Network document on livestock vessels

Introduction

National Contact Points of the Member States responsible for the implementation of Regulation 1/2005 on the welfare of animals during transport and the Commission services agreed to discuss a number of issues with a view to finding a common approach throughout the EU. There are currently increasing numbers of ports where animals are transported by livestock vessels and officials at these ports may be working to some extent in isolation on official controls in what is a highly technical area. There are obvious benefits in co-ordinating these efforts between Member States and this document has been developed and agreed by a network of experts in order to achieve consistent inspection criteria and improve communication between Member States on inspection results. This is therefore a consensus document to promote uniform implementation and application of the legislation in this area.

Disclaimer

The following is intended as guidance to assist the Member States and others affected by Regulation 1/2005 to arrive at a common approach to implementing certain of its provisions. All comments should be considered within the context of Regulation 1/2005 on the welfare of animals during transport. Only the Court of Justice of the European Union is entitled to interpret EU law with legally binding authority.

Objectives

The objective of this document is to guide and support Competent Authorities in reducing the risk of likely injury or undue suffering to animals during transport by sea vessel. This document is intended to be used by Competent Authorities that carry out approvals and inspections on livestock vessels, according to the requirements of Articles 19 and 20 of Regulation 1/2005 on the welfare of animals during transport.

The key points to be considered for procedures are:

- approval of livestock vessels
- loading inspections
- communication between Member States on the results of the above.

This should help to identify risks for animal welfare, improve co-operation between authorities working in each port and resolve problems with vessels which may give rise to such risks.

Shared procedures and information exchange should promote greater confidence between Member State Competent Authorities regarding the effectiveness of controls, not only for those Competent Authorities approving vessels but also with Competent Authorities at places of departure. This document is intended to support the development of good practice in the implementation of official controls.

Document Content

This document covers the approval of livestock vessels, loading inspections and includes information on communication between Member States on the results of the above. The legal requirements relating to the inspection and approval of livestock vessels and pre-loading requirements as laid down in Articles 19 and 20 and in relevant Chapters of Annex 1 to Regulation 1/2005 are in regular typeface. Additional non-binding guidance is given in italic type.

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1 Article 3 of Regulation 1/2005
NETWORK DOCUMENT ON LIVESTOCK VESSELS

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27/5/2014 rev 2
ARTICLE 19 OF REGULATION (EC) NO 1/2005

CERTIFICATE OF APPROVAL OF LIVESTOCK VESSELS

1. The competent authority or body designated by a Member State shall grant a certificate of approval for a livestock vessel upon application, provided that the vessel is:

(a) operated from the Member State where the application is made;

Documentation Requirements for Application (but see no 1 below and Article 19 point 1(b) 2nd paragraph of legal requirements first)

A company applying for an approval of a vessel should submit a written application with all the supporting documentation in writing at least 15 working days before the expected date of inspection. The formal acceptance of the application documentation and establishing an approval inspection date does not mean that an approval certificate will be issued on that date. The company should be informed that at least 4 working days should be allowed between the inspection day and the proposed day of loading.

Applications should include the following documentation:

1) A statement from the company attesting that the vessel is not the subject of an application submitted to another Member State (MS) (and that vessel does not already have an approval), Art. 19(1)(b).

If the livestock vessel is the subject of an outstanding approval request or already approved, the applicant should be informed that the vessel cannot be the subject of concurrent approval process and the application should be refused.

2) A statement from the company that any modifications or refitting of the vessel which affect the welfare of the animals should be immediately notified to the authority issuing the certificate of approval.

3) Livestock Vessel Plans which should include all the elements listed hereafter, either individual plans or combined into one plan: a general plan, safety plan, water system plan, drainage system plan, contingency plan, ventilation plan and a lighting plan, Art. 3 and 19(1)(c). Additional guidance on the requirements of vessel plans is given in Appendix 1.

4) Copies of Master’s reports of the last 5 livestock shipments including details of mortalities, Art. 3(c). A description of the planned trade in livestock including main ports of loading and landing and expected frequency of voyages.

5) A profile of the vessel’s crew including their individual experience with livestock, Art. 3(e). Additional guidance on assessment of crew training is given in Appendix 1.

6) A stability booklet accepted by a classification society or any other society approved by the Competent Authority of the Member State that issues the certificate of approval, Art. 3(c). The stability requirements of a vessel must be met throughout any voyage taking into account the effects of moving of livestock, wind, feed and manure etc. It is the responsibility of the Master to ensure that these requirements are met and a statement to this effect should be requested from the Master. A marine engineer may look at the stability booklet and ask the Master to do stability calculations for various loading capacities and voyages.

7) Valid copies of the vessel’s classification society certificates, Load line, SOLAS and MARPOL certificates, and evidence of verification of compliance with Section 1 of Chapter IV of Annex 1, Art. 3(c) and 19(1)(c).
Classification society certificates required (Art. 3(c) and 19(1)(c))

A classification society should be a member of IACS\(^2\) or a classification society located in the EU.

- Evidence of verification by the classification society on the strength of pen rails and decks: *if a vessel is classified as a livestock carrier by a classification society located in the EU, then the strength of pen rails and decks should be adequate for the purpose of carrying livestock*\(^3\)
- *Valid certificates of class for hull and machinery*

Evidence of verification of compliance with Section 1 of Chapter IV of Annex 1 required

This can be provided using certificates/attestations from classification societies, from an appropriate technical expert\(^4\). The requirements of Section 1 of Chapter IV of Annex 1 include:

- Ventilation requirements
- Fresh water system requirements
- Drainage requirements
- Lighting requirements
- Firefighting system
- Monitoring control and alarm systems in the wheelhouse
- Primary and secondary sources of power

International Convention Certificates required

- Load line
- SOLAS
- MARPOL

Documents 3, 6 and 7 should be reviewed by an appropriate technical expert in cooperation with an official veterinarian. A template for an Application for Livestock Vessel Approval is given in Appendix 2

The following should be noted regarding the physical inspection for approval:

- Vessels should be presented for inspection in a completely clean condition. In the event that the vessel is not clean the inspection will be suspended
- Vessels should be empty and all pens, gates and fittings in their normal position to receive livestock

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\(^2\) ABS USA, China Class, Russian register, Korean register, NK Japan, are all IACS members but not EU based

\(^3\) The requirements for dealing with the strength of pens and floors is the minimum standard to which both the designer (naval architect) and the Classification society (Recognised Organisation) acting on behalf of the Owners /Flag State have to adhere to. In practice, the plans are submitted by the designer/ Naval architect to the Class Society, the plans are assumed to comply with all the regulations as laid down. The Class Society then carries out their own checking of the drawings to ensure that they do comply and finally, if satisfactory, approve the plans for construction of the vessel. Their Own surveyors are also in attendance during the course of a purpose new build or conversion and should ensure that the construction is in accordance with the approved plans. When complete a classification certificate is provided to the vessel which notes the vessel as a livestock vessel and by virtue of this notation confirms that the vessel has been constructed / converted to the relevant standard. It is unlikely that any certificate will specifically state that the pens / decks etc are strong enough, however there should always be a plan of the pens and construction of the rails which is approved by the class society which amounts to the same thing

\(^4\) Appropriate technical expert: An official marine surveyor, a classification society expert accepted by the competent authority or an appropriate engineer accepted by the competent authority
Sufficient time should be allowed for the inspection of the decks and testing of equipment. This should be at least 4 working days before the proposed day of loading. This should be communicated to the applicant at the time of the application.

