

THE GLOBAL LIVESTOCK FLEET



This report was written by Jacky Bonnemains, Gaëlle Guilissen, Elodie Crépeau-Pons, Charlotte Nithart and Greg Wilhem of Robin des Bois with contributions from Maria Boada-Saña and Iris Baumgärtner of the Animal Welfare Foundation.

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Robin des Bois

14 rue de l'Atlas

75019 Paris

France

Phone : + 33 (0) 1 48 04 09 36

contact@robindesbois.org

www.robindesbois.org

Animal Welfare Foundation e.V. (AWF)

Basler Straße 115

79115 Freiburg i.Br.

Germany

Phone: +49 (0) 761 4787 340

info@animal-welfare-foundation.org

www.animal-welfare-foundation.org

Tierschutzbund Zürich (TSB)

Kempttalstrasse 29

8308 Illnau

Switzerland

Phone: +41 (0)44 482 65 73

info@tierschutzbund-zuerich.ch

www.tierschutzbund-zuerich.ch

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Executive summary

From European Union export routes to the global fleet

Following the first two reports, published in 2021¹ and 2024², which focused exclusively on the transport of livestock from European Union ports to countries in the Mediterranean and the Middle East, this third report, co-authored by Robin des Bois, Animal Welfare Foundation e.V. and Tierschutzbund Zürich, broadens the scope to maritime livestock transport worldwide. This trade connects exporting regions in Europe, Oceania and South America with importing countries in the Middle East, North Africa and Asia. Livestock carriers are engaged in a tramp trade, travelling wherever there is livestock to be loaded. Strictly speaking, there is no regular service (see, in this regard, the routes of the *Spiridon II*).

Although no official global statistic exists, fragmented trade and fleet data confirm that tens of millions of animals are transported on the world ocean each year. The trade is concentrated along a limited number of major maritime routes. The most significant corridor connects Australia and New Zealand with the Middle East and North Africa. A second major route links European ports in Ireland, France, Portugal, Spain, Croatia, Greece, Slovenia with destinations in the Eastern Mediterranean, North Africa and the Arabian Peninsula. A third important trade corridor connects South America, particularly Brazil and Uruguay, with North Africa, the Middle East and Türkiye, involving long-distance shipments that may last several weeks. A fourth corridor connects Romania and Ukraine in the Black Sea with destinations in the Eastern Mediterranean and the Arabian Peninsula. These established and emerging livestock export hubs do not work together. They compete with one another whilst mobilising the same vessels and the same shipowners. Additional trades connect South Africa with Mauritius and the Middle East, and Australia with Indonesia and other Asian countries. A regional trade occurs between the Horn of Africa with Saudi Arabia via the Red Sea and the Arabian-Persian Gulf.

This report documents, in as much detail as possible, the profiles of 159 vessels involved in maritime livestock transport worldwide according to the databases of the Memoranda of Understanding on Port State Control and the International Maritime Organization (IMO). This third report brings together historical and up-to-date data for each vessel, providing a comprehensive overview of the global fleet and highlighting all the challenges to be addressed in this unique sector, where the 'cargo' is alive.

¹ "78 EU-approved livestock carriers" written by Robin des Bois supported by Animal Welfare Foundation and Tierschutzbund Zürich in 2021

https://robindesbois.org/wp-content/uploads/78_EU_livestock_carriers_June_2021_RobindesBois_AWF_TSB-1.pdf

² "64 EU-approved livestock carriers" written by Robin des Bois and Animal Welfare Foundation in 2024

https://robindesbois.org/wp-content/uploads/Report_64-livestock_AWF_RobindesBois_FINAL_March24-BD.pdf

The fleet of livestock carriers

The global livestock fleet is composed of two main categories of vessels: converted livestock carriers, which were originally built for other commercial purposes and subsequently modified to transport animals, and purpose-built livestock carriers, which were designed and constructed specifically for livestock transport. Of the 159 livestock carriers identified in this report, 134 vessels (84%), were merchant ships that have been converted into livestock carriers, and 25 vessels (16%), were purpose-built for livestock transport. These two categories obviously differ substantially and are the subject of two separate chapters. However, purpose-built livestock carriers should not be assumed to systematically prevent the animal welfare concerns and crew safety issues documented on converted livestock carriers. This is illustrated by the profiles of the *Brahman Express*, the *Galloway Express*, the *Ganado Express*, the *Gelbray Express*, the *Giolando Express*, the *Gloucester Express*, the *Gudali Express*, the *Murray Express* and the *Shorthorn Express*).

- The average converted livestock carrier is a 45-year-old vessel, 102 metres in length, originally built as a general cargo ship and converted for the transport of livestock at the age of 28. It has been recorded with 242 deficiencies and detained four times throughout its operational life, before and after conversion. It is typically supervised by a classification society not belonging to the International Association of Classification Societies (IACS) and flies a flag included on the Paris MoU black list. Despite the technical, regulatory and welfare-related concerns associated with vessel conversions discussed throughout this report, the practice has continued and recently accelerated: between January 2024 and March 2026, 10 older vessels were converted into livestock carriers, compared with only three in 2022 and 2023.

- The average purpose-built livestock carrier is a 17-year-old vessel, 113 metres in length, recorded with 57 deficiencies and detained once throughout its operational life. It is typically supervised by an IACS classification society and flies a flag included on the Paris MoU white list. Of the 25 livestock carriers of this type, 11 had been operated until then by the Dutch group Vroon Holding or its subsidiaries.

On 11 May 2026, Vroon Holding sold its livestock subsidiary to Heytesbury, an Australian agribusiness and shipping group. While this report does not assess the future practices of the new owner, the change marks a significant shift in the small group of specialised maritime livestock carrier operators and, more broadly, points to a weakening of the European Union's influence over the global livestock trade.

Indonesia, which is already mentioned in the report as a destination for livestock from Australia, is examined in a separate chapter on domestic cattle trade between the island of Timor and the Lesser Sunda Islands – the main producers of cattle – and the islands of Java and Borneo, which are the main consumers. The Indonesian fleet includes six specialised vessels.

Finally, one chapter is devoted to the "ghost" livestock carriers that continue to be listed as livestock carriers in international databases but have not transmitted AIS signals for prolonged periods. Some may have been scrapped or be completely unusable. Others may have been set aside pending a resumption of livestock traffic. For example, the AIS of the *Masturah* (62 years old) and the *White Pearl* (47 years old) resumed transmission in March 2026 after having been inactive since September 2024 and June 2022, respectively. Their last recorded transmissions before these prolonged periods of silence originated from Busan (South Korea) and Beirut (Lebanon). On June 9, 2026, the *Masturah* was in Khasab (Oman) and the *White Pearl* was in the Mediterranean Sea between Beirut and Algiers. Other "ghost" livestock carriers may have been diverted from their original purpose. As a reminder, in 2015 the *Ezadeen*, a decommissioned livestock carrier, was used for the mass smuggling of migrants across the Mediterranean Sea.

For more information, see the chapter I. Conversion.

Age, flags, classification societies and ownership structures

The analysis of the global livestock carrier fleet reveals a sector characterised by ageing and deteriorated vessels, many of which should have been scrapped years ago, operating under low performing flags, classification societies that, in many cases, are failing to provide the necessary oversight, and complex ownership structures. Fifty-one ships are 50 years old or more, all of them converted from their original purpose, while only 11 vessels are under 12 years old and all were built specifically for livestock transport. The recent scrapping of the *Elbeik* and the *Deala* in Aliaga, Türkiye, were not the result of decisions taken by the owners. They were dictated by incidents at sea, such as fires and groundings.

The flag indicates the ship's nationality. It implies a genuine link between the ship, its crew, its cargo and the flag State. Classification societies are organisations responsible for establishing and verifying compliance with technical standards applicable to ships.

Flag and classification data further underline two differences between converted and purpose-built vessels.

54.6% of the converted livestock carriers fly a flag included on the Paris MoU black list, according to its latest available annual report (2024), compared with 8% of purpose-built livestock carriers. Only 4.3% of the converted livestock carriers fly white-listed flags, compared with 60% of the purpose-built livestock carriers. Only 22.3% of the converted livestock carriers are supervised by an IACS classification society, compared with 72% of the purpose-built livestock carriers. 65.8% of the converted livestock carriers are supervised by non-IACS societies, compared with 24% of the purpose-built livestock carriers. 16 converted livestock carriers have an unknown classification society, compared with one purpose-built livestock carrier.

The ownership structure of the livestock carrier fleet adds another layer of opacity. More than half of the livestock carriers are officially owned by shell companies based in tax optimisation countries, most of them single-ship companies, while operational control is most often exercised by managers of which most are based in the Mediterranean, extending into the Black Sea and the Arabian Peninsula. They are mainly based in countries that export and import livestock. This combination of ageing and deteriorated vessels, black-listed flags, non-IACS classification, shell ownership and managers specialising in the sale and purchase of livestock raises important concerns on the transparency of traffic, the sharing of responsibilities and the effectiveness of technical and administrative controls on vessels in the livestock-carrying fleet.

For more information, see the Chapters II. Age, III. Flags, IV. Classification societies and V. Shipowners.

Ship Risk Profile

The ship risk profile, regardless of the ship's category, is important for the ship manager and for maritime safety inspectors. If the 5-point threshold is reached or exceeded, the merchant ship is classified as high-risk and may be targeted by port inspectors worldwide. To date, only 4 livestock carriers are considered high-risk. To avoid being targeted in this way, owners of livestock carriers have various options available to them that comply with regulations. When their ships approach the critical 5-point threshold, they can switch to a new classification society, a new ISM manager or even a new flag State whose performance has not yet been ranked and which, consequently, cannot bring any additional points.

Although a ship's age is not necessarily synonymous with obsolete vessels, it is noted that the fleet of livestock carriers far exceeds the average age of merchant ships sent for scrapping, and that there are no additional penalty points for ships over 40, 50 or 60 years old. As a reminder, 4 active livestock carriers are over 60 years old.

For more information, see the chapter VI. Ship Risk Profile.

Port State Control, deficiencies, detentions and bans

The performance of livestock carriers in Port State Control inspections provides a useful indicator of the technical and operational challenges affecting the sector. In its latest available annual report, covering 2024, the Paris Memorandum of Understanding on Port State Control ranked livestock carriers as the worst-performing category of ships in terms of deficiencies and detentions. Since the Paris MoU began reporting livestock carriers as a separate merchant vessel category, they have consistently recorded the highest detention rates among all inspected ships, making them the worst-performing ship category for at least six consecutive years. In its 2004 annual report, the Paris MoU states that 88% of inspections of livestock carriers in member States ports resulted in deficiencies being recorded. Their detention rate reached 15%, almost four times higher than the 4% average for all inspected ships.

The detention and banning history of livestock carriers illustrates the shortcomings in safety and compliance with international conventions and basic rules of navigation. The 159 livestock carriers have accumulated 565 known detentions throughout their operational lives, including periods before conversion. The 134 converted livestock carriers account for the overwhelming majority: 549 detentions. In 2024–2025, 20 livestock carriers were detained; all of them were converted vessels.

Between 2008 and 2020, nine vessels have been temporarily banned from Paris MoU ports following repeated detentions. None has been banned in 2024-2025. Ships in categories other than livestock carriers, when banned from a port covered by the Paris MoU, are directed by their shipowners and managers towards less strictly regulated waters, such as those off the coast of Africa and in the eastern Mediterranean. However, livestock carriers are treated with a degree of leniency due to their limited numbers and their indispensable role in the export of millions of head of livestock.

For more information, see the chapters VII. Port Stat Controls, VIII. Deficiencies, IX. Bans and Detentions.

Incidents, emergency management and the ISM Code

In view of the diversity of vessels, their origins and the operating conditions described above, the livestock carrier fleet operating on the world's oceans is exposed to significant and varied risks. The history of maritime livestock transport includes numerous serious events, including shipwrecks, fires, groundings, collisions. Since 1975, at least 10 shipwrecks have been recorded in the history of livestock transport by sea, caused by factors including collisions, fires, storms and problems linked to the distribution of the livestock cargo. These shipwrecks resulted in the deaths of 88 crew members and at least 193,000 animals. A list of these incidents is provided in Appendix 2.

Several major and recent cases illustrate the scale and diversity of these risks. The shipwrecks of the *Al Badri 1*, which sank at the quay in Suakin (Sudan), killing 15,000 sheep in 2022; the *Gulf Livestock 1*, from New Zealand to China, which in 2020 sank off the coast of Japan at the start of the typhoon season, claiming the lives of 5,867 head of livestock and 41 crew members; and the *Queen Hind*, which sank in 2019 as she was leaving the port of Midia (Romania), claiming the lives of 14,420 sheep, show that livestock carriers remain vulnerable to serious incidents in different regions of the world.

Although the last 4 years have seen a pause in the series of major shipwrecks, new risks have emerged in connection with armed conflicts and regional instability, particularly in the eastern Mediterranean, the Red Sea and the Persian Gulf region. The sinking of the *Haji Ali* in the Gulf of Oman on 13 May 2026 illustrates this concern. According to available reports, this Indian dhow which was not included in the International Maritime Organisation's official list of livestock carriers was struck by an unidentified explosive object, caught fire and sank with a large number of animals on board. The attack reportedly resulted in the death of several thousand goats and sheep, but these figures could be revised downwards as further information becomes available. The case is discussed in more detail in the chapter XIII. Animal victims of armed conflict.

When managing such incidents, whether they unfold slowly or escalate rapidly, the captain and his officers must be able to rely on shore-based emergency response services that operate 24 hours a day and possess all the necessary expertise to assess the severity of a damage situation and, where necessary, to coordinate the deployment of the various rescue resources available in the affected area.

The ISM (International Safety Management) Code sets out the arrangements for this land-sea partnership. In 2024–2025, ISM-related deficiencies were reported on 47 livestock carriers, all of them converted vessels, and the ISM managers of 35 carriers were classified by the Paris Memorandum of Understanding as low or very low performing. These findings raise concerns about the manager's and crew's ability to respond effectively to emergencies involving vessels carrying live animals.

Animal welfare at sea

It is essential to remember that the various unsanitary conditions imposed on animals in transit do not, in themselves, fall within the scope of deficiencies as defined by the International Maritime Organisation and the memoranda of understanding. They may be indirectly referred to when highlighting that the conditions imposed on crews in the workplace, including areas designated for animals, do not comply with international standards.

The vessel profiles reveal a wide range of hazards, pollution and diseases that affect the well-being of animals transported by sea. Within the maritime regulatory framework, live animals are treated as cargo. This creates a fundamental gap: although livestock are living, sentient animals, their welfare on board is not systematically addressed.

Most animals transported on livestock carriers are sheep and cattle, although goats, horses, camelids and other species may also be carried. They are transported for days, weeks or even months in extreme cases in an unstable and unfamiliar environment, exposed to vessel movement, noise, vibration, artificial lighting, humidity, heat, ammonia, high stocking densities and variable access to feed and water that are not of the kind and quality to which they were accustomed. These conditions may contribute to injuries, respiratory and digestive disorders, heat stress, exhaustion, miscarriages and death. Several cases described in this report also involve animals giving birth at sea under difficult conditions, with limited opportunities for appropriate care.

Animal welfare at sea depends on vessel design, maintenance, ventilation, stocking density, effluent management, health monitoring and in the worst cases emergency preparedness. Once vessels leave port, reliable information on the condition of animals during the voyage is scarce, and veterinary presence on board is not guaranteed on all routes nor even required. For this reason, the vessel profiles should also be regarded as a reflection of all the suffering and hardship endured by animals during their sea journey.

Refusals to unload live animals

These animal welfare risks become even more acute when a voyage does not end as planned. When a vessel is refused permission to unload, the limitations described above are extended and intensified, often with serious consequences for both animals and crews. Refusals to unload live animals have repeatedly turned maritime livestock voyages into prolonged animal welfare, biosecurity and diplomatic crises. These cases may arise from suspected or confirmed animal diseases, documentation disputes, changes in import requirements or wider political tensions. Once a livestock carrier is refused entry at destination, animals have to remain at sea for weeks or months while shipowners, exporters, and veterinary authorities attempt to find an alternative solution.

Cases analysed in this report, including the *Cormo Express*, *Nader-A*, *Karim Allah*, *Elbeik* and *Spiridon II*, show how the absence of effective contingency planning can leave animals and crews trapped in dead ends which are merely legal for administrations, but which are potentially fatal for the 'cargo'.

For more information, see the chapter XI. Refusals to unload live animals.

Crew welfare and labour standards

Live animal transport by sea raises concerns not only for the animals on board, but also for the crews responsible for operating these vessels during international voyages, sometimes long and fraught with difficulties.

In 2024–2025, deficiencies related to the Maritime Labour Convention, 2006 (MLC) have been recorded on 60 livestock carriers, indicating non-compliance with minimum international standards for seafarers' accommodation, welfare, working conditions, social protection and wages. Such abnormalities are common on converted livestock carriers. Converting a merchant ship of another category into a livestock carrier essentially involves adding decks on top of one another in order to transport as many animals as possible. Crew accommodation is not substantially modified. As a result, ships originally designed to accommodate a crew of around fifteen seamen may, when used as livestock carriers, sail with a crew of several dozen seamen, which inevitably leads to unsanitary conditions in the accommodation quarters.

In 2024–2025, 16 cases of crew and vessel abandonment were recorded, compared with 14 cases during the three-year period 2021–2023. The case of the chief engineer of the *Al Maha*, now the *Al Fahad 1*, was a very serious case of forced labour.

The difference between converted and purpose-built vessels is significant. MLC non-compliance was identified on 41.8% of converted livestock carriers, compared with 16% of purpose-built vessels. These statistics suggest that vessel design and construction affect not only the further increase in animal transport capacity and technical performance, but also the living conditions of crews. It should be noted that these specially designed vessels generally have a carrying capacity that exceeds the average for trade between European Union exporting countries and importing countries in the eastern Mediterranean. In other words, they are not suited to intra-Mediterranean traffic.

Pollution risks and MARPOL compliance

The age, conversion history and maintenance problems of many livestock carriers raise significant environmental concerns, particularly regarding compliance with international pollution-prevention standards. Compliance with the International Convention for the Prevention of Pollution from Ships (MARPOL) is a major issue for livestock carriers, particularly converted vessels. Many of them were originally built before MARPOL entered into force and may face difficulties complying with current pollution-prevention requirements due to their age, outdated engines, boilers, and shortcomings in the filtration systems for atmospheric and liquid effluents. Nor do they comply with current requirements for the protection of human health. The engine rooms have not been systematically cleared of asbestos.

In 2024–2025, 80 MARPOL-related deficiencies were reported on 50 livestock carriers, representing 31% of the fleet analysed. Almost all of them were converted livestock carriers, and four were detained due to non-compliance. The most frequently reported deficiencies concerned Annex I, relating to oil pollution, and Annex V, relating to garbage, with 33 deficiencies recorded under each annex. These findings point to recurring weaknesses in pollution-prevention systems, including oil residue separation equipment, sewage treatment systems, air pollution controls and, in some cases, on-board incinerators.

Annex V of the MARPOL Convention, which considers animal carcasses as ‘garbage’, is in itself subject to considerable ambiguity. It requires signatory governments to ensure that commercial ports have reception facilities for all garbage from ships, which is the case in most ports in the European Union and in some ports in the eastern Mediterranean, but local veterinary authorities prohibit the reception of animal carcasses that are likely to facilitate the spread of communicable diseases. Annex V therefore paves the way for a second option by stipulating that, under certain conditions and provided that special areas are avoided, animal carcasses may be discharged into the sea in the same way as food waste.

According to the evidence analysed in this report, some discharges of animal carcasses, manure, bedding waste or contaminated wash water may remain under-reported in the garbage record book, which must be completed in accordance with Annex V. In fact, waste-management practices on livestock carriers require closer scrutiny by port State control authorities and competent administrations. Ending the routine disposal of animal-derived waste at sea and ensuring proper reception and treatment facilities for animal carcasses in ports are central issues in the environmental oversight of maritime livestock transport.

For more information, see the chapter X. MARPOL.

Taken together, the findings presented in this report show that livestock carriers occupy a particularly problematic position within the global maritime sector, at the intersection of maritime safety, labour standards, animal welfare, environmental protection, and pollution prevention. The fleet is largely composed of older vessels converted from other commercial uses, many of which show recurring deficiencies, detentions, weak flag performance, non-IACS classification, and complex ownership structures. This combination of circumstances has negative consequences for the crews and the animals. It makes the oversight of the competent authorities more difficult. The livestock trade on the world ocean lacks transparency.

Methodology, data limitations and vessel identification

The information presented in this report was compiled from publicly available maritime sources, including Equasis, port State control records, AIS tracking data, classification society records and other open-source information. The preparation of the report, underway since early 2026, coincided with a period of exceptional volatility in the livestock carrier market, marked by frequent changes in vessel names, flags, ownership structures and operational status.

For example, on 9 June 2026, the *Nader-A* was found to have been renamed *Saskia*, although the new owner could not be identified. The data presented therefore reflects the status known at the time of publication. Changes may have occurred whilst the report was being drawn up or after publication, or may not yet be reflected in public databases. For this reason, the IMO number remains the most reliable vessel identifier, as it remains unchanged until the end of the ship's operational life and its scrapping.

I. Conversion

134 ships (84%) currently operating as livestock carriers were, at the time of their order, construction and launch, general cargo ships (68), container ships (17), Ro-Ro (16), vehicle carriers (15), reefers (12), palletised cargo ships (2), bulk carriers (2), fishing vessels (1), crude oil tankers (1).

Conversion is still a persisting option. It is becoming increasingly common. Three merchant ships were converted into livestock carriers between 2022 and 2023 (average age at the time of conversion: 37 years); 7 between 2024 and 2025 (average age at the time of conversion: 32 years); and 3 between January and March 2026 (average age at the time of conversion: 35 years).

None of the livestock carriers converted between 2024 and 2026 are currently classed by an IACS member classification society. Instead, they are supervised by non-IACS classification societies (for further information, see the chapter IV. Classification Societies).

For shipowners in the livestock carrier sector, choosing the option conversion is driven by economic considerations. For example, the *Ocean Outback*, 136 metres long, built in 2010 for livestock transport, was sold in 2017 for 26 million US\$ and renamed *Bahijah*. She has a capacity of around 14,000 sheep and 2,500 cattle. On the other hand, purchasing a converted livestock carrier can represent a comparatively low-cost option. The livestock carrier *Yangtze Fortune* (now *Balha One*), 133 metres long, built as a container ship in 2005 and converted in 2017, was sold at auction after being abandoned in Australia in 2023 for 6 million dollars – which, according to the NGO Vets Against Live Exports, was her scrap value. She has a capacity of around 15,000 sheep or 5,000 cattle.

Conversion may also provide a faster means of increasing livestock transport capacity than commissioning a new vessel. Shipowners need to meet urgently new market needs. The continued conversion of former merchant vessels into livestock carriers may reflect growing demand for livestock from importing countries with rapidly growing populations that face constraints such as limited water resources on domestic livestock production. The recent increase in conversions may also suggest a limited availability of livestock carriers. To our knowledge, while shipyards in Asia are actively engaged in the construction of container ships and other categories of cargo vessels, there are currently no specific orders for livestock carriers. The last livestock carrier specifically designed for international livestock transport was launched in 2017, and the last livestock carriers specifically designed for domestic livestock transport in Indonesia were launched in 2018.

Technical risks

The addition of the upper decks required for keeping livestock alters the ships' centre of gravity, stability criteria and air draft. It also increases the risk of fire spreading. One of the most tragic examples involving vessels modified in this way concerns the Italian car-ferry *Boccaccio* and humane passengers. Following a fire in the engine room, the *Al Salam Boccaccio 98* sank on February 2, 2006 in waters 900 metres deep in the Red Sea. It claimed the lives of around a thousand passengers and crew members. Prior to the disaster involving the *Al Salam Boccaccio 98*, her sister ship, the *Al Salam Petrarca 90* (ex-*Petrarca*), which had undergone the same changes, sank in June 2002 following a fire. The passengers were evacuated. She was towed towards the port of Dhiba (Saudi Arabia) but sank. The toll was one dead and 10 injured among the crew members. Following these 2 shipwrecks, the 3 other Italian "Poet" class sister ships (*Pascoli*, *Manzoni* and *Carducci*) that had undergone the same changes were withdrawn from service and scrapped in 2006 and 2007.



Boccaccio, May, Genoa (Italy)
© carlo martinelli



Al Salam Boccaccio 98, July 2001, Genoa (Italy)
© carlo martinelli

Numerous fires, shipwrecks and other accidents involving livestock carriers have continued to occur. The first disaster of which was that of the *Uniceb*, a converted general cargo ship that sank in the Indian Ocean in August 1996 with 67,000 sheep on board. All crew members except the chief engineer were rescued by a passing vessel registered in Hong Kong.

The converted livestock carriers bear the marks of their previous use. In most cases, the engines have simply been refurbished. No asbestos has been removed, and only hull plates that were clearly twisted have been replaced. The watertight integrity of ballast tanks and piping has escaped the attention of the classification societies that issue digital certificates. Already during their first life, multiple deficiencies had been identified by port State inspectors on board the vessels, which had sometimes been detained (see the vessel profiles in the chapter XII. 1. "Converted Vessels in the Global Livestock Fleet"). These hidden defects worsen during the vessel's second life as a livestock carrier. Several repairs carried out in dry dock appear to follow deficiencies identified during inspections or detentions imposed by port State inspectors. The managers, in agreement with the other members of the ownership structure, wish to demonstrate their goodwill and avoid any further sanctions or restrictions on their operations.

At first sight, the conversion of car carriers into livestock carriers may appear suitable to the non-specialists. However, the sinking of the *Queen Hind*, formerly the car carrier *Nagasaki Maru*, shows that the technical challenges posed by such conversions are often underestimated. The car carrier, which was already quite high above the water, has been raised further by the addition of air vents, and the deck of the sundeck was used to store hay for the livestock during the voyage. The post-accident investigation report confirmed the construction of intermediate decks described by the investigators as "clandestine". The *Queen Hind* capsized while leaving the port of Midia (Romania) in November 2019 with more than 14,000 sheep. The entire capsizing incident lasted 1 hour and 20 minutes. Unlike vehicles of all kinds, which must be lashed and stowed to prevent movement within the decks and reduce the risk of capsizing, animals crammed in the pens shift en masse with the roll of the ship and can cause uncontrollable list, leading to the capsizing. The Constanta shipyard, which carried out the conversion, and the other parties involved confused vehicles with livestock. The safe operation of converted livestock carriers depends on appropriate crew training and familiarity with the vessel's stability characteristics. It remains uncertain whether all masters and crew members have the specific experience required to safely operate former vehicle carriers converted for livestock transport. For more information, see the report "78 EU-approved livestock carriers", 2021, p.17-19.

Without taking into account the transformation and conversion plans approved by the classification society, double decks were also added to the former general cargo ships *Al Khadair*, *Alfa Livestock*, *Apus*, *Gamma Star*, *Helen*, *Karazi*, *Omega Star*, *Unimar Livestock*, *Sidra*, and to the former reefer *Falcon-UA*, which regularly transport sheep. Similar structures have also been reported on the former general cargo ships *Pacific M* and *Jersey*, on the former car carrier *North Star 1* and on the former

reefer *Taiba* (see the report "Animal Welfare on Seagoing Vessels and Criteria for Approval of Livestock Authorisation", Boada-Saña, Kulikowska et al., 2021, pp. 27 et 85³).

The addition of these double decks significantly alters the ship's original centre of gravity. The floors of these intermediate decks are mostly made of aluminium, a material with high thermal conductivity that absorbs and transfers heat rapidly, resulting in greater thermal stress for animals. In these conditions, it is extremely difficult or sometimes even impossible for animal keepers and veterinarians to have a clear view of these low-height double decks and to move about them to administer care where necessary and isolate sick, injured or contagious animals.



"Double decks" for the transport of sheep on board the *Falcon-UA*, May 2026
© Animal Welfare Foundation | Tierschutzbund Zürich | Ekö

³ Boada-Saña, Kulikowska et al., 2021, Research for ANIT Committee – Animal welfare on sea vessels and criteria for approval of livestock authorisation, European Parliament, Policy Department for Structural and Cohesion Policies, Brussels [https://www.europarl.europa.eu/RegData/etudes/STUD/2021/690876/IPOL_STU\(2021\)690876_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/STUD/2021/690876/IPOL_STU(2021)690876_EN.pdf)

II. Age

Livestock carriers are among the oldest ships in the global merchant fleet. Their average age is 40 years.

Global fleet

The age of the 159 livestock carriers ranges from 8 years for the *Camara Nusantara 3*, *Camara Nusantara 4*, *Camara Nusantara 5*, *Camara Nusantara 6*, built as livestock carriers, to 66 years for the *Capitaine II*, a former general cargo ship. According to Equasis, the vessel remains listed as active, although its current operational status could not be independently verified.. Excluding livestock carriers whose operational status could not be confirmed, the oldest ones are the *Alfa Livestock* and the *Masturah* (62 years old), 2 former general cargo ships.

51 ships are 50 years old or over. They have all been diverted from their original purpose. Only 11 ships are under 12 years old. They were designed and built for the transport of livestock.

Converted Vessels in the Global Livestock Fleet

The age of the 134 converted livestock carriers ranges from 18 years for the *Polaris 3*, a former container ship, to 66 years for the *Capitaine II*, a former general cargo ship that is still listed as in service in the Equasis database but whose AIS is inactive. The oldest livestock carriers in service are 2 former general cargo ships, the *Alfa Livestock* (in Istanbul, Türkiye, on June 8, 2026) and the *Masturah* (in Khasab, Oman, on June 9, 2026) (62 years old). The average age of the fleet of the converted livestock carriers is 45 years.

Purpose-Built Livestock Carriers

The age of the 25 livestock carriers built for the transport of livestock ranges from 8 to 46 years. The *Camara Nusantara 3*, *Camara Nusantara 4*, *Camara Nusantara 5*, *Camara Nusantara 6* (8 years old), *Camara Nusantara 2* and *Friesian Express* (9 years old) are the youngest. The oldest is the *KK Express*. According to the Equasis database, she is still in service but this status could not be independently verified. Excluding the *KK Express*, the oldest livestock carriers built for the transport of livestock are the *Adriatic Rose* and the *Murray Express* (31 years old). The average age of the fleet is 17 years. Excluding the *KK Express*, the average age of the fleet is 16 years.

Scrapping

In 2024-2025, 2 livestock carriers were scrapped in Aliaga (Türkiye).

- The *Elbeik* (IMO 6718427), a former general cargo ship built in 1967 and converted in 1994, was declared a total loss following a fire off the coast of Tarragona (Spain) in August 2021 whilst at anchor prior to loading livestock. The crew were evacuated. Following the fire, the *Elbeik* was towed and moored at the Levant Quay in Tarragona. The Tarragona Port Authority declared the vessel abandoned on September 28, 2022. The *Elbeik* was put up for auction in March 2023 with a reserve price of 330,000 €, but the sale failed. A second attempt, with the price reduced to 245,500 €, was also unsuccessful. The *Elbeik* was sold to the Turkish cash buyer Rota Shipping for 88,000 €, about 60 US\$ per tonne, on May 27, 2024. She was scrapped in September 2024, at the age of 57. In 2024, the average purchase price per tonne for ships in Türkiye was 350 US\$. End-of-life livestock carriers are often acquired by scrap dealers at below-market prices. Lower sale prices may reflect the costs associated with cleaning, removing hydrocarbon residues, in the engine room, the difficulty of selling spare parts removed from old engines, and metal corrosion in the livestock decks.

The *Elbeik* attracted international attention for her prolonged and highly controversial 92-day voyage in the Mediterranean, from December 18, 2020 to March 19, 2021 with 1,776 calves. All surviving animals were euthanised under the supervision of the Spanish authorities due to their deteriorated health and welfare condition following the prolonged voyage.



Elbeik, September 2024, Aliaga (Türkiye)

© captainselim

- The *Deala* (IMO 7405091), a former general cargo ship built in 1976 and converted into a livestock carrier in 2017, ran aground in Rasa Bay (Istrian Peninsula, Croatia) on April 16, 2024. Deala Shipping Co Ltd-Bze, the Turkish owner, declared her a total loss and abandoned the vessel. The insurer was therefore responsible for covering the costs of removal and scrapping. It selected a Turkish contractor. The Croatian Ministry of the Sea, Transport and Infrastructure implemented pollution prevention measures: pumping out oil-contaminated water, securing the wreck with concrete blocks, floating booms, etc. It was not until mid-July 2025 that the vessel was lifted onto a floating dock, which left Rasa Bay on July 28 and arrived in Aliaga on August 22. The *Deala* was scrapped from September 2025 onwards, at the age of 49.



*Deal*a abandoned, April 27, 2025, Rasa Bay
© Animal Welfare Foundation



*Deal*a on the floating deck, August 2025, at anchor in Aliaga (Türkiye) before scrapping
© captainselim

III. Flags

Global fleet

Togo (22 ships), Panama (21), Saint Kitts and Nevis (14), Tanzania (14), Guinea-Bissau (11) account for more than 50% of the 159 livestock carriers worldwide. The other flags states are Portugal (11), Lebanon (9), Comoros (8), Indonesia (7), Sierra Leone (5), Palau (4), Cameroon (3), Marshall Islands (3), Antigua and Barbuda (2), Kuwait (2), Honduras (1), Denmark (1), Liberia (1), Luxemburg (1), Philippines (1) and Singapore (1). 18 ships fly an unknown flag.

75 ships (47.3%) fly a flag listed on the black list of the Paris Memorandum of Understanding: Tanzania and Cameroon are ranked very high risk, Comoros ranked high risk, Guinea-Bissau, Palau, Saint Kitts and Nevis and Togo ranked medium risk.

36 ships (22.6%) fly a flag listed on the grey list of the Paris MoU.

9 ships (5.6%) fly a flag that could not be ranked due to an insufficient number of inspections in Paris MoU ports: Indonesia, Honduras and Kuwait. The minimum threshold is 30 inspections over a three-year period.

Only 21 ships (13.2%) fly a flag listed on the white list of the Paris MoU.

**Flags of the 159 livestock carriers and their performances
according to the 2024 annual report of the Paris MoU**

Flag	Ships		Flag performance
Togo	22	13.9%	black list, medium risk
Panama	21	13.2%	grey list
Saint Kitts and Nevis	14	8.8%	black list, medium risk
Tanzania	14	8.8%	black list, very high risk
Guinea-Bissau	11	7%	black list, medium risk
Portugal	11	7%	white list
Lebanon	9	5.7%	grey list
Comoros	8	5%	black list, high risk
Indonesi	7	4.4%	not ranked
Sierra Leone	5	3.1%	grey list
Cameroon	3	1.9%	black list, very high risk
Palau	3	1.9%	black list, medium risk
Marshall Islands	3	1.9%	white list
Antigua and Barbuda	3	1.9%	white list
Kuwait	1	0.6%	not ranked
Denmark	1	0.6%	white list
Honduras	1	0.6%	not ranked
Liberia	1	0.6%	white list
Luxemburg	1	0.6%	white list
Philippines	1	0.6%	grey list
Singapore	1	0.6%	white list
unknown	18	11.3%	

Converted Vessels in the Global Livestock Fleet

Togo (22 ships), Panama (21), Tanzania (14), Saint Kitts and Nevis (12), Guinea-Bissau (11) account for more than 50% of the 134 converted livestock carriers. The other flags states are Lebanon (9), Comoros (8), Sierra Leone (5), Cameroon (3), Palau (3), Antigua and Barbuda (2), Denmark (1), Marshall Islands (1), Honduras (1), Indonesia (1), Kuwait (1), Liberia (1) and Philippines (1). 17 ships fly an unknown flag.

73 ships (54.6%) fly a flag listed on the black list of the Paris Memorandum of Understanding: Tanzania and Cameroon are ranked very high risk, Comoros ranked high risk, Guinea Bissau, Palau, Saint Kitts and Nevis and Togo ranked medium risk.

36 ships (27%) fly a flag listed on the grey list of the Paris MoU.

2 ships (1.4%) fly a flag that could not be ranked due to an insufficient number of inspections in Paris MoU ports: Indonesia, Honduras.

Only 6 ships (4.3%) fly a flag listed on the white list of the Paris MoU.

Flags of the 134 converted livestock carriers and their performances according to the 2024 annual report of the Paris MoU

Flag	Ships		Flag performance
Togo	22	16.5%	black list, medium risk
Panama	21	15.7%	grey list
Tanzania	14	10.5%	black list, very high risk
Saint Kitts and Nevis	12	9%	black list, medium risk
Guinea-Bissau	11	8.2%	black list, medium risk
Lebanon	9	6.8%	grey list
Comoros	8	6%	black list, high risk
Sierra Leone	5	3.8%	grey list
Palau	3	2.2%	black list, medium risk
Cameroon	3	2.2%	black list, very high risk
Antigua and Barbuda	3	2.2%	white list
Honduras	1	0.7%	not ranked
Denmark	1	0.7%	white list
Marshall Islands	1	0.7%	white list
Indonesia	1	0.7%	not ranked
Liberia	1	0.7%	white list
Philippines	1	0.7%	grey list
unknown	17	12.7%	

Purpose-Built Livestock Carriers

Portugal (11 ships) and Indonesia (6) account for more than 60% of the 25 livestock carriers built for the transport of livestock. The other flagstates are Marshall Islands (2), Saint Kitts and Nevis (2), Kuwait (1), Luxemburg (1) and Singapore (1). One ship flies an unknown flag and has shown no recent AIS activity.

