suez include deficiencies with regard life saving appliances and certificates & documentation.

<b><i>Trust 1</i></b>	<b>7504158</b>
Life saving appliances	5
Certificates & Documentation	4
Fire Safety measures	1
Safety of navigation	1
Structural Safety	1
	<b>12</b>

On May 28, 2015, the *Trust I* transporting 13,000 sheep from Midia (Romania) was denied entry to Aqaba (Jordan). Veterinarians carrying out a routine inspection to ensure the animals were free of any disease found 5,200 sheep were dead. 40% of the animals had died during transport. According to the Jordanian Agriculture Ministry, the dead sheep had no disease but died during transport from thirst and starvation because they were not provided with water nor feed for 8 days. The ship was requested to dispose of the dead animals before eventually allowing the surviving ones to land. There is no information on their fate but it can be feared more sheep died from this additional delay. Some weeks earlier, in April, Jordan had lifted the 8-month ban on livestock import from Romania where a bluetongue disease had been reported.

She called at Jeddah and Port Sudan in January 2021.  
Location, February 2021: Red Sea, Berbera (Somalia).

She was approved for livestock transport by Romania until May 19, 2020.

ISM manager : Faros Shipping Co Sarl since 12/10/2018 (very low performing).  
Ship risk profile : 6 points, high risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**Tulip** (ex-Tinkerbell Mar, ex-Ariake Maru N°.12). IMO 8614273. Ex-car carrier converted in 2019 at the age of 32. Length 102 m. Built in 1987 in Saiki (Japan) by Honda. 34 years old.



In Cartagena, May 2019. © Pedro Gonzalez Ruiz

Lebanese flag since November 2011; grey list. Previously registered in Jamaica. Classification society Nippon Kaiji Kyokai; high performing.

Owned by Rihab Shipping SA registered in Panama c/o ADCO SAL (Lebanon). ADCO SAL reports a fleet of 4 vessels of which 3 livestock carriers, the *Etab*, and *Tulip* both EU-approved and the *Nabolsi* (IMO 8204250)

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.

<b><i>Tulip</i></b>	<b>7504158</b>
Certificate and Documentation	4
MLC, 2006	3
Safety of Navigation	2
Life saving appliances	2
Load lines	2
Propulsion and auxiliary machinery	2
Dangerous goods	1
Labour Conditions	1
Structural Safety	1
Fire safety	1
Other Type of Deficiencies	1
	<b>20</b>

She called at Tarragona (Spain) and Misrata (Libya) in September 2020, Sète (France) and Tenes (Algeria) in October, Algiers (Algeria) and Tenes in December, Cartagena (Spain) in January 2021.

Location, February 2021: West Mediterranean, en route from Tenes to Cartagena.

She was approved for livestock transport by Romania until October 28, 2019.

ISM manager : ADCO SAL since 20/09/2019, low/very low performing.

Ship risk profile: 3 points, standard risk ship.

**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in Brake (Germany) by Lühring. 51 years old.



As the general cargo ship *Beckumersand*, July 1974.  
© Dr. Allan Ryszka-Onions



As the livestock carrier *Rabunion XIX*, January 1991.  
© Frits Olinga

Togolese flag since January 2013; black list, ranked high risk. Previously registered in Cambodia (1997), and Honduras (1994).

Classification society Columbus American Register since January 2013; low performing.

Owned since July 2020 by Unimar Shipping Co Corp (Turkey) reported as a single-ship company. Previously, *Alpha Livestock 19* was owned by Union Commercial Co Sarl (Lebanon) also a single-ship company.

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.

<b>Unimar Livestock</b>	<b>7021821</b>
Certificates & Documentation	12
MLC, 2006	5
Fire safety	5
Life saving appliances	4
Propulsion and auxiliary machinery	3
Safety of Navigation	3
Pollution prevention - MARPOL	2
ISM	2
Radio Communications	2
Labour Conditions	2
Emergency Systems	1
Water/Weathertight conditions	1
Other Type of Deficiencies	1
	<b>43</b>

In December 2020 she called at Port Said and Suez (Egypt), Istanbul (Turkey) and Midia (Romania).

78 EU-approved livestock carriers  
Profile of ships

Location, February 2021: Black Sea, Midia.



As *Alpha Livestock 19* in Cartagena (Spain), March 2015. © Isidoro Hernandez Ferrer

*Alpha Livestock 19* is approved for livestock transport by Romania until June 11, 2023.

*Alpha Livestock 19*. ISM manager : Union Commercial Co Sarl (low performing).

Ship risk profile : 6 points, high risk ship.

The *Unimar Livestock's* new owner/ship manager/ISM manager is Unimar Shipping Co Corp since 04/08/2020 (not negatively listed).

Updated Ship risk profile : 4 points, standard ship risk.

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78 EU-approved livestock carriers  
Profile of ships

***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. Built in 1992 in Drobeta (Romania) by Severnav. 29 years old.



Croatia, June 2020. © Kovcs Tibor

Sierra Leone flag since April 2019; black list, ranked medium risk. Previously registered in Comoros (2017), 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 (Turkey) c/o Uranus Denizcilik Sanayi ve Ticaret Ltd Sti (Turkey) 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 (Turkey), 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 certificates & documentation, safety of navigation, propulsion and auxiliary machinery, structural conditions, emergency systems, life saving appliances, water/weathertight conditions, ISM and pollution prevention.



**78 EU-approved livestock carriers  
Profile of ships**

<b><i>Uranus II</i></b>	<b>9057214</b>
Certificate & Documentation	10
Fire safety	6
MLC, 2006	5
Safety of Navigation	5
Propulsion and auxiliary machinery	4
Structural Conditions	4
Emergency Systems	4
Life saving appliances	3
Radio Communications	2
Water/Weathertight conditions	2
ISM	2
Pollution Prevention	2
Working and Living Conditions	2
Other	1
Alarms	1
	<b>53</b>

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 Midia (Romania), Haifa (Israel), and Rasa (Croatia) in January 2021.  
Location, February 2021: East Mediterranean, Haifa (Israel).