In the event of modifications to an approved vessel (notified as per 2 above) the details of the changes should be submitted to the Competent Authority in the same Member State for re-approval. Depending on the modification additional documentation may be requested.

(b) is not the subject of an application submitted to or an approval by another competent authority in the same or another Member State;

Member States can investigate if an outstanding application for approval has been made to another Competent Authority in the same or another Member State by checking in the Commission’s Member States Animal Welfare Network (MSAWN) listing of livestock vessels or by e-mailing the Portal OV network.

(c) has been inspected by the competent authority or body designated by a Member State and found to comply with the requirements of Section 1 of Chapter IV of Annex I regarding the construction and equipment for livestock vessels.

2. The competent authority or body designated by a Member State shall issue each certificate with a number unique in the Member State. The certificate shall be drawn up in at least one of the official language(s) of the Member State of issue and in English. Certificates shall be valid for a period of not more than five years from the date of issue and shall become invalid as soon as the means of transport are modified or refitted in a way that affects the welfare of the animals.

Where it is deemed necessary specific conditions may be attached to the certificate of approval of any vessel limiting the carriage of livestock to certain species, types sizes and so on. In all cases these conditions must be attached to and retained with the certificate of approval.

The maximum period of validity of approval is for 5 years. Careful consideration should be given to the duration of validity granted to each vessel. This should be decided on a case by case basis, depending on, for example, the frequency at which the ship is operating in the port where the approval is granted, the general condition of the vessel, and the responsiveness of its operators to implement the requirements of the Competent Authority to comply with the provisions of Regulation 1/2005.

The approval certificate must be retained on the livestock vessel at all times and must be made available to a Competent Authority official upon request. Copies of the Livestock Vessel Plans must also be retained on board the approved vessel at all times.

A template for a Livestock Vessel Approval Certificate is given in Appendix 3.

3. The competent authority shall record approved livestock vessels in a manner enabling them to be rapidly identified, in particular in the event of failure to comply with this Regulation.

This can be done through Competent Authority homepages or MSAWN listing or both.

4. 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 can be done through Competent Authority homepages or MSAWN listing or both. A template for recording details of Livestock Vessel Approval Certificates in an electronic database is given in Appendix 4. It is particularly important that Competent Authorities record the details of Livestock Vessels which have failed to gain approval in the electronic register of livestock vessels in MSAWN available to all Member States and list the reasons for refusal in the comments section.
SECTION 1 OF CHAPTER IV OF ANNEX 1 TO REGULATION 1/2005

CONSTRUCTION AND EQUIPMENT REQUIREMENTS FOR LIVESTOCK VESSELS

1. Strength for pen rails and decks shall be appropriate to the transported animals. Strength calculations of pen rails and decks shall be verified during construction or conversion of the livestock vessel by a classification society approved by the competent authority. If a vessel is classified as a livestock carrier by a classification society located in the EU, then the strength of pen rails and decks should be adequate for the purpose of carrying livestock.

This information should be reviewed by an appropriate technical expert in cooperation with an official veterinarian.

Requirements for Fittings (Art. 3 and Chapter II of Annex I)

Fittings shall:

- be designed and operated so that there are no sharp edges, protrusions, gaps or spaces, or fittings within the livestock decks (especially the bulkhead frames), pens, passageways or loading ramps which might cause injury to the animals
- protect animals from injury and exposure to weather and sea (the roof on unenclosed decks should be waterproof and extend beyond the pen area – see Annex 6). Where necessary the sides and ends of pens and stalls must be closed in order to provide sufficient protection from the weather and the sea
- be readily cleansed and disinfected

They should:

- be sufficiently durable and should have very little or no rust
- be of metal or other impermeable material (timber should not be used)

A means of killing suitable for the species shall be available to the attendant or the person on board who has the necessary skill to perform this task humanely and efficiently.

Requirements for Pens (Art. 3 and Chapter II of Annex I)

- All pens should be individually numbered
- The means of closing pens should be capable of being secured against accidental opening
- Pens should present a floor surface which is anti-slip. Anti-slip materials, if used, should be able to endure wear and tear without unravelling
- A service passageway (access to animals) should be provided on at least one side of each pen
- The sides of pens, passageways & ramps should be vertical. Pen and stall sides may be of open rail or solid construction, and should be set at or close to right-angles to the livestock deck. Where exceptionally the ship’s side is used as a pen or stall boundary this should not result in a boundary wall at an angle which exceeds 15 degrees to the perpendicular
- Pens shall be effectively insulated or isolated, as appropriate, to prevent extreme heat being transferred to the animal compartment from any deck ceiling or bulkhead
- Clearly identified hospital pens should be provided (Art. 3 and Annex I, chapter I, 4) with sufficient space for 1 in every 100 animals on each deck
- All animals should have sufficient space to access feed troughs at the same time
- There should be sufficient space utilised to store feed in two different places
Each livestock compartment must be of a suitable size to accommodate the animals to be carried, and to enable them to stand in a natural position with sufficient space above them for adequate circulation of air. There must be sufficient height in any passageway, doorway, and ramp for an animal to move through it without injury.

The dimensions of pens and stalls must be appropriate for the species, size, and number of animals to be transported in them. The stability booklet can assist in calculating the maximum weight per deck and describes the surface area of each pen. Loading scenarios should be reviewed by an appropriate technical expert in cooperation with an official veterinarian. They may request the Master to do stability calculations for various loading capacities and voyages.

During the inspection of the vessel, it is particularly important to check consistency between the information supplied by the applicant in the vessel plans and the situation in reality as measured e.g. to verify the area of pen size indicated on the pen plan a check of a minimum of 10% of pens should be undertaken. If the areas calculated by the Competent Authority are markedly different from the information supplied by the applicant, the plan should be returned for correction by the applicant.

The Regulation does not set dimensions for pens and passageways, but guidance drawn up by MS is given in Appendix 4.

Ramp/lifting platform requirements: (Art. 3(d) and Chapter III of Annex I)

Each livestock ramp, whether fixed or portable, must comply with the following criteria:

- Maximum angle of ramp when in use:
  - 20 degrees – for horses, pigs and calves (cattle under 6 months of age)
  - 26 degrees 34 minutes – for sheep and cattle (other than calves)
- Foot battens, or similar anti-slip means, must be fitted to the ramp if its slope exceeds 10 degrees
- Ramps must be fitted with side barriers (lateral protection) to prevent animals escaping
- All ramps are free of protrusions and gaps such as might injure livestock
- If animals are moved onto or off the vessel by lifting platform this must have safety barriers to prevent animals falling or escaping.

2. A primary source of power shall be sufficient to supply continuous power for the systems for livestock referred to in paragraphs (2) (4) (5) and (6) under normal operation of the livestock vessel. A secondary source of power shall be sufficient to replace the primary source of power for a continuous period of three days.

This requirement may be adequately covered when a certificate is issued to this effect by a recognised classification society.

There should be complete physical separation between primary and secondary power supply sources. The switch-over from primary to secondary power sources should be tested.

These requirements should be reviewed by an appropriate technical expert in cooperation with an official veterinarian.