Two ships (8%) fly a flag listed on the black list of the Paris Memorandum of Understanding: Saint Kitts and Nevis, ranked medium risk.

7 ships (28%) fly a flag that could not be ranked due to an insufficient number of inspections in Paris MoU ports: Indonesia and Kuwait.

15 ships (60%) fly a flag listed on the white list of the Paris MoU.

Flags of the 25 livestock carriers built for the transport of livestock and their performance according to the 2024 annual report of the Paris MoU

Flag	Ships		Flag performance
Portugal	11	44%	white list
Indonesia	6	24%	not ranked
Marshall Islands	2	8%	white list
Saint Kitts and Nevis	2	8%	black list, medium risk
Kuwait	1	4%	not ranked
Luxemburg	1	4%	white list
Singapore	1	4%	white list
unknown	1	4%	

IV. Classification societies

Classification societies are organisations responsible for establishing and verifying compliance with technical standards applicable to ships. Their role requires independence and technical expertise while taking into account the operational context of the shipowner or the manager. Thanks to their technical expertise and inspection activities and on the basis of the IMO international conventions, in particular the SOLAS Convention for the Safety of Life at Sea, each classification society is required to draw up technical rules concerning the hull, machinery and other vital parts of the ship.

The maritime sector was one of the first industries to rely on independent external technical assessments to assess the robustness of its tools, in this case ships, and their capacity to withstand operational hazards. It was at the end of the 18th century, and it was only 200 years later that this pioneering initiative was extended to other industrial and logistics branches. If a ship for a given use complies with the requirements of the classification society, a class certificate is issued to the shipowner with a validity of 5 years. The availability of this certificate is one of the conditions for the free movement of the ship at sea and in ports. In the meantime, regular inspections requiring the cooperation of the shipowners and crews must be carried out to check the continued compliance of the ships and to plan the necessary repairs (extract from the report "64 EU-approved livestock carriers" written by Robin des Bois and Animal Welfare Foundation in 2024).

The shipping industry was a pioneer in classification and a forerunner in accreditation. States, the International Maritime Organization (IMO), industry associations representing shipowners and seafarers' unions should strive to preserve this heritage and address the growing use of classification societies whose standards and levels of vigilance have declined. This trend may lead to a certain degree of laxity in ship maintenance and crew management.

Global fleet

48 livestock carriers (30.2%) are supervised by one of the 12 classification societies which are members of the IACS, International Association of Classification Societies dedicated to "safe ships and clean seas". 23 are supervised by RINA (Registro Italiano Navale, Italy), 14 by Bureau Veritas (France), 3 by Indian Register of Shipping (India), 2 by Det Norske Veritas (Norway), 2 by China Classification Society (China), 1 by Nippon Kaiji Kyokai (Japan), 1 by Croatian Register of Shipping (Croatia), 1 by Lloyd's Register (United Kingdom), 1 by Polish Register of Shipping (Poland).

Seven of the aforementioned societies are ranked as high performing by Paris MoU standards: RINA, Bureau Veritas, Det Norske Veritas, China Classification Society, Nippon Kaiji Kyokai, Lloyd's Register and Polish Register of Shipping. Two other, Croatian Register of Shipping and Indian Register of Shipping, are ranked as medium performing.

Bureau Veritas (France) intends to gradually withdraw from this market because of the sector's poor reputation, according to its legal director (personal communication) during the conference organised on January 23, 2026 at the Palais du Luxembourg (Paris, France) by the French Maritime Law Association (AFDM) and Senator Arnaud Bazin. At the same conference, the Dutch company Vroon presented itself as a model in the field, with a fleet of livestock carriers specially designed and monitored by two IACS member classification societies, RINA and China Classification Society; however, four months later, Vroon's livestock branch was sold, as the shipowner wished to refocus on its core markets, such as offshore services for the oil and wind sectors and chemical tankers. These developments suggest that some shipowners and IACS classification societies are gradually reducing their involvement in the livestock transport sector.

94 livestock carriers (59.1%) are supervised by a non-IACS member society ranked as low, medium or high performing (for the Russian Maritime Register of Shipping) or not ranked at all by Paris MoU due to an insufficient number of inspections (at least 60 in a 3-year period).

Capital Register of Shipping (United States of America), International Register of Shipping (United States of America), Qualitas Register of Shipping (Panama), Phoenix Register of Shipping (Greece), Vega Register (Türkiye) and Columbus American Register (Greece) are the only classification societies to supervise livestock carriers converted between 2024 and 2026. These companies certify the seaworthiness of ships of all categories flying flags included on the Paris Memorandum's blacklist or grey list. Some of them say they issue the certificates required for ships to operate within shorter timeframes and in digital format. All of them accompany end-of-life ships on their final voyages to shipbreaking yards in Türkiye which are not all approved by the European Union and on the Indian subcontinent, not all of which meet the criteria of the Hong Kong Convention on the Safe and Environmentally Sound Recycling of Ships.

On July 1, 2020, Robin des Bois wrote to the European Union's Directorate-General for Transport to express its concern about this type of classification society, pointing out that some were based in the European Union. The Directorate-General replied in a letter signed by Magda Kopczyńska (extracts): "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)." "We share your concerns raised about the classification societies established in EU Member States and providing services only to third country flags." "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."

17 livestock carriers are supervised by an unknown classification society.

For more details, see Appendix 4: "Classification societies of the 159 livestock carriers, number of supervised livestock carriers and performance of the classification society according to Paris MoU 2024 annual report"

Converted Vessels in the Global Livestock Fleet

30 livestock carriers (22.3%) are supervised by one of the classification societies which are members of the IACS, 14 by Bureau Veritas (France), 6 by RINA (Italy), 3 by Indian Register of Shipping (India), 2 by Det Norske Veritas (Norway), 1 by China Classification Society (China), 1 by Croatian Register of Shipping (Croatia), 1 by Lloyd's Register (United Kingdom), 1 by Nippon Kaiji Kyokai (Japan), 1 by Polish Register of Shipping (Poland).

88 livestock carriers (65.8%) are supervised by a non-IACS member society.

16 livestock carriers are supervised by an unknown classification society.

For more details, see Appendix 5: "Classification societies of the 134 converted livestock carriers, number of supervised livestock carriers and performance of the classification society according to Paris MoU 2024 annual report"

Purpose-Built Livestock Carriers

18 livestock carriers (72%) are supervised by one of the classification societies which are members of the IACS, 17 by RINA (Italy), 1 by China Classification Society (China), ranked as high performing by Paris MoU standards.

Six ships (the *Camara Nusantara*) are supervised by Biro Klasifikasi Indonesia (Indonesia), non-IACS. It could not be ranked in the Paris MoU Recognized Organisation performance table.

One ship, the *KK Express*, is supervised by an unknown classification society. According to the Equasis database, she is still in service. This status could not be independently verified.

For more details, see Appendix 6: "Classification societies of the 25 livestock carriers built for the transport of livestock, number of livestock carriers and performance of the classification society according to Paris MoU 2024 annual report"

V. Shipowners

Global fleet

Out of 159 livestock carriers, 87 (54.7%) are officially owned by a shell company care for financial purposes and operated by shipping companies. Among the 83 shell companies, 20 companies (for 20 ships) are registered in Panama, which is regarded as a tax haven by the European Union. The Marshall Islands (20 shell companies, 22 ships), Liberia (14 companies, 14 ships), Seychelles (4 companies, 4 ships), Belize (2 companies, 2 ships), Cayman Islands (1 company, 1 ship), the British Virgin Islands (1 company, 1 ship), Switzerland (1 company, 1 ship) and Saint Vincent and the Grenadines (1 company, 1 ship) are no longer on the European Union's blacklist of tax havens but are commonly associated with tax optimization. Most of the shell companies (78 out of 83) are single ship companies, a device used by shipowners to prevent the possible seizure of another vessel of their fleet in case of fine or commercial dispute.

Real owners behind these shell companies are also referred to as managers. They are established in Lebanon (25 ships), the Netherlands (11 ships), Jordan (10 ships), Türkiye (10 ships), Romania (6 ships), the United Arab Emirates (5 ships), Greece (4 ships), Egypt (3 ships), Singapore (3 ships), Croatia (2 ships), Germany (2 ships), China (1 ship), Saudi Arabia (1 ship), Honduras (1 ship), New Zealand (1 ship), Denmark (1 ship), Indonesia (1 ship).

Most owners or managers are small shipping companies. They operate only a couple of vessels or only one.

Only 6 companies own or operate a fleet of 10 vessels or more: GMZ Ship Management Co SA (Lebanon, 30 ships), Safe Sea Services Sarl (Lebanon, 20 ships), Arab Ship Management Ltd (Jordan, 17 ships), Livestock Express BV (Netherlands, 11 ships), Devon Ship Management Ltd (Türkiye, 11 ships), and SMC Shipping & Lighterage Corp (Philippines, 50 ships), whose sole livestock carrier is the *Charolais Express*, whose continued operation is to be treated with caution.

Converted Vessels in the Global Livestock Fleet

Out of 134 converted livestock carriers, 72 (53.7%) are officially owned by a shell company. Among the 70 shell companies, 20 companies (for 20 ships) are registered in Panama, which is regarded as a tax haven by the European Union. Many others are registered in the Marshall Islands (18 registered shell companies, 20 ships), Liberia (13 companies, 13 ships), the Seychelles (4 companies, 4 ships), Belize (2 companies, 2 ships), the Cayman Islands (1 company, 1 ship), Switzerland (1 company, 1 ship) and Saint Vincent and the Grenadines (1 company, 1 ship). Most of them (66 out of 72) are single ship companies.

Real owners or managers are established in Lebanon (25 ships), Jordan (10 ships), Türkiye (8 ships), Romania (6 ships), United Arab Emirates (5 ships), Greece (4 ships), Egypt (3 ships), Germany (2 ships), Singapore (2 ships), Saudi Arabia (1 ship), China (1 ship), Croatia (1 ship), Denmark (1 ship), Honduras (1 ship), Indonesia (1 ship), New Zealand (1 ship).

Only 5 companies own or operate a fleet of 10 vessels or more:

- GMZ Ship Management Co SA (Lebanon), which reports a fleet of 30 vessels as ship and/or ISM manager, mainly general cargo ships and bulk carriers. The *Anakin* is the only livestock carrier.
- Safe Sea Services Sarl (Lebanon), which reports a fleet of 20 vessels as ship and/or ISM manager, including 4 livestock carriers, *Freesia*, *Jouri*, *Orchid* and *Tulip*.
- Arab Ship Management Ltd (Jordan), which reports a fleet of 17 vessels as ship and/or ISM manager, including 4 livestock carriers, *Ghena*, *Maysora*, *Gulf Livestock 2* and *Dareen*.

- Devon Ship Management Ltd (Türkiye), which reports a fleet of 11 vessels as ship and/or ISM manager, including 4 livestock carriers, *Adriatic Rose* (built for the transport of livestock), *Balha One*, *Sea Rose 1* and *Atlantic Rose*.
- SMC Shipping & Lighterage Corp (Philippines), which reports a fleet of 50 vessels, among which 17 were built before 1990. Its sole livestock carrier is the *Charolais Express*, whose current operational status could not be independently verified.

Purpose-Built Livestock Carriers

Out of 25 livestock carriers built for the transport of livestock, 15 (60%) are officially owned by a shell company. Among the 14 shell companies, 10 companies (for 11 ships) are registered in the Netherlands, 2 in the Marshall Islands, 1 in Liberia and 1 in Singapore, States commonly associated with tax optimisation. Most of them (12 out of 15) are single ship companies.

Real owners are established in the Netherlands (11 ships), Türkiye (2 ships), Croatia (1 ship) and Singapore (1 ship).

Two companies own or operate a fleet of 10 vessels or more:

- Livestock Express BV (Netherlands), a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group. It operates 11 out of 25 livestock carriers built for the transport of livestock.
- Devon Ship Management Ltd (Türkiye, 11 ships). It operates 4 livestock carriers: *Adriatic Rose*, *Sea Rose 1*, *Balha One* and *Atlantic Rose*. Only the *Adriatic Rose* was built for the transport of livestock.

VI. Ship risk profile

The ship risk profile determines the priority of a ship for inspection. It enables the targeting of vessels based on maritime safety criteria. It is calculated from the category of ship, age, and the performance of the flag, classification society (RO, Recognized Organisation), and ISM manager. Ships with 5 points and over are considered as "high risk ships". The others are "standard risk ships". There is no intermediate level.

- The livestock carrier category is not considered as a risk factor and brings no point. On the other hand, unlike bulkers, oil, gas, chemical or noxious liquid substances tankers as well as passenger vessels. Maritime livestock carriers are classified under the 'Other' category. It is noteworthy that converted livestock carriers are not automatically classified as high-risk vessels, even when they originate from categories classified as high-risk, such as bulkers (2 livestock carriers) and oil tankers (1 livestock carrier).

- 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.

The ship's risk profile takes into account only inspections and detentions from the last 36 months. Two or more detentions bring one point.

Using the Paris MoU ship risk profile calculator, we note that, in May 2026, 4 vessels are considered as high-risk: *Adel II*, *Lady Maria*, *Saskia* and *Yosor*. They are all converted livestock carriers (for more details, see their profiles in alphabetical order).

Other vessels with a high number of reported deficiencies are not classified as high-risk ships. For example, more than 50 deficiencies were reported for each of the converted livestock carriers *Al Khdair*, *Harmony Livestock*, *Princess Aya*, *Sea Rose 1* and *Sidra* in 2024-2025; the *Princess Aya* was detained twice in 2024-2025 (20 throughout her operational life), the *Al Khdair*, *Harmony Livestock*, *Sea Rose 1* and *Sidra* each once. Yet, they are only given 2 to 4 points.

The current methodology may underestimate the number of vessels that could be considered high-risk due to several factors:

- There are no additional points for vessels from any category built more than 30, 40, 50 or 60 years ago. As a reminder, four of the livestock carriers currently in operation are over 60 years old.

- Some flags or classification societies escape the Paris MoU performance ratings on the grounds that the number of inspections is insufficient to produce statistics.

- It is possible to change a low performing ISM manager bringing 2 points to an unranked one said to be "not negatively listed" and bringing no point.

As a result, changes in classification society or ISM manager may prevent a maritime livestock carrier from reaching the 5-point threshold (high risk) under the Paris MoU methodology. The availability of newly established classification societies and ISM managers may contribute to this outcome.

VII. Port State Controls

In 2024-2025, the 159 global livestock carriers were subject to 819 inspections in 88 ports worldwide. Ports of inspection can be ports of loading, ports of call or ports of unloading.

The 819 inspections were carried out in 27 EU ports, 19 Mediterranean non-EU ports, 14 South American ports, 7 Australian ports, 5 African ports, 5 Asian ports, 5 Black Sea non-EU ports, 3 US ports and 3 Red Sea ports. The low number of port inspections in the Red Sea region can be attributed in part to a lack of information provided by the Riyadh Memorandum, which comprises 6 countries: the United Arab Emirates, Bahrain, Saudi Arabia, the Sultanate of Oman, Qatar and Kuwait.

Converted livestock carriers were subject to 714 inspections in 81 ports worldwide (27 EU ports, 19 Mediterranean non-EU ports, 13 South American ports, 6 Australian ports, 5 Black Sea non-EU ports, 4 African ports, 4 Asian ports, 3 Red Sea ports and 1 US port).

The livestock carriers built for the transport of livestock were subject to 104 inspections in 22 ports worldwide (5 EU ports, 1 Mediterranean non-EU port, 4 South American ports, 6 Australian ports, 1 African port, 2 Asian ports, 1 Red Sea port and 2 US ports).

For more information, see Appendix 7: "Ports of inspection of the 159 global livestock carriers. January 2024-December 2025"

2,138 deficiencies were reported by the 819 inspections (2,063 deficiencies for converted livestock carriers, 75 for non-converted livestock carriers).

EU ports account for 20.1% of inspections but for 48.5% of reported deficiencies. By contrast, in South America, 43.8% of inspections resulted in 12.6% of the total deficiencies. On the sanction side, detentions mainly occurred in EU ports.

Repartition of inspections and deficiencies of the 159 global livestock carriers by world region, January 2024-December 2025

Region	Deficiencies		Inspections		Average deficiencies	Detentions
EU	1,036	48.5%	165	20.1%	6	17
Mediterranean non-EU	358	16.7%	102	12.5%	3	2
South America	270	12.6%	359	43.8%	0	1
Black Sea non-EU	269	12.6%	58	7.1%	4	
Australia	130	6.1%	94	11.5%	1	1
Red Sea	45	2.1%	24	2.9%	1	
Asia	25	1.2%	6	0.7%	4	1
United States	4	0.2%	3	0.4%	1	
Africa	1	0%	8	1%	0	
	2,138		819		1	

**Repartition of inspections and deficiencies of the converted livestock carriers (C, in red)
and of the livestock carriers built for the transport of livestock (B, in blue) by world region.
January 2024-December 2025**

Region	Deficiencies				Inspections				Average deficiencies		Detentions	
	C		B		C		B		C	B	C	B.
EU	1,032	50%	4	5.3%	160	22.4%	5	4.8%	6	0	17	
Mediterranean non-EU	358	17.4%	0	0%	101	14.2%	1	0.9%	3	0	2	
South America	263	12.8%	7	9.3%	330	46.2%	29	27.6%	0	0	1	
Black Sea non-EU	269	13%	0	0%	58	8.1%	0	0%	3	0		
Australia	76	3.7%	54	72%	30	4.2%	64	60.9%	2	0	1	
Red Sea	45	2.2%	0	0%	23	3.2%	1	1%	1	0		
Asia	17	0.8%	8	10.7%	4	0.6%	2	1.9%	4	4	1	
United States	2	0.1%	2	2.7%	1	0.1%	2	1.9%	2	1		
Africa	1	0%	0	0%	7	1%	1	1%	0	0		
	2,063		75		714		105		2	0	22	0

Paris MoU mission as stated on its website is "to eliminate the operation of sub-standard ships through a harmonized system of port State control". The organization's annual reports regularly point out livestock carriers as the worst category of ships with regard to their detention rate. The high detention rates recorded for livestock carriers have prompted several calls, notably from Animal Welfare Foundation, for stronger enforcement measures, including proposals to prohibit livestock carriers with a history of repeated detentions or serious deficiencies from accessing EU ports. The European Commission is currently considering measures in this area (see chapter X. MARPOL).

**Percentage of inspections with detentions and deficiencies
of the global livestock carriers in EU ports. 2024-2025**

Year	Number of inspections	Number of deficiencies	Inspections with deficiencies	Inspections with detentions	% with deficiencies	% with detentions
2024	91	656	78	12	85.7%	13.2%
2025	74	380	56	5	75.6%	6.7%
2024-2025	165	1,036	147	17	89%	10.3%

Inspections of livestock carriers in EU ports report deficiencies in most cases. The percentage of inspections with deficiencies fell from 85.7% in 2024 to 75.6% in 2023. Over the same period, the percentage of inspections resulting in the detention of livestock vessels fell from 13.2% to 6.7%. These figures alone do not allow conclusions to be drawn as to whether the decreases reflect improved conditions on board livestock carriers, changes in inspection practices, or other factors not explained.

VIII. Deficiencies

Global fleet

From January 2024 to December 2025, 819 inspections of the 159 global livestock carriers analysed in this report resulted in a total of 2,138 reported deficiencies. Converted livestock carriers accounted for 96.4% of these deficiencies, despite representing 84% of the vessels in the fleet. The six most frequently reported deficiency categories — Certificates and documents, Safety of navigation, Fire safety, Maritime Labour Convention, 2006, Life-saving appliances, and Working-Living Conditions — together accounted for 63% of all deficiencies recorded.

The distribution of inspections and deficiencies varied significantly across geographical areas. EU ports accounted for 165 inspections, representing 20.1% of the total, but recorded 1,036 deficiencies, or 48.5% of all deficiencies identified. By contrast, in Latin America, 359 inspections, representing 43.8% of the total, resulted in only 269 deficiencies, or 12.6% of the total. In the Red Sea, 24 inspections led to 45 deficiencies, while in Africa, eight inspections resulted in only one deficiency.

These figures show a significant disparity not only in the number of inspections carried out across different regions, but also in the number of deficiencies recorded. At the same time, the handling of deficiencies often follows a similar pattern. In many cases, deficiencies do not immediately result in detention, but in a commitment by the captain and the manager to carry out repairs at the next port or during subsequent calls. As a result, some livestock carriers may continue operating while carrying unresolved technical or operational defects from one port to another. These defects may worsen over time or be temporarily addressed through makeshift repairs on board.

Categories of deficiencies / number of deficient ships for each category

Category of deficiency	Number	%	Number of ships	%
Certificates and documents	310	14.5%	83	52.2%
Safety of navigation	261	12.2%	78	49%
Fire safety	228	10.7%	72	45.3%
Maritime Labour Convention-2006	202	9.5%	60	37.7%
Life saving appliances	181	8.5%	73	45.9%
Working-Living Conditions	163	7.6%	60	37.7%
Structural Conditions	143	6.7%	60	37.7%
Emergency systems	141	6.6%	62	39%
Propulsion and Auxiliary Machinery	137	6.4%	66	41.5%
Water/Weathertight conditions	99	4.6%	56	35.2%
Pollution prevention MARPOL	80	3.7%	50	31.4%
Radio Communications	67	3.1%	44	27.7%
ISM	64	3%	47	29.6%
Other Type of Deficiencies	18	0.8%	17	10.7%
Alarms	16	0.7%	15	9.4%
Structural Safety	11	0.5%	7	4.4%
ISPS (International Ship and Port Facility Security)	8	0.4%	8	5%
Ballast Water Management Plan	3	0.2%	3	1.9%
Cargo operations including equipment	3	0.2%	3	1.9%
Load lines	2	0.1%	2	1.3%
Operational deficiencies	1	0%	1	0.6%

More than half of the vessels have deficiencies in the 'Certificates and documents' category. Nearly half have deficiencies relating to safety of navigation.

According to the findings of port State control inspectors, the living and working conditions of crews fall short of the standards set out in international conventions on board 60 livestock carriers (37.7%). Non-compliance with the Maritime Labour Convention (2006) has also been observed on board 60 livestock carriers.

In 2024-2025, 72 ships were found to have deficiencies related to fire safety. 50 ships were reported by maritime safety inspectors as not complying with the MARPOL Convention for the Prevention of Pollution from Ships.

Converted Vessels in the Global Livestock Fleet

From January 2024 to December 2025, the total number of reported deficiencies on board the 134 converted livestock carriers amounted to 2,063.

The six more frequently reported categories (Certificates and documents / Safety of navigation / Fire safety / Maritime Labour Convention-2006/ Life saving appliances / Working-Living Conditions) total 63.2% of all deficiencies.

Categories of deficiencies / number of deficient ships for each category

Category of deficiency	Number	%	Number of ships	%
Certificates and documents	298	14.4 %	77	57.5%
Safety of navigation	259	12,6 %	76	56.7%
Fire safety	216	10.5 %	64	47.8%
Maritime Labour Convention-2006	197	9.6 %	56	41.8%
Life saving appliances	172	8.3 %	66	49%
Working-Living Conditions	160	7.8 %	57	42.5%
Emergency systems	134	6.5 %	57	42.5%
Structural Conditions	133	6.4 %	56	41.8%
Propulsion and Auxiliary Machinery	128	6.2 %	60	44.8%
Water/Weathertight conditions	97	4.7 %	54	40.3%
Pollution prevention MARPOL	79	3.8 %	49	36.6%
Radio Communications	66	3.2 %	43	32.1%
ISM	64	3.1 %	47	35.4%
Other Type of Deficiencies	18	0.9 %	17	12.7%
Alarms	15	0.7 %	14	10.4%
Structural Safety	10	0.5 %	6	4.5%
ISPS	8	0.4 %	8	6.0%
Ballast Water Management Plan	3	0.1 %	3	2.2%
Cargo operations including equipment	3	0.1 %	3	2.2%
Load lines	2	0.1 %	2	1.5%
Operational deficiencies	1	< 0.1%	1	0.7%

More than half of the vessels have deficiencies in the 'Certificates and documents' and 'Safety of navigation' categories. Nearly half have deficiencies relating to fire safety and life saving appliances.

The living and working conditions fall short of the standards set out in international conventions on 57 livestock carriers (42.5%). Non-compliance with the Maritime Labour Convention (2006) has also been observed on board 56 livestock carriers.



On board the *Spiridon II*, 2025
© Animal Welfare Foundation

In 2024-2025, 64 ships were found to have deficiencies related to fire safety. 49 livestock carriers were reported by maritime safety inspectors as not complying with the MARPOL Convention for the Prevention of Pollution from Ships.

Purpose-Built Livestock Carriers

From January 2024 to December 2025, a total of 75 deficiencies were reported on board the 25 livestock carriers built for the transport of livestock.

The five more frequently reported categories (Certificates and documents / Fire safety / Structural Conditions / Life saving appliances / Propulsion and Auxiliary Machinery) total 69.4% of all deficiencies.

Categories of deficiencies / number of deficient ships for each category

Category of deficiency	Number	%	Number of ships	%
Certificates and documents	12	16%	6	24%
Fire safety	12	16%	8	32%
Structural Conditions	10	13.4%	4	16%
Life saving appliances	9	12%	7	28%
Propulsion and Auxiliary Machinery	9	12%	6	24%
Emergency systems	7	9.3%	5	20%
Maritime Labour Convention-2006	5	6.7%	4	16%
Working-Living Conditions	3	4%	3	12%
Water/Weathertight conditions	2	2.7%	2	8%
Safety of navigation	2	2.7%	2	8%
Alarms	1	1.3%	1	4%
Radio Communications	1	1.3%	1	4%
Pollution prevention MARPOL	1	1.3%	1	4%
Structural Safety	1	1.3%	1	4%

Livestock carriers built specifically for transporting livestock have fewer deficiencies than converted livestock carriers: 75 deficiencies across 25 vessels, an average of 3 deficiencies per vessel, compared with an average of 15 deficiencies for converted livestock carriers.

However, the relatively low number of reported deficiencies for the purpose-built Livestock Carriers, should not obscure the fact that important safety and compliance issues continue to be identified on a significant proportion of these vessels. 32% have fire safety deficiencies. 28% have defective life saving appliances. 24% do not have all the required legal documents and certificates.

IX. Bans and detentions

Global fleet

Nine ships have been banned from Paris MoU ports for multiple detentions throughout their operational life: *Abeer K*, *Basem I*, *Dalal F*, *Elena*, *Jersey*, *Julia L.S.*, *Saskia*, *Tuleen*, *Uranus II*. According to Paris MoU beyond understanding procedures, a ship is to be banned when she has been detained 3 times within a period of 24 months for ships flying a grey-listed flag and within a period of 36 months for ships flying a black-listed flag. Under these procedures, the minimum duration of a ban is generally 3 months and the maximum duration is 24 months.

Seven were banned as livestock carriers, after conversion. The *Dalal F* and the *Julia L.S.* were banned prior to their conversion, as general cargo ships, for one year and six months respectively.

No livestock carriers were banned in 2024–2025.

The 159 vessels totalled 565 known detentions in their lifetime, including before conversion.

40 ships (25.2%) have no known detentions during their operational life, even prior to their conversion. For nine of them, recent operational activity could not be independently verified. However, in 2024–2025, a total of 177 deficiencies were identified on board these 40 ships. It should be noted that the Riyadh Memorandum database (United Arab Emirates, Bahrain, Saudi Arabia, Sultanate of Oman, Kuwait, Qatar) is not available, and that vessels inspected in these countries may have been detained without this information being communicated to other stakeholders or the public. One of the objectives of the Riyadh Memorandum is to strengthen transparency and information-sharing procedures.

62 ships (39%) have been detained between 3 and 9 times in ports worldwide.

13 ships (8.2%) have been detained 10 times or more. They are all converted livestock carriers. The *Princess Aya* has the highest recorded number of detentions, 20 detentions.

In 2024–2025, 20 ships have been detained. They are all converted livestock carriers.

Converted Vessels in the Global Livestock Fleet

The 134 converted livestock carriers totalled 549 known detentions in their lifetime, including before conversion.

23 ships (17.2%) have no known detentions during their operational life (for 8 of them, their current operational status could not be independently verified). However, in 2024–2025, a total of 133 deficiencies were identified on board these 23 ships.

59 ships (44%) have been detained between 3 and 9 times in ports worldwide.

13 ships (9.7%) have been detained 10 times or more. The *Princess Aya* holds the record with 20 detentions.

In 2024–2025, the 20 following ships have been detained in various ports:

- *Lady Maria*: 20 deficiencies, 4 days in detention in Constanta (Romania), and 16 deficiencies, 46 days in detention in Kalymnos (Greece)
- *Princess Aya*: 43 deficiencies, 23 days in detention in Eleusis (Greece), and 17 deficiencies, 48 days in detention in Tarragona (Spain)
- *Al Khdair*: 17 deficiencies, 2 days in detention in Midia (Romania)
- *Aljabera*: 9 deficiencies, 42 days in detention in Las Palmas (Canary Islands, Spain)
- *Ayed 1*: 10 deficiencies in Qingdao (China; duration not specified)

- *Bashar One Transport*: 10 deficiencies in Rio Grande (State of Rio Grande do Sul, Brazil; duration not specified)
- *Darla*: 12 deficiencies, 4 days in detention in Sète (France)
- *Express M*: 26 deficiencies, 27 days in detention in Sines (Portugal)
- *Falcon-UA*: 13 deficiencies, 7 days in detention in Sète (France)
- *Freedom*: 6 deficiencies, 3 days in detention in Sète (France)
- *Harmony Livestock*: 15 deficiencies, 2 days in detention in Varna (Bulgaria)
- *Jawan*: 3 deficiencies, 1 day in detention in Townsville (State of Queensland, Australia)
- *Limousine Express*: 9 deficiencies, 1 day in detention in Rasa (Croatia)
- *Neameh*: 4 deficiencies, 2 days in detention in Ceuta (Spain)
- *North Star 1*: 16 deficiencies, 5 days in detention in Iskenderun (Türkiye)
- *Saskia*: 27 deficiencies, 7 days in detention in Tarragona (Spain)
- *Sea Rose 1*: 14 deficiencies, 1 day in detention in Rasa (Croatia)
- *Sidra*: 8 deficiencies, 2 days in detention in Alexandria (Egypt)
- *Uranus II*: 25 deficiencies, 8 days in detention in Marseille (France)
- *Uranus L*: 13 deficiencies, 11 days in detention in Setúbal (Portugal)

Short-term detentions may indicate that the vessel's manager and captain committed to rectifying certain deficiencies immediately, while other corrective actions were scheduled to be completed at a subsequent port, in accordance with the conditions imposed by the inspecting authority. The completion and effectiveness of such corrective actions cannot always be verified through publicly available information.

Several vessels were subject to multiple detentions in their first life as general cargo ships. In some cases, detentions after conversion to livestock carriers have become scarce.

The *Al Khdair* was detained 13 times between 1999 and 2015 as a general cargo ship and 3 times between 2016 and 2025 as a livestock carrier. Port State control inspectors identified 84 deficiencies between 2024 and 2025.

The *Anakin* was detained 11 times between 2006 and 2010 as a general cargo ship and twice between 2011 and 2025 as a livestock carrier. Port State control inspectors identified 30 deficiencies between 2024 and 2025.

The *Mariona Star* was detained 14 times between 1999 and 2012 as a general cargo ship, and twice between 2013 and 2025 as a livestock carrier. Port State control inspectors identified 43 deficiencies between 2024 and 2025.

The *Uranus II* was detained 14 times between 1999 and 2018 as a general cargo ship, and twice between 2019 and 2025 as a livestock carrier. Port State control inspectors identified 35 deficiencies between 2024 and 2025.

For more information, see Appendix 8: "Number of detentions throughout the ship's operational life, years of detention and year of the conversion to livestock carrier"

Purpose-Built Livestock Carriers

The 25 livestock carriers built for the transport of livestock totalled 16 known detentions in their lifetime.

17 ships (68%) have no known detentions during their operational life (for 1 of them, its current operational status could not be independently verified).

3 ships (12%) have been detained 3 times in ports worldwide: *Mayar*, *Murray Express* and *S. Aras*. No livestock carrier built for the transport of livestock has been detained more than three times.

None have been detained in 2024–2025 or banned from Paris MoU ports.

For more information, see Appendix 9: "Number of detentions throughout the ship's operational life, years of detention"

X. MARPOL

The International Convention for the Prevention of Pollution from Ships, known as the MARPOL Convention, aims at preventing the pollution of the marine environment by ships. It includes six technical annexes.

- Annex I – Regulations for the Prevention of Pollution by Oil
- Annex II – Regulations for the Control of Pollution by Noxious Liquid Substances in Bulk
- Annex III – Prevention of Pollution by Harmful Substances Carried in Packaged Form
- Annex IV – Prevention of Pollution by Sewage from Ships
- Annex V – Prevention of Pollution by Garbage from Ships
- Annex VI – Prevention of Air Pollution from Ships

Under the MARPOL Convention, certain sea areas are classified as 'special areas' in order to provide better protection against pollution from ships. These areas are particularly susceptible to pollution from oil, sewage and garbage, as well as air emissions, due to their unique ecological and oceanographic characteristics.

Compliance with the MARPOL Convention is a major issue for livestock carriers. On average, livestock carriers that were not originally designed for this purpose and have therefore undergone a transformation, commonly referred to as conversion, are 45 years old. MARPOL came into force 43 years ago, in 1983. Most converted livestock carriers predate the MARPOL Convention.

Due to their age, outdated engines and piping, and “last-minute” current maintenance, converted livestock carriers have difficulty complying with Annexes I, III, IV, V, and VI of the MARPOL Convention.

80 deficiencies with regard to pollution prevention regulations were reported on 50 livestock carriers (31% of the fleet) in 2024–2025. 49 are converted livestock carriers. Four of them were detained due to non-compliance with the MARPOL Convention. The only ship built for the transport of livestock with a deficiency related to the MARPOL Convention is the *Al Kuwait* (Annex IV). As a reminder, this report presents the profiles of 134 converted livestock carriers and 25 livestock carriers built for the transport of livestock.

The most common violations relate to Annex I (41.5%) and Annex V (41.5%).

Deficiencies of the livestock carriers by MARPOL Annex in 2024-2025

MARPOL Annex	Reported deficiencies	
MARPOL Annex I	33	41.5%
MARPOL Annex V	33	41.5%
MARPOL Annex IV	5	6%
MARPOL Annex VI	5	6%
MARPOL Annex III	4	5%
	80	100%

Annex I – Regulations for the Prevention of Pollution by Oil

Deficiencies identified

In 2024–2025, 33 deficiencies related to Annex I (pollution by oil) were reported on 27 livestock carriers, including the *Spiridon II*. Of these 27 ships, 3 were detained due to an accumulation of serious deficiencies, some of them related to Annex I of the MARPOL Convention. It should be noted that these detentions were relatively short (lasting between one and eight days). The duration of the detention alone does not allow an assessment of the extent or permanence of the corrective measures implemented. Between 2019 and 2023, 70 deficiencies related to MARPOL Annex I were recorded on 48 livestock carriers worldwide, with five vessels being detained as a result of Annex I-related deficiencies. These findings suggest that compliance with Annex I requirements remains a persistent challenge within the livestock carrier fleet.

Nature of deficiencies

The reported deficiencies primarily concerned deficiencies in oil retention systems, oil filtering equipment, and alarm systems designed to detect discharges exceeding 15 ppm (parts per million). Such shortcomings indicate non-compliance with the requirements set out in Regulations 15.2 and 15.3 of MARPOL Annex I. Given the environmental risks associated with inadequate oily waste management, livestock carriers operating in MARPOL Special Areas should be subject to enhanced scrutiny, and access to these areas should be reconsidered until Port State Control inspections verify that their waste oil management systems fully comply with applicable regulatory standards.

Implications for Special Areas

The “special areas” under Annex I are the Mediterranean Sea, the Baltic Sea, the Black Sea (and the Sea of Azov), the Gulf of Oman, the Persian Gulf, Southern South African waters, North West European waters, and the Antarctic area. The Red Sea, the Gulf of Aden, and the Oman area of the Arabian Sea have been adopted as “special areas” but are not yet in effect. These “special areas” are also priority routes for the maritime transport of livestock. The reported deficiencies indicate that continued monitoring of compliance with Annex I requirements remains necessary within the livestock carrier fleet. A few oil spills in ports are mentioned in this report.

Annex V – Prevention of Pollution by Garbage from Ships

Annex V of the Convention specifically addresses the issue of 'garbage', which includes dead animals (referred to as 'animal carcasses' in MARPOL terminology) and the discharge of cargo residues, such as manure from the animal compartments and decks. Both occur regularly as part of the system of transporting animals by sea.

Annex V – Animal carcasses

Most of the live animal transport by sea results in the death of some animals, the number of which varies according to the duration of transport and sea conditions. Animals may die during transport due to disease, injury, unhygienic conditions in the pens, lack of care, or other welfare-related issues.