She is approved for livestock transport by Portugal.

ISM manager: Uranus Denizcilik Sanayi since 05/04/2019 (Not negatively listed).  
Ship risk profile : 2 points, standard risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**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. Built in 1981 in Stockholm (Sweden) by Finnboda Varf. 40 years old.



*Victory, Escombreras (Spain), May 2015 © SG vesselfinder*

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 Dodi Shipping Ltd registered in the Seychelles c/o Ania Marine Ltd (Lebanon). Ania Marine Ltd reports a fleet of 3 livestock carriers, the *Freedom*, *Elevation* and *Victory* all EU-approved

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.

<b>Victory</b>	<b>7931985</b>
MLC, 2006	3
Certificate & Documentation	1
Water/Weathertight conditions	1
	<b>5</b>

She called at Cartagena (Spain) in May 2020, Jeddah (Saudi Arabia), Beirut (Lebanon) and Cartagena (Spain) in July, Beirut in August, Cartagena (Spain) in January 2021. Location, February 2021: Puerto Cabello (Venezuela).

She is approved for livestock transport by France until May 15, 2022.

ISM manager: Ania Marine Ltd since 01/01/2016 (Not negatively listed).

Ship risk profile : 1 point, standard risk ship.

**78 EU-approved livestock carriers  
Profile of ships**

**Yosor** (ex-*Gracia del Mar*). IMO 7819113. Ex-container ship converted in 2011 at the age of 30 by Tuzla Shipyard in Turkey. Length 123 m. Built in 1981 in Vigo (Spain) by Enrique Lorenzo y Cía. 40 years old.



As the container ship *Gracia del Mar*, July 2008.  
© Sangrin



Being converted to livestock carrier at Tuzla (Turkey), May 2011. © Ahmad Al-Ayyat

Panamanian flag since July 2010; white list. Previously registered in Spain. Classification society Panama Maritime Documentation Services since July 2014; medium performing. Previously Isthmus Bureau of Shipping.

Owned by Jostar Ltd registered in the British Virgin Islands c/o Faros Shipping Co Sarl (Lebanon). Faros Shipping Co Sarl reports a fleet of 17 vessels of which 4 livestock carriers, the *Trust 1*, the *Taiba* and the *Yosor*, all EU-approved and the *Al Rayan* (IMO 7367976).

6 detentions: in 2010 in Gemlik (Turkey), in 2011 in Gibraltar (United Kingdom), in 2012 in Vila do Conde (Brazil) and Adabiyah (Egypt) and in 2013 and 2014 in Safaga (Egypt).

In 2019-2020 she was inspected 10 times in Aqaba (Jordan, twice), Cartagena (Colombia, twice), Cartagena (Spain), Rio Grande (Brazil), Sao Sebastiao (Brazil), Suez (Egypt), Vila do Conde (Brazil, twice) totalling 10 deficiencies.

<b>Yosor</b>	<b>7819113</b>
Propulsion and auxiliary machinery	4
Fire safety	2
Labour Conditions	2
Pollution Prevention	1
Safety of Navigation	1
	<b>10</b>

In 2010, the *Gracia del Mar* was acquired for 501,000 € by Syrian interests for conversion to livestock carrier. In March 2012, she was reportedly owned by Bay Route Shipping registered in Panama. She left Brazil on January 24, heading for Egypt with 5,600 cattle. 2750 animals died during the voyage, possibly from a ventilation system failure. The survivors were denied permission to disembark in Port Said, Egypt where a foot-and-mouth disease had hit 60,000 animals. The *Gracia del Mar* sailed down the Suez Canal but was also refused access to Djibouti, Sudan and Erytria and remained stranded with her human and animal passengers in the Red Sea. Allegedly, the ship was finally allowed to dock in Djibouti; the cattle still alive was sent to Saudi Arabia for slaughter in April.

**78 EU-approved livestock carriers  
Profile of ships**



Yosor, downbound Bosphorus, August 2014. © Marc Ottini

She called at Beirut (Lebanon) in July 2020, Cartagena (Spain) in August, Damietta (Egypt) in September, Cartagena (Spain) in December, Montevideo (Uruguay), Cartagena (Spain) in January 2021.

Location, February 2021: East Mediterranean, en route from Cartagena (Spain) to Iskenderun (Turkey).

She was approved for livestock transport by Romania until August 17, 2019.

ISM manager : Faros Shipping Co SA from 15/04/2014 to 20/09/2020 (very low performing).

Ship risk profile : 3 points, standard risk ship.

ISM manager : Itqan Ship Mgmt & Operation since (20/09/2020) is acting as ISM manager for Yosor and 4 bulkers (not negatively listed).

Ship risk profile : 1 point, standard risk ship.

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**78 EU-approved livestock carriers  
Profile of ships**

**Zad Elkhir** (ex-Gudrun, ex-City of Porto, ex-Pelayo, ex-Jane, ex-Gudrun). IMO 9109079. Ex-container ship converted in 2015 at the age of 20. Length 113 m. Built in 1995 in Berne (Germany) by Hegemann Roland. Scrapped at the age of 25.



*Zad Elkhir*, docked at Cartagena, Spain, October 2019. © Tony Hogwood

Panamanian flag since August 2012; white list. Previously registered in Antigua & Barbuda. Classification society RINA; high performing.

Owned by Al-Wareed Co (Libya) reported as a single-ship company.

2 detentions: in 2011 in Sevilla (Spain) and in 2017 in Istanbul (Turkey). She has not been inspected since November 2018 in Rio Grande (Brazil).

In 2017-2018 she was inspected 11 times in Cartagena (Spain, twice), Istanbul (Turkey), Philadelphia (USA), Rio Grande (Brazil, twice), Sao Sebastiao (Brazil), Tarragona (Spain), Tuzla (Turkey), Vila do Conde (Brazil, twice) totalling 25 deficiencies. Grounds for detention in Istanbul include deficiencies with regard ISM.