3. Compartments where animals are to be transported shall be equipped with a forced ventilation system which gives sufficient capacity to change the air in its entire volume as follows:

(a) 40 air changes per hour if the compartment is fully enclosed and the clear height is less or equal to 2,30 meters;
(b) 30 air changes per hour if the compartment is fully enclosed and the clear height is more than 2,30 meters;
(c) 75 % of the above relevant capacity if the compartment is partially enclosed.
Ventilation systems for livestock shall be equipped with a monitoring, control and alarm system in the wheelhouse. Control will be accepted as being the capacity to deal with the problem after having been made aware of it by the alarm.

A primary source of power shall be sufficient to supply continuous power for the ventilation, fresh water and drainage system for livestock under normal operation of the livestock vessel. A secondary source of power shall be sufficient to replace the primary source of power for a continuous period of three days.

**Ventilation requirements**

The ventilation plan should specify the air changes per hour on each deck and this should be backed up by classification society certificates, engineer attestations, or independent measurements of air flow. In particular, assurances should be sought where the ventilation plan indicates air exchanges close to the minimum requirements, or mortalities have been noted on previous voyages.

- All vents should be at an appropriate height
- All inflow vents should be suitably diverted to make ventilation comfortable for livestock
- There should be no dead spaces due to lack of air flow in any livestock area
- Spare parts sufficient to facilitate the repair or replacement of fans or fan motors, should be carried on board
- All fans can be individually controlled

**Air intakes should be so sited that:**

- Air supplied is as clean and fresh as practicable.
- They are effectively protected against blockage. There should be no obstructions e.g. solid partitions, bedding, stowed fodder likely to impede airflow.

**Air exhaust outlets should be sited:**

- as high as practicable
- clear of accommodation structures
- no exhaust on enclosed livestock decks

These requirements should be reviewed by an appropriate technical expert in cooperation with an official veterinarian. Guidance on the calculation of ventilation capacity and changes of air per hour is given in Appendix 5.

4. Storage or production capacity for fresh water shall be appropriate to meet the water requirement laid down in Chapter IV taking into account the maximum number and the type of animals to be transported as well as the maximum duration of the intended journeys.

These requirements should be reviewed by an appropriate technical expert in cooperation with an official veterinarian.

5. The fresh water system shall be capable of supplying freshwater continuously in each livestock area and sufficient receptacles shall be available to ensure that all animals have easy and constant access to fresh water. Alternative pumping equipment shall be available to ensure water supply in the event of failure of the primary pumping system.

Water supply and water production systems where relevant, for livestock shall be equipped with a monitoring, control and alarm system in the wheelhouse. Control will be accepted as being the capacity to deal with the problem after having been made aware of it by the alarm.
A primary source of power shall be sufficient to supply continuous power for the water supply and production system for livestock under normal operation of the livestock vessel. A secondary source of power shall be sufficient to replace the primary source of power for a continuous period of three days.

**Fresh water system requirements**

- **Vessels should be equipped with a fresh water service in each of the areas where livestock are carried**
- **Where an automatic system is installed, it should be so constructed as to minimize by control of the level of water, any spillage from a receptacle, and prevent the return of water from a receptacle to the freshwater tank**
- **If manual there should be adequate water points available to fill each trough**
- **Drinking troughs/receptacles should be appropriate to the species and category of animals**
- **A vessel should be equipped with pumps which are capable of continuously supplying fresh water to livestock.**
- Alternative pumping equipment shall be available to ensure water supply in the event of failure of the primary pumping system
- **A secondary source of power shall be sufficient to replace the primary source of power for a continuous period of three days**

*These requirements should be reviewed by an appropriate technical expert in cooperation with an official veterinarian.*

6. The drainage system shall be of appropriate capacity to drain fluids from pens and decks under all conditions. Drainpipes and channels shall collect the fluids in wells or tanks from where sewage can be discharged by means of pumps or ejectors. Alternative pumping equipment shall be available to ensure drainage in the event of failure of the primary pumping system.

A primary source of power shall be sufficient to supply continuous power for the drainage system for livestock under normal operation of the livestock vessel. A secondary source of power shall be sufficient to replace the primary source of power for a continuous period of three days.

**Drainage Requirements**

- **Each pen should drain fluids effectively**
- **Drainage pipes or channels should be in place to carry fluids drained from a pen as far as practicable clear of other pens**
- **Fluids should not contaminate areas such as passageways which may be used to feed livestock hay**
- **Drainage tanks or wells should be drained by a pump which should be capable of handling semi-solid matter and should evacuate the tank or well by lines other than the vessel's bilge lines**
- **Essential drainage tanks, wells and the top of drainage pipes in a vessel should be accessible from outside livestock pens to facilitate inspection and cleaning**
- **A drainage channel and the top of a drainage pipe should be covered by a strainer plate if, by being uncovered, it could cause injury to an animal or person**
- **A high level alarm should be fitted in all drainage tanks**
- Drainage systems for livestock shall be equipped with a monitoring, control and alarm system in the wheelhouse. *Control will be accepted as being the capacity to deal with the problem after having been made aware of it by the alarm*
• Alternative pumping equipment shall be available to ensure drainage in the event of failure of the primary pumping system

The effectiveness of the drainage systems can be assessed by flooding a deck and observing how it drains away.

These requirements should be reviewed by an appropriate technical expert in cooperation with an official veterinarian.

7. Livestock areas, passageways and ramps to livestock areas shall be provided with sufficient lighting. Emergency lighting shall be available in case of a failure of the main electrical installation. Sufficient portable lighting shall be provided to allow the attendant adequate inspection and care of the animals.

Lighting Requirements

• Fixed lamps should provide illumination of not less than 20 lux, in the areas where livestock are carried, in the passageways between pens and between compartments, and in the routes leading from those areas to the open deck

• Additional portable light sources of at least 110 lux should be available on all livestock decks for closer inspection of livestock

• A vessel should be equipped with a waterproof emergency lighting system in each enclosed space containing livestock, which should be automatically activated on the failure of the main electrical power sources of the vessel. It should provide 8 lux in passageways and access routes for a continuous period of not less than 15 minutes

• Lighting systems for livestock shall be equipped with a monitoring, control and alarm system in the wheelhouse. Control will be accepted as being the capacity to deal with the problem after having been made aware of it by the alarm

• A primary source of power shall be sufficient to supply continuous power for the lighting system for livestock under normal operation of the livestock vessel. A secondary source of power shall be sufficient to replace the primary source of power for a continuous period of three days

These requirements should be reviewed by an appropriate technical expert in cooperation with an official veterinarian.

8. A firefighting system shall be appropriately installed in all livestock areas and fire equipment within the livestock areas shall comply with the most recent International Convention for the Safety of Life at Sea (SOLAS) standards regarding fire protection, fire detection and fire extinction.