Conditions in which animals are carried on vessels are usually unknown, as is information on numbers and causes of mortalities. According to their Standard Operating Procedures⁴, only Ireland in the European Union requires a Master's Report including morbidity and mortality numbers for each journey. The authorities in Spain request Master's Reports on mortalities and on disinfection from the previous journey if a vessel returns to load in a port in Spain. These reports are not systematically and automatically published, unlike Australian observer reports.

Annex V of the MARPOL Convention, in its Regulation 7, requires member States to ensure that ports and port terminals have facilities dedicated to the reception of garbage from ships. Such facilities currently exist in European Union countries and in eastern Mediterranean countries such as Türkiye, Egypt and Israel. In the same Annex V, the MARPOL Convention classifies dead animals on board ships as "garbage". They should therefore be accepted at these reception facilities in the same way as food waste and other categories of garbage. However, veterinary authorities refuse to accept these carcasses to prevent the risk of communicable diseases. This position is in force in countries importing livestock, and AWF has proof that it is also applied in European Union ports, even though, according to Commission Regulation (EU) No 142/2011 of 25 February 2011 and Implementing Regulation (EC) No 1069/2009, the carcasses would have to be imported as high-risk Category 1 animal by-products (ABPs) and destroyed by incineration in dedicated facilities.

Annex V paves the way for a second option by providing that, under certain conditions, animal carcasses may be disposed of at sea.

Mortality on board and discharges of dead animals at sea are likely to be underestimated due to limited reporting and monitoring. The deaths of animals during sea transport only comes to the public's attention when the stranding of dead cattle on a touristic shoreline make the headlines (see the profiles of the *Alfa Livestock*, *Sarah M* and *Sea Rose 1*).

According to MARPOL, outside special areas, animal carcasses must be disposed of while the vessel is underway, as far as possible from the nearest land—preferably more than 100 nautical miles (185 km)—and in the deepest possible waters, after having been "processed." The "processing" of a carcass involves cutting open the thoracic and abdominal cavities to facilitate the carcass's rapid sinking to the seabed, or passing the carcass through equipment such as a comminuter, grinder, hogger or mincer⁵. However, when a livestock carrier is within 100 nautical miles (nm) of the nearest land, the retention of carcasses on board during conditions of high temperatures and high humidity may pose a risk to human health or to the remaining live animals. In these circumstances, according to the guidelines of IMO Resolution MEPC.295(71), it is recommended that the discharge into the sea should take place more than 12 nm from the nearest land. In this case, the garbage record book must document the location of the discharge and specify the vessel's exact position at the time of the discharge.

However, if the ship is sailing in "special areas" under Annex V, such as the Mediterranean, the Baltic Sea, the Gulf of Oman, the Persian Gulf, the North Sea, the Gulf of Mexico, the Caribbean Sea, or the

⁴ Standard Operating Procedures for DAFM Staff on the Approval and Operation of Livestock Vessels, Ministry of Agriculture, Dublin, Version November 2014

⁵ [https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MEPCDocuments/MEPC.295\(71\).pdf](https://wwwcdn.imo.org/localresources/en/KnowledgeCentre/IndexofIMOResolutions/MEPCDocuments/MEPC.295(71).pdf)

Antarctic area (the Black Sea and the Red Sea have been designated as “special areas” but are not yet into effect), dead animals must be kept on board and delivered to reception facilities in ports of transit or ports of destination for disposal.

The disposal of dead animals at sea may occur as a result of decisions taken by the captain and the shipowner. Available evidence indicates that the disposal of dead animals overboard is routinely carried out. However, MARPOL Annex V prohibits the discharge of animal carcasses in designated Special Areas.

Case studies: Rejected consignments and carcass disposal

AWF has evidence that dead animals occur during 'normal' transport operations. However, the number of animals that suffer, die or are discharged into the sea is extremely relevant in the event of animals being rejected at the port of destination. In our previous report, we described the rejection of 1,776 cattle aboard the *Elbeik* and 895 aboard the *Karim Allah* in Turkey in 2021. After a three-month odyssey, the ships returned to Spain, where the surviving cattle were euthanised. However, 189 bulls died on board the *Elbeik* and 22 on board the *Karim Allah*, their carcasses being discharged into the Mediterranean Sea.

In November 2025, 2,901 cattle from Uruguay and 140 newborn calves were rejected by the Turkish authorities when they arrived on the *Spiridon II*. After waiting for weeks for a court decision, the vessel finally left Turkish waters for Libya and discharged the carcasses of more than 300 animals into the Mediterranean Sea.

The deficiencies related to Annex V identified in this new report account for 41.5% of MARPOL deficiencies between 2024 and 2025, as found by Port State Controls. 17 livestock carriers (11%) had no proper garbage management plan: the *Al Khdaier*, *Alfa Livestock*, *Blue Ocean A*, *Elena*, *Falcon-UA*, *Fidelity*, *Goodness 1*, *Gulf Livestock 2*, *Harmony Livestock*, *Helen*, *Julia L.S.*, *Karazi*, *Neameh*, *Pacific M*, *Princess Aya*, *Sea Rose 1* and *Taiba*.

Mortalities and the discharge of carcasses should be recorded in the Garbage Record Book maintained on board. However, the reliability and completeness of these records are open to question, particularly as the discharge of animal carcasses in special areas would constitute a violation and therefore may not be accurately reported. Consequently, it is possible that a significant number of breaches of MARPOL Annex V involving the disposal of dead animals at sea remain undetected. Nevertheless, during Port State Control inspections, it should be relatively straightforward to compare the number of animals loaded and unloaded using available documentation, such as bills of lading, veterinary certificates, and the Master's reports, in order to identify potential discrepancies and investigate unreported mortalities.

The absence of mandatory carcass storage facilities on livestock carriers creates challenges for maintaining sanitary conditions for the crew and surviving animals and to avoid the risk of bacteriological pollution.

Annex V – Manure and bedding waste

To accommodate the animals during transport bedding material such as straw and pellets is used, for transports from the European Union it is mandatory to use bedding material as required by Regulation (EC) No 1/2005. After a journey of several days, or weeks the animals stand and lie in a thick layer of manure (bedding, faeces, and urine).

According to a review by Meat and Livestock Australia Ltd. for cattle of a typical live export weight, the volume of manure is in the range of 20 to 30 litres per animal per day⁶. Calculated for 1,000 cattle on a ship, this is 30,000 litres/day, resulting in 150,000 litres (or 150 m³) on a 5-day journey by sea.

Resolution MEPC.295(71) expressly distinguishes between 'drainage from spaces containing living animals', which is subject to Annex IV, and 'animal waste, including used bedding from the transport of live animals', which is subject to MARPOL Annex V, Chapter 5.2, point 6 due to the risk of disease.

The German Federal Maritime and Hydrographic Agency and the German Port State Control Organisation have stated that the liquid cargo residues should be separated from the solids and retained in tanks. The solid residues are subject to special discharge requirements in port reception facilities under MARPOL Annex V.

To our knowledge, livestock carriers are equipped with sewage tanks for collecting liquid drainage from animal compartments. However, we are not aware of any dedicated holding tanks designed for the storage of manure and used bedding, nor have we observed such storage facilities in vessel plans reviewed by AWF.

Furthermore, animal waste does not appear to be routinely delivered to dedicated port reception facilities in the importing countries examined. Available information indicates that adequate reception facilities for manure and used bedding are generally lacking in these countries, resulting in alternative waste management practices.

Following unloading, large quantities of manure, bedding material and wash water are removed from livestock vessels during cleaning operations, often upon their return to European ports. Evidence suggests that this mixture is commonly discharged into the marine environment without prior treatment, raising concerns regarding compliance with MARPOL Annex V and the potential environmental impacts of such practices, especially as disinfectants are potent and considered toxic to aquatic environments.

Annex V permits, subject to certain conditions, the discharge of cleaning agents or additives present in wash water; however, these substances must not be classified as harmful to the marine environment under the International Maritime Dangerous Goods Code, which paves the way for the discharge at sea of wash and disinfection water used in large quantities on livestock loading decks.

⁶ Characteristics and Volume of Effluent produced by livestock Vessels, Meat and Livestock Australia, 2004

The European Union and “garbage” from livestock carriers

Eight years after AWF first alerted EU Member States and the European Commission to potential MARPOL Annex V violations associated with the maritime transport of livestock, the disposal of animal carcasses and manure from livestock vessels appears to remain under-detected and infrequently addressed through enforcement actions. This is reflected in the relatively low number of Annex V deficiencies identified during Port State Control inspections of livestock carriers.

Nevertheless, recent developments suggest that the issue is receiving increasing attention at the European level. Following years of correspondence, information exchanges and advocacy efforts by AWF and other organisations concerned with the transport of live animals by sea, the European Commission has indicated its willingness to strengthen oversight of waste management practices on livestock vessels.

13 June 2025

AWF wrote to the European Commission’s Directorate-General for Mobility and Transport (DG MOVE), requesting that, pursuant to Directive 2009/16/EC on Port State Control and Directive 2005/35/EC on ship-source pollution, particular attention be paid to waste management practices on livestock carriers calling at EU ports. The request highlighted that waste generated on livestock vessels includes animal carcasses, manure and used bedding material.

January- February 2026

Following AWF's correspondence, the European Commission requested additional time to review the issues raised. The matter was also brought to the attention of the European Ombudsman, who confirmed that a case had been opened.

27 March 2026

DG MOVE responded to AWF’s letter. Of particular significance was its acknowledgement that the discharge into the Mediterranean Sea of animal carcasses and wash water mixed with manure and bedding is incompatible with MARPOL Annex V.

DG MOVE also noted that the revised Directive 2005/35/EC on ship-source pollution will extend its scope from MARPOL Annexes I and II to all MARPOL Annexes. Once the amendment enters into force in July 2027, administrative penalties will be applicable to all unauthorised discharges at sea, including those covered by Annex V.

28 May 2026

In a subsequent letter, DG MOVE expressed its intention to encourage Member States to target livestock carriers for additional inspections, with a particular focus on waste management. The Commission also indicated its intention to amend Implementing Regulation (EU) 2022/90, which establishes the risk-based targeting mechanism used to select vessels for Port State Control inspections, in order to better address the specific risks associated with livestock carriers.

Annex IV- Prevention of Pollution by Sewage from Ships

Annex IV regulates the prevention of pollution by sewage and is unmistakably limited to liquid wastes. However, the express reference to “*drainage from spaces containing living animals*” in the definitions may generate the impression that Annex IV is the more specific regulation than Annex V in respect of manure, but the use of the term “drainage” and the context “sewage” leave hardly any doubt that Annex IV deals with liquid wastes only. If liquid sewage is mixed with solid particles from bedding material and faeces, the special discharge requirements for port reception facilities set out in MARPOL Annex V apply.

The discharge of sewage is permitted after comminuting and disinfecting using an approved system at a distance of more than 3 nautical miles from the nearest land, or without comminuting and disinfecting at a distance of more than 12 nautical miles from the nearest land. The discharge of sewage from spaces containing live animals must be carried out at a moderate rate when the ship is en route and proceeding at not less than 4 knots, and the discharge rate must comply with the recommendations of the IMO Marine Environment Protection Committee or be approved by the ship’s classification society. The discharge of sewage may also be authorised if the ship is equipped with a sewage filtration and treatment plant. In such cases, the effluent shall not produce visible floating solids nor cause discoloration of the surrounding water.

Deficiencies relating to the sewage treatment plant were reported in 2024–2025 on board the *Alkhudair Star* and the *Freedom* in Vila do Conde (Brazil), the *Alondra* in Setúbal (Portugal) and the *Al Kuwait* in Fremantle (Australia).

Annex VI– Prevention of Air Pollution from Ships

Annex VI, which entered into force on May 19, 2005, aims to reduce air pollution from ships. It prohibits deliberate emissions of ozone-depleting substances and sets limits on emissions of nitrogen oxides (NOx) and sulphur oxides (SOx).

As regards the protection of the ozone layer, deficiencies were identified in Eleusis (Greece) on the *Princess Aya* and in Aqaba (Jordan) on the *Mariona Star* in 2024–2025. One possible explanation is the presence of legacy fire-fighting equipment containing halogenated brominated chemicals that are banned from use left on board to fight fires in the ship’s bottom and engine rooms. This possibility may warrant further investigation, particularly given that the *Princess Aya* and the *Mariona Star* were built in 1970 and 1972 as general cargo ships.

As regards sulphur, the maximum SOx content on the world’s ocean has been set at 0.50% since 2005. In November 2018, May 2022 and April 2023, the cruise ship *Azura*, the cruise ship *Mein Schiff 2* and the bulk carrier *CS Crystal* were fined 100,000 €, 60,000 € and 140,000 € respectively by the Marseille Court for exceeding this limit. Since May 1, 2025, the Mediterranean Sea has become a Sulphur Emission Control Area (SECA) and the maximum sulphur content is 0.10%.

Compliance with this new standard is subject to the use of low-sulphur fuel oils, which are more expensive than standard fuel oils, or the installation of an exhaust gas cleaning system (a “scrubber”). To our knowledge, none of the livestock carriers are equipped with scrubbers. The investment required is between 2 and 3 million dollars. Livestock carriers may present an elevated risk of air pollutant emissions, particularly where older engines are in use and compliance monitoring is limited. They should therefore be regularly monitored to ensure that, during voyages and port calls in the Mediterranean Sea, the fuels used do not exceed the regulatory sulphur oxide content of 0.10%. Türkiye is very vigilant on this issue and imposes heavy fines on offending vessels and shipowners, but the 13 port State inspections of livestock carriers carried out in 2024–2025 in five Turkish ports did not reveal any non-compliance regarding the sulphur content of fuels.

Other SECAs are in force (the Baltic Sea, the North Sea, the Pacific coasts of Canada and the United States, and the Caribbean Sea).

Regulation 16 of Annex VI governs the operation of shipboard incinerators. In particular, it prohibits the combustion of PCBs (polychlorinated biphenyls), oil, noxious liquid substances in bulk, harmful substances carried in packaged form, and their packing materials. However, it allows the burning of "garbage" as defined in Annex V, such as plastics, food waste, cooking oils, operational waste, fishing gear, and, of particular relevance to us in this specific case, animal carcasses. The minimum temperatures in the combustion chamber must be 850°C for continuous-feed incinerators and 600°C five minutes after start-up for batch-loaded incinerators. Personnel responsible for operation of any shipboard incinerator shall be trained and capable of implementing the guidance provided in the manufacturer's operating manual. In Rio Grande (Brazil), deficiencies relating to incineration were reported on board the *Alkhudair Star* and the *Bashar One Transport* in 2024–2025. This method of disposing of animal carcasses on board livestock carriers is, as yet, little known and poorly documented.

Annex III– Prevention of Pollution by Harmful Substances Carried in Packaged Form

Annex III deals with the prevention of pollution by harmful substances carried in packaged form. Packages containing harmful substances must be properly secured to prevent them from tipping over despite the motion of the sea, and must be clearly labelled so that the hazards can be identified by all crew members. Non-compliance with the marking and labelling requirements of Annex III was noted in Beirut and Tripoli (Lebanon) on the *Dalal F*, the *Helen*, the *Lady Maria* and the *Mariona*. Port State control inspectors in Lebanon have been particularly vigilant regarding the identification of various packages stored in the port or entering its perimeter since the ammonium nitrate disaster of August 4, 2020 in Beirut. It is likely that, among the unmarked packages, there are drums of disinfectants such as Virkon S, Hypred Force 7 and sodium hypochlorite, which are mandatory for eliminating bacteriological risks in animal stalls and their access points. According to the criteria of European Regulation n°1272/2008 on classification, labelling and packaging of substances and mixtures, Hypred Force 7 and sodium hypochlorite are classified as "very toxic to aquatic organisms" for their acute toxicity and "toxic to aquatic organisms" for their long-term effects. As for Virkon S, it is classified as "harmful to aquatic organisms" for its long-term effects. However, MARPOL considers that Virkon S, Hypred Force 7 and other virucides and bactericides are not hazardous to fish, marine mammals and other marine organisms, including in estuaries and deltas.

XI. Refusals to unload live animals

Refusals to unload live animals have been a recurring feature of the maritime livestock trade. These cases may arise from suspected or confirmed animal diseases, documentation disputes, changes in veterinary requirements, diplomatic tensions or disagreements between exporting and importing authorities. Once a consignment is rejected, the consequences can be severe: animals may remain at sea for weeks or months, crews are placed under prolonged pressure, and the vessel may become trapped between conflicting sanitary, legal and commercial obligations.

The main incidents linked to suspected or confirmed animal diseases have occurred in the Middle East upon the arrival of livestock carriers from Australia, Somalia and Romania, and in the Mediterranean upon the arrival of livestock carriers from Spain and France. These cases show that refusals to unload are not merely commercial disputes between shippers and buyers. They can rapidly become animal welfare crises, biosecurity dilemmas and diplomatic incidents, particularly when no contingency plan exists for the animals already at sea.

Disease, diplomacy and rejected consignments

One of the most significant cases, both politically and in terms of the number of animals involved, was the *Cormo Express* in 2003. The vessel departed Australia on 6 August 2003 carrying nearly 60,000 sheep bound for Saudi Arabia. Upon arrival, the consignment was refused entry after the veterinary officer at the port of entry considered that 6% of the sheep, around 3,500 animals, were affected by scabby mouth disease, also known as orf. This figure was one percentage point above the maximum threshold allowed by Saudi Arabia. By contrast, the Australian veterinarian on board stated that all the sheep had been vaccinated against the disease before embarkation and that the proportion of animals affected on board was 0.35%, around 200 sheep.

After being refused permission to unload in Saudi Arabia, the *Cormo Express* was also rejected by Jordan, the United Arab Emirates and Kuwait. The sheep were eventually unloaded in Eritrea on 22 October 2003, described as a “gift” from the Australian government. By that time, 5,581 sheep had died. The case has also been interpreted by some observers as taking place within a wider political context, at a time when Australia was closely aligned with the United States and the United Kingdom in the military offensive against Iraq. The dispute over veterinary assessment may therefore also be read as part of what has been described as “livestock diplomacy”, a term later used by the French Ministry of Agriculture in relation to the refusal of the *Nader-A* in Algeria in 2022.

The *Nader-A* departed Sète, France, bound for Algiers with 787 young bulls on board. On 5 September 2022, the vessel was refused permission to dock and unload due to a dispute or misunderstanding concerning the status of three young bulls that had been vaccinated against infectious bovine rhinotracheitis. In the following days, additional hay was delivered to the vessel while it remained anchored off the coast of Algiers. As Algeria had been declared an area affected by foot-and-mouth disease, the animals were suspected, following consultation with ANSES, the French National Agency for Food, Environmental and Occupational Health & Safety, of potentially being undeclared carriers of foot-and-mouth disease after their stay off the Algerian coast.

Upon their return to Sète, the animals were immediately transported under escort by lorry to slaughterhouses in Saint-Affrique, 130 km away, and Rodez, 180 km away. ANSES recommended strict biosecurity measures, including cleaning and disinfection of the vessel, slaughterhouses and trucks, destruction of fodder and equipment used to feed the cattle, and hygiene measures for crew members who had been in contact with the animals. ANSES also acknowledged that “it would have been preferable, as far as possible, to place the cattle under a 14-day quarantine following disposal

of the fodder and drinking water supplied in Algeria and to carry out cleaning and disinfection of the vessel.” However, the urgency of the situation prevailed.

The *Nader-A* case also occurred in a period of strained relations between Algeria and France, including tensions linked to the Western Sahara issue. While the precise role of this political context remains difficult to assess, the case illustrates how veterinary, administrative and diplomatic factors may overlap when a live animal consignment is refused at destination.

Prolonged voyages after suspected disease or document irregularities

Other refusals to unload have been based on suspected or confirmed animal diseases, including bluetongue. Two of the most serious recent cases involved the *Karim Allah* and the *Elbeik*, both of which departed Spain on 18 December 2020 with cattle bound for Türkiye.

The *Karim Allah* departed Cartagena, Spain, for Iskenderun, Türkiye, carrying 895 calves. The animals were denied entry in Türkiye after concerns were raised that they may have been affected by bluetongue. The vessel was then redirected to Tripoli, Libya, in an attempt to find another buyer, but Libya’s National Animal Health Centre refused to authorise the entry of possibly unhealthy cattle. The *Karim Allah* subsequently requested permission to enter Bizerte, Tunisia, to load fodder, but was refused entry to Bizerte and all Tunisian ports and was ordered to leave Tunisian territorial waters. The vessel was later seen off Augusta, Sicily, before returning to Cartagena, where it arrived on 25 February 2021.

After anchoring in the Bay of Cartagena for a week, the *Karim Allah* was finally authorised to dock. According to officials from the Spanish Ministry of Agriculture, the 864 cattle still on board were not infected with bluetongue, but were suffering from various injuries and were unfit to undertake another voyage. From an administrative point of view, however, they were considered animals that had already been exported and could not be re-imported into Spain. On 6 March 2021, the court ordered the calves to be slaughtered. The animals had been at sea for 69 days.

The *Elbeik* departed Tarragona, Spain, carrying 1,776 calves bound for Derince, Türkiye, in the Sea of Marmara. The livestock was denied entry into Türkiye due to suspected bluetongue. The vessel was then redirected to Tripoli, Libya, in an attempt to unload the animals, but remained at anchor off the Libyan coast and was eventually turned away with all animals still on board. The *Elbeik* subsequently moved between several areas of the Mediterranean, including waters off Lampedusa, Alexandria, Cyprus, Crete, Piraeus, Kalamata, Sicily, Sardinia and Menorca, while attempts were made to find a solution.

The *Elbeik* finally arrived in Cartagena on 18 March 2021 and docked the following morning. Dead calves were reportedly discharged overboard as “garbage”, raising additional concerns under MARPOL Annex V (see the chapter X. MARPOL). Upon return to Spain, none of the animals were found to be carrying bluetongue, but all were reported to be in a state of extreme emaciation. The courts ordered their slaughter following a 91-day ordeal at sea.

Türkiye is reported to have warned Spain three days after the *Karim Allah* and *Elbeik* departed, when the vessels were already halfway through their voyage, that the animals would not be allowed to disembark because cases of bluetongue had been detected in Aragón, the region of origin of the exported cattle. This warning came too late to prevent the vessels from continuing towards their intended destination, and no alternative destination was secured in time. As a result, 2,671 animals were left in a legal, veterinary and commercial deadlock.

A more recent case is the *Spiridon II*. On 21 September 2025, the vessel departed Montevideo, Uruguay, carrying 2,901 cattle bound for Türkiye, many of them pregnant heifers. After arriving in

Bandırma on 22 October 2025, Turkish authorities refused to authorise unloading following inspections that identified serious irregularities in the consignment, including discrepancies between the animals on board and the import documentation, unidentified animals, deaths during the voyage and the unexplained fate of a number of calves reportedly born at sea. The vessel remained stranded for several weeks before leaving Turkish waters and later unloading surviving cattle in Benghazi, Libya. The case raises concerns regarding traceability, animal welfare, overcrowding, the transport of pregnant animals and the absence of effective contingency planning when a consignment is refused at destination. For more detailed information, see the profile of the *Spiridon II*, p. 287.

Consequences of refusals to unload

These cases show that refusals to unload live animals can transform a voyage into a prolonged crisis. For the animals, the consequences may include extended confinement, exhaustion, injuries, disease, starvation, death or slaughter after return. For crews, these situations can create prolonged periods of uncertainty, pressure and confinement on board, as they must continue caring for animals while the vessel waits for instructions, supplies or permission to enter port.

Refusals to unload also expose structural weaknesses in the maritime livestock trade. Poor coordination between the veterinary services of exporting and importing countries before departure can leave animals and crews trapped at sea once a dispute arises. The lack of contingency planning, the absence of pre-agreed emergency destinations, and uncertainty over responsibility once animals have already left the exporting country all contribute to the escalation of these cases.

In addition to disease-related refusals, some cases may also be influenced by wider diplomatic or political tensions. The concept of “livestock diplomacy” reflects the way in which live animal consignments may become entangled in relations between States, with the animals and crews on board bearing the consequences. Refusals of unloading therefore represent one of the clearest examples of how veterinary, commercial, administrative and diplomatic disputes can rapidly become animal welfare and human welfare crises at sea.

XII. Profiles of the 159 livestock carriers

Introduction to the profiles

A careful reading of the profiles of livestock carriers will reveal to non-specialists and even experts the wide range of nuisances, pollution, brutality, discomfort, distress and deaths to which the livestock on board are exposed. To summarise, the animals on the loading ramps, in the passageways leading up to the upper decks or down to the lower decks, in the overcrowded pens and on the unloading ramps, are subjected to conditions that represent a drastic change – including in terms of feed – from their prior environment. It is not uncommon for faeces and manure to leak through the floors of the upper decks onto the lower decks due to a lack of tightness, contaminating the feed and water troughs. The most common ailments are fractures, joint dislocations, pneumonia, and other respiratory and digestive disorders. One captain attributed the death of 42 cattle to seasickness. Indeed, unlike all other goods carried by container ships and car carriers, animals – being sensitive, living cargo – cannot be lashed or stowed. They are jostled, thrown off balance and sometimes massively suffocated by the rolling and pitching motions of livestock carriers.

As for the crews, relatively speaking, they are no better off. They are sometimes abandoned or forced into hard labour. It is hardly surprising that, in this extreme and confusing situation for sniffer dogs, cocaine smuggling operations are uncovered from time to time on board livestock carriers.

Each ship description includes the following details:

- Current name, previous names, IMO number, former category, year of conversion, age at the time of conversion, length, tonnage, year of built and shipbuilding yard, age today.
- Current flag and performance according to Paris MoU 2024 report⁷. Previous flag.
- Current classification society and performance according to Paris MoU 2024 report. Eventually previous classification society.
- Shipowner. Eventually shell company and country of registration. Eventually, other vessels from the shipowner.
- Quantitative overview of inspections, deficiencies and detentions throughout the vessel's operational life, and in the case of converted livestock carriers, during the vessel's two "lives".
- Overview of inspections and detentions between 2021 and 2025 and table of deficiencies by category.
- Bans from the ports of Paris Memorandum of Understanding pursuant to Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control.
- Description of notable and known events on board each ship.
- ISM manager and company performance from EMSA (European Maritime Safety Agency) list in February 2026.
- Ship risk profile calculated from age, flag, classification society and ISM (International Ship Management) performance through Paris MoU ship risk calculator⁸.
- Location in June 2026.

⁷ http://parismou.org/system/files/2025-06/AR%202024%20Paris%20MoU_1.pdf

⁸ <https://portal.emsa.europa.eu/web/thetis/ship-risk-profile-calc>

1. Converted Vessels in the Global Livestock Fleet

Abdulrahman King

IMO 7211907



Alexandra S, general cargo ship, April 6, 2016, Kiel foerde (Denmark)
© nordmark71



Abdulrahman King, livestock carrier, May 2026
© Animal Welfare Foundation | Tierschutzbund Zürich | Sea Shepherd France

Abdulrahman King (ex-Alexandra, ex-Alexandra S, ex-Alexandra, ex-Westerbroek). IMO 7211907. Ex-general cargo ship converted in 2015 at the age of 43. Length 77 m. 1,494 deadweight t. Built in 1972 in Hoogezand (Netherlands) by Bodewes. 54 years old.

Guinea-Bissau flag since October 2023; black list, medium risk. Previously registered in Togo (2017). Classification society International Naval Surveys Bureau (non-IACS, Greece) since October 2023, medium performing. Previously Cosmos Marine Bureau (non-IACS, South Korea). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by Helen K W F Marine Ltd registered in the Marshall Islands which reports a fleet of 2 livestock carriers, the *Abdulrahman King* and the *Dalal F* (IMO 7910888). The *Abdulrahman King* is managed by Limano Marine Services Ltd (Lebanon) which is also acting as ISM manager and which reports a fleet of 5 livestock carriers as ship and/or ISM manager, the *Abdulrahman King*, the *Dalal F*, the *Mariona* (IMO 7113624), the *Maysa* (IMO 6829082) and the *Helen* (IMO 7614848).

4 detentions: in 2011 in Damietta (Egypt), in 2013 in Alexandria (Egypt), in 2017 in Sète (France) and in 2018 in Tarragona (Spain).

The vessel was inspected at least 70 times since 1998 totalling 408 deficiencies, including 44 times (totalling 175 deficiencies) as a general cargo ship and 26 times (totalling 228 deficiencies) as a livestock carrier.



In 2019-2020, she was inspected 4 times, in Cartagena (Spain, 3 times) and in Alger (Algeria), totalling 21 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.160).

In 2021-2023, she was inspected 9 times, in Tripoli (Lebanon, twice), Koper (Slovenia), Sète (France, twice), Constanta (Romania), Bizerte (Tunisia), Midia (Romania) and Cartagena (Spain), totalling 46 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.47-48).

In 2024-2025, she was inspected 5 times, in Koper (Slovenia), in Beirut (Lebanon), in Damietta (Egypt), in Cartagena (Spain) and in Alexandria (Egypt), totalling 22 deficiencies.

Abdulrahman King IMO 7211907			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	12	Certificates and documents	5
Certificates and documents	10	Safety of navigation	4
Maritime Labour Convention-2006	10	Fire safety	2
Water/Weathertight conditions	8	Life saving appliances	2
Fire safety	7	Structural Conditions	2
Working-Living Conditions	6	Working-Living Conditions	2
Structural Conditions	4	Emergency systems	1
ISM	2	Maritime Labour Convention-2006	1
Life saving appliances	2	Other Type of Deficiencies	1
Pollution prevention MARPOL Annex V	2	Pollution prevention MARPOL Annex V	1
Radio Communications	2	Water/Weathertight conditions	1
Other Type of Deficiencies	1		
Pollution prevention MARPOL Annex III	1		
	67		22

ISM manager: Limano Marine Services Ltd (Lebanon) since October 12, 2023 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Sète (France).



Abeer K

IMO 6609779



Etab, livestock carrier, loading in Cartagena (Spain), July 2020
© Animal Welfare Foundation | Tierschutzbund Zürich

Abeer K (ex-*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 ship converted in 1980 at the age of 14. Length 74 m. 1,225 deadweight t. Built in 1966 in Le Havre (France) by La Société Nouvelle des Ateliers et Chantiers du Havre. 60 years old.

Unknown flag since April 2021. Previously registered in Comoros (2006). Classification society Hellas Naval Bureau of Shipping (non-IACS, Greece) since March 2021, low performing. Previously Phoenix Register of Shipping (non-IACS, Greece). Hellas Naval Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Pakistan and Türkiye.

Unknown owner since November 2022. Previously owned by a single -ship company Abeer Shipping SA registered in the Marshall Islands.

17 detentions: in 1999 in Sète (France) and London (United Kingdom), in 2001 in Tarragona (Spain), in 2003 in Trieste (Italy) and Koper (Slovenia), twice in 2004 and in Trieste in 2005, in 2006 and 2007 in Sète, in 2010 in Agadir (Morocco), in 2012 in Sète, in 2013 in Koper (Slovenia), in 2014 and 2019 in Tarragona (Spain) and in 2020 in Sète and in Rasa (Croatia).

The vessel was inspected at least 69 times since 1999 totalling 674 deficiencies as a livestock carrier.

In 2019-2020, she was 3 times and inspected 8 times in Rasa (Croatia), Beirut (Lebanon, 3 times), in Tarragona (2 times), in Cartagena (Spain) and in Sète (France) totalling 68 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.54-55). Grounds for detention in Tarragona, Sète and Rasa include deficiencies with regard to safety of navigation, fire safety, radio communications, water/weathertight conditions, life saving appliances, structural conditions, emergency systems and Maritime Labour Convention 2006.

In 2021, she was inspected twice in Batumi (Georgia) totalling 15 deficiencies. She has not been inspected since June 12, 2021.



Abeer K ex-Etab (until March 2021) IMO 6609779			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	22		
Safety of navigation	11		
Fire safety	8		
Water/Weathertight conditions	7		
Life saving appliances	6		
Radio Communications	6		
Structural Conditions	4		
Emergency systems	3		
ISM	3		
Maritime Labour Convention-2006	3		
Pollution prevention MARPOL Annex V	3		
Propulsion and Auxiliary Machinery	3		
Alarms	2		
Working-Living Conditions	2		
Pollution prevention MARPOL Annex I	1		
	84		0

Between November 24, 2014 and April 21, 2015, the *Etab* had been banned by Spain from Paris MoU ports for multiple detentions. In December 2020, she was banned a second time, this time by Croatia for 12 months.

Prior to this ban, AWF documented several animal welfare concerns during operations involving the *Etab*. The latest occurred in July 2020 in Cartagena (Spain), during the loading of cattle bound for Benghazi (Libya). Based on AWF observations, workers had attempted to hoist a wounded bull with french eartag who was unable to walk by dragging him with a rope and inflicting numerous electric shocks and kicks. They gave up after an hour. The bull appeared unable to walk and may have met criteria requiring euthanasia under applicable animal welfare standards. Nevertheless, he was transported to a nearby slaughterhouse. Prior to transport, he remained on the lorry under direct sunlight and did not receive any apparent veterinary attention or treatment.

ISM manager: unknown since August 11, 2021. Previously Cedar Marine Services SAL (Lebanon) since March 11, 2021.

Ship risk profile: 2 points, standard risk ship.

No AIS record since July 31, 2021. She was then in Alexandria (Egypt).



Abu Yasser II

IMO 7712585



Stein Fighter, Ro-Ro, June 1, 1996,
Stavanger (Norway) © Pieter_Inpijn



Abu Yasser II, livestock carrier, November 5, 2020,
Adabiya (Egypte) © foggy

Abu Yasser II (ex-*Mustafa N*, ex-*Simona*, ex-*Rolo Mar*, ex-*Stein Fighter*, ex-*Giovanna Eleonora*). IMO 7712585. Ex-Ro-Ro converted in 2004 at the age of 26. Length 86 m. 1,640 deadweight t. Built in 1978 in Pietra Ligure (Italy) by Nuovi Liguri. 48 years old.

Tanzanian flag since June 2016; black list, very high risk. Previously registered in Sierra Leone (2016). Classification society Guardian Bureau of Shipping (non-IACS, Syria) since July 2015, not ranked. Previously Maritime Lloyd Georgia (non-IACS, Georgia). Guardian Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Pakistan and Türkiye.

Owned by a single -ship company Abu Yaser International Shpg registered in the Marshall Islands. The *Abu Yasser II* is managed by Coral Technical Services (Jordan) which is also acting as ISM manager and which reports a fleet of 8 vessels including 7 livestock carriers as ship and/or ISM manager, the *Abu Yasser II*, the *Al Mabrouka-10* (IMO 6817003), the *Albaraka I* (IMO 7388231), the *Basem I* (IMO 7619525), the *Bashar One Transport* (IMO 8506361), the *Barakat* (IMO 8702343) and the *Aliman* (IMO 9152806).

Detained in 2001 in Murmansk (Russia) as a Ro-Ro.

The vessel was inspected at least 17 times since 1998 totalling 91 deficiencies, including 10 times (totalling 58 deficiencies) as a Ro-Ro and 7 times (totalling 33 deficiencies) as a livestock carrier.

She has not been inspected since 2007 according to the Equasis database.

On April 17, 2025, the Djibouti port authorities congratulated their shipyard on completing "high-standard" repairs and maintenance work on the *Abu Yasser II* (hull cleaning, propeller polishing, application of anti-fouling coating, etc.). A few days later, the ship loaded 16,009 sheep and 605 camels at berth 6. According to available vessel-tracking data, the vessel subsequently operated on routes between Djibouti, Berbera and Saudi Arabia.



ISM manager: Coral Technical Services (Jordan) since January 27, 2021 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: at anchor in Berbera (Somaliland). She sails in the Red Sea, between Berbera and Jeddah (Saudi Arabia), a region affected by ongoing security incidents related to the conflict in Yemen. Somaliland (177,000 km²) has been claiming its independence since 1991. With the exception of Israel, which recognised it as a State in December 2025, the international community considers Somaliland to be part of the Federal Republic of Somalia.



Adel

IMO 8911073



Everest Bay, reefer, April 3, 2016, Gibraltar
© GIBFRAN46



Adel, livestock carrier, January 9, 2026,
Rio Grande (State of Rio Grande do Sul,
Brazil) © Marcelo Vieira

Adel (ex-*Everest Bay*, ex-*United Cold*, ex-*EW Everest*). IMO 8911073. Ex-reefer converted in October 2025 at the age of 36. Length 141 m. 9,692 deadweight t. Built in 1989 in Onishi (Japan) by Shin Kurushima. 37 years old.

Saint Kitts and Nevis flag since August 2024; black list, medium risk. Previously registered in Liberia (2006).

Classification society Capital Register of Shipping (non-IACS, United States of America) since October 2025, not ranked. Previously Nippon Kaiji Kyokai (IACS, Japan). Capital Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Türkiye.

Owned since October 21, 2025 by a single -ship company Stellava Shipping & Trading SA registered in Liberia and based in Türkiye which is also acting as ISM manager.

6 detentions: in 2008 in Hamburg (Germany), in 2011 in Odessa (Ukraine), in Castellón de la Plana (Spain) and in Philadelphia (Pennsylvania, United States of America), in 2012 in Mersin (Türkiye) and in 2015 in Cape Town (South Africa), all as a reefer.