<b>Zad Elkhir</b>	<b>9109079</b>
Propulsion and auxiliary machinery	4
MLC, 2006	4
Certificate & Documentation	3
Fire Safety measures	3
Pollution prevention - MARPOL	2
Life saving appliances	2
Food and catering	1
Working spaces and accident prevention	1
Alarms	1
Emergency Systems	1
ISM	1
Accommodation	1
Operational deficiencies	1
	<b>25</b>

In December 2019, the *Zad Elkhir* was seized at Iskenderun for a commercial dispute after unloading 4,100 sheep. She was operated by Istanbul-based Al Ryan Shipping. The crew of 31 seamen, 6 from Turkey and 25 others from Pakistan, India, Azerbaidjan and Syria, has not been

**78 EU-approved livestock carriers  
Profile of ships**

paid for months. About 10 seamen left the ship, 21 were abandoned for 45 days off Iskenderun. In February they started to lack food, water and fuel. In April 2020, the ship was sold by a court order reportedly to be towed to Aliaga and scrapped. Though, no change of ownership has been reported in official databases, her status is still in service.

She was approved for livestock transport by Romania until April 30, 2020.

ISM manager : Al Ryan International Nakliye since 30/09/2014 (Not negatively listed).

Ship risk profile : 1 point, standard risk ship.

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## Appendixes

### **Appendix 1**

78 EU-approved livestock carriers (sort by IMO number) and EU Member State of approval

### **Appendix 2:**

Classification societies of the 78 EU-approved livestock carriers and their performance

### **Appendix 3:**

Ships per number of detentions throughout their operational life and years of detention

### **Appendix 4:**

EU-approved livestock carriers and reported deficiencies in the years 2019-2020 (or in the latest 2 years with reported inspections, or in the last 2 years of their trading life for ships that have been scrapped or declared a total loss) with regard certification and documentation / safety of navigation / fire safety / Maritime Labour Convention / pollution prevention / propulsion and auxiliary machinery

### **Appendix 5:**

Additional list of recently EU-approved livestock carriers

**78 EU-approved livestock carriers**  
**Appendix 1**

**Appendix 1 : list of ships, IMO numbers and EU-Member State of approval**

The report sorts livestock carriers by name. Appendix 2 sorts them by IMO number to identify ships in case of renaming and includes the Member State of approval (Cf. DG Health and Food Safety 2019 report).

<b>IMO number</b>	<b>Name of ship</b>	<b>Approved by</b>
<b>6401218</b>	<i>Omega Livestock</i>	Romania
<b>6422303</b>	<i>Seastar Livestock</i>	Romania
<b>6518425</b>	<i>Lady Maria</i>	Romania
<b>6519144</b>	<i>Karim Allah</i>	Croatia
<b>6609779</b>	<i>Etab</i>	Romania
<b>6703343</b>	<i>Equality</i>	France
<b>6718427</b>	<i>Elbeik</i>	Romania
<b>6817003</b>	<i>Al Mabrouka 10</i>	Romania
<b>6829082</b>	<i>Maysa</i>	Romania
<b>6927092</b>	<i>LSS Success</i>	Romania
<b>7015509</b>	<i>Janay</i>	Romania
<b>7021821</b>	<i>Unimar Livestock</i>	Romania
<b>7022356</b>	<i>Kenoz</i>	Romania
<b>7026663</b>	<i>Rami M</i>	France
<b>7026871</b>	<i>Phoenix I</i>	Romania
<b>7041053</b>	<i>Pacific M</i>	Romania
<b>7104972</b>	<i>Freedom</i>	France
<b>7113624</b>	<i>Mariona</i>	Romania
<b>7128760</b>	<i>Nabolsi I</i>	Spain
<b>7222982</b>	<i>Mariona Star</i>	Romania
<b>7223041</b>	<i>Lady Rasha</i>	Romania
<b>7300992</b>	<i>F..M SPiridon</i>	France
<b>7303231</b>	<i>Dragon</i>	Romania
<b>7310507</b>	<i>Fidelity</i>	France
<b>7311329</b>	<i>Spiridon II</i>	Spain
<b>7349871</b>	<i>Harmony Livestock</i>	Romania
<b>7368815</b>	<i>Britta K</i>	Romania
<b>7396630</b>	<i>Blue Moon I</i>	France
<b>7405089</b>	<i>Princess Hiyam</i>	France
<b>7405091</b>	<i>Barhom III</i>	Romania
<b>7406772</b>	<i>Suha Queen II</i>	France
<b>7407324</b>	<i>Elevation</i>	Romania
<b>7422544</b>	<i>Anakin</i>	Spain
<b>7504158</b>	<i>Trust I</i>	Romania
<b>7510858</b>	<i>Apus</i>	Romania
<b>7529940</b>	<i>Norland</i>	Slovenia
<b>7601073</b>	<i>Bruna</i>	Spain

