



Sharing experience - response for an emergency – transport by sea

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- **Multi-regional Whole Journey Scenario workshop on long-distance transport by land and sea between Europe, the Middle East, and North Africa**
 - **7 - 9 November 2023, Tunis, Tunisia**

Maritime incident – 24.11.2019

24.11.2019 - port Midia-Constanta;

14.600 lambs – nearby assembly centers;

- livestock vessel Queen Hind, Palau flag;
- heading to Jeddah in Saudi Arabia;
- the ship overturned on its side, in the turning basin;
- efforts were made for turning over the ship;

The maritime authorities assessed the situation and decided the abandonment of the ship; the crew members were rescued.

Information on the vessel

- The ship was built in 1980, and converted in 2017 for the transport of live animals;
- 11 journeys (up to 19000 animals per journey) took place that year (March-November, 2019) on Queen Hind, from port Midia to Iran, Jordan, Saudi Arabia, Kuwait;

Certificate of approval of livestock vessels for journeys exceeding 10 nautical miles - CA in Constanta;

RO-CT-N-058-7920675/06.03.2019

- adult and young cattle – area of 3827m²
- adult and young sheep – area of 5011 m².

AUTORITATEA NAȚIONALĂ SANITARĂ VETERINARĂ ȘI PENTRU SIGURANȚA ALIMENTELOR
NATIONAL SANITARY VETERINARY AND FOOD SAFETY AUTHORITY
DIRECȚIA SANITARĂ VETERINARĂ ȘI PENTRU SIGURANȚA ALIMENTELOR CONSTANȚA
SANITARY VETERINARY AND FOOD SAFETY DIRECTORATE OF CONSTANȚA

CERTIFICAT DE AUTORIZARE SANITARĂ VETERINARĂ PENTRU MIJLOACE DE TRANSPORT ANIMALE VI PENTRU CĂLĂTORII RUTIERE DE LUNGĂ DURATĂ SAU MIJLOACE DE TRANSPORT NAVAL PENTRU CĂLĂTORII PESTE 10 MILE MARIINE

1. NUMĂRUL CERTIFICATULUI	RO-CT-N-058-7920675 / QUEEN HIND	
1.1. LICENȚĂ / NUMBER	DA	
1.2. Ușor sau Sistem de Navigație / Equipped with Navigation System	YES	
2. Scopuri de animale care pot fi transportate / Types of animals allowed to be transported	Tineret / Adults – Bovine, Ovine, Caprine Young : Măștițe – Cattle, Sheep, Goats	
3. SUPRAȘAȘA B-34'PUNTE	P.D. 1 – 310 m ²	P.D. 5 – 744 m ²
3.1. ARȘA 1/3 M ² /DECK	P.D. 2 – 412 m ²	P.D. 6A – 60 m ²
	P.D. 3 – 651,90 m ²	P.D. 6 – 479 m ²
	P.D. 4 – 679,30 m ²	P.D. 6A – 468 m ²
	P.D. 4A – 659,30 m ²	P.D. 7 – 552 m ²
Spațiul ocupat pe punte: Cattle and sheep on all decks (3827 m ²)	Ovine and goats on all decks (5011 m ²)	
4. Data autorizării / Valid until	15.07.2022	
4. AUTORITATEA CARE EMITE AUTORIZAȚIA / BODY ISSUING THE AUTHORIZATION DIRECȚIA SANITARĂ VETERINARĂ ȘI PENTRU SIGURANȚA ALIMENTELOR CONSTANȚA SANITARY VETERINARY AND FOOD SAFETY DIRECTORATE OF CONSTANȚA		
5. Adresa și telefonul autorității / Address and telephone of the authority 382 MANGALIEI STREET, NO. 78, 900111		
2.2. Telefon / Telephone	2.3. Fax	2.4. E-mail
+40241682417	+40241682119	office.constant@sanvsa.ro
2.5. Oraș / City	2.6. Localitate / Locality	2.7. Semnătură / Signature
06.03.2019	CONSTANȚA	
2.8. Disc / Disc	2.9. Foaie / Page	2.7. Stamp

Journeys performed by Queen Hind in 2019 from port Midia Constanta

<i>No.</i>	<i>Date</i>	<i>Number of animals loaded</i>	<i>Destination</i>
1	08.03.2019	13.786	Iran
2	19.04.2019	17.400	Jordan
3	07.05.2019	16.000	Jordan
4	24.05.2019	18.000	Jordan
5	09.06.2019	18.000	Jordan
6	23.06.2019	19.000	Jordan
7	07.07.2019	18.700	Jordan
8	19.07.2019	18.591	Jordan
9	07.08.2019	19.100	Jordan
10	26.08.2019	13.980	Kuwait
11	01.11.2019	15.000	Saudi Arabia



Prior to loading:

- the vessel,
- fitness of the animals for continuing the journey and
- the quantities of water and feed.

Loading of animals and their distribution on the 7 decks complied with provisions of Chapter III in Annex I of EC Regulation 1/2005.

Average space allowance of 0,315 sqm/animal (average live weight of 47,46 kg/animal) - 185 pens, 7 decks

584 tons of water and 278 tons of feed onboard.



- Most likely cause: incorrect ballasting of the vessel (according to maritime authorities); change of the “center of gravity” (inappropriate storage of feed).
 - Potential contributing factor: the master’s lack of experience (first voyage; abrupt sail of the ship).
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- After the incident, an operation launched by the Romanian Coastguard, police and firefighters to rescue the sheep
 - 252 sheep rescued, sheltered and kept under veterinary observation; out of them, 180 sheep were clinically stabilized and subsequently taken over by an NGO for animal protection
 - The carcasses - ABP approved establishments
 - Subsequent retrieval and refloating of the vessel from the turning basin by the Romanian state, based on a service agreement

Actions taken following the accident (1)

- supplementing the number of veterinarians in the Exit Point ;
- reviewing the internal procedures for loading/unloading of the livestock;
- retraining the personnel in the Exit Point;
- implementing contingency plans for each journey;
- drafting a specific procedure – **Intervention in the Exit Points in case of incidents involving vessels transporting livestock intended for export to third countries :**
 - The actions to be taken by the official veterinarians: in the Exit Point, at local level and at central level (NSVFSA);
 - The actions taken by the provisional keepers who were given custody of the animals that were saved.

Actions taken following the accident (3)

Amendment and completion of our national legislation, on the basis of the Network Document on Livestock Vessels:

- the technical aspects exceeding the competencies of the official veterinarians to be checked by experts with a high level of expertise : construction and equipment of the vessels while the accompanying documents are checked by the maritime authority – national legislation entered into force in 2020 (3 years before EU regulations);
- reports on the protection of animals transported sent during/at the end of the journey by the vessel's master sends to the official veterinarians in the Exit Point.



Conclusions

- cooperation with maritime experts is a must: controls for animal welfare do not detect issues such as loss of ship stability, and OV do not have the necessary skills to detect these issues.
- importance of checks done by Port State Control - not only for maritime safety but also for animal welfare.
- cooperation among different authorities carrying out controls on livestock vessels -to prevent such events from happening.
- Starting with 2023, new EU obligations for OV in the EP:
 - to team with authorised maritime experts,
 - to verify prior loading that transporters' contingency plans in the event of emergencies include a risk analysis of the most likely animal welfare hazards that could occur during journeys.

A wide-angle photograph of a port area. The foreground is a large, flat, light-colored concrete or paved area. In the middle ground, there is a body of water. In the background, there are industrial structures, including a large ship with multiple cranes and other port facilities. The sky is clear and blue.

Thank you for your attention!