The vessel was inspected at least 95 times since 1998 totalling 234 deficiencies, including 94 times (totalling 231 deficiencies) as a reefer and once (totalling 3 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 8 times in Agadir (Morocco, twice), in Valparaíso (Chile), in Philadelphia (State of Pennsylvania, United States of America, 3 times), in Port Harcourt (Nigeria) and in Jacksonville (State of Florida, United States of America), totalling 16 deficiencies.

In 2021-2023, she was inspected 11 times in Philadelphia (State of Pennsylvania, United States of America), in Jacksonville (State of Florida, United States of America), in Puerto Bolívar (Ecuador), in Nowy (Poland), in Cape Canaveral (State of Florida, United States of America, twice), in Valparaíso (Chile, twice), in Lomé (Togo, twice) and in Vlissingen (Netherlands), totalling 19 deficiencies.

In 2024-2025, she was inspected twice, in Osaka (Japan) and in Kalamata (Greece, after her conversion into a livestock carrier), totalling 9 deficiencies.



Adel ex-Everest Bay (until August 2024) IMO 8911073			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Fire safety	11	Certificates and documents	4
Water/Weathertight conditions	6	Emergency systems	1
Life saving appliances	3	Fire safety	1
Certificates and documents	2	Life saving appliances	1
Working-Living Conditions	2	Water/Weathertight conditions	1
Maritime Labour Convention-2006	2	Safety of navigation	1
Structural Conditions	2		
Alarms	1		
Other Type of Deficiencies	1		
Pollution prevention MARPOL Annex V	1		
Pollution prevention MARPOL Annex I	1		
Propulsion and Auxiliary Machinery	1		
ISM	1		
Safety of navigation	1		
	35		9

ISM manager: Stellava Shipping & Trading SA (Türkiye) since October 21, 2025 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, between Rio Grande (State of Rio Grande do Sul, Brazil) and Casablanca (Morocco).



Adel II

IMO 7304912



Tony Car, Ro-Ro, July 9, 2007, on the Elbe
© Andreas Spörri



Adel II, livestock carrier, September 4, 2021,
Istanbul (Türkiye) © Cihan Kacar

Adel II (ex-Mwafak, ex-Mohamed N, ex-Tony Car, ex-Feedermate, ex-Tony Car, ex-Tony Safi, ex-Ramsgate). IMO 7304912. Ex-Ro-Ro converted in 2009 at the age of 36. Length 93 m. 1,194 deadweight t. Built in 1973 in Emden (Germany) by Schulte & Bruns. 53 years old.

Cameroonian flag since December 2025; black list, very high risk. Previously registered in Tanzania (2016).

Unknown classification society. Previously Guardian Bureau of Shipping (non-IACS, Syria).

Owned by Sofoklis Maritime SA registered in Honduras. The *Adel II* is managed by Gulf Coast Shipping & Trading SA (Greece). The two entities only declare this single vessel.

No detentions.

She was inspected at least 28 times since 1998 totalling 130 deficiencies, including 26 times (totalling 115 deficiencies) as a Ro-Ro and twice (totalling 15 deficiencies) as a livestock carrier.

In 2021, she was inspected twice, in Batumi (Georgia) and in Midia (Romania), totalling 15 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.51). She has not been inspected since August 2021.



Adel II IMO 7304912			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Certificates and documents	10		
Safety of navigation	2		
ISM	1		
Other Type of Deficiencies	1		
Radio Communications	1		
	15		0

ISM manager: H&P Ship Management CO SA (Greece) since March 20, 2021 (low or very low performing).

Ship risk profile: 5 points, high risk ship.

Location, June 8, 2026: Red Sea, between Berbera (Somaliland) and Jeddah (Saudi Arabia), in a region affected by ongoing security incidents related to the conflict in Yemen. Somaliland (177,000 km²) has been claiming its independence since 1991. With the exception of Israel, which recognised it as a State in December 2025, the international community considers Somaliland to be part of the Federal Republic of Somalia.



Al-Awad 1

IMO 7367976



Jampi, general cargo ship, October 25, 2001, Delfzijl (Netherlands) © Frits Olinga



Alrayan, livestock carrier, July 2, 2014, Jeddah (Saudi Arabia) © Andreas Schlatterer

Al-Awad 1 (ex-*Alrayan*, ex-*Shrouq Livestock*, ex- *Olympic-A*, ex-*Lucy Mar*, ex-*Nordbulk*, ex-*Jampi*, ex-*Lotta*, ex-*Chiemsea*, ex-*Chiemsee*). IMO 7367976. Ex-general cargo ship converted in 2012 at the age of 39. Length 76 m. 1,400 deadweight t. Built in 1973 in Harlingen (Netherlands) by Harlingen S&R. 53 years old.

Togolese flag since March 2013; black list, medium risk. Previously registered in Saint Kitts and Nevis (2006).

Classification society Columbus American Register (non-IACS, Greece) since before 2014, not ranked. Previously Korea Classification Society (non-IACS, North Korea). Columbus American Register is known for going along end-of-life ships on their final voyages to Türkiye, Pakistan, and India.

Owned by a single -ship company Hameed Shipping Co Sa, registered in Liberia. The *Al-Awad 1* is managed by Adriatic for Management (Egypt) which reports a fleet of 8 vessels as ship and/or ISM manager including 2 livestock carriers, the *Al-Awad 1* and the *Princess Hiyam* (IMO 7405089).

5 detentions: in 1998 in Murmansk (Russia), in 2004 in Szczecin (Poland) and Savona (Italy), and in 2007 in Chalkis (Greece) as a general cargo ship, and in 2018 in Midia (Romania) as a livestock carrier.

The vessel was inspected at least 54 times since 1998 totalling 320 deficiencies, including 43 times (totalling 210 deficiencies) as a general cargo ship and 11 times (totalling 110 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected once in Osman Digna (Sudan), totalling 4 deficiencies.

In 2024-2025, she was inspected once in Osman Digna (Sudan). No deficiencies were reported.



<i>Al-Awad 1</i> IMO 7367976			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Certificates and documents	3		
Fire safety	1		
	4		

On August 13, 2018, the *Alrayan* on ballast had a technical failure between Beirut (Lebanon) and Batumi (Georgia). She managed to reach the waiting zone at Datça (Croatia) without the assistance of a tug. She dropped anchor and the crew carried out the repairs themselves.

ISM manager: unknown since October 10, 2022.

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Red Sea, between Berbera (Somaliland) and Jeddah (Saudi Arabia), in a region affected by ongoing security incidents related to the conflict in Yemen. Somaliland (177,000 km²) has been claiming its independence since 1991. With the exception of Israel, which recognised it as a State in December 2025, the international community considers Somaliland to be part of the Federal Republic of Somalia.



Al Fahad 1

IMO 7721146



Jeddah Palace I, Ro-Ro, March 1, 2010,
Svolvær (Norway) © Tina



Prince Junior, livestock carrier, June 13, 2014,
Suez (Egypt) © Bengt-Rune Inberg

Al Fahad 1 (ex-*Al Maha*, ex-*Jeddah Palace I*, ex-*Prince Junior*, ex-*Nordskott*, ex-*Fast Two*). IMO 7721146. Ex-Ro-Ro converted in 2011 at the age of 32. Length 109 m. 1,610 deadweight t. Built in Brevik (Norway) by Trosvik Verksted. 47 years old.

Tanzanian flag since February 2020; black list, very high risk. Previously registered in Panama (2013). Classification society International Register of Shipping (non-IACS, United States of America), withdrawn in 2022, low performing. Previously Det Norske Veritas (IACS, Norway). International Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India, and Pakistan. Current classification society unknown.

Owned by a single -ship company Abalkhail & others registered in Saudi Arabia.

Detained in 2012 in Alexandria (Egypt) as a livestock carrier.

The vessel was inspected at least 7 times since 2000 totalling 35 deficiencies, including 4 times (totalling 3 deficiencies) as a Ro-Ro and 3 times (totalling 32 deficiencies) as a livestock carrier.

In 2021-2025, she was not inspected.



In June 2022, the International Labour Organisation was informed by the ITF (International Transport Workers' Federation) that the crew of the *Al Maha* had been abandoned in Jeddah (Saudi Arabia). The chief engineer, Abdul Naser Saleh, a Syrian national, has been on board for 10 years and has not been paid for 7 years. The other crew members, 9 Syrians and 2 Sudanese, have not been paid for between 2 and 5 months. The *Al Maha* has been flying the Tanzanian flag since February 2020. She previously flew the Panamanian flag. On September 20, 2022, Tanzania was informed of the abandonment and, in particular, of the chief engineer's prolonged stay on board and outstanding wage claims and was asked by the ILO to assist the Saudi Arabian maritime authorities. On October 7, 2022, the total wage arrears were set at 190,000 US\$. On November 14, 2022, Panama informed the ILO that the *Al Maha* had been cancelled from the Panamanian register on May 28, 2021. On January 25, 2024, the ITF reported that the case was not progressing and that the chief engineer's mental health was "critical". He had by then spent 12 years on board and, according to the ITF, no resolution to the case had been achieved. On February 13, 2025, the ITF reported that all crew members, including Chief Engineer Abdul Naser Saleh, had been repatriated after receiving all their outstanding wages.

ISM manager: unknown since January 2, 2013.

Ship risk profile: 3 points, standard risk ship.

No AIS record since May 1, 2026. She was in the Arabian-Persian Gulf, off the coast of the United Arab Emirates, in a region affected by ongoing regional security tensions.



Al Farouk

IMO 8813037



Al Farouk, livestock carrier, May 2026, Cartagena (Spain)
© Animal Welfare Foundation | Tierschutzbund Zürich | Ekö

Al Farouk (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 91 m. 2,177 deadweight t. Built in 1990 in Frederikshavn (Denmark) by Orskov Christensens. 36 years old.

Sierra Leone flag since November 1, 2017; grey list. Previously registered in the Philippines (2004). Classification society International Naval Surveys Bureau (non-IACS, Greece) since January 2023; medium performing. Previously Dromon Bureau of Shipping (non-IACS, Cyprus). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

The ship has long been operated from Australia as *Sahiwal Express* by Livestock Express BV. She was sold to Dynamic for Shipping Off Shore care of Altair Shipping & Trading Corp (Greece) in November 2017 for trading in the Mediterranean. Since June 12, 2020, she is owned by a single ship company A&O Livestock Co Ltd registered in the Marshall Islands also acting as manager. Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776).

2 detentions: in 2003 in Fremantle (State of Western Australia, Australia) and in 2013 in Portland (State of Victoria, Australia) as a livestock carrier.

The vessel was inspected at least 78 times since 2001 totalling 188 deficiencies as a livestock carrier.

In 2019-2020, she was inspected 7 times in Algiers (Algeria), in Beirut (Lebanon, 3 times), in Chalkis (Greece), in Lavrio (Greece) and in Sete (France) totalling 38 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.26).

In 2021-2023, she was inspected 10 times in Beirut (Lebanon, 3 times), in Lavrio (Greece), in Piraeus (Greece, twice), in Tripoli (Lebanon) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times) totalling 37 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.52).



In 2024-2025, she was inspected 12 times in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 7 times), in Beirut (Lebanon, 3 times), in Reni (Ukraine) and in Piraeus (Greece) totalling 22 deficiencies.

<i>Al Farouk ex-Hannoud-O (until June 2020)</i> IMO 8813037			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	13	Life saving appliances	4
Life saving appliances	9	Emergency systems	3
Water/Weathertight conditions	8	Fire safety	2
Fire safety	7	Water/Weathertight conditions	2
Emergency systems	7	Maritime Labour Convention-2006	2
Certificates and documents	5	Safety of navigation	2
Maritime Labour Convention-2006	5	Pollution prevention MARPOL Annex V	1
Structural Conditions	5	Alarms	1
Working-Living Conditions	4	Working-Living Conditions	1
Ballast Water Management Plan	2	Pollution prevention MARPOL Annex I	1
Radio Communications	2	Structural Conditions	1
Cargo operations including equipment	1	Certificates and documents	1
Alarms	1	Propulsion and Auxiliary Machinery	1
ISM	1		
Load lines	1		
Pollution prevention MARPOL Annex V	1		
Pollution prevention MARPOL Annex III	1		
Pollution prevention MARPOL Annex I	1		
Other Type of Deficiencies	1		
	75		22

The *Al Farouk* reached Beirut (Lebanon) on October 15, 2025 (25 days' voyage), made a technical stopover in Sulina (Romania) on November 1 and in Tulcea (Romania) on November 2, loaded a consignment of livestock in Reni (Ukraine), reached Beirut (Lebanon) on November 15, Alexandria (Egypt) on November 22, Beirut on November 26, made a technical stopover in Cartagena (Spain) on December 9, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on January 12, 2026 and is sailing for Beirut (Lebanon). Arrival date: February 10 (29 days' voyage).

She left Reni (Ukraine) on February 27, 2026 bound for Beirut (Lebanon). She unloaded the cattle in Beirut on March 5.

ISM manager: Rana Maritime Services SA (Lebanon) since June 9, 2021 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: Beirut (Lebanon), in a region affected by ongoing armed conflict and security incidents.

Al Haja Fatima

IMO 7209411



Al-Batoul, general cargo ship, February 12, 2012, Suez (Egypt)
© Bodolinsky

Al Haja Fatima (ex-*Al-Batoul*, ex-*Atiat Allah*, ex-*Nileas*, ex-*Alex 1*, ex-*Valex*, ex-*Justice 1*, ex-*Positano*, ex-*West Reef*, ex-*Germa Star*). IMO 7209411. Ex-general cargo ship converted in 2019 at the age of 47. Length 84 m. 2,987 deadweight t. Built in 1972 in Gdansk (Poland) by Gdanska Lenina. 54 years old.

Unknown flag since September 2022. Previously registered in Tanzania (2018). Classification society International Naval Surveys Bureau (non-IACS, Greece) since October 2002, medium performing. International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single -ship company Shams Albehar Marine Services registered in Syria.

8 detentions: in 2000 in Sète (France) and Palermo (Italy), in 2001 in Alicante (Spain) and Kalamáta (Greece), in 2002 in Grado (Italy), in 2003 in Barcelona (Spain), in 2004 in Constanta (Romania) and in 2014 in Suez (Egypt) as a general cargo ship.

The vessel was inspected at least 35 times since 1998 totalling 322 deficiencies, including 33 times (totalling 315 deficiencies) as a general cargo ship and once (totalling 7 deficiencies) as a livestock carrier.

In 2021-2025, she was not inspected.

ISM manager: unknown since November 1, 1997.

Ship risk profile: 1 point, standard risk ship.

Location, June 2, 2026: Red Sea, off Sudan, in a war and crisis zone.



Al Khdair

IMO 7819876



Bright Star, general cargo ship, September 8, 2006, Tartus (Syria) © Mahmoud Shd



Al Khdair, livestock carrier, February 27, 2024, Salamina (Greece) © Giwrgos Mertis

Al Khdair (ex-*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. 3,945 deadweight t. Built in 1980 in Westerbroek (Netherlands) by Smit, E.J. 46 years old.

Without taking into account the transformation and conversion plans approved by the classification society, she was fitted with double decks for transporting sheep (see chapter Conversion).

Tanzanian flag since June 2015; black list, very high risk. Previously registered in Bolivia (2014). Classification society Guardian Bureau of Shipping (non-IACS, Syria) since July 2016, not ranked. Previously Türk Loydu (IACS, Türkiye). Guardian Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Pakistan and Türkiye.

Owned by a single -ship company Alfa Brothers Shipping Co registered in Liberia and based in Türkiye which is also acting as ISM manager.

15 detentions: in 1999 à Uddevalla (Sweden), in 2003 in Constanta (Romania), in 2004 in Aveiro (Portugal), in 2005 in Lisbon (Portugal) and Casablanca (Morocco), in 2006 again in Casablanca, in 2007 in Türkiye, in 2008 in Damietta (Egypt), in 2009 in Mykolaiv (Ukraine), in 2012 in Beirut (Lebanon), in 2015 in Port Said (Egypt) and Iskenderun (Türkiye) as a general cargo ship, in 2017 in Tarragona (Spain), in 2022 in Rasa (Croatia) and in 2025 in Midia (Romania) as a livestock carrier.

The vessel was inspected at least 82 times since 1998 totalling 701 deficiencies, including 39 times (totalling 348 deficiencies) as a general cargo ship and 43 times (totalling 353 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times in Alexandria (Egypt), in Batumi (Georgia), in Midia (Romania), in Mykolaiv (Ukraine), in Piraeus (Greece) and in Rasa (Croatia), totalling 54 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.23-24).



In 2021-2023, she was inspected 14 times in Batumi (Georgia, 6 times), in Midia (Romania, twice), in Lavrio (Greece), in Rasa (Croatia, where she was detained), in Beirut (Lebanon), in Reni (Ukraine, twice) and in Tripoli (Lebanon), totalling 121 deficiencies. Grounds for detention in Rasa include deficiencies with regard to fire safety and safety of navigation.

In 2024-2025, she was inspected 10 times, in Piraeus (Greece), in Midia (Romania, twice, where she was detained), in Tripoli (Lebanon), in Batumi (Georgia, twice), in Reni (Ukraine, twice), in Beirut (Lebanon) and in Kalamata (Greece), totalling 84 deficiencies. Grounds for detention in Midia include deficiencies with regard to fire safety, safety of navigation, crew living conditions and garbage management plan.

<i>Al Khdair ex-Abdullah (jusqu'en mars 2023)</i> IMO 7819876			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Alarms	2	Certificates and documents	18
Certificates and documents	31	Fire safety	11
Safety of navigation	30	Safety of navigation	11
Life saving appliances	21	Maritime Labour Convention-2006	8
Fire safety	15	Working-Living Conditions	7
Maritime Labour Convention-2006	13	Emergency systems	6
Radio Communications	10	Life saving appliances	5
Water/Weathertight conditions	10	ISM	3
Working-Living Conditions	9	Pollution prevention MARPOL Annex V	3
Emergency systems	7	Propulsion and Auxiliary Machinery	3
ISM	7	Radio Communications	3
Structural Conditions	6	Structural Conditions	3
Propulsion and Auxiliary Machinery	5	Water/Weathertight conditions	2
Pollution prevention MARPOL Annex V	3	Other Type of Deficiencies	1
Pollution prevention MARPOL Annex I	2		
ISPS	2		
Other Type of Deficiencies	2		
	175		84

On February 11, 2024, the *Al Khdair*, with 21 crew members on board, was in distress 13 miles from the island of Skyros (Greece, Aegean Sea) due to a rudder failure. The coordination and rescue centre dispatched the tugboat *Christos XXXIV* to the scene. The *Al Khdair* was towed to Ambelakia (Salamis Island) by the *Christos XXXIV* and the *Christos XLI*. The central port authority in Piraeus prohibited her from leaving until her rudder had been repaired.

ISM manager: Alfa Brothers Shipping Co (Türkiye) since March 30, 2023 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 4, 2026: Tuzla (Türkiye).



Al Mabrouka-10

IMO 6817003



Celtic Endeavour, general cargo ship, July 15, 1984, Watchet (United Kingdom) © Mike Nash



Rabunion 20, livestock carrier, June 13, 2015, Istanbul (Türkiye) © Gerolf Drebes

Al Mabrouka-10 (ex-*Rabunion 20*, ex-*Saad*, ex-*Dawpool*, ex-*Celtic Endeavour*, ex-*Embassage*). IMO 6817003. Ex-general cargo ship converted in 1994 at the age of 26. Length 77 m. 2,610 deadweight t. Built in 1968 in Westerbroek (Netherlands) by Smit, E.J. 58 years old.

Tanzanian flag since March 2026; black list, very high risk. Previously registered in Honduras (2021). Classification society Dromon Bureau of Shipping (non-IACS, Cyprus) since 2016, medium performing. Previously Turk Loydu (IACS, Türkiye). Dromon Bureau of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India, Pakistan and Türkiye.

Owned by Al Tawfeeq Shipping Co Ltd registered in Liberia. The *Al Mabrouka-10* is managed by the Rabunion Maritime Agency Sarl (Lebanon). The two entities only declare this single vessel.

9 detentions: in 2001 in Sète (France), in 2006 in Agadir (Morocco), in 2008 in Koper (Slovenia) and in Sète, in 2009 in Mersin (Türkiye), in 2010 in Koper, in 2014 in Mersin, in 2015 in Midia (Romania) and in 2017 in Batumi (Georgia), all as a livestock carrier.

The vessel was inspected at least 35 times since 2001 totalling 381 deficiencies as a livestock carrier.

In 2019-2020, she was not inspected (see report "78 EU-approved livestock carriers", 2021, p.27).

In 2021-2023, she was inspected once in Osman Digna (Sudan), totalling 3 deficiencies.

In 2024-2025, she was inspected once in Osman Digna (Sudan), totalling 5 deficiencies.



<i>Al Mabrouka-10</i> IMO 6817003			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	3	Certificates and documents	2
		Safety of navigation	1
		Life saving appliances	1
		Fire safety	1
	3		5

Only 8 deficiencies between 2019 and 2025. In 2016/2017, when the *Al Mabrouka-10* was approved by the European Union, 56 deficiencies were identified. She had been detained in Batumi (Georgia) for deficiencies relating to certificates and documents, safety of navigation, fire safety, life saving appliances, ISM and emergency systems. The record was set in 2010 in Koper (Slovenia), where inspectors found 104 deficiencies, particularly in relation to working conditions (rest hour records, condition of work and rest areas) and fire safety (non-operational equipment). Clearly, the Indian Ocean Memorandum is much less vigilant than the Paris Memorandum.

ISM manager: Coral Technical Services (Jordan) since April 15, 2018 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Red Sea, between Digna (Sudan) and Jeddah (Saudi Arabia), a destination located in a war and crisis zone.



Albaraka I

IMO 7388231



Rapoca, Ro-Ro, March 20, 1989, Venice (Italy)
© Frafo



Albaraka I, livestock carrier, July 27, 2019,
Berbera (Somaliland) © vovashap

Albaraka I (ex-Suxer S, ex-Super Star K, ex-Bdoor, ex-Rapoca, ex-Antonio Suardiaz). IMO 7388231. Ex-Ro-Ro converted in 2013 at the age of 37. Length 106 m. 4,243 deadweight t. Built in 1976 in Vigo (Spain) by Enrique Lorenzo y Cia. 50 years old.

Togolese flag since November 2022; black list, medium risk. Unknown flag between July and November 2022.

Classification society Dromon Bureau of Shipping (non-IACS, Cyprus) since June 2013, medium performing. Previously Lloyd's Register (IACS, Norway). Dromon Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Türkiye, and Pakistan.

Owned by a single -ship company Alkhair Shipping Co, registered in the Marshall Islands.

No detentions.

The vessel was inspected at least 19 times since 1997 totalling 83 deficiencies, including 8 times (totalling 15 deficiencies) as a Ro-Ro and 11 times (totalling 68 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected once in Osman Digna (Sudan), totalling 10 deficiencies.

In 2024-2025, she was inspected 3 times in Osman Digna (Sudan), totalling 11 deficiencies.



<i>Albaraka I</i> IMO 7388231			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Certificates and documents	3	Fire Safety	4
Safety of navigation	3	Certificates and documents	3
Life saving appliances	2	Working-Living conditions	2
Radio communications	1	Maritime Labour Convention - 2006	1
Pollution prevention MARPOL Annex V	1	Life saving appliances	1
	10		11

ISM manager: Coral Technical Services (Jordan) since January 2, 2021 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: at anchor in Bosaso (Somalia).



Alfa Bro

IMO 8003931



Siegfried Lehmann, general cargo ship,
September 25, 2010, Kiel Canal
(Germany) © Jens Taxwedel



Alfa Bro, livestock carrier, May 2026,
Midia (Romania) © Animal Welfare Foundation |
Tierschutzbund Zürich

Alfa Bro (ex-Rayana, ex-Juhaynna, ex-Siegfried Lehmann). IMO 8003931. Ex-general cargo ship converted in 2024 at the age of 44. Still registered as a general cargo ship. Length 81 m. 2,570 deadweight t. Built in 1980 in Neuenfelde (Germany) by Sietas. 46 years old.

Tanzanian flag since May 2025; black list, very high risk. Previously registered in Togo (2011). Classification society Vega Register (non-IACS, Türkiye) since June 2025, not ranked. Previously Dromon Bureau of Shipping (non-IACS, Cyprus). Vega Register is known for going along end-of-life ships on their final voyages to Türkiye.

Owned by a single -ship company Alkhdaire Shipping Co registered in Liberia and based in Türkiye which is also acting as ISM manager.

6 detentions: in 2013 in Cannakale and in Aliaga (Türkiye), in 2015 in Thessaloniki (Greece) and in Kocaeli (Türkiye), in 2018 in Constanta (Romania) and in 2019 in Varna (Bulgaria) as a general cargo ship.

The vessel was inspected at least 92 times since 1998 totalling 424 deficiencies, including 89 times (totalling 398 deficiencies) as a general cargo ship and 3 times (totalling 26 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected 11 times in Burgas (Bulgaria, twice), in Tripoli (Lebanon, 4 times), in Constanța (Romania), in Saida (Lebanon), in Midia (Romania), in Izmail (Ukraine) and in Volos (Greece), totalling 47 deficiencies.

In 2024-2025, she was inspected 6 times, in Chornomorsk (Ukraine), in Ereğli (Türkiye), in Damietta (Egypt), in Galați (Romania), in Tripoli (Lebanon) and in Midia (Romania), totalling 42 deficiencies.



Alfa Bro ex-Rayan (until December 2023) IMO 8003931			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Safety of navigation	12	Certificates and documents	12
Certificates and documents	5	Safety of navigation	7
Emergency systems	5	Structural Conditions	4
Life saving appliances	4	Working-Living Conditions	4
Maritime Labour Convention-2006	4	Fire safety	3
Working-Living Conditions	3	Emergency systems	2
Fire safety	2	Life saving appliances	2
Structural Conditions	2	Propulsion and Auxiliary Machinery	2
Water/Weathertight conditions	2	Water/Weathertight conditions	2
Alarms	1	Alarms	1
Cargo operations including equipment	1	ISM	1
ISM	1	Maritime Labour Convention-2006	1
Other Type of Deficiencies	1	Pollution prevention MARPOL Annex I	1
Pollution prevention MARPOL Annex III	1		
Propulsion and Auxiliary Machinery	1		
Radio Communications	1		
Pollution prevention MARPOL Annex V	1		
	47		42

On January 16, 2011 at 10 a.m., the *Siegfried Lehmann* suffered mechanical failure in the Kiel Canal near Nübbel (Germany). She was towed to the port of Rendsburg within 45 minutes. At the end of 2011, she was sold by Hans Lehmann KG to Leda Shipping Co. Ltd (Türkiye). She was renamed *Juhaynna*.

On December 26, 2014, the captain of the *Juhaynna*, which was moored in Vatika (Greece), was taken to hospital following an accident the cause of which has not been disclosed.

On April 6, 2026, the *Alfa Bro* delivered 9,400 sheep from Romania to Skikda (Algeria) as part of the sheep import programme in anticipation of Eid al-Adha (late May 2026). 17 vets were deployed to oversee the unloading process and check the animals' health status. The sheep were placed in quarantine areas pending their transfer to sales outlets. This is the first shipment of sheep in 2026 in Algeria.

ISM manager: Alkhdaire Shipping Co (Türkiye) since May 21, 2014 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Tuzla (Türkiye).

Alfa Livestock

IMO 6422303



Itidal-1, general cargo ship, October 5, 2008,
Alexandria (Egypt) © Bengt-Rune Inberg



Alferdawi-1, livestock carrier, July 30, 2011,
Istanbul (Türkiye) © Frank Behrends

Alfa Livestock (ex-*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 ship converted in 2010 at the age of 46 and renamed *Alferdawi-1*. Length 73 m. 2,140 deadweight t. Built in 1964 in Vegesack (Germany) by Lurssen. 62 years old.

Without taking into account the transformation and conversion plans approved by the classification society, she was fitted with double decks for transporting sheep (see chapter Conversion).

Togolese flag since July 2016; black list, medium risk. Previously registered in Cambodia (2004).

Classification society Vega Register (non-IACS, Türkiye) since February 2023, not ranked. Previously Isthmus Bureau of Shipping (non-IACS, Panama). Vega Register is known for going along end-of-life ships on their final voyages to Türkiye.

Owned by a single -ship company Obial Shipping Co Ltd registered in Liberia and based in Türkiye which is also acting as ISM manager.

11 detentions: in 1998, 1999 and twice in 2000 in Marina di Carrara (Italy), in 2001 in Livorno (Italy), in Setubal (Portugal) and in Pozzalo (Italy), in 2007 in Patras (Greece) as a general cargo ship, in 2015 in Batumi (Georgia), in 2016 and 2023 in Midia (Romania) as a livestock carrier.

The vessel was inspected at least 80 times since 1998 totalling 581 deficiencies, including 22 times (totalling 192 deficiencies) as a general cargo ship and 58 times (totalling 389 deficiencies) as a livestock carrier.



In 2019-2020, she was inspected 10 times in Midia (twice), in Constanta and in Braila (Romania), in Batumi (Georgia, 3 times) and in Beirut (Lebanon, 3 times), totalling 93 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.124-125).

In 2021-2023, she was inspected 13 times in Aqaba (Jordan), in Batumi (Georgia, 4 times), in Midia (Romania, 5 times, where she was detained), in Mykolaiv (Ukraine) and in Tripoli (Lebanon, twice), totalling 111 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.54-55). Grounds for detention in Midia include deficiencies relating to navigation safety, structural condition and the Maritime Labour Convention.

In 2024-2025, she was inspected 4 times, in Tripoli (Lebanon), in Batumi (Georgia), in Piraeus (Greece) and in Mersin (Türkiye), totalling 33 deficiencies.

Alfa Livestock ex Sea Star Livestock (until December 2022) IMO 6422303			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	46	Certificates and documents	5
Certificates and documents	34	Fire safety	5
Fire safety	26	Maritime Labour Convention-2006	5
Maritime Labour Convention-2006	23	Safety of navigation	4
Life saving appliances	12	Pollution prevention MARPOL Annex V	3
Working-Living Conditions	12	Working-Living Conditions	3
Structural Conditions	9	Emergency systems	2
Water/Weathertight conditions	9	Alarms	1
Emergency systems	8	ISM	1
Propulsion and Auxiliary Machinery	7	Life saving appliances	1
Radio Communications	7	Pollution prevention MARPOL Annex I	1
Alarms	3	Propulsion and Auxiliary Machinery	1
Pollution prevention MARPOL Annex V	3	Structural Conditions	1
ISM	2		
Other Type of Deficiencies	2		
Pollution prevention MARPOL Annex VI	1		
	204		33

In May 2018, as the *Alferdawi-1* owned by Turkish 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 suspicion of dumping of dead sheep. At least 25 carcasses of dead animals were collected and buried on the Island to avoid attracting sharks. According to media reports, ventilation problems may have contributed to the deaths of an undisclosed number of sheep on board.



On October 12, 2018, she suffered a technical failure on her way back from Aqaba (Jordan) to Braila (Romania). She had to shelter off Ayvalik (Türkiye) in the Aegean Sea to carry out repairs.

In 2021, the Suez Canal was closed for 6 days following the grounding of the container ship *Ever Given* on March 23. 13 livestock carriers heading to Red Sea ports had to remain anchored off Port Said in the Mediterranean or in the Suez Canal, including the Great Bitter Lake, while carrying live animals (see report "78 EU-approved livestock carriers", 2021, p.20-21 and report "64 EU-approved livestock carriers", 2024, p.39). The *Sea Star Livestock* which had left Midia (Romania) on March 17 was immobilized in Suez Canal, in the Timsah Lake.



On April 6, 2023, the *Alfa Livestock* suffered an engine failure in the Black Sea off Türkeli lighthouse at the entrance of the Bosphorus. She had to be towed further south in the strait at Büyükdere anchorage. The *Alfa Livestock* was en route from Batumi (Georgia) to Jeddah (Saudi Arabia) carrying animals. The ship was able to resume her voyage. No further information has been reported regarding the duration of the incident or its impact on the animals on the voyage delay.

ISM manager: Obial Shipping Co Ltd (Türkiye) since November 24, 2023 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: at anchor in Istanbul (Türkiye).

Aliman

IMO 9152806



Shun Cheng, general cargo ship, July 12, 2013, Taiwan © chun-hsi



Aliman, livestock carrier, January 7, 2026, at the entrance of the port of Las Palmas (Canary Islands, Spain) © vin moore

Aliman (ex-*Alkhairat 9*, ex-*Shun Cheng*, ex-*Shuncheng*). IMO 9152806. Ex-general cargo ship converted in 2016 at the age of 18. Length 128 m. 10,094 deadweight t. Built in 1998 in Husum (Germany) by Husumer. 28 years old.

Honduran flag since August 2024; flag performing not ranked. Previously registered in Jordan (2018). Classification society Dromon Bureau of Shipping (non-IACS, Cyprus) since February 2018, medium performing. Previously China Classification Society (IACS, China). Dromon Bureau of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India, Pakistan and Türkiye.

Owned by a single ship company Iman Shipping Co Ltd registered in the Marshall Islands. The *Aliman* is managed by Coral Technical Services (Jordan) which is also acting as ISM manager and which reports a fleet of 8 vessels as ship manager and/or ISM manager, including 6 other livestock carriers, the *Al Mabrouka-10* (IMO 6817003), the *Albaraka 1* (IMO 7388231), the *Basem I* (IMO 7619525), the *Bashar One Transport* (IMO 8506361), the *Abu Yasser II* (IMO 7712585) and the *Barakat* (IMO 8702343).

3 detentions: in 2018 in Alexandria (Egypt), in 2018 and in 2023 in Puerto Montt (Los Lagos Region, Chile) as a livestock carrier.

The vessel was inspected at least 40 times since 2003 totalling 94 deficiencies, including 19 times (totalling 31 deficiencies) as a general cargo ship and 21 times (totalling 63 deficiencies) as a livestock carrier.

In 2019-2022, she was not inspected (see report "78 EU-approved livestock carriers", 2021, p.28).

In 2023, she was detained and inspected once in Puerto Montt (Los Lagos Region, Chile), totalling 12 deficiencies. Grounds for detention include deficiencies with regard to certificates and documents of the vessel.

In 2024-2025, she was inspected 15 times, in Puerto Montt (Los Lagos Region, Chile), in Cartagena (Department of Bolívar, Colombia), in Osman Digna (Sudan, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 9 times) and in Piraeus (Greece, twice), totalling 26 deficiencies.



<i>Aliman, ex-Alkhairat 9 (jusqu'en octobre 2024)</i> IMO 9152806			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	8	Certificates and documents	7
Maritime Labour Convention-2006	2	Safety of navigation	5
ISM	1	Fire safety	3
Pollution prevention MARPOL Annex IV	1	Life saving appliances	2
		Maritime Labour Convention-2006	2
		Propulsion and Auxiliary Machinery	2
		Emergency systems	2
		Structural Conditions	2
		Structural Safety	1
	12		26

The *Aliman* made a technical stopover in Cartagena (Spain) on October 23, 2025, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on November 26, reached Iskenderun (Türkiye) on December 17 (21 days' voyage), made a technical stopover in Cartagena (Spain) on January 3, 2026, in Las Palmas (Canary Islands, Spain) on January 7, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on January 29 and is sailing for Algiers (Algeria). The estimated arrival date was February 13 after a voyage of approximately 15 days.

ISM manager: Coral Technical Services (Jordan) since September 5, 2016 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: Mediterranean Sea, south of Crete (Greece), en route from Jeddah (Saudi Arabia) to Algiers (Algeria).



Aljabera

IMO 7622041



Tropical Reefer, reefer
© Gerolf Drebes



Zein I, livestock carrier, July 2025
© Animal Welfare Foundation | Tierschutzbund Zürich | Sea Shepherd France

Aljabera (ex-*Zein I*, ex-*Albert I*, ex-*Northern Ice*, ex-*Tropical Reefer*, ex-*Orion Reefer*, ex-*Golfo de Guacanayabo*). IMO 7622041. Ex-reefer converted in 2008 at the age of 30. Length 163 m. 10,554 deadweight t. Built in 1978 in Kure (Japan) by Kanda Zosensho. 48 years old.

Panamanian flag since January 2008; grey list. Previously registered in Cyprus (1996). Classification society International Register of Shipping (IS) (non-IACS, Florida, United States of America) since September 2009, low performing. Previously Lloyd's Register (IACS, United Kingdom). International Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Pakistan.

Owned since February 9, 2026 by Aljabera Livestock Corp registered in Panama. The *Aljabera* is managed since February 9, 2026 by Iron Hull Ship Management LLC (United Arab Emirates). The two entities only declare this single vessel. Previously owned by Albert Compania Naviera SA registered in Panama but based at Arab Ship Management Ltd (Jordan, see *Maysora*, *Gulf Livestock 2* and *Ghena*). However, she still bore the logo of the agribusiness firm Hijazi & Ghoshe. Hijazi & Ghoshe is specialised in livestock rearing, slaughter and transport and reportedly had interests in both Jordan and Palestine. It managed the vessel between 2008 and 2017.