**78 EU-approved livestock carriers**  
**Appendix 1**

<b>7607429</b>	<i>Barhom II</i>	Romania
<b>7611547</b>	<i>Nader A</i>	Romania
<b>7614848</b>	<i>Barhom</i>	France
<b>7615309</b>	<i>Nelore</i>	France
<b>7639616</b>	<i>Jersey</i>	Romania
<b>7703259</b>	<i>Gamma Star</i>	Romania - France
<b>7708807</b>	<i>Taiba</i>	Romania
<b>7711866</b>	<i>Phoenix III</i>	Romania
<b>7808463</b>	<i>Sarah M</i>	Romania - Ireland
<b>7819113</b>	<i>Yosor</i>	Romania
<b>7819876</b>	<i>Abdullah</i>	Romania
<b>7901693</b>	<i>Julia L.S.</i>	Romania
<b>7903029</b>	<i>Neameh</i>	Romania
<b>7910888</b>	<i>Talia</i>	Romania
<b>7913153</b>	<i>Noa</i>	Romania
<b>7920675</b>	<i>Queen Hind</i>	Romania
<b>7931985</b>	<i>Victory</i>	France
<b>8009076</b>	<i>Gulf Livestock 2</i>	Romania
<b>8017970</b>	<i>Adel I</i>	Croatia
<b>8129254</b>	<i>Uranus L</i>	Portugal
<b>8200565</b>	<i>North Star 1</i>	Romania - Ireland
<b>8200577</b>	<i>Atlantic M</i>	Romania - Ireland
<b>8215807</b>	<i>Karazi</i>	Romania
<b>8300157</b>	<i>Mira</i>	Portugal
<b>8506361</b>	<i>Bashar One Transport</i>	Romania
<b>8614273</b>	<i>Tulip</i>	Romania
<b>8701387</b>	<i>Transporter</i>	Romania
<b>8813037</b>	<i>Al Farouk</i>	Spain
<b>8917742</b>	<i>Omega Star</i>	Romania
<b>9004413</b>	<i>Holstein Express</i>	Ireland-Portugal
<b>9057214</b>	<i>Uranus II</i>	Portugal
<b>9109079</b>	<i>Zad Elkhir</i>	Romania
<b>9113719</b>	<i>Alondra</i>	Ireland-Portugal
<b>9152806</b>	<i>Alkhairat 9</i>	Croatia
<b>9186390</b>	<i>Queensland</i>	Spain
<b>9232852</b>	<i>Ocean Drover</i>	Portugal
<b>9238416</b>	<i>Brahman Express</i>	Portugal
<b>9262895</b>	<i>Jawan</i>	Romania
<b>9360776</b>	<i>Ocean Swagman</i>	Portugal
<b>9360788</b>	<i>Bahijah</i>	Portugal
<b>9621211</b>	<i>Gelbray Express</i>	Portugal



78 EU-approved livestock carriers  
Appendix 2

**Appendix 2 : classification society, number of EU-approved livestock carriers and performance of the classification society according to Paris MoU**

	International Naval Surveys Bureau	13	17%	medium performing
	Dromon Bureau of Shipping	10	13%	medium performing
*	RINA	7	9%	high performing
	International Register of Shipping	6	8%	very low performing
*	Bureau Veritas	5	6%	high performing
	Phoenix Register of Shipping	5	6%	medium performing
	Columbus American Register	4	5%	low performing
*	Nippon Kaiji Kyokai	4	5%	high performing
	Bulgarski Koraben Registar	3	4%	medium performing
	Maritime Lloyd Georgia	3	4%	low performing
*	Croatian Register of Shipping	2	3%	medium performing
*	Det Norske Veritas-Germanischer Lloyd	2	3%	high performing
	Global Marine Bureau	2	3%	not ranked
	Isthmus Bureau of Shipping	2	3%	medium performing
*	China Classification Society	1	1%	high performing
	Conarina	1	1%	not ranked
	Cosmos Marine Bureau	1	1%	not ranked
	Guardian Bureau of Shipping	1	1%	low performing
	Macosnar Corp	1	1%	medium performing
	Overseas Marine Certification	1	1%	medium performing
	Panama Maritime Documentation Services	1	1%	medium performing
*	Polish Register of Shipping	1	1%	high performing
*	Russian Maritime register of Shipping	1	1%	high performing
	Vega Register	1	1%	low performing
*	IACS	23	29%	
	non IACS	55	71%	

**Appendix 3: number of detentions throughout the ship's operational life and years of detentions**

- 0 detention
- 1-2 detentions
- 3-9 detentions
- 10 detentions and over

<b>0 detention:5 (6%)</b>
<i>Bahijah</i>
<i>Brahman Express</i>
<i>Elevation</i>
<i>Ocean Swagman</i>
<i>Queensland</i>

<b>1 - 2 detentions: 20 (26%)</b>	<b>Years of detention</b>
<i>Al Farouk</i>	2003, 2013
<i>Alkhairat 9</i>	2018 (2)
<i>Alondra</i>	2009
<i>Bashar One Transport</i>	2001, 2013
<i>Britta K</i>	1998, 2001
<i>Equality</i>	1999
<i>Gamma Star</i>	2003, 2015
<i>Gelbray Express</i>	2017, 2018
<i>Gulf Livestock 2</i>	2019
<i>Holstein Express</i>	2020
<i>Jawan</i>	2016
<i>Karazi</i>	2010, 2019
<i>Nabolsi I</i>	2007, 2012
<i>Neameh</i>	2006, 2016
<i>Norland</i>	2004
<i>North Star 1</i>	2014 (2)
<i>Sarah M</i>	2003, 2019
<i>Transporter</i>	2007, 2013
<i>Tulip</i>	2014
<i>Zad Elkhir</i>	2011, 2017