Firefighting Requirements

• Vessels should have a programme of inspection and testing of fire extinguishers on the livestock decks which is in accordance with SOLAS regulations

• Where electrical equipment, other than lighting, is situated in an enclosed livestock space, an adequate number of portable compatible fire extinguishers, or fixed fire-fighting installations suitable for use with electrical equipment, should be provided in that space

• Where hay, straw, other foodstuff or bedding of a flammable nature is used or carried, notices should be prominently posted prohibiting smoking or the use of naked lights in a space in which any such substance is located

• A spare charge in respect of each fire-extinguisher should be carried on board

• Additional guidance on the installation and operation of firefighting equipment is given in Appendix 5

These requirements should be reviewed by an appropriate technical expert in cooperation with an official veterinarian.
ARTICLE 20 OF REGULATION 1/2005

LIVESTOCK VESSEL INSPECTION ON LOADING AND UNLOADING

1. The competent authority shall inspect livestock vessels before any loading of animals in order to verify in particular that:

(a) the livestock vessel is built and equipped for the number and the type of animals to be transported;

(b) compartments where animals are to be accommodated remain in a good state of repair;

(c) the equipment referred to in Chapter IV of Annex I remains in good working order.

Requirements for livestock vessel inspection on loading and unloading

DOCUMENTATION REQUIREMENTS

The operator of an approved livestock vessel or their representative should give the Competent Authority 4 working days’ notice of their intention to load a livestock vessel so that the Competent Authority can ensure that adequate staff are available to supervise the loading process. Information required for this pre-notification should include:

- Information on the intended journey, e.g. IMO-number of vessel, place of destination, species, number and weight of the animals, duration of journey, weather forecast, planned date and time of loading and departure (see template for loading application in Appendix 6)

- If pregnant animals are to be shipped, the shipping agent/exporter should supply a list of the insemination dates (per animal)

LIVESTOCK VESSEL INSPECTION ON LOADING AND UNLOADING

- Copies of Livestock Vessel Plans should be available to use during the inspection

- Certificate of cleansing and disinfection: The vessel must be cleaned and disinfected with an approved disinfectant before loading can commence. A certificate, signed by the Master, attesting to this fact, must be made available to the official veterinarian prior to loading

- Pre-loading inspections are not a repeat pre-approval inspection, but the major critical systems must be seen to be in effective operation in all areas of the vessel i.e. ventilation: all fans should be turned on, checked to be functioning at the same time, and the air quality should be assessed: the water supply should be turned on and be available in sufficient quantity and checked for cleanliness in a representative sample (10 percent) of pens (including hospital pens)

- Confirm that clearly identified hospital pens are available with sufficient space for 1 in every 100 animals on each deck

- Whilst verifying the condition of the major systems and walking through the vessel, attention should be paid to the general condition of pens, ramps passageways and drainage.

- Lighting should be checked to indicate if it is working and is sufficient for general requirements and additional close inspection

- Preliminary stocking density calculations should be provided

- The stocking density should be verified in a selection of pens to confirm that it is compliant with the requirements of Chapter VII of Regulation 1/2005. Checks should also be carried out to confirm whether species and types of livestock are appropriately segregated

- Verification of feed and water quantities planned and carried for the journey. For water this should include checks on the volume of water carried, details of the water producing capacity, and a physical check on the
water quality. For feed this should include checks on receipts from feed suppliers/information supplied by the Master or shipper/transporter, observation of feed quality and adequate stowage including the availability and use of watertight tarpaulins to cover hay and straw if they are stored on the upper deck without cover. A calculation should be made on the provision of feed and water to assess if the requirements of Section 2 of Chapter IV of Annex 1 to Regulation 1/2005 are complied with. Water and feed troughs should be clean prior to use.

- The master shall ensure that fodder stowed on board is maintained in good condition and that it is kept in a dry state and protected from the weather and the sea (chapter VI of Annex I); that fodder, in the form of pelletized food, is loaded and stored in such a manner so as to ensure that the moisture content of pellets is not affected; and that the stowage of fodder does not interfere with ventilation, lighting, drainage systems or access to the animals.

- Master’s report from previous voyage (including details of significant mortalities/injuries or breakdowns reported) (see template form for Master’s report in Appendix 7)

- Checks on weather forecasts, contingency planning, together with essential commodities (spare parts, medicines etc.) should be undertaken

- A declaration from the Master stating that stability calculations for the intended journey have been made should be available

- Where a Competent Authority establishes that a transporter has not observed, or a means of transport does not comply with Regulation (EC) No 1/2005, it shall notify without delay the competent authority to whom the authorisation to the transporter or the certificate of approval of the livestock vessel. Any relevant data and documents shall accompany such notification. A template form for this type of reports can be found in Appendix 8. (Art 26 1/2005).

2. The competent authority shall inspect the following before and during any loading/unloading operations to ensure that:

(a) the animals are fit to continue their journey;

(b) loading/unloading operations are being carried out in compliance with Chapter III of Annex I;

Where loading and unloading operations last for more than four hours:

- appropriate facilities shall be available in order to keep, feed and water the animals outside the means of transport without being tied;

- operations shall be supervised by an authorised veterinarian and particular precautions shall be taken to ensure that the welfare of the animals is properly maintained during these operations;

Appropriate lighting shall be provided during loading and unloading.

**Ramp/lifting platform requirements:**

Each livestock ramp, whether fixed or portable, must comply with the following criteria:

- Maximum angle of ramps when in use:
  - 20 degrees – for horses, pigs and calves (cattle under 6 months of age);
  - 26 degrees 34 minutes – for sheep and cattle (other than calves);

- Foot battens, or similar anti-slip means, must be fitted to ramps if their slope exceeds 10 degrees.

- Ramps must be fitted with side barriers (lateral protection) to prevent animals escaping.

- All ramps are free of protrusions and gaps such as might injure livestock.
• If animals are moved onto or off the vessel by lifting platform this must have safety barriers to prevent animals falling or escaping.

• **Effective anti-slip measures should be provided in the immediate area at each end of the ramp**

• **Ramps for animals are, where necessary, fitted with side ramps suitable for stockmen to assist the movement of animals on the ramps**

• **Barriers of a suitable strength, design and height, which may be portable, should be provided to ensure the safe movement of animals onto and away from ramps - both on the quayside and within the vessel.**

(c) feed and water arrangements are in accordance with Section 2 of Chapter IV of Annex I.
SECTION 2 OF CHAPTER IV OF ANNEX 1 TO REGULATION 1/2005

FEED AND WATER SUPPLY ON LIVESTOCK VESSELS OR VESSELS TRANSPORTING SEA CONTainers

Livestock vessels or vessels transporting sea containers with domestic equidae and domestic animals of bovine, ovine, caprine and porcine species, for journeys exceeding 24 hours, shall carry from the time of departure sufficient bedding as well as sufficient feed and water to cover the minimum daily feed and water supply requirements set out in Table 1 for the intended journey plus 25 % or three days' spare supply of bedding, feed and water, whichever is the greater.

<table>
<thead>
<tr>
<th>Category</th>
<th>Feed (in % of live weight of animals)</th>
<th>Fresh water (litres per animal) (*)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fodder</td>
<td>Concentrated feed</td>
</tr>
<tr>
<td>Cattle and Equidae</td>
<td>2</td>
<td>1,6</td>
</tr>
<tr>
<td>Sheep</td>
<td>2</td>
<td>1,8</td>
</tr>
<tr>
<td>Pigs</td>
<td>—</td>
<td>3</td>
</tr>
</tbody>
</table>

(*) The minimum water supply requirements laid down in the fourth column may be replaced for all species by a water supply of 10 % of the live weight of the animals.