Zein I

© Animal Welfare Foundation | Tierschutzbund Zürich | Sea Shepherd France

15 detentions: in 1998 in Saint-John (Province of New Brunswick, Canada), in 2000 in Antwerp (Belgium), in 2001 in Hamburg (Germany) and in Gdynia (Poland), in 2005 in Novorossiysk (Krasnodar Krai, Russia), in 2007 in Bushehr (Iran) as a reefer, in 2009 in Gibraltar (United Kingdom) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), in 2010 in Philadelphia (State of Pennsylvania, United States of America), in 2012 in Mersin (Türkiye) and in Setubal (Portugal), in 2013 and in 2018 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), in 2023 in Cartagena (Spain), in 2025 in Las Palmas (Canary Islands, Spain, 42 days) as a livestock carrier.

The vessel was inspected at least 74 times since 1998 totalling 423 deficiencies, including 19 times (totalling 194 deficiencies) as a reefer and 55 times (totalling 229 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times in Montevideo (Montevideo Department, Uruguay), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice), in Sao Francisco do Sul (State of Santa Catarina, Brazil) and in Sao Sebastiao (State of Sao Paulo, Brazil, twice), totalling 23 deficiencies. In 2021-2023, she was detained once and inspected 10 times in Montevideo (Montevideo Department, Uruguay), in Cartagena (Spain, twice), in Cartagena (Department of Bolivar, Colombia, 3 times), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times) and in Rio Grande (State of Rio Grande do Sul, Brazil), totalling 29 deficiencies. Grounds for detention in Cartagena (Spain) include deficiencies with regard to the Maritime Labour Convention (sanitary facilities, cleanliness, rest areas) and to the lack of communication means about emergency procedures (ISM). In 2024-2025, she was detained once and inspected 7 times, in Las Palmas (Canary Islands, Spain), in Cartagena (Department of Bolivar, Colombia), in Rio Grande (State of Rio Grande do Sul, Brazil, twice) and in Montevideo (Uruguay, twice), totalling 24 deficiencies. Grounds for detention in Las Palmas include deficiencies with regard to structural condition (hull corrosion, deficiencies in towing and mooring equipment) and to the Maritime Labour Convention (sanitary facilities for the crew).

<i>Aljabera ex-Zein I</i> IMO 7622041			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Structural Conditions	11	Certificates and documents	7
Certificates and documents	10	Structural Safety	3
Maritime Labour Convention-2006	8	Fire safety	2
Working-Living Conditions	6	Working-Living Conditions	2
Safety of navigation	3	Maritime Labour Convention-2006	2
Fire safety	3	Safety of navigation	2
Emergency systems	2	Structural Conditions	2
ISM	2	ISM	1
Pollution prevention MARPOL Annex I	2	Load lines	1
Propulsion and Auxiliary Machinery	2	Pollution prevention MARPOL Annex I	1
Water/Weathertight conditions	2	Water/Weathertight conditions	1
Life saving appliances	1		
	52		24

Arab Ship Management has been associated with multiple crew abandonment cases (see report "64 EU-approved livestock carriers", 2024, p.16-17). Since 2022, six crew abandonment cases involving the *Zein I* have been notified to the International Labour Organization (ILO):

- In February 2022, in Las Palmas (Canary Islands, Spain). The shipowner owed 2 months' wages to 45 Egyptian, Jordanian, Filipino and Syrian seafarers. The wage arrears are paid in April. The report notes that this is the second abandonment of seafarers on board the ship, but the circumstances of the first are not explained.
- In April 2024, in Khor Al Fakkan (United Arab Emirates). The shipowner owed 2 months' wages to 48 Egyptian, Jordanian and Filipino seafarers. The wage arrears are paid in May.
- In July 2025, in Mindelo (Cape Verde). The shipowner owed 2 months' wages to the 48 seafarers. The wage arrears are paid at the end of the month.
- In September 2025, in Montevideo (Department of Montevideo, Uruguay). The shipowner owed 2 months' wages to the 46 seafarers. The wage arrears are paid in October.
- At the end of October 2025, in Tuzla (Türkiye). The shipowner owed 2 months' wages to the 46 seafarers. The wage arrears are paid in December.

The *Zein I* usually travels back and forth between Uruguay and Türkiye. She reached Iskenderun (Türkiye) on October 2, 2025, then sailed for Tuzla (Türkiye) on October 12 for maintenance work at the Kuzey Star shipyard. On December 17, a fire broke out in a hold. According to initial reports, sparks generated during maintenance work may have ignited paint drums stored on board.. Firefighters managed to extinguish the fire after 90 minutes. According to available reports, no pollution was recorded following the incident. The *Zein I* left Tuzla on January 12, 2026.



© aa.com.tr

ISM manager: unknown since December 12, 2017. Previously Arab Ship Management Ltd (Jordan).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: at anchor in Montevideo (Uruguay).

Alkhudair Star

IMO 8017970



Med Sea, car carrier, May 10, 2016, North Sea
The welds on the plates on the port side above the waterline are already showing signs of weakness © Ray Hensel



Adel I, livestock carrier, June 2021
© Animal Welfare Foundation | Tierschutzbund Zürich

Alkhudair Star (ex-*Adel I*, ex-*Porto Negro*, ex-*Med Sea*, ex-*City of Lutece*, ex-*Sea Hanna*, ex-*Houju Maru*). IMO 8017970. Ex-car carrier converted in 2017 at the age of 36. Length 118 m. 3,363 deadweight t. Built in 1981 in Shimonoseki (Japan) by Towa. 45 years old.

Saint Kitts and Nevis flag since August 2024; black list, medium risk.

Classification society Capital Register of Shipping (non-IACS, United States of America) since August 2024; not ranked. Previously Det Norske Veritas (IACS, Norway). Capital Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Türkiye.

Owned by a single ship company Alkhudair Star Shipping Co registered in Liberia but based in Türkiye which is also acting as ISM manager.

3 detentions: in 2010 in Southampton (United Kingdom), in 2011 in Tyne (United Kingdom) and in 2015 in Pasajes (Spain) prior to her conversion into livestock carrier.

The vessel was inspected at least 102 times since 2000 totalling 325 deficiencies, including 49 times (totalling 238 deficiencies) as a car carrier and 53 times (totalling 87 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 10 times in Alexandria (Egypt), in Imbituba (State of Santa Catarina, Brazil), in Midia (Romania, twice), in Osman Digna (Sudan), in Sao Sebastiao (State of Sao Paulo, Brazil), in Tripoli (Lebanon) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times) totalling 33 deficiencies (see report "78 EU-approved livestock carriers", 2021, p. 25).

In 2021-2023, she was inspected 12 times in Alexandria (Egypt), in Aqaba (Jordan), in Beirut (Lebanon), in Cartagena (Department of Bolivar, Colombia, twice), in Cartagena (Spain), in Lavrio (Greece), in Puerto Cabello (Carabobo State, Venezuela), in Rasa (Croatia), in Rio Grande (State of Rio Grande do Sul, Brazil), in Sao Sebastiao (State of Sao Paulo, Brazil) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice) totalling 29 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.49).

In 2024-2025, she was inspected 17 times in Cartagena (Department of Bolivar, Colombia), in Suakin (Sudan), in Tripoli (Lebanon), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 5 times), in Kalamáta (Greece) and in Sao Sebastiao (State of Sao Paulo, Brazil, 6 times) totalling 29 deficiencies.

<i>Alkhudair Star ex-Adel I</i> (jusqu'en août 2024) IMO 8017970			
Table of deficiencies 2019-2023		Table of deficiencies 2024- 2025	
Water/Weathertight conditions	11	Working-Living Conditions	6
Certificates and documents	10	Safety of navigation	5
Safety of navigation	9	Certificates and documents	3
Maritime Labour Convention-2006	8	Water/Weathertight conditions	3
Fire safety	5	Life saving appliances	3
Propulsion and Auxiliary Machinery	3	Propulsion and Auxiliary Machinery	2
Working-Living Conditions	3	Maritime Labour Convention-2006	2
ISM	2	ISM	1
Emergency systems	2	Emergency systems	1
Pollution prevention MARPOL Annex IV	2	Pollution prevention MARPOL Annex I	1
Pollution prevention MARPOL Annex V	1	Pollution prevention MARPOL Annex IV	1
Pollution prevention MARPOL Annex III	1	Pollution prevention MARPOL Annex VI	1
Pollution prevention MARPOL Annex I	1		
ISPS	1		
Life saving appliances	1		
Radio Communications	1		
Structural Conditions	1		
	62		29

The *Alkhudair Star* loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on October 16, 2025, made a technical stopover in Mindelo (Cape Verde) on October 27, reached Algiers (Algeria) on November 3 (18 days' voyage), made a technical stopover in Cartagena (Spain) on November 8, loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on December 23, made a technical stopover in Mindelo (Cape Verde) on January 4, 2026, reached Algiers (Algeria) on January 13 (21 days' voyage), made a technical stopover in Cartagena (Spain) on January 16 and is sailing for Vila do Conde (State of Pará, Brazil). Expected arrival date: February 24 (15 days' voyage).





As of February 5, 2026, since leaving Cartagena on January 22, the vessel had made multiple course changes and movements between Spain and Morocco. No explanation for these movements was identified from publicly available information.

Marine Traffic Screenshot February 5, 2026

ISM manager: Alkhudair Star Shipping Co (Türkiye) since August 12, 2024 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, off Las Palmas (Canary Islands, Spain), en route to Cartagena (Department of Bolivar, Colombia).



Almajd

IMO 8514784



Nova Zeelandia, reefer, March 19, 2021,
Ijmuiden (Netherlands) © Willem Oldenburg



Almajd, livestock carrier, February 20, 2026
© joumah ibrahim

Almajd (ex-*Nova Zeelandia*, ex-*Mashu Reefer*, ex-*Mashu Maru*). IMO 8514784. Ex-reefer converted in 2026 at the age of 40. Length 115 m. 5,508 deadweight t. Built in 1986 in Hachinohe (Japan) by Kitanihon. 40 years old.

Saint Kitts and Nevis flag since April 2025; black list, medium risk. Previously registered in Bahamas (2022).

Classification society Qualitas Register of Shipping (non-IACS, Panama) since April 2025, not ranked. Previously Bureau Veritas (IACS, France). Qualitas Register of Shipping is known for going along end-of-life ships on their final voyages to Türkiye.

Owned by a single -ship company Dahmon Marine Co Ltd registered in the Marshall Islands.

Detained in 2004 in Mobile (State of Alabama, United States of America) as a reefer.

The vessel was inspected at least 54 times since 2000 totalling 79 deficiencies, including 53 times (totalling 78 deficiencies) as a reefer and once (one deficiency) as a livestock carrier.

In 2021-2023, she was inspected 3 times, in Apapa (Nigeria, twice) and in Pointe-Noire (Republic of the Congo). No deficiencies were reported.

In 2024-2025, she was inspected 3 times, in Puebla del Caramiñal (Spain, twice) and in Warri (Nigeria), totalling 8 deficiencies.



<i>Almajd ex-Nova Zeelandia</i> (until April 2025) IMO 8514784			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
		Maritime Labour Convention-2006	2
		Safety of navigation	2
		Pollution prevention MARPOL Annex I	2
		Fire safety	1
		Water/Weathertight conditions	1
	0		8

In September 2019, WSRW (Western Sahara Resource Watch) noticed a fish transshipment taking place on board the Russian-flagged reefer *Nova Zeelandia*, off the coast of Dakhla (Western Sahara). The ship delivered her cargo to Abidjan (Côte d'Ivoire) and Tema (Ghana). In March 2016, Russia had concluded a fisheries agreement with Morocco (140,000 tonnes of fish per year) which was implemented off the coast of the occupied territory of Western Sahara in violation of international law. According to WSRW, 23 transshipments involving 19 different reefers took place in the waters near Dakhla in 2019, amounting to approximately 139,000 tonnes of frozen fish.

In March 2023, the *Nova Zeelandia* entered the port of Tema (Ghana). The vessel usually operates in the waters off Angola, Benin, Côte d'Ivoire and Ghana. Maritime inspectors noted gaps in her AIS data and suspected her of being involved in illegal fishing activities. Following an investigation, they discover that the *Nova Zeelandia* has illegally transhipped fish at sea (a practice known as 'saiko') with vessels flying the Cameroonian flag. On January 5, 2023, the European Union had issued a "red card" to Cameroon for its lack of cooperation in the fight against illegal fishing. As 3 of the vessels involved held Angolan fishing licences, Ghana contacted Angola via the Southern African Development Community's Fisheries Monitoring, Control and Surveillance Coordination Centre. Angola initiated legal proceedings against the vessel and banned her from operating in its waters in 2024. Cameroon also imposed a fine on the shipowner, Nova Shipping Co Nv (Curaçao). In April 2025, the *Nova Zeelandia* was renamed *Almajd* and passed into the hands of Dahmon Marine Co Ltd. She was subsequently converted into a livestock carrier.

ISM manager: unknown since April 16, 2025. Previously Nova Shipping Co Nv (Curaçao) since July 15, 2022.

Ship risk profile: 2 points, standard risk ship.

Location, June 4, 2026: Mediterranean Sea, south of Crete (Greece), en route from Cartagena (Department of Bolivar, Colombia) to Aqaba (Jordan).



Alondra

IMO 9113719



Transnjord, general cargo ship, October 9, 2010, Kiel Canal © Wolfgang Berthel



Alondra, livestock carrier, June 2021, Rasa (Croatia)
© Animal Welfare Foundation | Tierschutzbund Zürich

Alondra (ex-*Transnjord*, ex-*Maryam*, ex-*Julia Lehmann*, ex-*Alrek*). IMO 9113719. Ex-general cargo ship converted in 2017 at the age of 22. Length 97 m. 2,796 deadweight t. Built in 1995 in Neuenfelde (Germany) by Sietas. 31 years old.

Danish flag since March 2021; white list. Previously registered in Panama (2012).
Classification society Det Norske Veritas (IACS, Norway), high performing.

Owned by Corgea Shipping A/S registered in Denmark. The *Alondra* is managed by Corral Line ApS (Denmark) which is also acting as ISM manager and which has an office in Australia. The two entities only report this single vessel.

Detained in 2009 in Safi (Morocco) as a general cargo ship.

The vessel was inspected at least 59 times since January 1998 totalling 126 deficiencies, including 32 times (totalling 52 deficiencies) as a general cargo ship and 27 times (totalling 74 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times in Haifa (Israel), in Philadelphia (State of Pennsylvania, United States of America, 3 times), in Sète (France) and in Setubal (Portugal) totalling 19 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.29).

In 2021-2023, she was inspected 7 times in Haifa (Israel, twice), in Philadelphia (State of Pennsylvania, United States of America, 3 times) and in Setubal (Portugal, 3 times) totalling 20 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.56-57).

In 2024-2025, she was inspected 10 times, in Ceuta (Spain, twice), in Philadelphia (State of Pennsylvania, United States of America), in Rio Grande (State of Rio Grande do Sul, Brazil), in Setubal (Portugal), in Dakar (Senegal, twice), in Montevideo (Montevideo Department, Uruguay) and in Batumi (Georgia, twice) totalling 20 deficiencies.



Alondra IMO 9113719			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Working-Living Conditions	8	Fire safety	5
Fire safety	7	Life saving appliances	4
Certificates and documents	4	Certificates and documents	2
Safety of navigation	3	Safety of navigation	2
Propulsion and Auxiliary Machinery	3	Working-Living Conditions	2
Radio Communications	3	ISM	1
Emergency systems	2	Maritime Labour Convention-2006	1
Structural Conditions	2	Pollution prevention MARPOL Annex IV	1
ISM	1	Propulsion and Auxiliary Machinery	1
Life saving appliances	1	Structural Safety	1
Alarms	1		
Maritime Labour Convention-2006	1		
Pollution prevention MARPOL Annex IV	1		
Water/Weathertight conditions	1		
Other Type of Deficiencies	1		
	39		20

The *Alondra* loaded livestock in Montevideo (Montevideo Department, Uruguay) on September 23, 2025, made a technical stopover in Ceuta (Spanish autonomous city bordering Morocco, 15 km from mainland Spain) on October 12, reached Bandirma (Türkiye) on October 18 (25 days' voyage), reached Batumi (Georgia) on October 24, Lisbon (Portugal) on November 3, loaded livestock in Waterford (Ireland) on November 15, reached Algiers (Algeria) on November 22 (7 days' voyage), made a technical stopover in Cartagena (Spain) on November 24, loaded livestock in Porto do Açu (State of Rio de Janeiro, Brazil) on December 15, reached Dakar (Senegal) on December 24 (9 days' voyage), made a technical stopover in Las Palmas (Canary Islands, Spain) on December 29.

The *Alondra* loaded livestock in Waterford (Ireland) on January 12, 2026 and arrived in Oran (Algeria) on January 17 (5 days' voyage). A vet was on board from the beginning to ensure that animal welfare standards were observed during the journey and to provide treatment where necessary. The vet's final report states that 24 animals fell ill or were injured during the journey and that 7 of them died or had to be euthanised. A spokesperson for the Department of Agriculture, Food and the Marine (DAFM) told Agriland in April 2026 that this mortality rate was higher than "usual" and that it "reviews its processes and procedures around the transport of animals by dedicated vessel aligned to relevant EU and National Regulations on an ongoing basis." On the same subject, Minister Martin Heydon answered a parliamentary question from the Republican Party that "the export of animals is a private commercial activity which is regulated by DAFM in accordance with EU and National Regulations." He also reiterated that animals must be transported on dedicated vessels, approved by his Ministry, in accordance with the provisions of S.I. No. 356/2016 - Carriage of Livestock by Sea Regulations 2016. It provides for more stringent controls than the EU regulation.



Information regarding the mortality recorded during the voyage became public following intervention by Ethical Farming Ireland.

After Oran, the *Alondra* made a technical stopover in Ceuta (Spain) on January 21, loaded livestock in São Sebastião (State of São Paulo, Brazil) on February 7 and set sail for Lomé (Togo).

ISM manager: Corral Line ApS (Denmark) since January 19, 2018 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, en route from Montevideo (Uruguay) to Ceuta (Spain).



Anakin

IMO 7422544



Kindrence, general cargo ship, July 29, 2008,
Split (Croatia) © Sinisa Aljinovic



Anakin, livestock carrier, May 2024
© Animal Welfare Foundation | Tierschutzbund
Zürich | Sea Shepherd France

Anakin (ex-*Nawras*, ex-*Chance*, ex-*Kindred*, ex-*Kindrence*). IMO 7422544. Ex-general cargo ship converted in 2011 at the age of 35. Length 91 m. 3,210 deadweight t. Built in 1976 in Wallsend (United Kingdom) by Clelands SB Co. 50 years old.

Togolese flag since December 2021; black list, medium risk. Previously registered in Palau (2019). Classification society International Naval Surveys Bureau (non-IACS, Greece) since January 2022, medium performing. Previously Phoenix Register of Shipping (non-IACS, Greece). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single -ship company Olaf Maritime Ltd registered in the Marshall Islands. The *Anakin* is managed by GMZ Ship Management Co SA (Lebanon) which is also acting as ISM manager and which reports a fleet of 30 vessels as ship and/or ISM manager, mostly general cargo ships and bulkers. The *Anakin* is the only livestock carrier.

13 detentions: in 2006 in Trapani (Italy), in Valencia and in 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) as a general cargo ship and in 2011 in Sète (France) and Koper (Slovenia) as a livestock carrier.

The vessel was inspected at least 73 times since 1998 totalling 500 deficiencies, including 44 times (totalling 272 deficiencies) as a general cargo ship and 29 times (totalling 228 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 3 times, in Lavrio (Greece), in Beirut and in Tripoli (Lebanon), totalling 20 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.30-31).

In 2021-2023, she was inspected 14 times, in Batumi (Georgia, twice), in Beirut (Lebanon, 4 times), in Bizerte (Tunisia), in Kalamata (Greece), in Katakolon (Greece), in Midia (Romania), in Osman Digna (Sudan), in Piraeus (Greece, twice) and in Tripoli (Lebanon), totalling 105 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.58-59).

In 2024-2025, she was inspected 7 times, in Beirut (Lebanon), in Kalamata (Greece, twice), in Piraeus (Greece), in Alexandria (Egypt), in Algiers and in Oran (Algeria), totalling 30 deficiencies.

Anakin IMO 7422544			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	25	Certificates and documents	8
Safety of navigation	21	Maritime Labour Convention-2006	5
Life saving appliances	15	Working-Living Conditions	4
Fire safety	13	Water/Weathertight conditions	3
Working-Living Conditions	13	Fire safety	2
Maritime Labour Convention-2006	13	Life saving appliances	2
Emergency systems	5	Propulsion and Auxiliary Machinery	2
Radio Communications	4	Safety of navigation	2
Water/Weathertight conditions	4	Emergency systems	1
Propulsion and Auxiliary Machinery	3	Pollution prevention MARPOL Annex I	1
Alarms	2		
Pollution prevention MARPOL Annex I	2		
Structural Conditions	2		
ISM	1		
ISPS	1		
Other Type of Deficiencies	1		
	125		30

The *Anakin* was detained in January 2026 in Koper (Slovenia, European Union) for the absence of certificates of competency for the watchkeeping officer, falsifications in the seafarers' working and rest hours records, the cook's lack of qualifications, inadequate maintenance of the cold store, the lack of insurance against pollution caused by propulsion fuels, 2 breaches of Annex I of the MARPOL Convention, deficiencies in the fire prevention and alarm system, and the defective condition of the auxiliary engine.

Hassan Arnaout had taken command of the *Anakin* for a return voyage from Lebanon to Spain in October 2019 and, since October 24, due to an engine failure, the *Anakin* had been at anchor off Famagusta (Turkish Republic of Northern Cyprus). Five crew members, including the engineer, had left the vessel. On May 13, 2020, Ahmet Mohamed Hassan Youssef, aged 26, an Egyptian, and Hosin Alothman, aged 23, a Syrian, were electrocuted whilst carrying out maintenance work on the 380 kW cable supplying the electric motor of the water booster. The captain, suspected of causing the deaths of the 2 seamen through negligence, appeared before the court in Famagusta.

In January 2025, an anonymous tip-off reached the OLTIM (French Office for the Fight against the Illegal Trafficking of Migrants) alleging that the *Anakin* had been involved for at least 2 years in the trafficking of Libyan or Syrian migrants in the port of Sète, with the complicity of Ali Hammami, a Syrian refugee who had been living in Sète for around ten years and worked as a panel beater in the neighbouring town of Montpellier. According to investigators, telephone interceptions and surveillance of Hammami's vehicle indicated that approximately twenty migrants had entered French territory, who had previously paid 20,000 US\$ for the journey, had entered French territory. They were disguised as crew members and discreetly picked up within the port area by Hammami, who was familiar with the port area through previous employment activities. For a time, he worked as a driver for a transport company and used to deliver goods there. Imprisoned since late August,

he applied to the Court of Appeal for his release on March 10, 2026. His application was rejected on March 17.

Previous investigations have also linked livestock carriers operating in the Mediterranean to alleged migrant smuggling activities. In the report compiled by Robin des Bois, AWF and Tierschutzbund Zürich, "78 EU-approved livestock carriers", published in June 2021, it is stated that on November 17, 2020, the livestock carrier *Bruna*, which had departed from Türkiye, was inspected by the French Navy as it approached French territorial waters; there were 22 "seafarers" on board, whereas the crew list mentioned only 16, and consequently the *Bruna* was denied access to French waters.

In the second report compiled by Robin des Bois and AWF, "64 EU-approved livestock carriers", published in March 2024, the information on human trafficking is much more precise and bears a close resemblance to the Sète scandal. Excerpt: "In July 2021, the *Bruna* was acquired by Istanbul-based Karma Maritime Co SA, renamed *Elita*, and reflagged to Guyana. This turned out to be a usurped registration. On November 12, 2021, the *Elita* arrived from Misurata (Libya) off Cartagena (Spain). Two Syrian nationals were arrested on the Spanish ground on November 17 as illegal migrants. They had reportedly jumped off the livestock carrier while the ship was anchored off Cartagena. The Spanish authorities raided the ship. The investigation revealed another 6 men listed as crewmembers had forged passports or work papers. The ship was seized, and the master Mamoun B arrested. He was suspected to belong to an organized crime ring involved in human trafficking. The Syrian migrants said they had paid 13,500 euros (15,000 US\$) to board towards Europe and were forced to work on board despite lack of any maritime qualification."

ISM manager: GMZ Ship Management Co SA (Lebanon) since January 25, 2022 (low or very low performing).

Ship risk profile: 4 points, standard risk ship.

Location, June 8, 2026: at anchor in Koromacno (Croatia).



Anna Marra

IMO 8901860



MSC Fremantle, container ship, November 15, 2006, Napier (New Zealand)
© Tony des Landes



Anna Marra, livestock carrier, June 2023
© Animal Welfare Foundation | Tierschutzbund Zürich

Anna Marra (ex-*Awassi Express*, ex-*Guanabara*, ex-*MSC Fremantle*, ex-*Trophy*, ex-*Choyang Trader*, ex-*Asian Senator*, ex-*Trophy*). IMO 8901860. Ex-container ship converted in 2011 at the age of 21. Length 181 m. 18,909 deadweight t. Built in 1990 in Ulsan (South Korea) by Hyundai. 36 years old.

Panamanian flag since December 2009; grey list. Previously registered in Jamaica (2008). Classification society Bureau Veritas (IACS, France) since May 2019, high performing. Previously Det Norske Veritas (IACS, Norway).

Owned by a single ship company Anna Marra SA registered in Panama. The *Anna Marra* is managed by Global Radiance Ship Management Pte Ltd (Singapore) which reports a fleet of 2 vessels as ship manager and ISM manager, the *Anna Marra* and the chemical tanker *SK Line 1* (IMO 9705940).

4 detentions: in 2014 in Portland (State of Victoria, Australia), in 2016 in Port Adelaide (State of South Australia, Australia), in 2017 in Fremantle (State of Western Australia, Australia) and in 2023 in Cartagena (Spain), all after her conversion into a livestock carrier.

The vessel was inspected at least 77 times since 1998 totalling 154 deficiencies, including 20 times (totalling 18 deficiencies) as a container ship and 57 times (totalling 133 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times, in Novorossiisk (Krasnodar Krai, Russia, twice), in Fremantle (State of Western Australia, Australia, 3 times), in Panjang (West Sumatra Province, Indonesia) and in Geelong (State of Victoria, Australia), totalling 15 deficiencies.

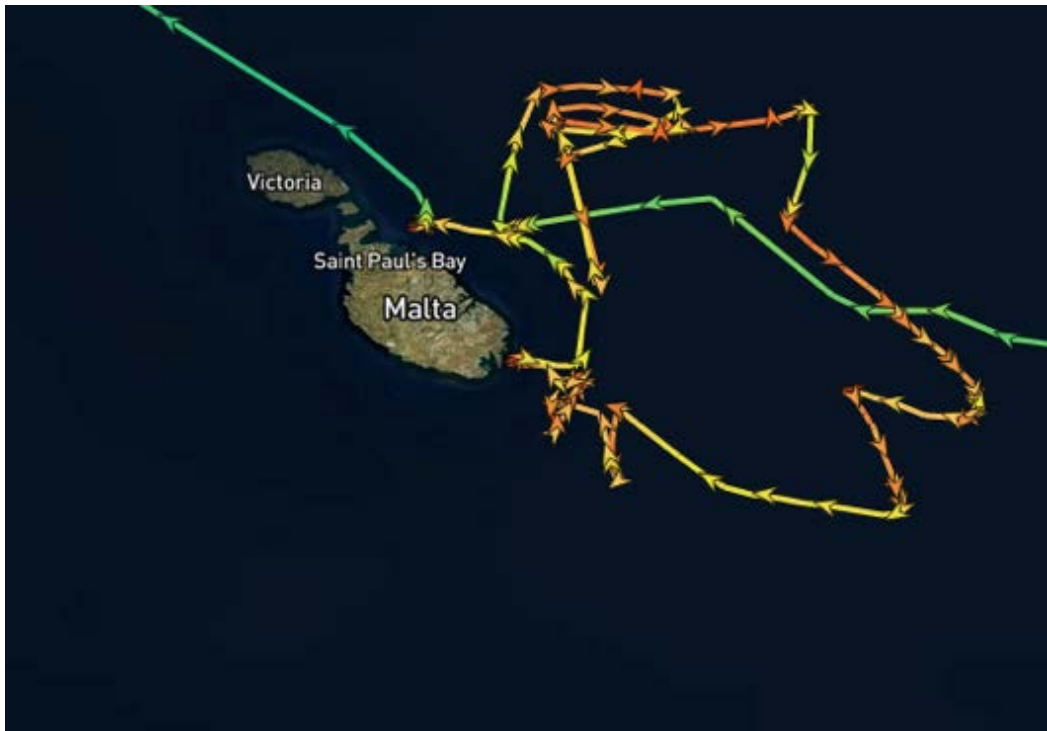
In 2021-2023, she was inspected 14 times, in Fremantle (State of Western Australia, Australia), in Montevideo (Montevideo Department, Uruguay, 3 times), in Napier (New Zealand), in Port Adelaide (State of South Australia, Australia, twice), in Tianjin (China), in Tanjung Balak Karimun (Riau Islands Province, Indonesia), in Cartagena (Spain), in Rio Grande (State of Rio Grande do Sul, Brazil, 3 times) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), totalling 41 deficiencies.

In 2024-2025, she was inspected 11 times, in Portland (State of Victoria, Australia, twice), in Fremantle (State of Western Australia, Australia), in Montevideo (Uruguay), in Sao Sebastiao (State of Sao Paulo, Brazil, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times) and in Rio Grande (State of Rio Grande do Sul, Brazil, twice) totalling 11 deficiencies.

Anna Marra IMO 8901860			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Maritime Labour Convention-2006	11	Maritime Labour Convention-2006	4
Propulsion and Auxiliary Machinery	9	Fire safety	3
Certificates and documents	7	Propulsion and Auxiliary Machinery	2
Fire safety	6	Life saving appliances	1
Life saving appliances	5	Propulsion and Auxiliary Machinery	1
Safety of navigation	5		
Radio Communications	3		
Water/Weathertight conditions	3		
Emergency systems	2		
ISM	2		
Structural Conditions	2		
Pollution prevention MARPOL Annex V	1		
	56		11

In August 2017, 2,400 sheep died of heat stress (with peaks of 35-36°C) aboard the *Awassi Express* in the Arabian-Persian Gulf. She had left Fremantle (State of Western Australia, Australia) on August 1 bound for Qatar, Kuwait and the United Arab Emirates with 63,804 sheep and 50 cattle on board, resulting in a mortality rate of 3.76%. The surviving animals were unloaded in Qatar on August 17, in Kuwait on August 19 and in the United Arab Emirates on August 24. As sheep mortality during this journey exceeded the thresholds considered "normal" (1% of the herd shipped), the federal government banned the export of livestock to the Middle East from Fremantle during the summer from 2019 onwards, resulting in a three-and-a-half-month suspension of traffic. This decision is being contested by parliamentarians and livestock exporters. They want June and September to be excluded from this seasonal embargo. They cite the example of the *Al Kuwait*, which was granted an exemption during June 2020. The original departure date of the *Al Kuwait* had indeed been postponed due to a Covid-19 outbreak among the crew members. The government observer noted that 5,000 sheep had suffered severe dehydration during this exceptional journey. The RSPCA would like to see the suspension of traffic extended from May to October. According to the latest information, this extension of the suspension for five months of the year could be implemented by the federal government from May 1, 2028.

The *Anna Marra* loaded livestock in Montevideo (Montevideo Department, Uruguay) on September 19, 2025, reached Tasucu (Türkiye) on October 10 (31 days' voyage), made a technical stopover in Cartagena (Spain) on October 20, loaded livestock in Rio Grande (State of Rio Grande do Sul, Brazil) on November 8, reached Iskenderun (Türkiye) on November 28 (20 days' voyage), made a technical stopover in Cartagena (Spain) on December 8, loaded livestock in Rio Grande (State of Rio Grande do Sul, Brazil) on December 28, reached Iskenderun (Türkiye) on January 19, 2026 (22 days' voyage) and is sailing for Montevideo (Montevideo Department, Uruguay).



Between January 25 and 28, she zigzagged near Malta for unknown reasons.
Marine Traffic Screenshot February 5, 2026

ISM manager: Global Radiance Ship Management (Singapore) since October 21, 2014 (very low performing).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Rio Grande (State of Rio Grande do Sul, Brazil).



Apus

IMO 7510858



Wieland, general cargo ship, October 2, 1985, on the Scheldt © Capt. Jan Melchers



Apus, livestock carrier, February 2022, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich

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. 3,820 deadweight t. Built in 1976 in Neuenfelde (Germany) by Sietas. 50 years old.

Without taking into account the transformation and conversion plans approved by the classification society, she was fitted with double decks for transporting sheep (see chapter Conversion).

Togolese flag since February 2016; black list, medium risk. Previously registered in Cambodia (2009). Classification society International Naval Surveys Bureau (non-IACS, Greece) since June 2016, medium performing. Previously Türk Loydu (IACS, Türkiye). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single -ship company World Maritime Ships Co SA registered in Panama. The *Apus* is managed by Unifleet Management Co SA (Türkiye) which is also acting as ISM manager and which reports a fleet of 6 vessels as ship and/or ISM manager including 3 livestock carriers, the *Apus*, the *Pacific M* (IMO 7041053) and the *Polaris-2* (IMO 8417625).

6 detentions: in 2001 in Fremantle (State of Western Australia, Australia), in 2004 in Ceuta (Spain) and La Spezia (Italy), in 2007 in Port Said (Egypt), in 2008 and in 2009 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) as a livestock carrier.

The vessel was inspected at least 62 times since 2000 totalling 311 deficiencies as a livestock carrier.

In 2019-2020, she was inspected 7 times, in Aqaba (Jordan, twice), in Beirut (Lebanon) and in Midia (Romania, 4 times), totalling 36 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.32).

In 2021-2023, she was inspected 6 times, in Aqaba (Jordan) and in Midia (Romania, 5 times), totalling 47 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.60-61).

In 2024-2025, she was inspected 3 times, in Piraeus (Greece) and in Midia (Romania, twice), totalling 18 deficiencies.



Apus IMO 7510858			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	18	Fire safety	4
Maritime Labour Convention-2006	14	Life saving appliances	3
Certificates and documents	12	Safety of navigation	3
Fire safety	8	Certificates and documents	2
Life saving appliances	6	Maritime Labour Convention-2006	2
ISM	4	Propulsion and Auxiliary Machinery	2
Pollution prevention MARPOL Annex V	4	Other Type of Deficiencies	1
Radio Communications	4	Water/Weathertight conditions	1
Emergency systems	3		
Alarms	2		
Working-Living Conditions	2		
Pollution prevention MARPOL Annex VI	2		
Other Type of Deficiencies	1		
Pollution prevention MARPOL Annex I	1		
Propulsion and Auxiliary Machinery	1		
Structural Conditions	1		
	83		18

In 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 (Türkiye).

On March 10, 2026, she left (loaded) Midia (Romania) bound for Aqaba (Jordan) where she arrived on March 10, a destination located in a war and crisis zone.

ISM manager: Unifleet Management Co SA (Türkiye) since November 18, 2014 (low performing).

Ship risk profile: 4 points, standard risk ship.

Location, June 8, 2026: at anchor in Tuzla (Türkiye).



Atlantic Rose

IMO 8806242



Andromeda, reefer, January 12, 2012,
Brest (France) © Michel FLOCH



Atlantic Rose, livestock carrier, March 2023,
Cartagena (Spain) © Animal Welfare
Foundation | Tierschutzbund Zürich

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. 5,311 deadweight t. Built in 1989 in Takamatsu (Japan) by Shikoku. 37 years old.

Saint Kitts and Nevis flag since August 2025; black list, medium risk. Previously registered in Palau (2019).

Classification society Capital Register of Shipping (non-IACS, United States of America) since August 2025, not ranked. Previously International Register of Shipping (IS) (non-IACS, United States of America). Capital Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Türkiye.

Owned by Atlantic Rose Maritime Ltd registered in Liberia. The *Atlantic Rose* is managed by African Express Ltd (Romania). The two entities only declare this single vessel.

3 detentions: in 2006 in Mersin (Türkiye), in 2011 in Vlissingen (The Netherlands) and in 2015 in Imbituba (State of Santa Catarina, Brazil), all as a reefer.

The vessel was inspected at least 88 times since 1998 totalling 150 deficiencies, including 54 times (totalling 126 deficiencies) as a reefer and 34 times (totalling 24 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 5 times in Tripoli (Lebanon), in Constanta (Romania), in Cartagena (Department of Bolivar, Colombia), in Alexandria (Egypt) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), totalling 3 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.160).

In 2021-2023, she was inspected 18 times in Alexandria (Egypt), in Cartagena (Department of Bolivar, Colombia, 6 times), in Cartagena (Spain, twice), in Damietta (Egypt), in Port Said (Egypt), in Rio Grande (State of Rio Grande do Sul, Brazil, twice), in Tripoli (Lebanon) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times), totalling 16 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.62-63).

In 2024-2025, she was inspected 11 times in Rio Grande (State of Rio Grande do Sul, Brazil, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times), in Cartagena (Spain, twice), in Damietta (Egypt, twice) and in Alexandria (Egypt), totalling 12 deficiencies.