**78 EU-approved livestock carriers**  
**Appendix 3**

<b>3-9 detentions: 44 (56%)</b>	<b>Years of detention</b>
<i>Adel I</i>	2010, 2011, 2015
<i>Al Mabrouka 10</i>	2001, 2006, 2008 (2), 2009, 2010, 2014, 2015, 2017
<i>Apus</i>	2001, 2004 (2), 2007
<i>Atlantic M</i>	2009, 2018, 2020
<i>Barhom</i>	1998, 1999, 2006 (2), 2007, 2009, 2014
<i>Barhom II</i>	2003, 2004, 2005, 2007 (2), 2009
<i>Blue Moon I</i>	2003, 2004, 2008, 2009, 2010, 2011, 2017, 2018 (2)
<i>Bruna</i>	2002, 2011 (2), 2018, 2020
<i>Dragon</i>	2007, 2009, 2014, 2017
<i>Elbeik</i>	2003, 2006 (2), 2013 (2), 2015 (2), 2017, 2020
<i>F..M SPiridon</i>	2000, 2005, 2006, 2008, 2009, 2014
<i>Fidelity</i>	2004, 2011, 2015, 2016, 2018
<i>Freedom</i>	1999, 2003, 2011
<i>Harmony Livestock</i>	2008 (2), 2010
<i>Julia L.S.</i>	1999, 2009, 2010 (2), 2011, 2017 (2), 2018
<i>Karim Allah</i>	2000 (2), 2001, 2002 (2)
<i>Kenoz</i>	2004 (2), 2016
<i>Lady Maria</i>	2003 (2), 2005, 2015
<i>Lady Rasha</i>	2001, 2005, 2007, 2008 (2), 2015 (2)
<i>LSS Success</i>	2001, 2014, 2015, 2017
<i>Mariona</i>	2006, 2007, 2008, 2014, 2015
<i>Maysa</i>	2003, 2010, 2011, 2012, 2013, 2015 (2), 2019
<i>Mira</i>	2004, 2005 (2), 2012, 2015, 2018, 2020
<i>Nader A</i>	2015, 2016, 2017
<i>Nelore</i>	2004, 2005 (4), 2006 (2), 2011
<i>Noa</i>	1998, 2005, 2006, 2008, 2011, 2012, 2016
<i>Ocean Drover</i>	2011, 2014, 2016
<i>Omega Livestock</i>	2000, 2002, 2003, 2006, 2010
<i>Omega Star</i>	2004, 2008, 2013, 2016
<i>Pacific M</i>	2007, 2011, 2016, 2017
<i>Phoenix I</i>	2001, 2005, 2006, 2010, 2011, 2015, 2017, 2018
<i>Phoenix III</i>	1999 (2), 2001 (3), 2007, 2008, 2015
<i>Princess Hiyam</i>	1999, 2004, 2007 (2), 2008, 2009, 2012, 2017
<i>Queen Hind</i>	2008, 2011, 2018
<i>Rami M</i>	2000, 2002, 2003, 2004 (3), 2012
<i>Spiridon II</i>	2009 (2), 2010 (2), 2012, 2015, 2018, 2020
<i>Suha Queen II</i>	2002, 2007, 2013, 2015 (2), 2016 (2), 2019, 2020
<i>Taiba</i>	2001, 2003, 2005, 2006 (2), 2010 (2), 2016
<i>Talia</i>	2009, 2010, 2012 (2), 2013
<i>Trust I</i>	2001, 2002, 2008, 2010, 2011, 2018
<i>Unimar Livestock</i>	2006, 2007, 2010, 2013
<i>Uranus L</i>	1998, 2002, 2005 (2), 2012, 2013, 2017, 2018, 2019
<i>Victory</i>	2003, 2004, 2007 (2), 2009, 2010 (2)

**78 EU-approved livestock carriers  
Appendix 3**

<i>Yosor</i>	2010, 2011, 2012 (2), 2013, 2014
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<b>10 detentions or over (12%)</b>	<b>Years of detention</b>
<i>Abdullah</i>	1999, 2003, 2004, 2005 (2), 2006, 2007, 2008, 2009, 2012, 2015 (2), 2017
<i>Anakin</i>	2006 (3), 2007 (4), 2008 (3), 2009, 2011
<i>Barhom III</i>	1998, 1999 (3), 2004, 2005 (3), 2006 (3), 2016
<i>Etab</i>	1999 (2), 2003 (2), 2004 (2), 2005, 2006, 2007, 2010, 2012, 2013, 2014, 2019, 2020 (2)
<i>Janay</i>	1998, 2004, 2005, 2007 (3), 2008 (5), 2009 (2), 2010, 2013, 2014, 2019
<i>Jersey</i>	1998, 2005, 2007, 2008 (2), 2009, 2011, 2012, 2014 (2), 2015, 2016 (2)
<i>Mariona Star</i>	1999, 2000, 2001 (2), 2004, 2005, 2006, 2007, 2008 (2), 2009 (3), 2012, 2017
<i>Seastar Livestock</i>	1998, 1999, 2000 (2), 2001 (3), 2007, 2015, 2016
<i>Uranus II</i>	1999, 2005, 2006, 2008 (2), 2010, 2012, 2013, 2014, 2018 (2), 2019, 2020

**Appendix 4 : EU-approved livestock carriers reported with deficiencies in the years 2019-2020, or in the latest 2 years with reported inspections, or in the last 2 years of their trading life for ships that have been scrapped or declared a total loss, regarding certain categories:**

- certificates and documentation
- safety of navigation,
- fire safety,
- Maritime Labour Convention
- pollution prevention
- propulsion and auxiliary machinery

### Certificates and documentation

<i>Abdullah</i>
<i>Adel I</i>
<i>Al Farouk</i>
<i>Al Mabrouka 10</i>
<i>Alkhairat 9</i>
<i>Alondra</i>
<i>Anakin</i>
<i>Apus</i>
<i>Atlantic M</i>
<i>Barhom</i>
<i>Barhom II</i>
<i>Barhom III</i>
<i>Bashar One Transport</i>
<i>Blue Moon I</i>
<i>Brahman Express</i>
<i>Britta K</i>
<i>Bruna</i>
<i>Dragon</i>
<i>Elbeik</i>
<i>Elevation</i>
<i>Equality</i>
<i>Etab</i>
<i>F.M. Spiridon</i>
<i>Fidelity</i>

<i>Freedom</i>
<i>Gamma Star</i>
<i>Gulf Livestock 2</i>
<i>Harmony Livestock</i>
<i>Holstein Express</i>
<i>Janay</i>
<i>Jersey</i>
<i>Julia L.S.</i>
<i>Karazi</i>
<i>Karim Allah</i>
<i>Lady Maria</i>
<i>Lady Rasha</i>
<i>Lss Success</i>
<i>Mariona</i>
<i>Mariona Star</i>
<i>Maysa</i>
<i>Mira</i>
<i>Nabolsi I</i>
<i>Nader-A</i>
<i>Neameh</i>
<i>Neameh</i>
<i>Nelore</i>
<i>Noa</i>
<i>Norland</i>

<i>North Star 1</i>
<i>Omega Livestock</i>
<i>Omega Star</i>
<i>Pacific M</i>
<i>Phoenix I</i>
<i>Phoenix III</i>
<i>Princess Hiyam</i>
<i>Queen Hind</i>
<i>Rami-M</i>
<i>Sarah M</i>
<i>Sea Star Livestock</i>
<i>Spiridon II</i>
<i>Suha Queen II</i>
<i>Taiba</i>
<i>Talia</i>
<i>Transporter</i>
<i>Trust 1</i>
<i>Tulip</i>
<i>Unimar Livestock</i>
<i>Uranus II</i>
<i>Uranus L</i>
<i>Victory</i>
<i>Zad Elkhir</i>