Fodder may be replaced by concentrated feed and vice versa. However, due regard shall be paid to the need of certain categories of animals, to become accustomed to the change of feed with regard to their metabolic needs.
APPENDIX 1: ADDITIONAL GUIDANCE ON THE REQUIREMENTS OF VESSEL PLANS

- A general plan specifying the location and identification of pens, passageways, access ramps, different pumps, the storage area of the various types of food and different types of tanks. This should include the dimensions of the useable areas for animals per deck (areas per pen), excluding the surfaces of corridors, access ramps and hospital pens.

- Safety Plan specifying the location of main and secondary pumps, description of the fire sprinkler circuit or seawater collection system, location of the different types of extinguisher, lights, alarms and electricity generators (main and emergency, or batteries). The characteristics of the main and emergency generators (type, kW or kVA) and technical characteristics of the extinguishers should be provided.

- Water system plan specifying the distribution of water, the location of main and secondary pumps, fresh water and seawater, desalination apparatus, networks of fresh water and seawater, tanks where water is stored and the number of troughs per pen. The technical characteristics of the desalination apparatus (type, daily production capacity), freshwater and sea pumps (minimum and maximum production and flow in m\(^3\)/h) and the storage capacities of the various tanks should be supplied.

- Drainage system plan specifying the wastewater drainage, sewage networks for collection from each pen and pipelines to the storage tanks, drainage pipes, alarms, pumps and tanks. The characteristics of the bilge pumps (minimum and maximum flow rates and m\(^3\)/h) should be supplied.

- Lighting plan specifying the location of the main sources of lighting and emergency generators main and emergency alarms, ventilation, lighting, drainage high level. The technical characteristics of the generators (type, kW or kVA) should be supplied. The information provided by this plan may be reported in the safety plan.

- Contingency plan specifying procedures for the treatment of animal diseases and accidents, the means of emergency slaughter, and carcase disposal.

- Ventilation plan specifying the location, type and capacity of the fans on each deck and the number of air changes per hour.

ADDITIONAL GUIDANCE ON ASSESSMENT OF CREW COMPETENCE AND TRAINING

Transporters must ensure that an attendant accompanies the animals (Article 6.6). The only exception is when the animals are in certain containers (Article 6.6(a)).

Transporters must ensure that personnel responsible for animals during transport have received training in relevant parts of the Regulation’s Annexes I and II (Article 6.4). Training may be by any suitable method.

The master, officers, and crew of a livestock vessel must be trained in and be competent to perform their duties with respect to carriage of animals as appropriate to their individual role in the operation (Art. 3(e)). Sufficient attendants (who may be members of the crew) must be carried for the number of animals transported on the vessel. They must be trained in and be competent to perform their duties with respect to care of the animals as appropriate to their individual role in the operation. There is no requirement for any certificate of competence, but evidence of training may help the transporter to be sure that Article 6 has been fulfilled.

The livestock experience of the crew can be assessed from their Seaman’s books.
APPENDIX 2: TEMPLATE FOR APPLICATION FOR APPROVAL OF LIVESTOCK VESSEL

Information for applicants:
The approval of livestock vessels to carry animals from XX to EU and third countries requires the vessel to fully comply with the provisions of Regulation 1/2005. The approval procedure for livestock vessels operates as follows:

- Application should be made in writing at least 15 days before the expected date of inspection to (insert contact details of CA). The formal acceptance of the application documentation and establishing an approval inspection date does not mean that an approval certificate will be issued on that date. You should be aware that at least 4 working days should be allowed between the inspection day and the proposed day of loading.

Applications should include the following documentation:

1. Information on:
   a. Name and contact details of applicant
   b. Vessel IMO number
   c. Current name of vessel
   d. Previous known names of vessel
   e. Flag state
   f. Operating company
   g. Operating company IMO number
   h. Port of registry
   i. Date of build
   j. Date of conversion to livestock vessel (if appropriate)
   k. Classification society
   l. Approval requested for which species

2. A statement from the company attesting that the vessel is not the subject of an application submitted to another Member State and that vessel does not already have an approval.

   If the livestock vessel is the subject of an outstanding approval request or already approved, the vessel cannot be the subject of another concurrent approval process and the application will be refused.

3. A statement from the company that any modifications or refitting of the vessel which affect the welfare of the animals should be immediately notified to the authority issuing the certificate of approval.

4. Livestock Vessel Plans which should include all the elements listed hereafter, either in individual plans or combined into one plan: a general plan, safety plan, water system plan, drainage system plan, contingency plan, ventilation plan and a lighting plan

5. Copies of Master’s reports of the last 5 livestock shipments including details of mortalities. A description of the planned trade in livestock including main ports of loading and landing and expected frequency of voyages.

6. A profile of the vessel's crew including their individual experience with livestock.

7. A stability booklet accepted by a classification society or any other society approved by the Competent Authority of the Member State that issues the certificate of approval. The stability requirements of a vessel must be met throughout any voyage taking into account the effects of moving of livestock, wind, feed and manure etc. It is the responsibility of the Master to ensure that these requirements are met and a statement to this effect should be requested from the Master.
8. Copies of the vessel’s classification society certificates:
   a. Classification certificate as livestock carrier and
   b. Certificates of class for hull and machinery
   c. Certificates/attestations from classification societies, from an appropriate technical expert verifying that the requirements of Section 1 of Chapter IV of Annex 1 to Regulation 1/2005 are met, including:
      • Ventilation requirements
      • Fresh water system requirements
      • Drainage requirements
      • Lighting requirements
      • Firefighting system
      • Monitoring control and alarm systems in the wheelhouse
      • Primary and secondary sources of power

9. International Convention Certificates required:
   a. Load line
   b. SOLAS
   c. MARPOL

The documents submitted are examined by the Competent Authority. If the document examination indicates that it is appropriate to proceed with the inspection process, an inspection of the vessel will be arranged at a mutually agreeable place and time.

Competent Authority Inspection of Vessel

The following should be noted regarding the physical inspection for approval:
• Vessels should be presented for inspection in a completely clean condition. In the event that the vessel is not clean the inspection will be suspended.
• Vessels should be empty and all pens, gates and fittings in their normal position to receive livestock.
• Sufficient time should be allowed for the inspection of the decks and testing of equipment. This should be at least 4 working days before the proposed day of loading.

Compliance with the following provisions will be assessed by the Competent Authority, based on the examination of the documentation submitted and verification during a physical vessel inspection:
   • Stability requirements
   • Fittings- general requirements
   • Design of pens, stalls and passageways
   • Strength of pens, stall and passageways
   • Arrangement of pens and stalls
   • Unenclosed decks
   • Spare pens and stalls
   • Portable equipment
   • Means of access for livestock
   • Means of access and egress for persons
   • Ventilation
   • Electrical power sources
   • Lighting
   • Drainage
   • Firefighting appliances
   • Loading and stowage of bulk feed
   • Food and water receptacles
   • Fresh water services
   • Veterinary equipment (humane killer, medicines etc)
Report of Inspection

Once the preliminary inspection has been carried out the Competent Authority will prepare a report including a list of the issues that must be addressed in order for the vessel to be fully compliant, where applicable. The report will be forwarded to the person applying for approval without delay. Where necessary additional inspections of the vessel will be arranged at a date and time mutually suitable to the owner/operator, and the Competent Authority.

Issue of Certificate of Approval for Livestock Vessel

A vessel approval will only be issued where the results of the inspection(s) carried out by the Competent Authority indicate that the vessel is fully compliant with the relevant legislation.