Atlantic Rose IMO 8806242			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	4	Radio Communications	2
Life saving appliances	3	Certificates and documents	2
Propulsion and Auxiliary Machinery	3	Propulsion and Auxiliary Machinery	2
Safety of navigation	2	Water/Weathertight conditions	1
Working-Living Conditions	2	Working-Living Conditions	1
Load lines	1	Emergency systems	1
Fire safety	1	Fire safety	1
Emergency systems	1	Structural Conditions	1
Radio Communications	1	Safety of navigation	1
Water/Weathertight conditions	1		
	19		12

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 reflagged to Palau. She was converted into a livestock carrier and resumed trading about a year after in July 2020.

The *Atlantic Rose* loaded livestock in Montevideo (Montevideo Department, Uruguay) on November 20, 2025, made a technical stopover in Mindelo (Cape Verde) on November 30, reached Tasucu (Türkiye) on December 11 (21 days' voyage), Tartus (Syria) on December 15 (25 days' voyage), made a technical stopover in Cartagena (Spain) in January 14, 2026 and reached Vila do Conde (State of Pará, Brazil) on January 28.

ISM manager: Devon Ship Management LTD (Türkiye) since August 13, 2025 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, off Las Palmas (Canary Islands, Spain).



Ayed 1

IMO 9281138



Ming Yang, bulk carrier, February 15, 2017,
Vladivostok (Russia) © Sergei Skriabin



Ayed 1, livestock carrier, October 3, 2024,
Istanbul (Türkiye) © Dickodt

Ayed 1 (ex-*Ming Yang*). IMO 9281138. Still registered as a bulk carrier by IMO and Equasis, she was converted to a livestock carrier between 2023 and 2024 at the age of 22. Length 80 m. 2,865 deadweight t. Built in 2002 in Jiaonan (China) by Qingdao Lingshan. 24 years old.

Togolese flag since December 2023; black list, medium risk. Previously registered in Panama (2002). Classification society Columbus American Register (non-IACS, Greece) since 2024, not ranked. Previously Panama Maritime Documentation Services (non-IACS, Panama). Columbus American Register is known for going along end-of-life ships on their final voyages to Türkiye, Pakistan, and India.

Owned by a single -ship company Alodayni Shipping Co SA registered in the Marshall Islands. The *Ayed 1* is managed by Adriatic for Management & Services Marine Ltd (Egypt) which reports a fleet of 8 vessels as ship and/or ISM manager including 2 other livestock carriers, the *Al-Awad 1* (IMO 7367976) and the *Princess Hiyam* (IMO 7405089).

3 detentions: in 2020 in Hiroshima (Japan), in 2021 in Yokohama (Japan), and in 2024 in Qingdao (China) as a bulk carrier.

The vessel was inspected at least 113 times since 2002 totalling 423 deficiencies.

In 2021-2023, she was inspected 17 times in Nakhoda (5 times) and Vladivostok (Russia, 5 times), Yokohama, Sakai, Kawasaki, and Tokuyama (Japan), Tangshan (China, 2 times), and Masan (Korea), totalling 62 deficiencies.

In 2024-2025, she was inspected 3 times in Qingdao (China), presumably as a bulk carrier, Batumi (Georgia), and Port Sudan (Sudan) as a livestock carrier, totalling 18 deficiencies.



Ayed 1 IMO 9281138			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Fire safety	11	Life saving appliances	4
Certificates and documents	8	Safety of navigation	4
Maritime Labour Convention – 2006	7	Fire safety	3
Safety of navigation	7	Certificates and documents	2
Life saving appliances	5	Radio communications	1
Structural conditions	5	Water/Weathertight conditions	1
Propulsion and Auxiliary Machinery	4	Structural conditions	1
Emergency systems	4	Pollution prevention MARPOL Annex I	1
Working-Living Conditions	3	Emergency systems	1
Radio communications	2		
Pollution prevention MARPOL Annex V	2		
Water/Weathertight conditions	1		
Dangerous goods	1		
Pollution prevention MARPOL Annex I	1		
Pollution prevention MARPOL Annex IV	1		
	62		18

On October 3, 2024, the *Ayed 1* coming from Batumi (Georgia) collided with a bulk carrier, the *Bunun Ace* (IMO 9628570) in the Bosphorus Strait (Türkiye). Both ships experienced material damages, but there were no reported casualties and no pollution caused by the event. Both ships were towed into Istanbul following the incident. The *Ayed 1* had come from Batumi (Georgia) and was en route to Jeddah (Saudi Arabia). Australian vet Lynn Simpson, who specialises in the export of live cattle by sea, noted at the time in MarineLink that “Had the *Ayed 1* capsized or sunk, there is not enough time or infrastructure that can save animals at sea”.

Although she is still registered as a bulk carrier by the IMO, during her inspection in September 2024 in Batumi (Georgia), port State inspectors described her as a livestock carrier. Prior to her conversion, she operated in eastern Russia, China and Japan. She is currently sailing in the Red Sea, between Digna (Sudan) and Jeddah (Saudi Arabia), a region affected by ongoing armed conflicts and maritime security incidents.

ISM manager: unknown since December 1, 2023.

Ship risk profile: 4 points, standard risk ship.

Location, June 8, 2026: at anchor in Digna (Sudan). She sails in the Red Sea, between Jeddah (Saudi Arabia) and Digna, a destination located in a war and crisis zone.

Balha One

IMO 9336282



Zaan Trader, container ship, January 8, 2012,
Shanghai (China) © Vladimir Knyaz



Balha One, livestock carrier, February 7, 2026,
Rio Grande (Brasil) © Marcelo Vieira

Balha One (ex-Fu Guo, ex-Niu Fuhai, ex-Yangtze Fortune, ex-He Shun No. 2, ex-Wende, ex-Zaan Trader, ex-SITC Fortune, ex-Medadriatica). IMO 9336282. Ex-container ship converted in 2017 at the age of 12. Length 133 m. 4,808 deadweight t. Built in 2005 in Zhoushan (China) by Yangfan Group. 21 years old.

Saint-Kitts-and-Nevis flag since March 2026; black list, medium risk. Previously registered in Liberia (2025).

Classification society RINA (IACS, Italy) since July 2025, high performing. Previously Bureau Veritas (IACS, France).

Owned since March 10, 2026 by a single -ship company Balha One Marine Ltd registered in Liberia. Previously Al Gawhara Livestock Trading L (United Arab Emirates).

2 detentions: in 2006 in Osaka (Japan) as a container ship and in 2020 in Portland (State of Victoria, Australia) as a livestock carrier.

The vessel was inspected at least 54 times since 2005 totalling 117 deficiencies, including 31 times (totalling 60 deficiencies) as a container ship and 23 times (totalling 57 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected 9 times in Haiphong (Vietnam), Guangzhou (China), and Townsville (State of Queensland, Australia) and Portland (State of Victoria, Australia), totalling 14 deficiencies. In 2024-2025, she was inspected 2 times in Darwin (Northern Territory, Australia) and Townsville (State of Queensland, Australia), totalling 5 deficiencies.



Balha One, ex-Fu Guo, ex-Yangtze Fortune IMO 9336282			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Life saving appliances	8	Working-Living Conditions	2
Fire safety	2	Life saving appliances	1
Alarms	1	Safety of navigation	1
Working-Living Conditions	1	Fire safety	1
Water/Weathertight conditions	1		
Safety of navigation	1		
	14		5

On May 3, 2018, the *Yangtze Fortune* left Fremantle (State of Western Australia, Australia) with 33 crew members and 15,326 sheep bound for Muscat. 45 sheep died during the voyage, i.e. a mortality rate of 0.3%. On the 5th day, the temperature rose (from 21°C at departure to 34°C). The crew decided to stop cutting off the water at night for the animals' comfort but changed their minds after a leak spread to 3 pens and the aisles. On the 10th day, a ewe gives birth. The two lambs are euthanised as the vet believes they will not survive the heat upon disembarkation (36°C). The *Yangtze Fortune* arrived in Muscat (Oman) on May 18.

On July 8, 2018, Phoenix Exports Pty Ltd loaded 2,192 head of cattle onto the *Yangtze Fortune* in Portland (State of Victoria, Australia). The animals were destined for China. 33 died during the voyage, i.e. a mortality rate of 1.51%, including 16 due to heat stress (temperatures reached 32°C). A veterinarian was present on board. The incident highlighted the poor condition of the flooring on the livestock decks and the seepage of manure into the lower decks. Decks 7 and 8 were reported to be extremely slippery. The drinking troughs were not properly secured and were often knocked over by the cattle. The pipe connections to the drinking troughs broke, and no spare parts were available.

On December 31, 2018, the *Yangtze Fortune* left Portland with 22 crew members and 2,405 head of cattle bound for Rongcheng (China, arrival on January 17, 2019). A veterinarian was present on board. The temperature varies greatly: 20°C on departure, 32°C at the equator, 10°C on arrival in China. For 3 days, east of Australia, the ship navigated rough seas (near Cyclone Penny). 500 animals were injured. Nine died during the voyage.

On March 10, 2019, the *Yangtze Fortune* left Fremantle with 2,772 head of cattle bound for Huanghua (China, arrival on March 24). Six died during the voyage. There was no veterinarian on board. On the third day, on deck 7, water pipes gnawed by the cattle began to leak, making the floor slippery.

On April 17, 2019, the *Yangtze Fortune* left Portland with 4,769 head of cattle bound for Tianjin (China, arrival on May 4). Six died during the voyage. There was no veterinarian on board. Water leaks occurred after the first deck wash on the 8th and 9th days and persisted until the second wash a week later. Due to the slippery floors, many cattle were injured.

On May 18, 2019, the *Yangtze Fortune* left Broome (State of Western Australia, Australia) with 5,149 head of cattle bound for Jakarta (Indonesia, arrival on May 22) and Panjang (Indonesia, arrival on May 24). There was no veterinarian on board. The feed was sometimes contaminated with faeces. On the 4th day, after deck 1 had been washed, the cattle remained standing with water up to their knees for over 2 hours. It took several days for the water to drain away.

On June 29, 2019, the *Yangtze Fortune* left Fremantle with 2,303 head of cattle bound for Huanghua (China, arrival on July 13). Eight died during the voyage. There was no veterinarian on board. There was not enough bedding.

In August 2019, the Australian Department of Agriculture refused to allow 5,000 dairy heifers to be loaded onto the *Yangtze Fortune* in Perth (State of Western Australia) bound for China. The ear tags proving the animals' origin had allegedly been falsified.

On November 16, 2019, the *Yangtze Fortune* left Portland with 4,165 head of cattle bound for Qinzhou (China, arrival on December 3). A veterinarian was present. During the first 10 days, the animals were underfed and were fighting for access to the feed troughs. Leaks and pools of water were observed (troughs falling over, deck washing, etc.). Some animals suffered from the heat around the equator.

On December 23, 2019, the *Yangtze Fortune* left Portland with 4,657 head of cattle bound for Huanghua (China, arrival on January 10, 2020). Seven died during the voyage. A veterinarian was present. The animals were poorly distributed during loading and the density in the pens was not corrected until after 7 days. The pregnant cows did not have enough to eat (one of them died as a result). Numerous water leaks were caused by cattle gnawing on the pipes. The animals on the lower decks suffered from the heat due to a ventilation problem.

In November 2020, the *Yangtze Fortune* remained in Napier (New Zealand) for several days due to a steering gear failure.

In September 2022, in the livestock port of Portland (State of Victoria, Australia), the Australian Navy spotted a crack in the hull of the *Yangtze Fortune*. The livestock carrier was placed under sequestration in the custody of a bailiff. Between September and December, the 36 Filipino crew members were confined on board and were not paid. In December 2022, the Federal Court of Australia in Melbourne ruled that the *Yangtze Fortune* had been abandoned by her Hong Kong owners (Soar Harmony Shipping) and ordered her to be seized and sold to settle the debts. The *Yangtze Fortune* was sold at auction for 9 million Australian dollars (6 million US\$, equivalent to her value at a scrapyard) to Hop Shun Shipping Co Ltd (China). The *Yangtze Fortune* was renamed *Fu Guo*; she did not sail to the Indian subcontinent to be scrapped. She was resold in July 2025 to Al Gawhara Livestock Trading L (United Arab Emirates) and renamed *Balha One*. The Filipino seafarers, having received their outstanding wages (approximately 2.5 million Australian dollars, or 1.7 million US\$), were repatriated between January and March 2023.



The *Yangtze Fortune* in Portland © International Transport Workers' Federation

The *Balha One* set sail from Rio Grande (Brazil) on February 7, 2026 with around 5,000 cattle on board. Her stated initial destination was the Suez Canal. She did not, however, pass through it. Following the risk of war, the vessel left Port Said on March 4 at 20:25 and arrived in Tasucu (Türkiye) on March 8. She departed from there on March 14. It is possible that the animals were unloaded there, although, according to her AIS, she remained at anchor. As of March 21, she is off the coast of Algiers.

ISM manager: Devon Ship Management Ltd (Türkiye) since March 10, 2026 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Barakat

IMO 8702343



Arktis Princess, general cargo ship, August 1, 1989, Cuxhaven (Germany) © Gerald Sorger



Barakat, livestock carrier, August 31, 2020, Jeddah (Saudi Arabia) © Andreas Schlatterer

Barakat (ex-*Calysta*, ex-*Mentari Sejati*, ex-*Atlantic Princess*, ex-*Thor Princess*, ex-*Arktis Princess*, ex-*Queen Amelia*, ex-*Arktis Princess*). IMO 8702343. Ex-general cargo ship converted in 2016 at the age of 27. Length 800 m. 2671 deadweight t. Built in 1989 in Ringkøbing (Denmark) by Nordsovaerftet. 37 years old.

Tanzanian flag since June 2019; black list, very high risk. Previously registered in Democratic Republic of the Congo (2015).

Classification society Maritime Bureau of Shipping (non-IACS, Cyprus) since December 2015, not ranked. Maritime Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Pakistan, and Türkiye.

Owned by a single -ship company Al Ihsan Shipping Co Ltd registered in Jordan. The *Barakat* is managed by Coral Technical Services (Jordan) which reports a fleet of 8 vessels as ship and/or ISM manager including 7 livestock carriers, the *Aliman* (IMO 9152806), the *Barakat*, the *Bashar One Transport* (IMO 8506361), the *Abu Yasser II* (IMO 7712585), the *Basem I* (IMO 7619525), the *Albaraka I* (IMO 7388231), and the *Al Mabrouka-10* (IMO 6817003).

Detained in 2015 in Mumbai (India) as a general cargo ship.

The vessel was inspected at least 11 times since 2000 totalling 78 deficiencies, including 7 times (totalling 51 deficiencies) as a general cargo ship and 3 times (totalling 27 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected once in Osman Digna (Sudan), totalling 4 deficiencies.

In 2024-2025, she was inspected once in Osman Digna (Sudan). No deficiencies were reported.



<i>Barakat</i> IMO 8702343			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Certificates and documents	3		
Life saving appliances	1		
	4		

In November 2025, the Gama Ship Repair shipyard in Dubai (United Arab Emirates) began a renovation of the *Barakat*. The hull was completely sandblasted to remove the old paint and was then coated with four protective layers, including an anti-fouling paint. Approximately 50 tonnes of plates, the propeller, decks and other vital components were replaced following an ultrasonic gauging. Valve overhauls and pipe repairs across deck and engine room were completed, with calibration and testing before reinstatement. The anodes were replaced. The classification society's inspections included gauging, hull and piping inspections, sea-chest work, propeller and tail-shaft checks, hatch tests. The work was carried out in cooperation with the shipyard workers and the crew.



© Gama Ship Repair

ISM manager: Coral Technical Services (Jordan) since December 1, 2015 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: at anchor in Digna (Sudan). She sails between Bosaso (Somalia), Jeddah (Saudi Arabia) and Digna, in a region affected by ongoing armed conflicts and maritime security incidents.



Barkly Pearl

IMO 9042295



Karin B, general cargo ship, December 18, 2006, Valencia (Spain)

© Manuel Hernandez Lafuente



Barkly Pearl, livestock carrier, October 18, 2014, Fremantle (State of Western Australia, Australia)

© hansfair

Barkly Pearl (ex-*Polar Pearl*, ex-*Karin B*, ex-*Pacific Ecuador*). IMO 9042295. Ex-general cargo ship converted in 2011 at the age of 18. Length 92 m. 3,280 deadweight t. Built in 1993 in Frederikshavn (Denmark) by Orskov Christensens. 33 years old.

Unknown flag since March 2023. Previously registered in the Marshall Islands (2011). Classification society Bureau Veritas (IACS, France) since January 2021, high performing.

Unknown owner since October 2024. Previously owned by a single -ship company Cattle Line One Pte Ltd registered in Singapore. Cattle Line One Pte Ltd was 70% owned by Beng Kuang Marine (Singapore) and 30% by Australian company NTXLS. The *Barkly Pearl* was managed by Drako Shipping Pte Ltd (Singapore) which reported a fleet of 2 livestock carriers, the *Diamantina* (IMO 9144469) and the *Barkly Pearl*.

3 detentions: in 2012 and 2013 in Fremantle (State of Western Australia, Australia) and in 2015 in Darwin (Northern Territory, Australia) as a livestock carrier.

The vessel was inspected at least 46 times since 1998 totalling 137 deficiencies, including 10 times (totalling 19 deficiencies) as a general cargo ship and 36 times (totalling 118 deficiencies) as a livestock carrier.

She was not inspected between 2021-2025.

On November 3, 2020, the *Barkly Pearl* sustained damage whilst en route from Singapore to Fremantle. She has a hole of unknown origin in the starboard side of the hull below the waterline. The *Barkly Pearl's* list attracted the attention of the Australian Maritime Safety Authority (AMSA), which ordered her to be towed to Geraldton, the nearest port, 400 km north of the livestock port of Fremantle. On January 7, 2021, the *Barkly Pearl* was loaded onto the MV *Falcon*, a semi-submersible heavy-lift carrier banned from Australian ports for two years. She was transported to Batam Island in Indonesia for repairs.



In September 2021, the *Barkly Pearl* is still moored off the shipyard owned by BKM (Beng Kuang Marine) in Kabil (Batam Island). The Pakistani, Filipino and Indonesian crew members are not paid due to a financial dispute between Cattle Line One Pte Ltd, the owner, and Global Radiance Ship Management, the ISM manager (the crew of the *Diamantina*, which was also managed by Global Radiance Ship Management, was in the same situation). The outstanding wages are paid in early December and the Pakistani and Filipino crew members are repatriated.

The *Barkly Pearl* is still listed as "in casualty or repairing" on the Equasis database. It is possible that her 'unknown owner' opted for demolition, which brings in a little money, rather than repair, which costs a lot.

ISM manager: unknown since December 8, 2021.

Ship risk profile: 1 point, standard risk ship.

No AIS record since April 15, 2021. She was in Kabil (Batam Island, Riau Islands, Indonesia).



Bashar One Transport

IMO 8506361



Empress, container ship, August 23, 1996, Cuxhaven (Germany) © Gerald Sorger



Bashar One Transport, livestock carrier, April 2024 © Animal Welfare Foundation | Tierschutzbund Zürich | Sea Shepherd France

Bashar One Transport (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. 16,453 deadweight t. Built in 1986 in Vegesack (Germany) by Bremer Vulkan. 40 years old.

Tanzanian flag since March 2024; black list, very high risk. Previously registered in Panama (2020). Classification society International Maritime Bureau (non-IACS, Türkiye) since May 2026, not ranked. Previously Dromon Bureau of Shipping (non-IACS, Cyprus). International Maritime Bureau is known for going along end-of-life ships on their final voyages to Bangladesh and India.

Owned by a single ship company Marine One Transport Co Ltd registered in Liberia. The *Bashar One Transport* is managed by Coral Technical Services (Jordan) which is also acting as ISM manager and which reports a fleet of 8 vessels as ship manager and/or ISM manager, including 6 other livestock carriers, the *Al Mabrouka-10* (IMO 6817003), the *Albaraka 1* (IMO 7388231), the *Basem I* (IMO 7619525), the *Abu Yasser II* (IMO 7712585), the *Barakat* (IMO 8702343) and the *Aliman* (IMO 9152806).

5 detentions: in 2001 in Fremantle (State of Western Australia, Australia), in 2013 in Portland (State of Victoria, Australia), in 2021 in Cartagena (Spain), in 2025 in Rio Grande (State of Rio Grande do Sul, Brazil) and in 2026 in Istanbul (Türkiye) after her conversion to livestock carrier.

The vessel was inspected at least 83 times since 1999 totalling 170 deficiencies, including 3 times (totalling 16 deficiencies) as a container ship and 80 times (totalling 154 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times in East London (South Africa), in Fremantle (State of Western Australia, Australia, 4 times) and in Midia (Romania) totalling 9 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.40-41).

In 2021-2023, she was inspected 13 times in Cartagena (Department of Bolivar, Colombia, 6 times), in Cartagena (Spain), in Constanta (Romania), in Puerto Cabello (Carabobo State, Venezuela) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times) totalling 25 deficiencies. Grounds for detention in Cartagena (Spain) include deficiencies with regard to crew certificate and documentation and emergency systems (see report "64 EU-approved livestock carriers", 2024, p.66-67).

In 2024-2025, she was inspected 11 times, in Damietta (Egypt), in Cartagena (Department of Bolivar, Colombia, 4 times), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice), in Abu Qir (Egypt), in Montevideo (Montevideo Department, Uruguay), in Rio Grande (State of Rio Grande do Sul, Brazil) and in Constanta (Romania), totalling 27 deficiencies.

<i>Bashar One Transport ex- Al Shuwaikh (jusqu'en novembre 2020)</i> IMO 8506361			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	14	Certificates and documents	6
Safety of navigation	5	Safety of navigation	4
Emergency systems	3	Maritime Labour Convention-2006	3
Water/Weathertight conditions	3	Pollution prevention MARPOL Annex I	3
ISM	2	Fire safety	2
Fire safety	1	ISM	2
Working-Living Conditions	1	Other Type of Deficiencies	1
Life saving appliances	1	Structural Conditions	1
Maritime Labour Convention-2006	1	Emergency systems	1
Other Type of Deficiencies	1	Pollution prevention MARPOL Annex V	1
Pollution prevention MARPOL Annex IV	1	Pollution prevention MARPOL Annex VI	1
Structural Conditions	1	Propulsion and Auxiliary Machinery	1
		Radio Communications	1
	34		27

As the *Al Shuwaikh* owned by Kuwaiti shipowner Livestock Transport & Trading Co, she was reported for a number of mortalities of sheep during her voyages from Australia to the Middle East. In all cases, the Australian Department of Agriculture and Forestry (DAFF) considered the mortality rate as normal (less than 1% of the "cargo"). As an example, on May 15, 2018, the *Al Shuwaikh* sailed from Fremantle (State of Western Australia, Australia) with 69,007 sheep and 263 cattle. The unloading in Kuwait on June 2-3, Qatar on June 4-6 and United Arab Emirates on June 7-8 was delayed because there were concerns that 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 DAFF considered the conditions of export to be consistent with the Australian regulation. The mortality rate was "only" 0.88%. In February 2020, her quiet voyage to Kuwait, Qatar, the United Arab Emirates and Oman resulted however in the death of 130 sheep, which is a rate of "only" 0.2%.

She was sold in November 2020 to single ship company Marine One Transport Co Ltd care of Coral Technical Services (Jordan), reflagged to Panama and renamed *Bashar One Transport*. The ship was docked at Tuzla shipyard prior entering service for her new owner. Once again, a fire erupted on board in the night of January 7-8, 2021 (see *Atlantic Rose* for another fire during works in Tuzla). The extent of the damages and the cause of the fire were not known then. One crew was injured and taken to hospital. The *Bashar One Transport* resumed trading.



The *Bashar One Transport* loaded livestock in Cartagena (Department of Bolivar, Colombia) on November 12, 2025, reached Aqaba (Jordan) on December 7 (26 days' voyage), made a technical stopover in Cartagena (Spain) on December 26, loaded livestock in Cartagena (Department of Bolivar, Colombia) on January 18, 2026 and is sailing for Alexandria (Egypt). Expected arrival date: February 6 (19 days' voyage).

ISM manager: BJ Marine Transport Ltd (Jordan) since April 24, 2026 (not negatively listed).

Ship risk profile: 4 points, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, en route from Algiers (Algeria) to Cartagena (Bolivar Department, Colombia).



Blue Diamond TK

IMO 9109079



Gudrun, container ship, March 7, 2010, Bay of Biscay © Capt. R.J. Chociwski



Blue Diamond TK, livestock carrier, May 2026, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich | Ekö
It should be noted that her hull still bears the name *Zad Elkhir*

Blue Diamond TK (ex- *Zad Elkhir*, ex-*Gudrun*, ex-*City of Oporto*, ex-*Pelayo*, ex-*City of Oporto*, ex-*Jane*, ex-*Gudrun*). IMO 9109079. Ex-container ship converted in 2015 at the age of 20. Length 113 m. 5,660 deadweight t. Built in 1995 in Berne (Germany) by Hegemann Roland. 31 years old.

Panamanian flag since August 2012; grey list. Previously registered in Antigua and Barbuda (2007). Classification society RINA (IACS, Italy) since May 2015, high performing. Previously Det Norske Veritas (IACS, Norway).

Owned by a single -ship company Al-Wareed Co registered in Libya.

3 detentions: in 2011 in Seville (Spain) as a container ship and in 2017 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) and in Istanbul (Türkiye) as a livestock carrier.

The vessel was inspected at least 53 times since 1998 totalling 163 deficiencies, including 30 times (totalling 79 deficiencies) as a container ship and 23 times (totalling 84 deficiencies) as a livestock carrier.

She has not been inspected since November 2018 in Rio Grande (State of Rio Grande do Sul, Brazil) (see report "78 EU-approved livestock carriers", 2021, p.144-145).

In December 2018, 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 Türkiye and 25 others from Pakistan, India, Azerbaijan and Syria, had not been paid for several months.. About 10 seamen left the ship, 21 were abandoned for 45 days. The *Zad Elkhir* is then at anchor off Iskenderun. In February the crew reportedly lacked adequate food, water and fuel for the generator. In April, 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. However, the *Zad Elkhir* left Türkiye and sailed to Cartagena (Spain) in May 2019 to load livestock. The 22 seafarers then appealed to the General Directorate of Seafarers of the Panama Maritime Authority, which, in the absence of a response from the shipowner, paid their outstanding wages and arranged for their repatriation.

On September 15, 2020, the *Zad Elkhir* was put up for auction by the Cartagena Port Authority with a starting price of 4.72 million € (5.62 million US\$), but the auction was unsuccessful. According to IMO records, the vessel was renamed Blue Diamond TK in May 2021. On September 15, 2021, she was put up for auction again under the name *Zad Elkhir* by the Cartagena Port Authority with a starting price of 2.72 million € (3.2 million US\$). No bids were submitted. At the end of September 2025, the vessel remained berthed at the Escombreras quay in Cartagena without a crew. As of May 2026, she was still laid up in Cartagena. Despite this, official databases continued to list her as an active vessel.

ISM manager: Alryan International Nakliye (Türkiye) since September 30, 2014 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.



May 2026, in the basin of Escombreras (Cartagena)
© Animal Welfare Foundation | Tierschutzbund Zürich | Ekö

No AIS record since August 14, 2019. She is still in Cartagena (Spain).



Blue Ocean A

IMO 9045089



Achiever, container ship, June 24, 2010,
Bosphorus Strait © Wil Weijsters



Blue Ocean A, livestock carrier, May 2024
© Animal Welfare Foundation | Tierschutzbund
Zürich | Sea Shepherd France

Blue Ocean A (ex-*Blue Ocean*, ex-*Achiever*, ex-*Katherine Borchard*, ex-*Gracechurch Jupiter*, ex-*Jupiter*). IMO 9045089. Ex-container ship converted in 2013 at the age of 21. Length 116 m. 4,780 deadweight t. Built in 1992 in Neuenfelde (Germany) by Sietas. 34 years old.

Saint-Kitts-and-Nevis flag since January 2026; black list, medium risk. Previously registered in Palaos (2014).

Classification society International Register of Shipping (IS) (non-IACS, United States of America) since May 2020, low performing. Previously Inter maritime Certification Services, S.A (non-IACS, Panama). International Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Pakistan.

Owned since January 8, 2026 by a single -ship company Black Fox Shipping Co registered in the Marshall Islands and based in Türkiye which is also acting as ISM manager. Previously owned by Union Carriers Int SA registered in Panama and managed by Technical Marine International SA (Türkiye) which is also acting as ISM manager. The two entities only declared this single vessel.

3 detentions: in 2008 in Zeebrugge (Belgium) as a container ship, in 2016 in Cartagena (Spain) and in 2026 in Cagliari (Italy) as a livestock carrier.

The vessel was inspected at least 73 times since 1998 totalling 195 deficiencies, including 24 times (totalling 52 deficiencies) as a container ship and 49 times (totalling 143 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times, in Cartagena (Spain, 3 times), in Osman Digna (Sudan) and in Cartagena (Department of Bolivar, Colombia, twice), totalling 15 deficiencies.

In 2021-2023, she was inspected 8 times, in Málaga (Spain), in Puerto Cabello (Carabobo State, Venezuela), in Cartagena (Department of Bolivar, Colombia, twice), in Ceuta (Spain), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice) and in Cartagena (Spain), totalling 20 deficiencies.

In 2024-2025, she was inspected 12 times, in Damietta (Egypt, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times), in Rio Grande (State of Rio Grande do Sul, Brazil, twice), in Cartagena (Spain) and in Cartagena (Colombia), totalling 11 deficiencies.

Blue Ocean A IMO 9045089			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	10	Safety of navigation	2
Maritime Labour Convention-2006	7	Structural Conditions	2
Structural Conditions	4	Radio Communications	2
Emergency systems	3	Certificates and documents	2
Pollution prevention MARPOL Annex VI	2	Pollution prevention MARPOL Annex V	1
ISM	2	Propulsion and Auxiliary Machinery	1
Pollution prevention MARPOL Annex V	1	Life saving appliances	1
Alarms	1		
Fire safety	1		
Safety of navigation	1		
Working-Living Conditions	1		
Radio Communications	1		
Water/Weathertight conditions	1		
	35		11

The *Blue Ocean A* reached Aqaba (Jordan) on November 15, 2025, made a technical stopover in Cartagena (Spain) on November 26, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on December 25, made a technical stopover in Ceuta (Spanish autonomous city bordering Morocco, 15 km from mainland Spain) on January 6, 2026, reached Aqaba (Jordan) on January 16 (22 days' voyage).

On January 28, 2026, the *Blue Ocean A* was sailing from Aqaba (Jordan) to Cartagena (Spain) without cargo. She suffered an engine failure during the night. A westerly wind drove her towards the rocks. The strong westerly wind accelerated her drift. The initial rescue operations were complicated by the vessel's proximity to the coast and prevailing weather conditions. Approximately 100 metres from the coastline, the *Blue Ocean A* dropped anchor. As the situation deteriorated, the captain requested the evacuation of the crew. The ship's movements prevent a helicopter rescue. The crew remains on board and gathers on the upper deck at 10.30 p.m. The following day, the *Blue Ocean A* was towed to the port of Sant'Antioco and then on to Cagliari. The convoy is escorted by a Guardia Costiera patrol vessel.

On February 2, the *Blue Ocean A* was inspected in the port of Cagliari. 54 deficiencies were identified. 30 were regarded as grounds for detention. These related in particular to the crew's level of training in emergency situations, living and working conditions on board, fire-fighting equipment, lifesaving appliances and bridge equipment.

After certain deficiencies had been rectified, the *Blue Ocean A* was authorised to depart on the morning of February 25, but the departure was postponed until February 26 for technical reasons. The *Blue Ocean A* was escorted out to sea by 2 tugs. Instead of heading to Cartagena, she set course for Tuzla (Türkiye) for repairs at a shipyard

ISM manager: Black Fox Shipping Co (Türkiye) since January 8, 2026 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Tuzla (Türkiye).

Boi Branco

IMO 7527306



Liban Car, car carrier, February 11, 2008,
Yokohama (Japan) © west-jp



Boi Branco, livestock carrier, November 5, 2025,
Sao Sebastiao (State of Sao Paulo, Brazil)
© Rafael Ferreira Viva

Boi Branco (ex-*Liban Car*, ex-*Wild Rose*). IMO 7527306. Ex-car carrier converted in 2010 at the age of 34. Length 137 m. 4,728 deadweight t. Built in 1976 in Hashihama (Japan) by Hashihama Zosen. 50 years old.

Togolese flag since November 2017; black list, medium risk. Previously registered in Lebanon (1989). Classification society International Naval Surveys Bureau (non-IACS, Greece) since June 2011, medium performing. Previously Bureau Veritas (IACS, France). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single ship company Manolo Shipholding Co registered in the Marshall Islands. The *Boi Branco* is managed by Rami Shipping Management Sarl (Lebanon), which is also acting as ISM manager and which reports a fleet of 2 livestock carriers as ship manager, the *Boi Branco* and the *Rami M* (IMO 9064839).

2 detentions: in 1998 in Newcastle (United Kingdom) and in 2004 in Hamburg (Germany), both as a car carrier.

The vessel was inspected at least 82 times since 1998 totalling 201 deficiencies, including 23 times (totalling 118 deficiencies) as a car carrier and 59 times (totalling 83 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 9 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice), in Alexandria (Egypt), in Cartagena (Spain, twice), in Cartagena (Department of Bolivar, Colombia, 3 times) and in Beirut (Lebanon totalling 24 deficiencies).

In 2021-2023, she was inspected 16 times, in Cartagena (Department of Bolivar, Colombia, 3 times), in Beirut (Lebanon, 3 times), in Piraeus (Greece), in Puerto Cabello (Carabobo State, Venezuela), in Damietta (Egypt, twice), in Cartagena (Spain), in Tolú (Department of Sucre, Colombia, twice) and in the port area of Vila do Conde in Barcarena (3 times), totalling 23 deficiencies.

In 2024-2025, she was inspected 13 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 8 times), in Beirut (Lebanon, 3 times), in Piraeus (Greece) and in Sao Sebastiao (State of Sao Paulo, Brazil), totalling 5 deficiencies.

Boi Branco IMO 7527306			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	12	Emergency systems	2
Water/Weathertight conditions	7	Life saving appliances	2
Working-Living Conditions	6	Safety of navigation	1
Emergency systems	5		
Maritime Labour Convention-2006	3		
Propulsion and Auxiliary Machinery	3		
Safety of navigation	3		
Pollution prevention MARPOL Annex VI	2		
Pollution prevention MARPOL Annex I	2		
Fire safety	2		
Pollution prevention MARPOL Annex IV	1		
Life saving appliances	1		
	47		5

On May 30, 2019, a fire broke out on board the *Boi Branco* while she was docked in Piraeus. She had arrived on May 27 from Jeddah, Saudi Arabia, where the livestock had been unloaded. The 41 crew members were evacuated and the fire, the cause of which is unknown, was extinguished within 3 hours thanks to the intervention of 25 firefighters, 11 tugs and 3 patrol boats. The *Boi Branco* set sail again on June 21, bound for Cartagena (Spain).

The *Boi Branco* loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on November 6, 2025, reached Agadir (Morocco) on November 22 (16 days' voyage), made a technical stopover in Cartagena (Spain) on November 28 and at Las Palmas (Canary Islands, Spain) on December 3, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on January 3, 2026, reached Beirut (Lebanon) on January 22 (19 days' voyage) and is sailing for Vila do Conde (State of Pará, Brazil). The estimated arrival date was February 19.

ISM manager: Rami Shipping Management Sarl (Lebanon) since January 12, 2013 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 3, 2026: Atlantic Ocean, en route from Beirut (Lebanon) to the port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Britta K

IMO 7368815



Kvitsoy, general cargo ship, February 23, 1983,
Haugesund (Norway) © Capt. Jan Melchers



Britta K, livestock carrier, June 2018
© Animal Welfare Foundation |
Tierschutzbund Zürich

Britta K (ex-*Kvitsoy*, ex-*Smedesund*). IMO 7368815. Ex-general cargo ship converted in 2006 at the age of 32. Length 74 m. 1,169 deadweight t. Built in 1974 in Haugesund (Norway) by Lothe. 52 years old.

Comorian flag since June 2025; black list, high risk. Previously registered in Togo (2021). Classification society Columbus American Register (non-IACS, Greece) since September 2021, not ranked. Previously Dromon Bureau of Shipping (non-IACS, Cyprus). Columbus American Register is known for going along end-of-life ships on their final voyages to India, Pakistan and Türkiye.

Sold on June 12, 2025, to a Comorian buyer. Previously BRI Shipping Ltd care of Rabunion Maritime Agency Sarl (Lebanon).

4 detentions: in 1998 and 2001 in Sète (France) as a general cargo ship, in 2022 in Mykolaiv and in Reni (Ukraine) as a livestock carrier.

The vessel was inspected at least 75 times since 1998 totalling 266 deficiencies, including 9 times (totalling 51 deficiencies) as a general cargo ship and 65 times (totalling 215 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 14 times in Aqaba (Jordan), in Beirut (Lebanon, 3 times), in Midia (Romania), in Mykolaiv (Ukraine, 7 times), in Ochakov (Ukraine) and in Rasa (Croatia) totalling 42 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.45-46).