78 EU-approved livestock carriers  
Appendix 4

Safety of navigation

<i>Abdullah</i>
<i>Adel I</i>
<i>Al Farouk</i>
<i>Al Mabrouka 10</i>
<i>Alkhairat 9</i>
<i>Alondra</i>
<i>Anakin</i>
<i>Apus</i>
<i>Atlantic M</i>
<i>Barhom</i>
<i>Barhom II</i>
<i>Barhom III</i>
<i>Bashar One Transport</i>
<i>Blue Moon I</i>
<i>Brahman Express</i>
<i>Britta K</i>
<i>Bruna</i>
<i>Dragon</i>
<i>Elbeik</i>
<i>Elevation</i>
<i>Etab</i>
<i>F.M. Spiridon</i>
<i>Fidelity</i>
<i>Freedom</i>

<i>Gamma Star</i>
<i>Gelbray Express</i>
<i>Gulf Livestock 2</i>
<i>Harmony Livestock</i>
<i>Holstein Express</i>
<i>Janay</i>
<i>Jersey</i>
<i>Julia L.S.</i>
<i>Karazi</i>
<i>Karim Allah</i>
<i>Lady Maria</i>
<i>Lady Rasha</i>
<i>Lss Success</i>
<i>Mariona</i>
<i>Mariona Star</i>
<i>Maysa</i>
<i>Mira</i>
<i>Nabolsi I</i>
<i>Nader-A</i>
<i>Neameh</i>
<i>Nelore</i>
<i>Noa</i>
<i>Norland</i>
<i>North Star 1</i>

<i>Ocean Swagman</i>
<i>Omega Livestock</i>
<i>Omega Star</i>
<i>Pacific M</i>
<i>Phoenix I</i>
<i>Phoenix III</i>
<i>Princess Hiyam</i>
<i>Queen Hind</i>
<i>Queensland</i>
<i>Rami-M</i>
<i>Sarah M</i>
<i>Sea Star Livestock</i>
<i>Spiridon II</i>
<i>Suha Queen II</i>
<i>Taiba</i>
<i>Transporter</i>
<i>Trust 1</i>
<i>Tulip</i>
<i>Unimar Livestock</i>
<i>Uranus II</i>
<i>Uranus L</i>
<i>Yosor</i>
<b>70 (90%)</b>

78 EU-approved livestock carriers  
Appendix 4

**Fire Safety**

<i>Abdullah</i>
<i>Adel I</i>
<i>Al Farouk</i>
<i>Al Mabrouka 10</i>
<i>Alondra</i>
<i>Anakin</i>
<i>Apus</i>
<i>Atlantic M</i>
<i>Bahijah</i>
<i>Barhom</i>
<i>Barhom II</i>
<i>Barhom III</i>
<i>Bashar One Transport</i>
<i>Blue Moon I</i>
<i>Brahman Express</i>
<i>Britta K</i>
<i>Bruna</i>
<i>Dragon</i>
<i>Elbeik</i>
<i>Elevation</i>
<i>Equality</i>
<i>Etab</i>
<i>F.M. Spiridon</i>

<i>Fidelity</i>
<i>Freedom</i>
<i>Gamma Star</i>
<i>Gulf Livestock 2</i>
<i>Harmony Livestock</i>
<i>Holstein Express</i>
<i>Janay</i>
<i>Jersey</i>
<i>Julia L.S.</i>
<i>Karazi</i>
<i>Karim Allah</i>
<i>Lady Maria</i>
<i>Lady Rasha</i>
<i>Lss Success</i>
<i>Mariona</i>
<i>Mariona Star</i>
<i>Maysa</i>
<i>Mira</i>
<i>Nabolsi I</i>
<i>Nader-A</i>
<i>Noa</i>
<i>Norland</i>
<i>North Star 1</i>

<i>Ocean Drover</i>
<i>Omega Livestock</i>
<i>Omega Star</i>
<i>Pacific M</i>
<i>Phoenix I</i>
<i>Phoenix III</i>
<i>Queen Hind</i>
<i>Rami-M</i>
<i>Sarah M</i>
<i>Sea Star Livestock</i>
<i>Spiridon II</i>
<i>Suha Queen II</i>
<i>Taiba</i>
<i>Trust 1</i>
<i>Tulip</i>
<i>Unimar Livestock</i>
<i>Uranus II</i>
<i>Uranus L</i>
<i>Yosor</i>
<i>Zad Elkhir</i>
<b>66 (85%)</b>

78 EU-approved livestock carriers  
Appendix 4

Maritime Labour Convention

<i>Abdullah</i>
<i>Adel I</i>
<i>Al Farouk</i>
<i>Alkhairat 9</i>
<i>Alondra</i>
<i>Anakin</i>
<i>Apus</i>
<i>Atlantic M</i>
<i>Barhom</i>
<i>Barhom II</i>
<i>Barhom III</i>
<i>Blue Moon I</i>
<i>Brahman Express</i>
<i>Britta K</i>
<i>Bruna</i>
<i>Elbeik</i>
<i>Etab</i>
<i>F.M. Spiridon</i>
<i>Fidelity</i>
<i>Freedom</i>
<i>Gamma Star</i>

<i>Gulf Livestock 2</i>
<i>Harmony Livestock</i>
<i>Holstein Express</i>
<i>Janay</i>
<i>Jersey</i>
<i>Julia L.S.</i>
<i>Karazi</i>
<i>Karim Allah</i>
<i>Lady Maria</i>
<i>Lady Rasha</i>
<i>Lss Success</i>
<i>Mariona</i>
<i>Mariona Star</i>
<i>Maysa</i>
<i>Mira</i>
<i>Nabolsi I</i>
<i>Nader-A</i>
<i>Neameh</i>
<i>Nelore</i>
<i>North Star 1</i>
<i>Omega Star</i>