Vessels approval is at the discretion of the Competent Authority carrying out the approval inspection and will be for a maximum period of 5 years. The duration will be stipulated on the approval certificate.

The approval certificate must be retained on the livestock vessel at all times and must be made available to Member States' Competent Authority officials upon request. Copies of the Livestock Vessel Plans must also be retained on board the approved vessel at all times.

Where it is deemed necessary specific conditions may be attached to the approval of any individual vessel limiting the carriage of livestock to certain species, types sizes and so on. In all cases these conditions must be attached to and retained with the certificate of approval.
APPENDIX 3: TEMPLATE FOR A LIVESTOCK VESSEL APPROVAL CERTIFICATE

LOGO OF
AUTHORITY

Name of authority issuing the certificate
(+ translation to English)
(+ translation to official language of MS of approval)


1. (translation to official language)/VESSEL APPROVAL CERTIFICATE NUMBER:

<table>
<thead>
<tr>
<th>2. IDENTIFICATION OF VESSEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1. (translation to official language)/Vessel IMO-number::</td>
</tr>
<tr>
<td>2.2. (translation to official language)/Current Name of Vessel:</td>
</tr>
<tr>
<td>2.3. (translation to official language)/Flag:</td>
</tr>
<tr>
<td>2.4. (translation to official language)/Operating company:</td>
</tr>
<tr>
<td>2.5. (translation to official language)/Company IMO-number:</td>
</tr>
<tr>
<td>2.6. (translation to official language)/Port of Registry:</td>
</tr>
<tr>
<td>2.7. (translation to official language)/Date of Build:</td>
</tr>
<tr>
<td>2.8. (translation to official language)/Date of conversion to livestock vessel (if applicable):</td>
</tr>
<tr>
<td>2.9. (translation to official language)/Classification Society:</td>
</tr>
<tr>
<td>2.10. (translation to official language)/Former Name(s) of Vessel (if applicable):</td>
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</table>

<table>
<thead>
<tr>
<th>3. SPECIES APPROVED FOR TRANSPORT</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1. (translation to official language)/Species Approved for Transport:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>4. SURFACE AREA OF LIVESTOCK PENS (m$^2$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>(translation to official language)</td>
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</table>

<table>
<thead>
<tr>
<th>DECK No</th>
<th>TOTAL PEN AREA</th>
<th>HOSPITAL PEN AREA</th>
<th>USEABLE AREA</th>
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<tbody>
<tr>
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<tr>
<td>Totals:</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
5. CONDITIONS OF APPROVAL
5.1. (translation to official language)/Date of Approval:

5.2. (translation to official language)/APPROVAL EXPIRY DATE (valid for up to maximum five years):

5.3. (translation to official language)/Conditions attached to approval, if any:

5.3.1 (translation to official language)/Excluded areas for certain categories of animals, if any:

<table>
<thead>
<tr>
<th>Relevant Deck No.</th>
<th>Cattle (category)</th>
<th>Sheep</th>
<th>Others</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

5.3.2 (translation to official language)/If the vessel is modified or refitted in a way that affects the welfare of the animals this certificate becomes invalid.

5.3.3 (translation to official language)/other conditions

5.3.3 (translation to official language)/Documentation submitted for approval and that must be kept annexed to this certificate: general plan, safety plan, contingency plan, ventilation plan, lighting plan, stability booklet.

6. COMPETENT AUTHORITY ISSUING THE CERTIFICATE
6.1. (translation to official language)/Name and Address of the Competent Authority issuing the Certificate:

6.2. (translation to official language)/Date of issue: 6.3. (translation to official language)/Place of issue:

6.4. (translation to official language)/Name and Signature: 6.5. (translation to official language)/Official stamp:
APPENDIX 4: EU REGISTER OF LIVESTOCK VESSELS

GUIDANCE ON DIMENSIONS FOR PENS, RAMPS AND PASSAGEWAYS:

Irish requirements for (cattle):
- Maximum distance between rails aligned fore and aft 4.5 metres
- Minimum distance between rails aligned fore and aft 2.1 metres
- Minimum distance between rails aligned athwart ships 2.3 metres
- Maximum clear floor area within pen 21 m²
- Height of bottom edge of lowest rail of a partition above pen floor 0.25 metres
- Minimum clear height within pen 2.13 metres
- Minimum clear height within deck outside pens i.e. passageways 1.8 metres
- Minimum width of adjacent passageway clear of receptacles and any other obstructions
  - (Irl)(UK) 0.9 metres
  - (Fr) 0.8 metres
- Loading ramp to ship should be at least 0.75m wide
- Sides of ramp must be at least 1.4m and suitably panelled to 1.2m, perpendicular to the ramp floor
- Internal passages should be at least 0.75m wide
- All ramps (loading and internal) have battens at least 5cm high and at least 2.5cm wide and spaced at intervals of no more than 30cm (UK 25-30cm)
- Roof on unenclosed decks should be waterproof with an overhang beyond the pen area of at least 45cm.

UK recommendations
- Lateral protection on ramps should be of solid construction with a minimum height of 1.25 m for cattle and horses and 0.75 m for sheep, pigs and goats
- The width of the ramp should be not less than 0.90 m and not more than 1.10 m for cattle and horses, and not less than 0.55 m for sheep, pigs and goats
- A ramp for animals is, where necessary, fitted with a side ramp suitable for stockmen to assist the movement of animals on the ramp
- Barriers of a suitable strength, design and height, which may be portable, should be provided to ensure the safe movement of animals onto and away from a ramp - both on the quayside and within the vessel

The Regulation does not set dimensions for pens and stalls, but the following are given as guidance:
- Length 0.9m – 5.0m (fore and aft of vessel)
- Width 2.0m – 3.0 m (port to starboard of vessel)
- Area should not exceed 15 m².

A pen or stall should have boundaries which are of sufficient height for the size and species of animal being carried, and not less than:
- 1.2 m high for adult cattle
- 0.9 m high for young calves, sheep, and pigs

The clear height within any pen or stall must be sufficient for the animals to stand in a natural position, and with adequate space above them for the free movement of ventilating air. Recommended minimum clear heights are:
- 2.15 m for adult cattle
- 1.50 m for young calves
- 1.25 m for sheep, pigs, and goats

When goats are carried it may be necessary to provide the pen or stall with a ‘roof’ to prevent the animals escaping.
APPENDIX 5: ADDITIONAL GUIDANCE ON VENTILATION REQUIREMENTS

The following formula can be used to calculate the ventilation requirements:

\[ \text{The Air Changes per hour on any deck} = \frac{\text{Volume of air per hour supplied by the supply fans on that deck}}{\text{Total Volume of the Deck}} \]

The company/applicant should be requested to provide written technical specification of the fans in terms of their minimum rated ability to supply a certain volume of air. The Master of the Vessel may be able to supply additional data to support the operation of the fans.

ADDITIONAL GUIDANCE ON INSTALLATION AND OPERATION OF FIREFIGHTING EQUIPMENT

- Additional Fire hydrants should be provided so that at least two jets of water from separate hydrants can be simultaneously directed to any part of an area or deck where livestock are located and so that one of these jets of water is provided by a single length of hose.