In 2021-2023, she was inspected 16 times in Midia (Romania, 3 times), in Damietta (Egypt), in Mykolaiv (Ukraine, 2 times), in Aqaba (Jordan), in Reni (Ukraine, 8 times), in Beirut (Lebanon), totalling 72 deficiencies. The grounds for detention in Mykolaiv relate in particular to fire safety and living and working conditions. The grounds for detention in Reni relate in particular to fire safety, lifeboats and the ship certificates.

In 2024-2025, she was inspected 4 times in Reni (Ukraine), totalling 10 deficiencies.



Britta K IMO 7368815			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Working-Living Conditions	18	Emergency systems	2
Safety of navigation	17	Working-Living Conditions	2
Life saving appliances	16	Radio Communications	1
Certificates and documents	14	Certificates and documents	1
Emergency systems	10	Fire safety	1
Fire safety	9	Safety of navigation	1
Pollution prevention MARPOL Annex V	6	Propulsion and Auxiliary Machinery	1
Propulsion and Auxiliary Machinery	4	Structural Conditions	1
Radio Communications	4		
Water/Weathertight conditions	4		
Maritime Labour Convention-2006	3		
Structural Conditions	3		
ISM	2		
Other Type of Deficiencies	1		
Pollution prevention MARPOL Annex I	1		
Alarms	1		
ISPS	1		
	114		10

The *Britta K* left Sète during the night of August 30–31, 2018, bound for Beirut with 810 cows and 263 sheep on board. The voyage was expected to take 7 days. The following day, she suffered an engine failure off the coast of Corsica. She was towed by the support, assistance and pollution control vessel *Ailette*, chartered by the French Navy. She was taken to safety in the Gulf of Ajaccio in Corsica. A full assessment of the situation was carried out on the evening of September 3 by naval engineers, maritime police and a veterinarian. The Lebanese shipowner decided to have the *Britta K* towed to Beirut. The Maritime Prefecture agreed to this option on condition that the towing was carried out by an approved company and that several thousand litres of water, 15 tonnes of fodder and 5 tonnes of pellets were loaded to meet the animals' needs. The *Ailette* was tasked with carrying out this resupply. The convoy left the Gulf of Ajaccio on September 6. It was accompanied by the *Ailette* to safely navigate the Strait of Bonifacio. Arrival in Beirut was scheduled for mid-September. On October 4, the *Britta K* left Beirut in tow of the *Iron Salvor* for the repair yard in Tuzla (Türkiye). She remained there for 3 months and has resumed trading since the start of 2019.

In 2021, the Suez Canal was closed for 6 days following the grounding of the container ship *Ever Given* on March 23. 13 livestock carriers heading to Red Sea ports had to remain anchored off Port Said in the Mediterranean or in the Suez Canal, including the Great Bitter Lake, while carrying live animals on board (see report "78 EU-approved livestock carriers", 2021, p.20-21 and report "64 EU-approved livestock carriers", 2024, p.39). The *Britta K* is anchored off Port Said at the entrance to the canal.



On May 21, 2022, the *Britta K* was en route from Istanbul (Türkiye) to Sulina (Romania). She was travelling through the Black Sea via Ukrainian territorial waters. Near Zmiinyi Island (Snake Island), she received a message from Russia ordering her to leave the allegedly Russian territorial waters or risk being targeted. The *Britta K* subsequently altered course and proceeded to Sulina in the Danube Delta to load livestock.

ISM manager: unknown since June 16, 2025. Previously Rabunion Maritime Agency Sarl (Lebanon).

Ship risk profile: 3 points, standard risk ship.

Location, June 6, 2026: Tartus (Syria), in a region affected by ongoing armed conflict and security instability.



Captain Salim

IMO 7052179



Meteor, general cargo ship, December 1, 1975 © Jeff Cameron



Rabunion XVII, livestock carrier, May 1, 1988, Rotterdam (Netherlands) © simonwp

Captain Salim (ex-Betta Livestock 17, ex-Friesian Livestock 17, ex-Ittihad, ex-Rabunion XVII, ex-Meteor). IMO 7052179. Ex-general cargo ship converted in 1979 at the age of 8. Length 95 m; lengthened in 1979 from 80 to 95 m. 1,628 deadweight t. Built in 1971 in Slikkerveer (Netherlands) by De Groot & Van Vliet. 55 years old.

Unknown flag since October 2017. Previously registered in Sierra Leone (2014).

Classification society Dromon Bureau of Shipping (non-IACS, Cyprus) since October 2015, medium performing. Dromon Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Türkiye, and Pakistan.

Owned by a single -ship company Al Jerf Shipping LLC registered in the United Arab Emirates.

There is no record of inspections and no breach of Annex VI (air pollution) of the MARPOL Convention has ever been reported.

ISM manager: unknown since November 28, 2014.

Ship risk profile: 1 point, standard risk ship.

No AIS record since January 13, 2025. She was then in the Singapore waiting area. There is at least one scrapping yard on the other side of the strait in Batam, Indonesia.



Cattle Force

IMO 9175901



Elsebeth, reefer, February 7, 2014, Papeete (French Polynesia) © mattlb



Cattle Force, livestock carrier, March 10, 2023, Piraeus (Greece) © Sakis Antoniou

Cattle Force (ex-*Elsebeth*). IMO 9175901. Ex-reefer converted in 2022 at the age of 24. Length 152 m. 12,734 deadweight t. Built in 1998 in Iwagi (Japan) by Iwagi Zosen. 28 years old.

Togolese flag since April 2022; black list, medium risk. Previously unknown flag.

Classification society RINA (IACS, Italy) since June 2022, high performing. Previously Bureau Veritas (IACS, France).

Owned by a single ship company Miracle Navigation Inc registered in the Marshall Islands. The *Cattle Force* is managed by Swedish Management Co SA (United Arab Emirates) which reports a fleet of 4 vessels as ship manager and/or ISM manager, the *Cattle Force*, the bulk carrier *Rising Harrier* (IMO 9122291, arrived in Alang (India) for demolition on January 30, 2026), the tug *Gladiator* (IMO 7621011, 49 years old, her last AIS signal indicates that she is anchored off the coast of Somalia) and the offshore supply ship *Hercules* (IMO 9558517, which sails between Somalia and Oman). The 4 vessels have been under US sanctions since 2023 due to Swedish Management Co SA's involvement in the export of petroleum and petrochemical products from Iran.

Detained in 2010 in Portsmouth (United Kingdom) as a reefer.

The vessel was inspected at least 78 times since 1998 totalling 131 deficiencies, including 62 times (totalling 123 deficiencies) as a reefer and 16 times (totalling 8 deficiencies) as a livestock carrier.

Between 2019 and 2022, she was not inspected.

In 2023, she was inspected 4 times, in Piraeus (Greece), in Cartagena (Department of Bolivar, Colombia), in Montevideo (Montevideo Department, Uruguay) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil). Only one deficiency was reported.

In 2024-2025, she was inspected 12 times in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice), in Piraeus (Greece, twice), in Cartagena (Colombia), in Mersin (Türkiye), in Cartagena (Spain), in Rio Grande (State of Rio Grande do Sul, Brazil) and in Sao Sebastiao (State of Sao Paulo, Brazil) totalling 7 deficiencies.

Cattle Force IMO 9175901			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Maritime Labour Convention-2006	1	Certificates and documents	3
		ISM	1
		Propulsion and Auxiliary Machinery	1
		Fire safety	1
		Working-Living Conditions	1
	1		7

The *Cattle Force* reached Tasucu (Türkiye) on November 6, 2025, made a technical stopover in Cartagena (Spain) on November 16, loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on December 5, made a technical stopover in Cartagena (Spain) on December 19, reached Iskenderun (Türkiye) on December 24 (19 days' voyage), loaded livestock in Montevideo (Montevideo Department, Uruguay) on January 14, 2026 and arrived in Tasucu (Türkiye) on February 6 after a 20-day voyage.

ISM manager: Swedish Management Co SA (United Arab Emirates) since April 6, 2022 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, en route from Tripoli (Lebanon) to Rio Grande (State of Rio Grande do Sul, Brazil).



Dalal F

IMO 7910888



Hesen Moon, general cargo ship, March 1, 2011, Trieste (Italy) © V. Tonic



Talia, livestock carrier, June 2023, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich

Dalal F (ex-*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. 3,152 deadweight t. Built in 1980 in Neuenfelde (Germany) by Sietas. 46 years old.

Guinea-Bissau flag since July 2023; black list, medium risk. Previously registered in Lebanon (2016). Classification society International Naval Surveys Bureau (non-IACS, Greece) since December 2016; medium performing. Previously Maritime Lloyd Georgia (non-IACS, Georgia). The International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by Helen K W F Marine Ltd registered in the Marshall Islands which reports a fleet of 2 livestock carriers, the *Dalal F* and the *Abdulrahman King* (IMO 7211907). The *Dalal F* is managed by Limano Marine Services Ltd (Lebanon) which is also acting as ISM manager and which reports a fleet of 5 livestock carriers as ship manager and/or ISM manager, the *Dalal F*, the *Abdulrahman King*, the *Maysa* (IMO 6829082), the *Mariona* (IMO 7113624) and the *Helen* (IMO 7614848).

5 detentions: in 2009 in Antalya (Türkiye), in 2010 in Porto Nogaro (Italy), in 2012 in Barletta (Italy) and Damietta (Egypt), and in 2013 in Marina di Carrara (Italy), all as a general cargo ship.

The vessel was inspected at least 73 times since 1998 totalling 214 deficiencies, including 41 times (totalling 150 deficiencies) as a general cargo ship and 32 times (totalling 64 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 4 times in Cartagena (Spain), in Midia (Romania), in Rasa (Croatia) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), totalling 6 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.131).

In 2021-2023, she was inspected 12 times in Alexandria (Egypt), in Beirut (Lebanon), in Piraeus (Greece), in Puerto Cabello (Carabobo State, Venezuela), in Rasa (Croatia), in Sète (France) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times), totalling 19 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.70-71).

In 2024-2025, she was inspected 10 times, in Beirut (Lebanon), in Sao Sebastiao (State of Sao Paulo, Brazil, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times), in Damietta (Egypt, twice), in Cartagena (Spain) and in Cartagena (Colombia), totalling 27 deficiencies.

<i>Dalal F ex-Talia</i> (until July 2023) IMO 7910888			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	5	Life saving appliances	6
Emergency systems	4	Working-Living Conditions	5
Radio Communications	4	Structural Conditions	4
Safety of navigation	3	Safety of navigation	4
Water/Weathertight conditions	2	Emergency systems	2
Fire safety	2	Radio Communications	2
Maritime Labour Convention-2006	1	Maritime Labour Convention-2006	1
Life saving appliances	1	Certificates and documents	1
Propulsion and Auxiliary Machinery	1	Pollution prevention MARPOL Annex III	1
Pollution prevention MARPOL Annex V	1	Pollution prevention MARPOL Annex IV	1
Pollution prevention MARPOL Annex I	1		
	25		27

As a general cargo ship and under the name *Hesen Moon*, she was banned by Italy from Paris MoU ports from February 5, 2013, to February 2, 2016 for multiple detentions.

On July 3, 2020, the *Talia* managed by Talia Shipping Line Co SARL (Lebanon) rescued 52 distressed migrants off Lampedusa Island at the request of Sea-Watch. Two were evacuated for medical treatment to Malta. The *Talia* had just delivered livestock to Libya and was en route to Cartagena (Spain). The ship was initially rejected from Malta and then Italy. Eventually, after days in the cattle stalls or on the deck, the 50 migrants were allowed to disembark on July 8 in Valletta (Malta).

The *Dalal F* made a technical stopover in Cartagena (Spain) on October 16, 2025, reached Damietta (Egypt) on October 24 (29 days' voyage), made a technical stopover in Cartagena (Spain) on November 4, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on December 14, reached Casablanca (Morocco) on January 2, 2026 (19 days' voyage), made a technical stopover in Cartagena (Spain) on January 12 and reached Sao Sebastiao (State of Sao Paulo, Brazil) on February 2.

ISM manager: Limano Marine Services Ltd (Lebanon) since July 10, 2023 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: at anchor in Cartagena (Spain).

Danube 1

IMO 9190987



New Hope, general cargo ship, May 11, 2010,
Koh Si Chang, Thailand © Geir Vinnes



Danube 1, livestock carrier, March 7, 2026,
Tartus (Syria) © Ahmad Jomaah

Danube 1 (ex-*Vpc Express*, ex-*Islander A*, ex-*Yun Qian*, ex-*New Hope*, ex-*Prosper*). IMO 9190987. Ex-general cargo ship converted in 2026 at the age of 28. Length 98 m. 7,525 deadweight t. Built in 1998 in Kure (Japan) by Imamura. 28 years old.

Saint Kitts and Nevis flag since December 2025; black list, medium risk. Previously registered in Palau (2022).

Classification society International Register of Shipping (IS) (non-IACS, United States of America), low performing. Previously Capital Register of Shipping (non-IACS, United States of America).

International Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Pakistan.

Owned by a single -ship company Traian Shipping Co Ltd registered in Liberia and based in Romania.

No detention.

The vessel was inspected at least 99 times since 2000 totalling 307 deficiencies, including 97 fois (totalling 292 deficiencies) as a general cargo ship and twice (totalling 15 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected 13 times in Ho Chi Minh City (Viet Nam), in Dumai (Riau Province, Indonesia, twice), in Si Racha (Thailand), in Bataan (Philippines), in Iskenderun (Türkiye), in Tripoli (Lebanon), in Odessa (Ukraine), in Braila (Romania), in Alexandria (Egypt), in Novorossiysk (Russia), in Selaata (Lebanon) and in Reni (Ukraine), totalling 66 deficiencies.

In 2024-2025, she was inspected 5 times, in Constanța (Romania), in Iskenderun (Türkiye), in Batumi (Georgia), in Chornomorsk (Ukraine) and in Tripoli (Lebanon), totalling 35 deficiencies.



Danube 1 ex-Vpc Express (until January 2026), ex-Islander A (until March 2023), ex-Yun Qian (until May 2022) IMO 9190987			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Safety of navigation	10	Life saving appliances	10
Working-Living Conditions	7	Safety of navigation	5
Life saving appliances	6	Certificates and documents	5
Water/Weathertight conditions	6	Emergency systems	3
Maritime Labour Convention-2006	5	Fire safety	3
Certificates and documents	4	Working-Living Conditions	3
Emergency systems	4	Radio Communications	2
Fire safety	4	Structural Conditions	2
Propulsion and Auxiliary Machinery	4	ISM	1
Pollution prevention MARPOL Annex V	3	Water/Weathertight conditions	1
Radio Communications	3		
Other Type of Deficiencies	2		
Pollution prevention MARPOL Annex I	2		
Structural Conditions	2		
Cargo operations including equipment	1		
Pollution prevention MARPOL Annex IV	1		
ISM	1		
ISPS	1		
	66		35

Following Russia's invasion of Ukraine in February 2022, neither of the 2 warring countries exported grain until the Black Sea Grain Initiative came into force on July 22, 2022. This agreement formalises the creation of a secure corridor allowing ships to navigate the Black Sea without being attacked by Russia or Ukraine. As part of this initiative, the *Islander A* loaded 7,200 tonnes of wheat at the port of Odessa on October 10, 2022, bound for Türkiye, 4 years before being converted into a livestock carrier.

ISM manager: unknown since January 23, 2026. Previously VPC Express Co (Romania) since September, 2023.

Ship risk profile: 3 points, standard risk ship.

Location, June 7, 2026: Atlantic Ocean, leaves the port area of Vila do Conde in Barcarena (State of Pará, Brazil), bound for Tartus (Syria).

Dareen

IMO 9074913



Reestborg, container ship, January 22, 2005, Laem Chabang (Thailand) © Harry Spakman



Dareen, livestock carrier, July 27, 2021, Fremantle (State of Western Australia, Australia) © Brian Wayne Scott

Dareen (ex-*Reestborg*, ex-*Thai Thaksina*, ex-*Reestborg*). IMO 9074913. Ex-container ship converted in 2011 at the age of 17. Length 140 m. 7,285 deadweight t. Built in 1994 in Heusden (Netherlands) by Verolme. 32 years old.

Panamanian flag since July 2010; grey list. Previously registered in the Netherlands (1994). Classification society Bureau Veritas (IACS, France) since February 2011, high performing. Previously Lloyd's Register (IACS, United Kingdom).

Owned by a single-ship company Reestborg Compania Naviera SA registered in Panama. The *Dareen* is managed by Arab Ship Management Ltd (Jordan) which is also acting as ISM manager and which reports a fleet of 17 vessels as ship and/or ISM manager including 4 livestock carriers, the *Gulf Livestock 2* (IMO 8009076), the *Ghena* (IMO 8303989), the *Maysora* (IMO 8310542) and the *Dareen*.

2 detentions: in 2014 in Geelong (State of Victoria, Australia) and in 2020 in Fremantle (State of Western Australia, Australia) as a livestock carrier.

The vessel was inspected at least 65 times since 2000 totalling 176 deficiencies, including 8 times (totalling 41 deficiencies) as a container ship and 57 times (totalling 135 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected 14 times in Portland (State of Victoria, Australia, 8 times), Townsville (State of Queensland, Australia, twice), and Fremantle (State of Western Australia, Australia, twice), Ningbo (China), and Panjang (West Sumatra Province, Indonesia), totalling 37 deficiencies.

In 2024-2025, she was inspected 7 times in Portland (State of Victoria, Australia, twice) and Townsville (State of Queensland, Australia, 3 times), Haiphong (Viet Nam), and Mazatlan (Mexico), totalling 19 deficiencies.

Dareen IMO 9074913			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Fire safety	10	Working-Living conditions	6
Safety of navigation	9	Life saving appliances	4
Certificates and documents	8	Fire safety	4
Working-Living conditions	4	Safety of navigation	2
ISM	2	Propulsion and Auxiliary Machinery	1
Propulsion and Auxiliary Machinery	2	ISM	1
Other Type of Deficiencies	1	Structural Safety	1
Life saving appliances	1		
	37		19

On May 31, 2018, the *Dareen* loaded 3,180 head of cattle in Fremantle (State of Western Australia, Australia) bound for China. The voyage lasted 17 days. 46 head of cattle died, representing a mortality rate of 1.45%, including 40 that died from pneumonia or heat stress.

On November 15, 2018, the *Dareen* left Fremantle with 4,976 head of cattle bound for Cai Lan (Viet Nam, arrival on November 30). 15 died during the voyage, representing a mortality rate of 0.3% (including 13 from pneumonia). There was no veterinarian on board. The animals on decks 4 and 5 (out of 9) suffered particularly from the heat and humidity due to ventilation problems.

On December 13, 2018, the *Dareen* left Townsville (State of Queensland, Australia) with 4,265 head of cattle bound for Hai Phong (Viet Nam, arrival on December 25). 35 died during the voyage, a mortality rate of 0.82%. There was no veterinarian on board. The captive bolt used to finish off sick animals did not always work on the first attempt.

On January 12, 2019, the *Dareen* left Portland (Northern Territory, Australia) with 4,020 head of cattle bound for Sohar (Oman, arrival on February 1) and then Pakistan (no observer for this part of the journey). A veterinarian was present on board. Voyage reports recorded stocking densities above the planned distribution on decks 2, 3, 4 and 8, while decks 6 and 9 were not fully occupied.. The animals on deck 4 suffered most from the heat as they were close to the engine room. Four abortions were recorded, as well as the birth of a premature calf and a full-term stillbirth (283 days). Loading a cow that has been pregnant for more than 190 days is prohibited under Australian regulations.

On February 28, 2019, the *Dareen* left Port Alma (State of Queensland, Australia) with 42 crew members and 4,170 head of cattle bound for Hai Phong (Viet Nam, arrival on March 13). 20 animals died during the voyage. There was no veterinarian on board. Some pens were overcrowded and only 20% of the animals could lie down.



On April 20, 2023, the *Dareen* left the port of Timaru in New Zealand, bound for China with 6,090 cattle on board. It was the last livestock carrier to leave New Zealand, as the country had banned live animal exports from April 30, 2023. Carolyn Guy, director of Animal Health and Welfare at the Ministry of Primary Industries (a merger of the Ministry of Agriculture and Forestry, the Ministry of Fisheries and the Food Safety Authority), stated that the number of animals loaded would most likely be below the ship's capacity, as any animals deemed unfit for sea transport would be banned from boarding. The organisation Safe (Save Animals from Exploitation) has criticised the conditions in which animals are kept in a holding pen prior to loading in Timaru ("there is no shade, no grass and no shelter, just mud"). If, on the loading ramps, including up to the upper deck, the animals' hooves are wet and slippery, the risks of falling, breaking bones and being trampled are increased.

ISM manager: Arab Ship Management Ltd (Jordan) since August 31, 2011 (low or very low performing).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: Indian Ocean, en route from Fremantle (State of Western Australia, Australia) to Tasucu (Türkiye).



Darla

IMO 7601073



Blue Sky S, general cargo ship, December 31, 2013, Istanbul (Türkiye) © Cavit Ege Tulca



Darla, livestock carrier, June 2023
© Animal Welfare Foundation | Tierschutzbund Zürich

Darla (ex-*Elita*, ex-*Bruna*, ex-*Youzarsif II*, ex-*Darya*, ex-*Blue Sky S*, ex-*Altarek II*, ex-*Sandra*, ex-*Gerlin*, ex-*Susan Borchard*, ex-*Orion*). IMO 7601073. Ex-general cargo ship converted in 2016 at the age of 39. Length 81 m. 2,456 deadweight t. Built in 1977 in Hamburg (Germany) by Norderwerft and JJ Sietas Schiffswerft. 49 years old.

Comorian flag since September 2022; black list, high risk. Previously registered in Guyana (2021, false registration).

Classification society Hellas Naval Bureau of Shipping (non-IACS, Greece) since October 2022, low performing. Previously Veritas Register of Shipping. Hellas Naval Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Pakistan and Türkiye.

Owned by a single -ship company *Darla Shipping Co SA* registered in Belize and based in Türkiye which is also acting as ISM manager.

6 detentions: in 2002 in Leixões (Portugal), in 2011 in Port Said (Egypt) and in Gemlik (Türkiye) as a general cargo ship, in 2018 in Cartagena (Spain), in 2020 in Alexandria (Egypt) and in 2024 in Sète (France) as a livestock carrier.

The vessel was inspected at least 70 times since 1998 totalling 310 deficiencies, including 50 times (totalling 188 deficiencies) as a general cargo ship and 20 times (totalling 122 deficiencies) as a livestock carrier.

In 2019-2020, she was detained once and inspected 5 times, in Algiers (Algeria), in Alexandria (Egypt), in Bizerte (Tunisia), in Lavrio (Greece) and in Sète (France), totalling 23 deficiencies. Grounds for detention in Alexandria include deficiencies with regard to certificates and documents, safety of navigation, and radio communications (see report "78 EU-approved livestock carriers", 2021, p.47-48).

In 2021-2023, she was inspected 6 times in Alexandria (Egypt), in Bizerte (Tunisia), in Batumi (Georgia), in Koper (Slovenia, twice) and in Sète (France), totalling 37 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.74-75).

In 2024-2025, she was detained once and inspected 3 times, in Sète (France) and in Cartagena (Spain), totalling 12 deficiencies. The grounds for detention in Sète relate in particular to the lifeboats, radio communications and ISM.

<i>Darla ex-Elita (until September 2022), ex-Bruna (until July 2021)</i> IMO 7601073			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	12	Certificates and documents	5
Safety of navigation	12	Maritime Labour Convention-2006	1
Maritime Labour Convention-2006	7	Safety of navigation	1
Emergency systems	4	Structural Conditions	1
Propulsion and Auxiliary Machinery	4	Water/Weathertight conditions	1
Radio Communications	4	ISM	1
Life saving appliances	3	Life saving appliances	1
Fire safety	2	Radio Communications	1
ISM	2		
Other Type of Deficiencies	2		
Pollution prevention MARPOL Annex VI	2		
Working-Living Conditions	2		
Pollution prevention MARPOL Annex I	1		
Pollution prevention MARPOL Annex V	1		
Structural Conditions	1		
Water/Weathertight conditions	1		
	60		12

On November 17, 2020, the *Bruna* coming from Türkiye 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 crewmembers were on board while the crew list only mentioned 16. The ship was then denied entry and turned away from French waters and headed to Palma de Mallorca (Spain).

In July 2021, the *Bruna* was acquired by Tuzla-based Karma Maritime Co SA, renamed *Elita*, and reflagged to Guyana. Subsequent investigations indicated that the Guyanese registration was not valid. On November 12, 2021, the *Elita* arrived from Misrata (Libya) off Cartagena (Spain). Two Syrian nationals were arrested on the Spanish ground on November 17 as illegal migrants. They had reportedly jumped off the livestock carrier while the ship was anchored off Cartagena. The Spanish Authorities raided the ship. The investigation revealed another 6 men listed as crewmembers had forged passports or work papers. The ship was seized, and the master Mamoun B arrested. He was suspected to belong to an organized crime ring involved in human trafficking. The Syrian migrants said they had paid 13,500 euros (15,000 US\$) to board towards Europe and were forced to work on board despite lack of any maritime qualification. The *Elita* is immobilised in Cartagena.

According to the crew (13 seafarers from Cyprus (1), India (6) and Syria (6), since December 30, 2021 they had been without regular access to food supplies, wages or medical assistance. They have appealed to the harbour master's office. They claim that a total of 340,000 US\$ is owed to them. On February 17, 2022, the shipowner, the flag State and the insurer were informed of the situation. On March 22, the *Elita* is officially declared abandoned. In September 2022, the wage arrears are paid and the crew is repatriated, according to the ITF. The *Elita* is bought by Darla Shipping Co SA, also based in Tuzla. The *Elita* becomes the *Darla*.

On October 5, 2023, the *Darla* was at anchor off the coast of Tarragona (Spain). The chief mate had been on board for 17 months. The Turkish shipowner owed him 34,000 US\$ in unpaid wages. He lodged a complaint through the ITF. He is seeking payment and repatriation. The Tarragona authorities say they are unable to carry out an inspection as the *Darla* is at anchor offshore. The *Darla* sails to Sète (France) to load cargo. She remains at berth between October 11 and 24. The inspection on October 13 identifies only three deficiencies relating to radio communications, emergency systems and the crew's accommodation and working conditions. The deficiencies identified during the inspection did not result in the vessel's detention.. On the 14th, the chief mate is paid and repatriated.

The International Labour Organisation has been informed of a new case of seafarers being abandoned on board the *Darla* on November 10, 2025 in Koper (Slovenia). The shipowner owed between 2 and 4 months' wages to the 17 Indian and Syrian seafarers. The vessel is inspected by port State authorities and the police on suspicion of human trafficking. The outstanding wages are paid on December 19 and the *Darla* sails to Algiers.

The *Darla* was scheduled to load 8,000 sheep in Cartagena (Spain) on Wednesday, January 28, 2026, bound for Algeria, despite difficult sailing conditions (waves over a metre high). Following an alert from AWF, the Spanish authorities delayed the loading by several days. The *Darla* remained at sea until February 6. She then set sail for Koper (Slovenia) before returning to Algiers with several thousand sheep on board.

ISM manager: Darla Shipping Co SA (Türkiye) depuis le 22 février 2023 (not negatively listed).

Ship risk profile: 4 points, standard risk ship.

Location, June 8, 2026: Mediterranean Sea, en route from Koper (Slovenia) to Algiers (Algeria).



Diamantina

IMO 9144469



OXL Oceanic, Ro-Ro, September 8, 2011, Hobart (State of Tasmania, Australia) © Walter Pless



Diamantina, livestock carrier, March 10, 2014, Singapore (Singapore) © martin klingsick

Diamantina (ex-*OXL Oceanic*, ex-*Egersund*, ex-*Teras Oceanic*, ex-*Scan Oceanic*, ex-*CEC Oceanic*, ex-*Scan Oceanic*). IMO 9144469. Ex-Ro-Ro converted in 2013 at the age of 16. Length 101 m. 5,150 deadweight t. Built in 1997 in Wolgast (Germany) by Peene-Werft. 29 years old.

Unknown flag since March 2023. Previously registered in Singapore (2012). Classification society Bureau Veritas (IACS, France) withdrawn in September 2022, high performing. Previously Det Norske Veritas (IACS, Norway). Current classification society unknown.

Owned by a single -ship company Cattle Line Two Pte Ltd registered in Singapore. The *Diamantina* is managed by Drako Shipping Pte Ltd (Singapore) which reports a fleet of 2 livestock carriers, the *Diamantina* and the *Barkly Pearl* (IMO 9042295).

4 detentions: in 2004 in Antwerp (Belgium), in 2006 in Gdynia (Poland), and in 2011 in Tanjung Priok (Indonesia) as a Ro-Ro and in 2015 in Fremantle (State of Western Australia, Australia) as a livestock carrier.

The vessel was inspected at least 71 times since 1998 totalling 168 deficiencies, including 46 times (totalling 116 deficiencies) as a Ro-Ro and 24 times (totalling 52 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected once in Darwin (Northern Territory, Australia), totalling 2 deficiencies.

In 2024-2025, she was not inspected.



<i>Diamantina</i> IMO 9144469			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Radio communications	1		
Life saving appliances	1		
	2		2

On August 4, 2011, the *OXL Oceanic* suffered a propulsion failure approximately 300 km north-west of Cape Reinga (New Zealand). She was towed to Auckland.

On December 27, 2020, in Darwin, a crew member of the *Diamantina*, which had arrived from Indonesia, tested positive for Covid-19. He was taken into isolation at the city's Royal Hospital. The majority of the crew were placed in preventive quarantine for 2 weeks at Howard Springs, north of Darwin. A few sailors remained on board the ship for safety reasons. They were required to observe strict isolation measures.

In August 2021, the *Diamantina* was boarded by the Indonesian Navy following unauthorised anchoring in territorial waters. She was escorted to the Jakarta holding area and placed under supervised anchorage. From September, the Pakistani, Filipino and Indonesian crew members were not paid due to a financial dispute between Cattle Line Two Pte Ltd, the owner, and Global Radiance Ship Management, the ISM manager. (the crew of the *Barkly Pearl*, which was also managed by Global Radiance Ship Management, were in the same situation). Her detention ended on November 15. The outstanding wages were paid in early December and the Pakistani and Filipino crew members were repatriated.

ISM manager: unknown since December 8, 2021.

Ship risk profile: 1 point, standard risk ship.

No AIS record since November 30, 2023. She was then at anchor off Singapore. There is at least one scrapping yard on the other side of the strait in Batam, Indonesia.



Dragon

IMO 7303231



Dragon, livestock carrier, February 2019, Rasa (Croatia)

© Animal Welfare Foundation | Tierschutzbund Zürich

Dragon (ex-*Falconia*, ex-*Falcon*, ex-*Philomena Purcell*, ex-*Esteflut*). IMO 7303231. Ex-general cargo ship converted in 1982 at the age of 9. Length 88 m. 1,859 deadweight t. Built in 1973 in Vestnes (Norway) by Salthammer; lengthened from 77 to 88 m. 53 years old.

Togolese flag since February 2017); black list, medium risk. Previously registered in Panama (2004). Classification society International Naval Surveys Bureau (non-IACS, Greece) since February 2019, medium performing. Previously Conarina LLC (non-IACS, United States of America). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single -ship company Reina Shipping Ltd registered in Liberia. The *Dragon* is managed by Rana Maritime Services SA (Liban), ISM manager of *Al Farouk* (IMO 8813037).

4 detentions: in 2007 in Brisbane (State of Queensland, Australia), in 2009 in Darwin (Northern Territory, Australia), in 2014 in Brisbane (State of Queensland, Australia) and in 2017 in Midia (Romania) as a livestock carrier.

The vessel was inspected at least 103 times since 1999 totalling 347 deficiencies as a livestock carrier.

In 2019-2020, she was inspected 12 times in Beirut (Lebanon, 5 times), Midia (Romania), Mykolaiv (Ukraine, 5 times) and Rasa (Croatia), totalling 72 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.49).

In 2021-2023, she was inspected 10 times in Beirut (Lebanon, 3 times), Midia (Romania), Mykolaiv (Ukraine, twice), Poti (Georgia), Reni (Ukraine, twice) and Tripoli (Lebanon), totalling 53 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.78).

In 2024-2025, she was inspected 5 times in Reni (Ukraine, 4 times) and Alexandria (Egypt), totalling 13 deficiencies.

In January 2026, the *Dragon* was inspected in Reni (Ukraine). Three deficiencies were noted concerning certificates and documents, fire safety, and propulsion and auxiliary machinery.

Dragon IMO 7303231			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Working-Living Conditions	30	Certificates and documents	3
Certificates and documents	23	Propulsion and Auxiliary Machinery	3
Life saving appliances	16	Working-Living Conditions	2
Safety of navigation	14	Emergency systems	1
Fire safety	12	Fire safety	1
Emergency systems	7	Life saving appliances	1
Propulsion and Auxiliary Machinery	6	Radio Communications	1
Structural Conditions	4	Safety of navigation	1
Water/Weathertight conditions	4		
Pollution prevention MARPOL Annex V	2		
Radio Communications	2		
Alarms	1		
ISM	1		
Maritime Labour Convention-2006	1		
Pollution prevention MARPOL Annex III	1		
Pollution prevention MARPOL Annex I	1		
	125		13



In 2021, the Suez Canal was closed for six days following the grounding of the container ship *Ever Given* on March 23. Thirteen livestock carriers bound for Red Sea ports had to remain at anchor off Port Said in the Mediterranean or in the Suez Canal, including in the Great Bitter Lake, while transporting live animals (see report "78 EU-approved livestock carriers", 2021, pp. 20-21 and report "64 EU-approved livestock carriers", 2024, p. 39). The *Dragon*, which had departed from Midia (Romania) on March 18, was immobilized in the Suez Canal, in Lake Timsah.

ISM manager: Bluemar Company SA (Lebanon) since December 17, 2022 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Mediterranean Sea, en route from Tulcea (Romania) to Beirut (Lebanon).

Elena

IMO 7406772



Reem, general cargo ship, September 2009, port of Latakia (Syria) © Mahmoud SHD



Suha Queen II, livestock carrier, © Animals International

Elena (ex-*Suha Queen II*, ex-*Ko Lanta*, ex-*Alaa-1*, ex-*Reem*, ex-*Nina*, ex-*Minka C*, ex-*Victory*). IMO 7406772. Ex-general cargo ship converted in 2011 at the age of 36. Length 78 m. 2,615 deadweight t. Built in 1975 in Foxhol (Netherlands) by Bodewes Gruno. 51 years old.

Comoros flag since April 2020; black list, high risk. Previously registered in Togo (2015). Classification society Med Lloyd Classification (non-IACS, Türkiye) since January 2026, not ranked. Previously Hellas Naval Bureau. Med Lloyd Classification was created in 2023.

Owned by a single -ship company Livestock International Co SA registered in Belize.

10 detentions: in 2002 in Dublin (Ireland) and in 2007 in Iskenderun (Türkiye) as a general cargo ship, then in 2013, in 2015 and twice in 2016 in Cartagena (Spain), then in 2016 in Batumi (Georgia), in 2019 and 2020 in Tarragona (Spain) and in 2023 in Kalymnos (Greece) as a livestock carrier.

The vessel was inspected at least 45 times since 1998 totalling 461 deficiencies, including 14 times (totalling 78 deficiencies) as a general cargo ship and 31 times (totalling 383 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times in Algiers (Algeria), in Tarragona (Spain, twice), in Beirut (Lebanon), in Mykolaiv (Ukraine) and in Midia (Romania), totalling 3 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.128).

In 2021-2023, she was inspected 3 times in Reni (Ukraine), in Midia (Romania) and in Kalymnos (Greece), totalling 42 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.80).

In 2024-2025, she was inspected once in Midia (Romania) totalling 12 deficiencies.



Elena IMO 7406772			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	25	Certificates and documents	3
Maritime Labour Convention-2006	18	Safety of navigation	2
Fire safety	15	Structural Conditions	2
Safety of navigation	15	Emergency systems	1
Emergency systems	8	Fire safety	1
Life saving appliances	6	ISM	1
Water/Weathertight conditions	5	Pollution prevention MARPOL Annex V	1
Pollution prevention MARPOL Annex V	4	Radio Communications	1
Other Type of Deficiencies	3		
Radio Communications	3		
ISM	2		
Propulsion and Auxiliary Machinery	2		
Structural Conditions	2		
Working-Living Conditions	2		
	110		12

In February 2013, under the name *Alaa-1*, she set sail from Constanța (Romania) bound for Sète (France). Whilst at anchor in Istanbul prior to crossing the Bosphorus Strait, she slipped on her anchors and collided with the fuel barge *Ondina*. The *Alaa-1* was able to restart its engines and was escorted by 2 assistance vessels to another anchorage. Material damage, considered to be minor, was observed.

On February 15, 2023, under the name *Elena*, she was en route from Misurata (Libya) to Tuzla shipyard (Türkiye). She was not able to reach the yard as she suffered an engine failure off Leros Island (Greece). On November 10, 2023, she departed Kalymnos anchorage heading for a repair yard in Tripoli (Lebanon). On December 26, while repair work was still ongoing, she suffered a fire caused by a short circuit. The wheelhouse and three cabins are partially destroyed.