<i>Pacific M</i>
<i>Phoenix I</i>
<i>Phoenix III</i>
<i>Princess Hiyam</i>
<i>Queen Hind</i>
<i>Rami-M</i>
<i>Sarah M</i>
<i>Sea Star Livestock</i>
<i>Spiridon II</i>
<i>Suha Queen II</i>
<i>Taiba</i>
<i>Talia</i>
<i>Transporter</i>
<i>Tulip</i>
<i>Unimar Livestock</i>
<i>Uranus II</i>
<i>Uranus L</i>
<i>Victory</i>
<i>Zad Elkhir</i>
<b>61 (78%)</b>

78 EU-approved livestock carriers  
Appendix 4

Pollution prevention

<i>Abdullah</i>
<i>Adel I</i>
<i>Al Farouk</i>
<i>Al Mabrouka 10</i>
<i>Alkhairat 9</i>
<i>Apus</i>
<i>Atlantic M</i>
<i>Barhom</i>
<i>Blue Moon I</i>
<i>Britta K</i>
<i>Bruna</i>
<i>Dragon</i>
<i>Elbeik</i>
<i>Elevation</i>
<i>Equality</i>
<i>Etab</i>
<i>F.M. Spiridon</i>

<i>Fidelity</i>
<i>Gamma Star</i>
<i>Gulf Livestock 2</i>
<i>Holstein Express</i>
<i>Janay</i>
<i>Jersey</i>
<i>Julia L.S.</i>
<i>Karim Allah</i>
<i>Lady Maria</i>
<i>Lady Rasha</i>
<i>Lss Success</i>
<i>Mariona</i>
<i>Mariona Star</i>
<i>Nader-A</i>
<i>Neameh</i>
<i>Nelore</i>
<i>Norland</i>

<i>Pacific M</i>
<i>Phoenix III</i>
<i>Princess Hiyam</i>
<i>Queen Hind</i>
<i>Queensland</i>
<i>Rami-M</i>
<i>Sea Star Livestock</i>
<i>Spiridon II</i>
<i>Suha Queen II</i>
<i>Taiba</i>
<i>Talia</i>
<i>Unimar Livestock</i>
<i>Uranus II</i>
<i>Uranus L</i>
<i>Yosor</i>
<i>Zad Elkhir</i>
<b>50 (64%)</b>

78 EU-approved livestock carriers  
Appendix 4

Propulsion and auxiliary machinery

<i>Abdullah</i>
<i>Al Mabrouka 10</i>
<i>Alkhairat 9</i>
<i>Alondra</i>
<i>Apus</i>
<i>Atlantic M</i>
<i>Bahijah</i>
<i>Barhom III</i>
<i>Brahman Express</i>
<i>Bruna</i>
<i>Dragon</i>
<i>Elbeik</i>
<i>Etab</i>
<i>F.M. Spiridon</i>
<i>Fidelity</i>
<i>Gamma Star</i>

<i>Gulf Livestock 2</i>
<i>Harmony Livestock</i>
<i>Holstein Express</i>
<i>Janay</i>
<i>Jersey</i>
<i>Julia L.S.</i>
<i>Karim Allah</i>
<i>Lady Maria</i>
<i>Lady Rasha</i>
<i>Mariona</i>
<i>Mariona Star</i>
<i>Mira</i>
<i>Neameh</i>
<i>Nelore</i>
<i>Noa</i>
<i>Norland</i>

<i>Omega Livestock</i>
<i>Pacific M</i>
<i>Princess Hiyam</i>
<i>Queen Hind</i>
<i>Sea Star Livestock</i>
<i>Spiridon II</i>
<i>Suha Queen II</i>
<i>Taiba</i>
<i>Tulip</i>
<i>Unimar Livestock</i>
<i>Uranus II</i>
<i>Uranus L</i>
<i>Yosor</i>
<i>Zad Elkhir</i>
<b>46 (59%)</b>



**Appendix 5:**

Additional list of recently EU-approved livestock carriers

These 6 ships have been EU-approved after the release of the 2019 DG Health and Food Safety report.

**Abdulahman King** (ex-Alexandra, ex-Alexandra S, ex-Alexandra, ex-Westerbroek). OMI 7211907. Ex general cargo ship converted in 2015 at the age of 43. Length 77 m. Built in 1972 in Hoogezand (Netherlands) by Bodewes. 49 years old.

Togolese flag since May 2017; black list, ranked high risk. Previously registered in Sierra Leone (February 2017), falsely in the Democratic Republic of Congo (2016), Cambodia (2014), Togo (2010).

Classification Global Marine Bureau since February 2015; not ranked.

Owned by Panama registered Karam International Group SA c/o Abdulrahman Group (Turkey) since June 2014. Abdulrahman Group reports a fleet of two vessels, one general cargo ship and the EU-approved livestock carrier *Abdulahman King*.

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.

<b>Abdulahman King</b>	<b>7211907</b>
Water/Weathertight conditions	6
MLC, 2006	4
Certificate & Documentation	4
Fire safety	2
Structural Conditions	2
Pollution prevention	1
Safety of Navigation	1
Radio Communications	1
	<b>21</b>

She called at Tripoli (Libya), twice in Sète (France) and Algiers (Algeria) in May 2021  
Location, May 2021: Garrucha (Spain)

She is approved for livestock transport by France from April 23, 2021 until April 22, 2024.

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

Ship risk profile: 6 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. Built in 1989 in Takamatsu (Japan) by Shikoku. 32 years old.

Palau flag since April 2019; black list, ranked medium to high risk. Previously registered in Lithuania (2004).

Classification International Register of Shipping since July 2020; very low performing performing.

Owned by Liberia-registered Atlantic Rose Maritime Ltd c/o African Express Ltd (Roumanie) since July 2020. Atlantic Rose Maritime Ltd is a single-ship company. African Express reports a fleet of 10 vessels including 9 general cargo ships and bulkers and one livestock carrier, the EU-approved *Atlantic Rose*.

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

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). One deficiency was reported.