- Each fire hose referred should be capable of being connected to any hydrant and to any other hose, other than hydrants and hoses within the engine room or accommodation areas. Each fire hose, with its connections and nozzle should be kept in a conspicuous position near the hydrant with which it is intended to be used and should be kept in a conspicuous position close to the entrances or stairways leading to the said space or deck.

- Where hay or straw is carried or used in a space where livestock are located, there should be a portable fire extinguisher that uses water as the extinguishing medium, for every 18 metres or a fixed fire-fighting installation that uses water as an extinguishing medium in a suitable location.
# APPENDIX 6: NOTIFICATION OF INTENTION TO LOAD

## Notification of Intention to Load Livestock onto a Livestock Vessel

Name of vessel: ________________________________ Approval No: _____________ IMO No:______

Name and contact details of organiser: ___________________________ and

Shipping agent:_________________________________________________

Intended port of berth: ___________________ Intended arrival date/hour at port of berth: __________

Intended departure date: ______________

Intended date and time of start of loading: ________________________________________

Intended country and port of discharge: ___________________________________________

Estimated duration of intended journey: ____________ days ____________ hours

<table>
<thead>
<tr>
<th>Species/type</th>
<th>Number</th>
<th>Average weight</th>
<th>Total weight</th>
<th>Total space available m²</th>
<th>Stocking density m²/animal*</th>
<th>Acceptable Yes/No for official use only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cows</td>
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<tr>
<td>Heifers</td>
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<tr>
<td>Bulls</td>
<td></td>
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<tr>
<td>Castrated bulls</td>
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<tr>
<td>Calves</td>
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<tr>
<td>Sheep</td>
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<tr>
<td>Lambs</td>
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<tr>
<td>Goats</td>
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<tr>
<td>Kids</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>Pigs</td>
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<tr>
<td>Equine</td>
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<tr>
<td>Other</td>
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<td><strong>Total</strong></td>
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</tbody>
</table>

*Stocking densities per animal are given in Annex I, Chapter VII of Regulation (EC) No 1/2005

Changes to crew members since approval of vessel or last voyage with livestock: Yes ☐ No ☐

If Yes, please attach the names of new crew members and details of their experience with livestock

*for official use only: Names and details of experience attached:* Yes ☐ No ☐

Changes to vessel relevant for the carriage of livestock since approval or last voyage with livestock: Yes ☐ No ☐

If Yes, please attach details and plans of the changes.

*for official use only: Details of changes attached:* Yes ☐ No ☐

Signed: ________________________________ Title: _____________________ (Transporter/ organiser/agent)

Print Name: ________________________________ Date: ___________________________

This form must be submitted to CA X at least 4 days in advance of the planned loading date.
# APPENDIX 7: MASTER’S REPORT

<table>
<thead>
<tr>
<th>Name of vessel/IMO:</th>
<th>Port of registry:</th>
<th>Official Approval Number:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Name and Address of Owner/Manager of Vessel:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Loading Port(s)</th>
<th>Date(s) of Loading</th>
<th>No. Livestock loaded</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Cattle</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Discharge Port(s)</th>
<th>Date(s) of Discharge</th>
<th>No. Livestock discharged</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Cattle</td>
</tr>
</tbody>
</table>

**Voyage Report**

<table>
<thead>
<tr>
<th>Name of Master:</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Signature:</th>
</tr>
</thead>
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<table>
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<tr>
<th>Date:</th>
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</thead>
</table>
## APPENDIX 8: NOTIFICATION OF INFRINGEMENTS: NCP CONTACT FORM

**Infringements and Notification of Infringements:**  
Article 26, Regulation (EC) No 1/2005

The Competent Authority of XXXXX wish to report an infringement of Regulation (EC) No. 1/2005 with regard to the following non-compliances relating to the approval and operation of the following livestock vessel:

<table>
<thead>
<tr>
<th>Name of vessel/IMO:</th>
<th>Port of registry:</th>
<th>Official Approval Number:</th>
<th>Competent Authority of Approval:</th>
<th>Transporter/organiser details: Name and full address (including address, town, postal code, MS)</th>
</tr>
</thead>
<tbody>
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</table>

### Non-compliances detected

**Date, location and time of offence:**

<table>
<thead>
<tr>
<th>Details of non-compliances detected:</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
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<td></td>
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</tbody>
</table>

**Details of enforcement and sanctions:**

<table>
<thead>
<tr>
<th>Include a brief description of the non-compliances detected, any measures taken to rectify them, and any sanctions adopted, attach any additional documentation to this report.</th>
</tr>
</thead>
<tbody>
<tr>
<td>• administrative sanctions: Yes/No</td>
</tr>
<tr>
<td>• referred to the judicial Authority: Yes/No</td>
</tr>
<tr>
<td>• additional documentation to this report: Yes/No</td>
</tr>
</tbody>
</table>

### Additional Information/Reply request

<table>
<thead>
<tr>
<th>Signed: _____________________________ Date: ________________________________</th>
</tr>
</thead>
<tbody>
<tr>
<td>Print Name: __________________________ Title: ____________________________</td>
</tr>
</tbody>
</table>

**Reporting Competent Authority contact details:**

<table>
<thead>
<tr>
<th>Stamp:</th>
<th></th>
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</thead>
</table>

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5 Cross out as appropriate
 APPENDIX 9: GLOSSARY OF DEFINITIONS AND MARINE LEGAL REQUIREMENTS

• **Assigned freeboard**: distance measured vertically amidships from the upper edge of the mark of the deck line (horizontal line drawn in the middle of the deck freeboard: full bridge, the highest exposed to weather and the sea) and the upper edge of the appropriate load line (IMO Resolution MSC.143 (77))

• **Class certificate**: means a document issued by a recognized organization certifying the fitness of a ship for a particular use or service in accordance with the rules and procedures laid down and made public by that recognized organisation; (Directive 2009/15/EC and Regulation (EC) № 391/2009)

• **Detention**: means the formal prohibition of a ship to proceed to sea due to established deficiencies which, individually or together, make the ship unseaworthy (Directive 2009/16/EC, article 2)

• **General cargo ship**: A ship with a multi-deck or single-deck hull designed primarily for the carriage of general cargo. (MEPC.1/Circ.681 Annex) http://www.imo.org/

• **IMO number ship Identification**: Number Lloyd's Register-Fairplay (LRF) with 7-digit prefix IMO, assigned at the time of construction or initially entered in the register (IMO Resolution A.600 (15.).)

• **IMO number for uniquely identifying companies**: Number of Lloyd's Register-Fairplay (LRF), composed by the letters IMO followed by either "Company" or to "registered owner" and 7 digits assigned by LRF each company and registered owner operating one ship, the number is assigned at the time of issue of compliance documents of the company and ship security (IMO Resolution MSC.160 (78),

• **IMO – The International Maritime Organization**: Is the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution by ships http://www.imo.org/

• **International conventions** (Directive 2009/16/EC, Article 2)
  - the International Convention on Load Lines, 1966 (LL66)
  - the International Convention for the Safety of Life at Sea, 1974 (SOLAS 74)
  - the International Convention for the Prevention of Pollution from Ships, 1973, and the 1978 Protocol relating thereto (Marpol 73/78), as well as the protocols and amendments thereto and related codes of mandatory status

• **International Safety Management Code** - ISM, means the International Management Code for the Safe Operation of Ships and for Pollution Prevention (SOLAS, Chapter IX) • **Company**: Means the owner of the ship or any other organization or person such as the manager, or the bareboat charterer, who has assumed the responsibility for operation of the ship from the owner of the ship and who on assuming such responsibility, has agreed to take over all the duties and responsibilities imposed by the International Management Code (SOLAS, Chapter IX)

• **Organisation**: A legal entity, its subsidiaries and any other entities under its control, which jointly or separately carry out tasks falling under the scope of Directive 2009/15/EC and of Regulation (EC) № 391/2009. Into practice means a classification society or any other private body carrying out safety assessment work for an administration For common standards applicable refer to Directive 2009/15/EC and Regulation (EC) № 391/2009.

