

Kent Action Against Live Exports (KAALE)

Patrons:

Carla Lane: <http://www.carlalane.com/>

'The Black Spurs': <http://www.theblackspurs.com.au/Contents.htm>

Maria Daines: <http://www.maria-daines.com/>

Website: <http://www.kaale.org.uk/>

Mailing Address: The Sheiling, London Road, Sholden, Deal, Kent, CT14 0AD, UK.

Contact: Chairman - Mr. Ian Birchall – Mobile 07968 134489/07891032121

Date: 12th July 2014

Official Complaint – Reference: **KAALE /11th July / 2014**

To: Mr. George Eustice; Minister of State for Agriculture and Food,

Defra, Nobel House, 17 Smith Square, London, SW1P 3JR.

Dear Sir,

Once again we find ourselves in a situation you said would never happen again due to the rigorous inspections that were to be put in place at time of loading of the export animals.

Yesterday morning, Friday 11th July, we, as usual, were at Ramsgate Port to monitor the arrival of the transporters, full of sheep, bound for the 'ship' the Joline, owned by Mr. Onderwater.

Two vehicles arrived and we noted the second vehicle, belonging to Jan Diepveen appeared to be overfull with sheep

After the vehicles had accessed the port several of our observers climbed to our observation point on the esplanade above the port, from where we can watch any inspections, which now are normally cursory.

The vehicles were parked near the port sheds half obscured by these sheds and inspections were already started. The Jan Diepveen vehicle, registration number on the Dutch cab 25-BBL-9 and on the French trailer AN-647-86, was furthest away from us but it became obvious that there were concerns over this vehicle.

It later emerged that the trailer had a burst wall on one of its tyres and the police spotted this when it was in the port. The tyre was changed and then when the vehicle moved away from the other transporter problems with the animals were pointed out by the RSPCA inspector, who was observing.

The other vehicle, Mr. Onderwater's own vehicle, was also inspected and allowed on the export ship, the Joline. The Diepveen vehicle was detained and after two hours in the port the ship sailed with only Mr. Onderwater's vehicle leaving the Diepveen transporter in the port.

Sheet 1

BAN LIVE ANIMAL EXPORTS

We made enquiries and it emerged that this transporter had the same fault that convicted the exporter, Mr. Tom Lomas, in Dover Court February 2014 for breaches of the WATO legislation.

This being that the floors had been repositioned making the trailer a three tier instead of a four tier to allow more headroom for the sheep resulting in open gaps emerging down either side of the floors where the sheep were getting their legs stuck during transit.

On September 12th 2012 with exactly this repositioning of the same type of French trailer 43 animals were injured and had to be slaughtered in Ramsgate port and the exporter was given two six months suspended for two years sentences and ordered to pay £19,000 in fines and costs.

Since that time the transporters are now supposed to have supervised loadings and yet this happens once again. We ask if the exporters are once again to be charged with breaking WATO laws because on this occasion Trading Standards were not called and it is they who take the prosecutions.

We ask ‘are the people who supposedly did the supervised loading to be investigated or is this to be swept under the carpet?’ We ask ‘will the exporters face the rest of the charges that were shelved because they pleaded guilty to two of the most serious charges and is the suspension now compromised?’

This time the transporter instead of being unloaded in the port was taken to the local facility, much talked about and now revealed as Lydden Court Farm, Lydden nr Dover. We followed as did many others and witnessed legs protruding from the vehicle the entire journey of some 20 miles.

When we arrived at the farm the RSPCA requested access but were refused and Animal Health supervised the unloading with their vet. At this point I must once again point out that it was the RSPCA inspector who pointed out the problem in the port.

We found a vantage point and watched the unloading seeing a number of lame sheep, some marked by the AHVLA vet but some missed. It is obvious to us that someone failed to check the vehicle was safe for the transportation at loading, exactly as happened before but this time it was supposed to be AH inspectors or vets, or so we are led to understand.

Is AHVLA now willing to put their house in order and allay the fears of the general public, whose servants they are and who rely on this competent body to ensure these animals are treated correctly whilst on our shores?

We know these animals are food animals but they are still Sentient Beings who deserve better treatment from the people in whose care they are unfortunately placed.

Over the last year there have been several food scandals and people are questioning what is happening in the food industry. This is just another concern for people to think about as they buy their meat, or maybe don't buy it?

Yours Sincerely

Ian Birchall – Chairman – KAALE.