<b>Atlantic Rose</b>	<b>8806242</b>
Load lines	1
	1

She called at Tarragona and Beirut in November 2020, Cartagena (Spain) in January 2021, Alexandria (Egypt), Cartagena (Spain) and Vila do Conde (Brazil) in March. Location, May 2021: en route from Escombreras (Spain) to Port Said (Libya).

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 deflagged to Palau. She was converted to livestock carrier and resumed trading about a year after in July 2020.

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

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

Ship risk profile: 4 points, standard risk ship

78 EU-approved livestock carriers  
Appendix 5

**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. Built in 1988 in Frederikshavn (Denmark) by Orskov Christensens. 33 years old.

Panamanian flag since September 2020; white list. Previously registered in Denmark. Classification Bureau Veritas; high performing.

Owned by Sun Light Shipping Co SA (Panama) since September 2020 reported as a single ship company.

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.

<b>Finola M</b>	<b>8616623</b>
Fire safety	2
Safety of Navigation	2
ISM	1
Emergency Systems	1
Pollution prevention	1
	7

On February 5, 2018, the *Finola* 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 returned to pre-export quarantine. The *Finola* was able to leave only one month later on March 2.

She called at Yalova (Turkey) and Midia (Romania) in May 2021.  
Location, May 2021: en route from Midia to Aqaba (Jordan).

She is approved for livestock transport by Romania since December 3, 2020 and by Ireland.

ISM manager: Vega Maritime Company SA since 16/10/2020 (Not negatively listed)  
Ship risk profile: 1 point, standard risk ship

**78 EU-approved livestock carriers**  
**Appendix 5**

**Hajh Amina** (ex-City of Sunderland). IMO 9046356. Ex car carrier converted in 2019 at the age of 26. Length 100 m. Built in 1993 in Akitsu (Japan) by Shin Kurushima. 28 years old.

Togolese flag; Black list, ranked high risk. Previously registered in the Isle of Man (1993). Classification Cosmos Marine Bureau since July 2020; not ranked.

• **Classification status**

Classification society	Date change status	Status	Reason
Cosmos Marine Bureau Inc	during 07/2020	Delivered	
Lloyd's Register (IACS)	since 27/09/2019	Withdrawn	Sold for recycling (scrap)
Other	before 1980	Not applicable	

On September 27, 2019 her previous classification society Lloyd's Register of Shipping considered she has been sold for scrapping. She actually was converted to livestock carrier and resumed trading.

Owned by Almanoor Navigation Co SA (Honduras) since October 2019 reported as a single ship company.

No detentions.

In 2019-2020 she was inspected 5 times, of which only once in a European port, in Osman Digma (Sudan), Piraeus (Greece), Sao Sebastiao (Brazil) and in Tripoli (Lebanon, twice), totalling 7 deficiencies.

<b>Hajh Amina</b>	9046356
Certificates & Documentation	2
Fire safety	1
MLC, 2006	1
Pollution prevention	1
Safety of Navigation	1
Working and Living Conditions	1
	<b>7</b>

She called at Cartagena (Spain in April 2021, Vila do Conde (Brazil) in May. Location, May 2021: en route from Vila do Caonde to Jeddah (Saudi Arabia).

She is approved for livestock transport by Romania since February 8, 2021.

ISM manager: Morgan Navigation Co Sa since 22/05/2020 (Not negatively listed)

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. Built in 1976 in Oldenburg (Germany) by Brand. 45 years old.

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

Owned by Talia Shipping Line Co SARL (Lebanon) since April 2016. Talia Shipping Line Co Sarl reports a fleet of 3 livestock carriers, the *Karim Allah* and *Talia* both EU-approved and the *Julia AK* (IMO 7434949).

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

In 2019-2020 she was inspected 9 times, only twice in a European port, in Alexandria (Egypt); Cartagena (Colombia), Piraeus (Greece), Rio Grande (Brazil, twice), Sao Sebastiao (Brazil), Tarragona (Spain) and Vila do Conde (Brazil, twice), port totalling 10 deficiencies of which 6 in Piraeus and 3 in Tarragona.

<b>Julia AK</b>	<b>7434949</b>
Certificate & Documentation	2
MLC, 2006	2
Fire safety	2
Life saving appliances	1
Pollution prevention	1
Propulsion and auxiliary machinery	1
Water/Weathertight conditions	1
	<b>10</b>

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 (Turkey). 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 Beirut (Lebanon) in March 2021, Tuzla (Turkey) in April and Escombreras (Spain) in May.

Location, May 2021: West Africa, she has departed Mindelo (Cabo Verde)

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

ISM manager: Talia Shipping Line Co SARL since 30/04/2016 (Not negatively listed)

Ship risk profile: 1 point, standard risk ship

**Shorthorn Express**. IMO 9167318. Length 117 m. Built in 1998 in Waterhuizen (Netherlands) by Van Diepen. 23 years old.

Luxemburg flag; white list. Previously registered in the Philippines.  
Classification Registro Italiano Navale since September 2017; high performing.

Owned by Westerschelde Shipping BV c/o Iver Ships BV and operated by Livestock Express BV. Iver Ships BV and Livestock Express BV are subsidiaries of Vroon BV (Netherlands) reporting a fleet of 14 livestock carriers, of which the *Brahman Express*, *Holstein Express* and *Gelbray Express* all EU-approved.

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.

<b>Shorthorn Express</b>	<b>9167318</b>
Fire safety	6
Life saving appliances	3
Structural Conditions	2
ISM	2
Pollution prevention	2
Working and Living Conditions	2
Propulsion and auxiliary machinery	2
MLC, 2006	1
Water/Weathertight conditions	1
Alarms	1
Emergency Systems	1
Safety of Navigation	1
	<b>24</b>

She called at Setubal (Portugal) and Ashdod (Israel) in May 2021.  
Location, May 2021: Gibraltar

She is approved for livestock transport by Ireland and Portugal

ISM manager: Livestock Express BV since 20/02/2019 (not negatively listed)

Ship risk profile: 1 point, standard risk ship



## Sources

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