• **Shipping agent (ship’s agent, shipping agent)**: Representative of the ship-owner in the formalities required by the call and the commercial operations of the ship. The agent organizes the call. (Dictionary English-French maritime commerce, ed. Infomer, 2005)

• **Ship-owner (= charterer)** (ship-owner) whoever owns the ship (English Dictionary -. French maritime commerce, ed Infomer, 2005)

• **Vessel Owner (owner)**: term used in the case of bareboat charter (English Dictionary - French maritime commerce, ed Infomer, 2005.)
Obligations of operators under maritime law

Legal basis and reference documents

- **International Convention on Load Lines (LL66)**
  
  It is based on the principle of reserve buoyancy, although it was recognized then that the freeboard should also ensure adequate stability and avoid excessive stress on the ship's hull as a result of overloading. In the 1966 Load Lines convention, provisions are made for determining the freeboard of ships by subdivision and damage stability calculations. The technical annex contains several additional safety measures concerning doors, freeing ports, hatchways and other items. The main purpose of these measures is to ensure the watertight integrity of ships' hulls below the freeboard deck. [http://www.imo.org/](http://www.imo.org/).

- **International convention for the Safety of Life at Sea (SOLAS), 1974**
  
  The main objective of the SOLAS Convention is to specify minimum standards for the construction, equipment and operation of ships, compatible with their safety. Flag States are responsible for ensuring that ships under their flag comply with its requirements, and a number of certificates are prescribed in the Convention as proof that this has been done. [http://www.imo.org/](http://www.imo.org/)

  Gives requirements:
  
  - for the design of ships (subdivision and stability, machinery and electrical installations)
  
  - For fire protection and fire extinction
  
  - For ship's equipment (life-savings appliances, radio communications and safety of navigation)

- **International Convention for the Prevention of Pollution from Ships (MARPOL), 73/78**
  
  MARPOL is the main international convention covering prevention of pollution of the marine environment by ships from operational or accidental causes and currently includes six technical Annexes. Annex I Regulations for the Prevention of Pollution by Oil, Annex IV Prevention of Pollution by Sewage from Ships, Annex VI Prevention of Air Pollution from Ships, [http://www.imo.org/](http://www.imo.org/)

  - Directive 2009/15/EC of 23 April 2009 on common rules and standards for ship inspection and survey organizations and for the relevant activities of maritime administrations
  
  - Directive 2009/16/EC of 23 April 2009 on port State control
  
  
  - Decision 96/587/EC of 30 September 1996 on the publication of the list of recognized organizations which have been notified by Member States in accordance with Council Directive 94/57/EC

Certificates and documents

Under maritime law, several types of certificates and documents are issued by the State of registry of the vessel or on behalf of the State by recognized organisations (classification societies) certifying the ship's compliance with international rules of navigation and meeting the requirements of the ISM Code company. A complete list is annexed to the IMO circular of 14 December 2004 "Revised List of certificates and documents that ships are required to have on board."

Competent authorities are responsible for maritime security ship inspection and records kept on board at frequencies defined by the regulations (Directive 2009/16/EC).

International safety certificates and document compliance of the company are issued by the Administration or by an organization recognized by the Administration for a maximum period of five years (IMO A.997 (25)).

The classification certificates are issued by organizations, the classification societies.

The main societies are grouped within the IACS (International Association of Classification Societies): American Bureau of Shipping, Bureau Veritas, Lloyd's Register, Det Norske Veritas, Germanischer Lloyd, Nippon Kaiji KYOKAY.
The following certificates and documents under international conventions have a bearing on the requirements of Regulation 1/2005, either directly, or indirectly.

**Convention on Load Lines (LL 66)**

- **International Load Line Certificate**
  It concerns the strength of the structure and stability (and therefore the maximum permissible load) for the draft corresponding to the freeboard assigned pulling and sealing the vessel taking into account all the openings and closings.

**International Convention for the Safety of Life at Sea, 1974 (SOLAS)**

- **Cargo Ship Safety Construction Certificate (CSSCC)**
  It covers the hull, the machinery, the vessel's stability, the electrical networks, the ship's navigation instruments (main and secondary), operation of alarm devices the fire protection and detection, the primary and secondary energy sources.

  It includes examination of intact stability booklet (gives distribution of masses onboard and maximum load), Intact stability booklet: It contains sufficient information to enable the master to operate the vessel safely, as a capacity plan or tables showing capacities and centres of gravity for each cargo stowage space and information on loading restrictions, such as maximum KG or table that can be used to determine compliance with applicable stability criteria. Consequently the number of animals allowed on board and their distribution by deck for information purposes

- **Cargo ship safety equipment certificate**
  It concerns, among other, fire protection, and detection and extinction requirements

- **Cargo ship safety radio certificate**
  It covers the functional requirements on radio installations capable of transmitting and receiving, as appropriate for the sea areas through which the ship will pass.

**Convention for the Safety of Life at Sea, 1974 under the International Safety Management Code (ISM)**

- **Compliance Document (Document of Compliance)**
  It is a document issued to a ship operating company that meets the requirements of the International Management Code (ISM) by the Administration or by an organization recognized by the Administration. It certifies that the company provides vessel operating practices and a safe working environment, as security measures are established against all identified risks and personnel ashore and aboard ship is qualified and constantly trained to the safety management and emergency situations. The Document of Compliance is valid for the ship types explicitly indicated in this document.

- **Safety Management Certificate (SMC)**
  This document issued by the Administration after a certificate of compliance provided by an organisation (classification society) recognized by the Administration, certifies that the management company and the management board conform to the Management System approved safety ensuring that the obligatory rules and regulations codes, guidelines and standards are considered

  The identification of the company in charge of the operation of the ship is also included.

- **Classification certificate (Certificate of class) (Directive 2009/15/EC, as amended AM 23/11/1987, ann. 140-1.02)**
  Document issued by an organization (classification society) certifying compliance of a ship, particularly with regard to its structure and mechanical condition and references to specific classification, use or service of the
ship, in accordance with rules and regulations laid down and published by this company. These rules are for the design, construction and maintenance of ships according to the requirements of international conventions.

**International Convention for the Prevention of Pollution from Ships MARPOL 1973**

- **International Sewage Pollution Prevention Certificate**
  - It covers sewage treatment including the drainage system of each deck

Useful links

- [http://www.imo.org/About/Conventions/Pages/Home.aspx](http://www.imo.org/About/Conventions/Pages/Home.aspx)
  (Australian Standards for the Export of Livestock (Version 2.3) 2011 and Australian Position Statement on the Export of Livestock)
  (Guidance for operators and masters of livestock vessels and persons shipping farm animals and horses)