Banned by Spain from Paris MoU ports from September 8, 2015, to May 8, 2017 for multiple detentions.

ISM manager: unknown since September 11, 2020.

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Red Sea, en route from Jeddah (Saudi Arabia) to Berbera (Somaliland). She sails through in a war and crisis zone. Somaliland (177,000 km²) has been claiming its independence since 1991. With the exception of Israel, which recognised it as a State in December 2025, the international community considers Somaliland to be part of the Federal Republic of Somalia.



Elevation

IMO 7407324



Trigger, car carrier, June 14, 1991, on the Eems © Frits Olinga



Elevation, livestock carrier, August 2020, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich

Elevation (ex-*Trigger*, ex-*Barcelona*, ex-*Trigger*, ex-*Nosac Trigger*, ex-*Trigger*, ex-*Hoegh Trigger*). IMO 7407324. Ex-car carrier converted in 2010 at the age of 34. Length 187 m. 8,405 deadweight t. Built in 1976 in Flushing (Netherlands) by Royal Schelde. 50 years old.

Lebanese flag since May 2013; grey list. Previously registered in Liberia (1976). Classification society Bureau Veritas (IACS, France) since December 2015; high performing. Previously Korean Register of Shipping (IACS, South Korea).

Owned by a single ship company Nino Marine Ltd registered in the Seychelles. The *Elevation* is managed by Ania Marine Ltd (Lebanon) which is also acting as ISM manager and which reports a fleet of 3 livestock carriers as ship manager and ISM manager, the *Elevation*, the *Freedom* (IMO 7104972) and the *Victory* (IMO 7931985).

From February 2009 to December 2015 her owner was Tia Shipping SARL and her manager Tamara Shipping. Tamara Shipping was the manager of another livestock carrier, the *Haidar* (see profile and sinking of the *Haidar* further on).

No detentions.

The vessel was inspected at least 75 times since 1999 totalling 160 deficiencies, including 22 times (totalling 41 deficiencies) as a car carrier and 53 times (totalling 119 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 7 times in Alexandria (Egypt), in Cartagena (Spain), in Chah Bahar (Iran), in Rio Grande (State of Rio Grande do Sul, Brazil, 3 times) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), totalling 12 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.52).

In 2021-2023, she was inspected 12 times in Alexandria (Egypt), in Cartagena (Department of Bolivar, Colombia, 3 times), in Cartagena (Spain, twice), in Mostaganem (Algeria), in Puerto Cabello (Carabobo State, Venezuela, twice) and in Rio Grande (State of Rio Grande do Sul, Brazil, 3 times), totalling 16 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.82).

In 2024-2025, she was inspected 8 times, in Cartagena (Colombia, twice), in Damietta (Egypt), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times) and in Aqaba (Jordan), totalling 15 deficiencies.

<i>Elevation</i> IMO 7407324			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Maritime Labour Convention-2006	6	Working-Living Conditions	5
Safety of navigation	5	Safety of navigation	2
Propulsion and Auxiliary Machinery	2	Structural Conditions	2
Pollution prevention MARPOL Annex VI	2	Emergency systems	2
Certificates and documents	2	Pollution prevention MARPOL Annex I	2
Radio Communications	2	Pollution prevention MARPOL Annex V	1
Fire safety	1	Other Type of Deficiencies	1
Working-Living Conditions	1		
ISM	1		
Water/Weathertight conditions	1		
Life saving appliances	1		
Operational deficiencies	1		
	28		15

The *Elevation* loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on November 9, 2025, reached Aqaba (Jordan) on November 25 (16 days' voyage), reached Beirut (Lebanon) on December 3 (24 days' voyage), loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on January 7, 2026 and reached Aqaba (Jordan) on January 26 (19 days' voyage), Beirut (Lebanon) on January 30 (23 days' voyage).

ISM manager: Ania Marine Ltd (Lebanon) since December 22, 2015 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, off Casablanca (Morocco).



Epsilon K

IMO 9045156



Nestos Reefer, reefer, June 13, 2018, A Pobra do Caramiñal (Spain) © Gildo M. Couceiro



Epsilon K, livestock carrier, December 31, 2025 © alombay

Epsilon K (ex-*Nestos Reefer*, ex-*Sea Phoenix*, ex-*Amber Cherry*). IMO 9045156. Ex-reefer converted in 2025 at the age of 33. Length 134 m. 8056 deadweight t. Built in 1992 in Kochi (Japan) by Shin Kochi Jyuko. 34 years old.

Saint Kitts and Nevis flag since November 2025; black list, medium risk. Previously unknown (March 2025), Panama (2015).

Classification society Capital Register of Shipping (non-IACS, United States of America) since November 2025, not ranked. Previously Nippon Kaiji Kyokai (IACS, Japan). Capital Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, Pakistan, and India.

Owned by a single -ship company Epsilon Global Ltd registered in Liberia. The *Epsilon K* is managed by Karazi Shipping Co Ltd (Romania) which is also acting as ISM manager and which reports a fleet of 4 livestock carriers as ship and/or ISM manager, the *Epsilon K*, the *Omega Star* (IMO 8917742), the *Karazi* (IMO 8215807), and the *Gamma Star* (IMO 7703259).

Detained in 2002 in Chubu (Japan) as a reefer.

The vessel was inspected at least 75 times since 1998 totalling 182 deficiencies, including 74 times (totalling 175 deficiencies) as a reefer and 1 time (totalling 7 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected 10 times in Abidjan (Côte d'Ivoire), in Talcahuano (Chile, 3 times), in Barranquilla (Department of Atlantico, Colombia, twice), in Apapa (Nigeria, twice), in Nowy Port (Poland), and in Tema (Ghana), totalling 43 deficiencies.

In 2024-2025, she was inspected 4 times in Rio Grande (State of Rio Grande do Sul, Brazil), in Port Harcourt and Warri (Nigeria), in Midia (Romania), totalling 7 deficiencies.



Epsilon K IMO 9045156			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Safety of navigation	7	Maritime Labour Convention - 2006	4
Maritime Labour Convention - 2006	6	Certificates and documents	1
Working-Living Conditions	6	Safety of navigation	1
Certificates and documents	5	Emergency systems	1
Emergency systems	4		
Propulsion and Auxiliary Machinery	4		
Fire safety	3		
ISM	2		
Life savings appliances	1		
Structural conditions	1		
ISPS	1		
Pollution prevention MARPOL Annex I	1		
Radio Communications	1		
	43		7

ISM manager: Karazi Shipping Co Ltd (Romania) since November 21, 2025 (low performing).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Mediterranean Sea, south of Crete (Greece), en route from the port area of Vila do Conde in Barcarena (State of Pará, Brazil) to Jeddah (Saudi Arabia).



Express M

IMO 8200577



Autotransporter, car carrier, May 23, 2007,
Southampton (United Kingdom)
© Robert J Smith



Atlantic M, livestock carrier
© Animal Welfare Foundation | Tierschutzbund
Zürich | Animals International

Express M (ex-Sezer, ex-*Atlantic M*, ex-*Al Mahmoud Orient*, ex-*Autotransporter*). IMO 8200577. Ex-car carrier converted in 2010 at the age of 27. Length 100 m. 2,655 deadweight t. Built in Numakuma (Japan) by Kambara, completed by Tsuneishi. 43 years old.

Panamanian flag since July 2010; grey list. Previously registered in Cambodia (2009). Classification society Nippon Kaiji Kyokai (IACS, Japan) since May 2013, high performing. Previously Global Marine Bureau Inc (non-IACS, South Korea).

Owned by a single ship company Livestock Export Co SA registered in Panama. The *Express M* is managed by Naseem Al Bahar General Trading LLC Co (United Arab Emirates) which reports a fleet of 2 livestock carriers as ship manager, the *Express M* and the *Polaris-2* (IMO 8417625).

6 detentions: in 2009 in Falmouth (United Kingdom) as a car carrier, in 2018 in Tarragona (Spain), in 2019 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), in 2020 in Waterford (Ireland), in 2022 and in 2024 in Sines (Portugal) as a livestock carrier.

The vessel was inspected at least 69 times since 1998 totalling 200 deficiencies, including 23 times (totalling 39 deficiencies) as a car carrier and 46 times (totalling 161 deficiencies) as a livestock carrier.

In 2019-2020, she was detained in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) and then in Waterford (Ireland) and inspected 6 times in Cartagena (Spain), in Tripoli (Lebanon), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times) and in Waterford (Ireland) totalling 45 deficiencies, including 18 in Waterford. Grounds for detention in Waterford include deficiencies with regard to water/weathertight conditions, ISM and life saving appliances (see report "78 EU-approved livestock carriers", 2021, p.33-34). The deficiencies at Barcarena concerned fire suppression systems and markings on the loading line.

In 2021-2023, she was detained once in Sines (Portugal) and inspected 11 times in Beirut (Lebanon), in Cartagena (Department of Bolivar, Colombia), in Cartagena (Spain), in Port Said (Egypt), in Setubal (Portugal), in Sines (Portugal), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times) and in Itaquí (State of Maranhão, Brazil) totalling 25 deficiencies, including 13 in Sines. Grounds for detention in Sines include deficiencies with regard to safety of navigation (see report "64 EU-approved livestock carriers", 2024, p.85-86).

In 2024-2025, she was detained for 27 days in December 2024 in Sines (Portugal) and inspected 6 times, in Piraeus (Greece), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times), in Sines (Portugal) and in Ceuta (Spain), totalling 38 deficiencies, including 26 in Sines. Grounds for detention in Sines include deficiencies with regard to certificates and documents and safety of navigation.

<i>Express M, ex-Sezer (jusqu'en juin 2023), ex-Atlantic M (jusqu'en juin 2022)</i> IMO 8200577			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Maritime Labour Convention-2006	9	Certificates and documents	9
Water/Weathertight conditions	9	Safety of navigation	6
Certificates and documents	7	Fire safety	5
Safety of navigation	7	Propulsion and Auxiliary Machinery	4
Structural Conditions	6	Emergency systems	3
Fire safety	6	Water/Weathertight conditions	3
Propulsion and Auxiliary Machinery	6	Maritime Labour Convention-2006	2
Emergency systems	5	Structural Conditions	2
Pollution prevention MARPOL Annex VI	3	Life saving appliances	1
ISM	3	ISM	1
Working-Living Conditions	3	Radio Communications	1
Life saving appliances	2	Other Type of Deficiencies	1
Pollution prevention MARPOL Annex I	2		
Load lines	1		
Radio Communications	1		
	70		38

In April 2018 in Tarragona (Spain), the *Atlantic M* was detained for 5 days after 4,000 lambs and 1,700 calves had been loaded. Passing ships reported strong smells. Local association Tarragona Animal Save criticised the conditions in which the animals were being kept.

Having left Romania on February 22, 2025 bound for Haifa (Israel), the *Express M* suffered engine failure and did not arrive at her destination until March 9, after a journey lasting 15 days instead of 5 to 6. She was carrying 2,400 cows and 460 sheep.

The *Express M* made technical stopovers in Cartagena (Spain) on November 17 and in Ceuta (Spanish autonomous city bordering Morocco, 15 km from mainland Spain) on November 28, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on January 6, 2026 and reached Alexandria (Egypt) on February 8 (33 days' voyage).





Between January 23 and 29, the vessel made multiple course changes and movements between the Canary Islands and the coast of Morocco. No explanation for these movements could be identified from publicly available information.

Marine Traffic Screenshot February 5, 2026

ISM manager: Hellas Shipping Management Co. (Greece) since October 1, 2020 (very low performing).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: North Atlantic Ocean, from Ceuta (Spain).



Falcon-UA

IMO 8300327



Ludvig Andersen, Ro-Ro, September 27, 2006, Flushing (Netherlands) © Geert van Kesteren



Falcon-UA, livestock carrier, May 2026, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich | Ekō

Falcon-UA (ex-Silver Fjord, ex-Ludvig Andersen, ex-Star Saga, ex-Saga). IMO 8300327. Ex-Ro-Ro converted in 2007 into a reefer, converted in 2023 into a livestock carrier at the age of 39. Length 78 m. 1,700 deadweight t. Built in 1984 in Skali (Faroe Islands) by Skala Skipasmidja. 42 years old. Without taking into account the transformation and conversion plans approved by the classification society, she was fitted with double decks for transporting sheep (see chapter Conversion).

Guinea-Bissau flag since September 2024; black list, medium risk. Previously registered in Palau (2023).

Classification society International Naval Surveys Bureau (non-IACS, Greece) withdrawn in December 2024, medium performing. Previously RINA (IACS, Italy). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single -ship company Nour Shiptrade Ltd registered in Liberia. The *Falcon-UA* is managed by Observator Shipping Company Gemi Hizmetleri Ltd (Türkiye) which reports a fleet of 2 vessels as ship manager including a livestock carrier, the *Falcon-UA*, and a general cargo ship, the *Brothers Rs* (IMO 7382495), built in 1975, which spent the first part of her service life in Northern Europe and the second part in the Black Sea and the eastern Mediterranean. 147 deficiencies since 1998, 2 detentions. Between July 21, 2025 and January 15, 2026, 11 deficiencies relating to working conditions were identified in Ukraine, Romania and Bulgaria

The vessel was inspected at least 53 times since 1998 totalling 115 deficiencies, including 20 times (totalling 62 deficiencies) as a Ro-Ro, 21 times (totalling 23 deficiencies) as a refrigerated cargo ship, and 12 times (totalling 31 deficiencies) as a livestock carrier. She was detained 5 times, in 2000 in Reykjavík (Iceland), in 2004 and 2005 in Aveiro (Portugal) and in 2006 in Kunda (Estonia) as a Ro-Ro and in 2024 in Sète (France) as a livestock carrier.

In 2021-2023, she was inspected 6 times in Alesund (Norway), in Horsens (Denmark), in Cuxhaven (Germany), in Reni (Ukraine, twice) and in Damietta (Egypt), totalling 6 deficiencies.

In 2024-2025, she was inspected 8 times in Kalymnos (Greece), in Reni (Ukraine), in Damietta (Egypt), in Sète (France), in Bizerte (Tunisia), in Beirut (Lebanon), in Cartagena (Spain) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), totalling 28 deficiencies.

Falcon-UA IMO 8300327			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Propulsion and Auxiliary Machinery	2	Propulsion and Auxiliary Machinery	4
Certificates and documents	1	Safety of navigation	4
Life saving appliances	1	Water/Weathertight conditions	3
Structural Conditions	1	Fire safety	3
Emergency Systems	1	Certificates and documents	2
		Radio Communications	2
		Working-Living Conditions	2
		Emergency Systems	2
		Structural Conditions	2
		Alarms	1
		Maritime Labour Convention - 2006	1
		Life saving appliances	1
		Pollution prevention MARPOL Annex V	1
	6		28

On May 13, 2010, in the Orkney Islands (Scotland), the *Silver Fjord* suffered engine failure. There were 10 crew members on board and a cargo of fruit and vegetables. She was towed by *Harald* to Kirkwall.

On September 4, 2025, the *Falcon-UA* loaded 1,166 cattle in Tarragona (Spain) bound for Casablanca (Morocco). Upon arrival on September 9, unloading the animals proved difficult. The Ministry of Finance demands payment of Value Added Tax estimated at 20 million dirhams (1.9 million €, 2.2 million US\$). The request for VAT payment appears to have differed from the importers' interpretation of the applicable exemption measures. They had relied on the customs circular and Decree No. 2.25.720 published in the Official Gazette on September 1, 2025, which extended the suspension of import duties on live cattle. This exemption is now being called into question. It was intended to compensate for the decline in the national herd and to prevent a surge in prices ahead of religious festivals and the tourist season. The importer pays a deposit of 500,000 € (583,800 US\$). 600 of the cattle are unloaded on September 10 and crammed into lorries that are not allowed to leave the port. The animals stayed on board in the heat, immobile, without access to water or food, some soiled by the excrement of others. At least 4 die. Two days later, all the animals are unloaded and the tipper lorries leave the port with their cargo, heading for major cities several hours' drive away. The tax authorities and a section of the public are more concerned about the economic cost of the delivery delay than the avoidable suffering inflicted on the animals.

At the end of September, the government decided to maintain the suspension of customs duties and VAT on cattle. However, sheep and goats will once again be subject to customs duties and VAT.





In Casablanca © Animals' Angels (via Animal Welfare Foundation|Tierschutzbund Zürich)

ISM manager: Beatris Shipping Inc (Lebanon) since December 12, 2024 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: at anchor in Mostaganem (Algeria).



Fidelity

IMO 7310507



Manchester Vigour, container ship, Eastham (United Kingdom) © PWR



Fidelity, livestock carrier, February 2022, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich

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. 5,579 deadweight t. Built in 1973 in Appledore (United Kingdom) by Appledore SB. 53 years old.

Lebanese flag since September 2003; grey list. Previously registered in Panama (1997).

Classification society Croatian Register of Shipping (IACS, Croatia) since April 2014, medium performing. Previously RINA (IACS, Italy).

Owned by a single ship company Gigi Marine Ltd registered in the Seychelles. The *Fidelity* is managed by Mediterranean Management Group Ltd (Greece) which reported a fleet of 2 vessels as ship manager, the *Fidelity* and the general cargo ship *Alanda Star* (IMO 9189677) until December 27, 2025, date from which the *Alanda Star* is managed by Logan Ship Management Co (Greece). The 27-year-old *Alanda Star* has been used for trade between Ukraine, Russia, Western and Northern Africa, Greece and, exceptionally, Viet Nam since 2023.

6 detentions: in 2004 in Fremantle (State of Western Australia, Australia), in 2009 and in 2011 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), in 2015 in Tarragona (Spain), in 2016 in Cartagena (Spain) and in 2018 in Rasa (Croatia), all as a livestock carrier.

The vessel was inspected at least 68 times since 2000 totalling 271 deficiencies as a livestock carrier.

In 2019-2020, she was inspected 10 times in Alexandria (Egypt), in Cartagena (Spain), in Cartagena (Department of Bolivar, Colombia), in Limassol (Cyprus), in Sete (France) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times), totalling 23 deficiencies, including 9 in Cartagena (Spain) (see report "78 EU-approved livestock carriers", 2021, p.58).

In 2021-2023, she was inspected 11 times in Cartagena (Spain), in Dakar (Senegal, twice), in Puerto Cabello (Carabobo State, Venezuela), in Sete (France), in Tolu (Department of Sucre, Colombia, twice) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times), totalling 20 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.87-88).

In 2024-2025, she was inspected 9 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times), in Cartagena (Spain), in Cartagena (Colombia) and in Rasa (Croatia), totalling 8 deficiencies.

Fidelity IMO 7310507			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	5	Alarms	1
Fire safety	5	Emergency systems	1
Water/Weathertight conditions	5	Life saving appliances	1
Maritime Labour Convention-2006	4	Pollution prevention MARPOL Annex V	1
Propulsion and Auxiliary Machinery	4	Water/Weathertight conditions	1
Structural Conditions	4	Safety of navigation	1
Emergency systems	3	Certificates and documents	1
Safety of navigation	3	Pollution prevention MARPOL Annex I	1
ISM	2		
Life saving appliances	2		
Pollution prevention MARPOL Annex I	2		
Pollution prevention MARPOL Annex VI	2		
Pollution prevention MARPOL Annex IV	1		
Radio Communications	1		
	43		8

The *Fidelity* reached Beirut (Lebanon) on October 9, 2025, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on November 19, reached Casablanca (Morocco) on December 1 (12 days' voyage), made a technical stopover in Mindelo (Cape Verde) on December 11, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on January 17, 2026. As of February 5, she is sailing towards the eastern Mediterranean.

ISM manager: Mary Marine Ltd (Lebanon) since March 21, 2016 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 5, 2026: Atlantic Ocean, en route to the port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Finola M

IMO 8616623



Finola M leaving Waterford (Ireland), 2021

© Ethical Farming Ireland

Finola M (ex- *Finola*, ex-*Christina C.*). IMO 8616623. Ex- Ro-Ro converted in 1997 at the age of 9. Length 85 m. 1,974 deadweight t. Built in 1988 in Frederikshavn (Denmark) by Orskov Christensens. 38 years old.

Antigua and Barbuda flag since July 2023; white list. Previously registered in Panama (2020). Classification society Bureau Veritas (IACS, France), high performing.

Owned by a single -ship company Sun Light Shipping Co SA registered in Panama.

Detained in 2017 in Geelong (State of Victoria, Australia) as a livestock carrier.

The vessel was inspected at least 71 times since 1998 totalling 138 deficiencies as a livestock carrier.

In 2019-2020, she was inspected 8 times in Portland (State of Victoria, Australia), in Darwin (Northern Territory, Australia, twice), in Subic (Philippines, twice), in Townsville (State of Queensland, Australia), in Midia (Romania) and in Beirut (Lebanon), totalling 10 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.161).

In 2021-2023, she was inspected 7 times in Aqaba (Jordan), in Mykolaiv (Ukraine), in Midia (Romania), in Beirut (Lebanon, twice), in Foynes (Ireland) and in Sines (Portugal), totalling 19 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.89).

In 2024-2025, she was inspected 3 times in Waterford (Ireland), in A Coruna (Spain) and in Rasa (Croatia), totalling 18 deficiencies.



Finola M IMO 8616623			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Fire safety	8	Fire safety	4
Safety of navigation	6	Maritime Labour Convention-2006	4
ISM	3	Safety of navigation	4
Certificates and documents	2	Certificates and documents	3
Emergency systems	2	ISM	1
Maritime Labour Convention-2006	2	Radio Communications	1
ISPS	1	Water/Weathertight conditions	1
Pollution prevention MARPOL Annex I	1		
Pollution prevention MARPOL Annex V	1		
Propulsion and Auxiliary Machinery	1		
Radio Communications	1		
Structural Conditions	1		
	19		18

On February 5, 2018, the *Finola M* had to return to Brisbane (State of Queensland, Australia) 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 M* was able to leave only one month later, on March 2, 2019.

ISM manager: Vega Maritime Company SA (Greece) since October 16, 2020 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Mediterranean Sea, south of Cyprus, en route from Midia (Romania) to Haifa (Israel), a destination located in a war and crisis zone.



Freedom

IMO 7104972



Freedom, May 2024

© Animal Welfare Foundation | Tierschutzbund Zürich | Sea Shepherd France

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. 2,794 deadweight t. Built in 1971 in Ulsteinvik (Norway) by Ulstein. 55 years old.

Lebanese flag since January 1994; grey list. Previously registered in Saint Vincent and the Grenadines (1992).

Classification society Bureau Veritas (IACS, France) since June 2001, high performing. Previously Hellenic Register of Shipping (non-IACS, Greece).

Owned by a single ship company Tina Shipping Ltd registered in the Seychelles. The *Freedom* is managed by Ania Marine Ltd (Lebanon) which reports a fleet of 3 livestock carriers as ship manager and ISM manager, the *Freedom*, the *Elevation* (IMO 7407324) and the *Victory* (IMO 7931985)

4 detentions: in 1999 in Bilbao (Spain), in 2003 in Cork (Ireland), in 2011 in Cartagena (Spain) and in 2025 in Sete (France, 3 days), all as a livestock carrier.

The vessel was inspected at least 47 times since 1999 totalling 240 deficiencies as a livestock carrier.

In 2019-2020, she was inspected 4 times in Rasa (twice) and in Rijeka (Croatia) and in Tenes (Algeria), totalling 9 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.59).

In 2021-2023, she was inspected 3 times in Batumi (Georgia), in Cartagena (Spain) and in Rasa (Croatia), totalling 15 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.91).

In 2024-2025, she was inspected 12 times, in Cartagena (Spain), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 10 times) and in Sete (France, where she was detained 3 days), totalling 20 deficiencies. In Sète, on September 16, 2025, maritime security inspectors reported 6 deficiencies relating in particular to fire safety (inoperative equipment, lack of crew training), the Maritime Labour Convention (poor accommodation, catering and recreational facilities), ISM and safety of navigation

Freedom IMO 7104972			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	5	Maritime Labour Convention-2006	5
Fire safety	3	Fire safety	3
Maritime Labour Convention-2006	3	ISM	2
Certificates and documents	3	Structural Conditions	2
Life saving appliances	3	Water/Weathertight conditions	1
Pollution prevention MARPOL Annex VI	2	Load lines	1
Other Type of Deficiencies	1	Pollution prevention MARPOL Annex IV	1
Water/Weathertight conditions	1	Operational deficiencies	1
Emergency systems	1	Certificates and documents	1
Structural Conditions	1	Safety of navigation	1
ISPS	1	Propulsion and Auxiliary Machinery	1
		Working-Living Conditions	1
	24		20

The *Freedom* reached Casablanca (Morocco) on September 25, 2025, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on October 23, reached Casablanca on November 4 (12 days' voyage), loaded livestock in the port area of Vila do Conde in Barcarena on December 4, reached Beirut (Lebanon) on December 26 (22 days' voyage), left on January 10, reached Algiers (Algeria) on January 19, 2026 (46 days' voyage).

On February 5, 2026, according to MarineTraffic data, the vessel continued to be reported as loaded while approaching Vila do Conde. The reason for this status could not be independently confirmed. Possible explanations may include livestock remaining on board, delays in updating the AIS cargo status, or operational issues such as animal health or traceability concerns. The round trip took 70 days.





Between January 10 and 13, she followed an irregular route between Lebanon and Cyprus for reasons that could not be independently verified.

Marine Traffic Screenshot screenshot, February 5, 2026

On March 11, 2026, the *Freedom*, having departed from Vila do Conde (Brazil), was south of Crete. She had not indicated her destination, but she already delivered livestock to Beirut (Lebanon) at the end of December. According to available vessel information, she was transporting cattle. She was navigating in an area affected by armed conflict and regional instability.

ISM manager: Ania Marine Ltd (Lebanon) since December 2, 2015 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Freesia

IMO 9046368



City of Barcelona, vehicles carrier, August 12, 2016,
Klaipeda (Lithuania) © Gena Anfimov



Freesia, livestock carrier, May 14, 2025,
Algiers (Algeria)

Freesia (ex-*City of Barcelona*). IMO 9046368. Ex-vehicles carrier converted in 2020 at the age of 27. Length 100 m. 2,402 deadweight t. Built in 1993 in Akitsu (Japan) by Shin Kurushima. 33 years old.

Panamanian flag since November 2020; grey list. Previously registered in Isle of Man (1993). Classification society Indian Register of Shipping (IACS, India) since June 2021, medium performing. Previously Lloyd's Register (IACS, United Kingdom).

Owned by a single ship company Freesia Shipping LLC registered in the Marshall Islands. The *Freesia* is managed by Safe Sea Services Sarl (Lebanon) which is also acting as ISM manager and reports a fleet of 20 vessels as ship manager and/or ISM manager including 4 livestock carriers, the *Freesia*, the *Jouri* (IMO 9174775), the *Orchid* (IMO 9174763) and the *Tulip* (IMO 8614273).

Detained in February 2023 in Cartagena (Spain) as a livestock carrier.

The vessel was inspected at least 52 times since 1998 totalling 32 deficiencies, including 28 times (totalling 19 deficiencies) as a vehicle carrier and 24 times (totalling 13 deficiencies) as a livestock carrier.

In 2019-2020, she was not inspected.

In 2021-2023, she was inspected 14 times in Beirut (Lebanon, 3 times), in Cartagena (Department of Bolivar, Colombia, twice), in Cartagena (Spain, twice), in Sines (Portugal), in Tolù (Department of Sucre, Colombia) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 5 times) totalling 15 deficiencies. Grounds for detention in Cartagena (Spain) include deficiencies with regard to crew certificates (see report "64 EU-approved livestock carriers", 2024, p.92-93).

In 2024-2025, she was inspected 10 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 7 times), in Damietta (Egypt), in Beirut (Lebanon) and in Cartagena (Spain) totalling 5 deficiencies.



<i>Freesia</i> IMO 9046368			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	5	Safety of navigation	1
ISM	3	Propulsion and Auxiliary Machinery	1
Certificates and documents	2	Pollution prevention MARPOL Annex I	1
Fire safety	1	Structural Conditions	1
Life saving appliances	1	Working-Living Conditions	1
Maritime Labour Convention-2006	1		
Propulsion and Auxiliary Machinery	1		
Radio Communications	1		
	15		5

The *Freesia* reached Iskenderun (Türkiye) on September 30, 2025, made a technical stopover in Cartagena (Spain) on October 7, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on November 6, reached Casablanca (Morocco) on November 18 (12 days' voyage). She then made a technical stopover in Las Palmas (Canary Islands, Spain) on November 22, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on December 17, reached Jorf Lasfar (Morocco) on December 31 (14 days' voyage). After a further technical stopover in Las Palmas (Canary Islands, Spain) on January 4, 2026, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on January 25 and reached Agadir (Morocco) on February 10 (17 days' voyage).

ISM manager: Safe Sea Services Sarl (Lebanon) since November 2, 2020 (low or very low performing).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Mediterranean Sea, en route from Beirut (Lebanon) to Tuzla (Türkiye).



Fu Yun

IMO 9318917



Pandora, container ship, May 5, 2012, Kanmon Ko (Japan) © lappino



Yangtze Harmony, livestock carrier, September 22, 2019, Singapore (Singapore) © Vladimir Knyaz

Fu Yun (ex-*Yangtze Harmony*, ex-*He Shun*, ex-*Elly*, ex-*Pandora*, ex-*TS Yangshan*, ex-*Pandora*). IMO 9318917. Ex-container ship converted in 2017 at the age of 13. Length 133 m. 4,851 deadweight t. Built in 2004 in Zhoushan (China) by Zhejiang Yangfan. 22 years old.

Sierra Leone flag since April 2024; grey list. Previously registered in Liberia (2023).

Classification society China Classification Society (IACS, China), high performing. Previously Bureau Veritas (IACS, France).

Owned by a single -ship company Tianjin Wangang International registered in China. The *Fu Yun* is managed by Accord Ship Management Dalian (China) which is also acting as ISM manager. The two entities only declare this single vessel.

4 detentions: in 2013 in Shanghai (China) as a container ship, and in 2018 in Portland (State of Victoria, Australia), in 2021 in Townsville (State of Queensland, Australia), and in 2021 in Shanghai (China) as a livestock carrier.

The vessel was inspected at least 51 times since 2005 totalling 154 deficiencies, including 23 times (totalling 76 deficiencies) as a container ship and 28 times (totalling 78 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected 6 times in Townsville (State of Queensland, Australia) and Shanghai (China), totalling 24 deficiencies.

In 2024-2025, she was not inspected.



Fu Yun IMO 9318917			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Working-Living Conditions	8		
Fire safety	4		
Structural Safety	3		
Life saving appliances	2		
Pollution prevention MARPOL Annex V	2		
Safety of navigation	2		
Other Types of Deficiencies	1		
Certificates et documents	1		
ISM	1		
	24		0

On August 12, 2018, the *Yangtze Harmony* was prevented from leaving the port of Fremantle (State of Western Australia, Australia) after an inspection revealed that the ventilation fans on the livestock decks were not working. Permission to load livestock was withheld until the repairs had been carried out.

In December 2022, the International Labour Organisation was informed that the seafarers of the *Yangtze Harmony* had been abandoned. The ship had been detained in Singapore since October 25 by court order due to a commercial dispute, and the 16 Filipino seafarers had not been paid since August. Soar Harmony Shipping Ltd, the ship's owner, was also involved in the abandonment of its sister ship, the *Yangtze Fortune* (later renamed *Balha One*) in Australia (see *Balha One* profile). Three seafarers were repatriated in January 2023, the remaining 13 on April 7, and the wage arrears were paid.

ISM manager: Accord Ship Management Dalian (China) since May 26, 2023 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: at anchor in Dalian (Liaoning Province, China) since July 25, 2025.



Gamma Star

IMO 7703259



Coronel, general cargo ship, July 2016, Hansweert (Netherlands) © James Duffy



Captain Badr, livestock carrier, June 2018, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich

Gamma Star (ex-*Captain Badr*, ex-*Coronel*, ex-*Lys Coronel*, ex-*Coronel*, ex-*Christel*). IMO 7703259. Ex-general cargo ship converted in 2017 at the age of 39. Length 87 m. 2,461 deadweight t. Built in 1978 in Wewelsfleth (Germany) by Hugo Peters; lengthened in 1986 from 80 to 87 m. 48 years old. Without taking into account the transformation and conversion plans approved by the classification society, she was fitted with double decks for transporting sheep (see chapter Conversion).

Sierra Leone flag since September 2019; grey list. Previously registered in Tanzania (2017). Classification society Dromon Bureau of Shipping (non-IACS, Cyprus) since October 2024, medium performing. Previously Det Norske Veritas (IACS, Norway). Dromon Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Türkiye, and Pakistan.

Owned by a single -ship company Gamma Livestock Co registered in Liberia. The *Gamma Star* is managed by Karazi Shipping Co Ltd (Romania) which reports a fleet of 4 livestock carriers as ship and/or ISM manager, the *Gamma Star*, the *Karazi* (IMO 8215807), the *Omega Star* (IMO 8917742) and the *Epsilon K* (IMO 9045156).

2 detentions: in 2003 in Liverpool (United Kingdom) and in 2015 in Dublin (Ireland) as a general cargo ship.

The vessel was inspected at least 71 times since 1998 totalling 362 deficiencies, including 45 times (totalling 188 deficiencies) as a general cargo ship and 26 times (totalling 174 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times in Alger (Algeria), Batumi (Georgia), Beirut (Lebanon), Midia (Romania), Rasa (Croatia) and Tripoli (Lebanon), totalling 35 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.60).

In 2021-2023, she was inspected 7 times in Aqaba (Jordan, 3 times), Batumi (Georgia) and Midia (Romania, 3 times), totalling 43 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.94).

In 2024-2025, she was inspected 8 times in Tripoli (Lebanon), Midia (Romania, twice), Poti (Georgia), Suez (Egypt), Reni (Ukraine, twice) and Istanbul (Türkiye), totalling 40 deficiencies.



Gamma Star IMO 7703259			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	18	Certificates and documents	9
Certificates and documents	13	Working-Living Conditions	7
Maritime Labour Convention-2006	12	Maritime Labour Convention-2006	4
Life saving appliances	7	Safety of navigation	4
Radio Communications	5	Emergency systems	3
Water/Weathertight conditions	5	Fire safety	3
Emergency systems	3	Propulsion and Auxiliary Machinery	3
Fire safety	3	Life saving appliances	2
Pollution prevention MARPOL Annex V	2	Alarms	1
Propulsion and Auxiliary Machinery	2	ISM	1
Structural Conditions	2	ISPS	1
Working-Living Conditions	2	Radio Communications	1
ISM	1	Water/Weathertight conditions	1
Other Type of Deficiencies	1		
Pollution prevention MARPOL Annex I	1		
Pollution prevention MARPOL Annex IV	1		
	78		40

On November 5, 2019, the *Gamma Star* en route from Tuzla (Türkiye) to Midia (Romania) in ballast condition suffered an engine failure at the southern entrance of the Bosphorus. She had to be towed in an anchorage area off Istanbul. As the crew was unable to carry out the necessary repairs, the *Gamma Star* was towed to a shipyard in Tuzla.

In 2021, the Suez Canal was closed for six days following the grounding of the container ship *Ever Given* on March 23. Thirteen livestock carriers bound for Red Sea ports were forced to remain at anchor off Port Said in the Mediterranean or in the Suez Canal, including in the Great Bitter Lake, while carrying live animals (see report "78 EU-approved livestock carriers", 2021, pp. 21-22 and report "64 EU-approved livestock carriers", 2024, p. 39). The *Gamma Star* is at anchor off Port Said at the canal entrance.





ISM manager: Karazi Shipping Co Ltd (Romania) since July 10, 2020 (low performing).

Ship risk profile: 3 points, standard risk ship.

Location, June 5, 2026: on the Danube, between Sulina (Romania) and Reni (Ukraine).



Ghena

IMO 8303989



Merlion Ace, car carrier, November 11, 2004, Port Klang (Malaysia) © Conor Mulligan



Ghena, livestock carrier, August 2024
© Animal Welfare Foundation | Tierschutzbund Zürich | Sea Shepherd France

Ghena (ex-*Merlion Ace*, ex-*Aurora Ace*). IMO 8303989. Ex-car carrier converted in 2010 at the age of 26. Length 190 m. 17,090 deadweight t. Built in 1984 in Onishi (Japan) by Kurushima. 42 years old.

Panamanian flag since November 2009; grey list. Previously registered in Singapore (1990). Classification society Bureau Veritas (IACS, France) since August 2010, high performing. Previously Nippon Kaiji Kyokai (IACS, Japan).

Owned by a single ship company Merlion Ace Compania Naviera registered in Panama. The *Ghena* is managed by Arab Ship Management Ltd (Jordan) which is also acting as ISM manager and which reports a fleet of 17 vessels as ship manager and/or ISM manager, including 4 livestock carriers, the *Ghena*, the *Maysora* (IMO 8310542), the *Gulf Livestock 2* (IMO 8009076) and the *Dareen* (IMO 9074913).

No detentions.

The vessel was inspected at least 76 times since 1999 totalling 177 deficiencies, including 28 times (totalling 69 deficiencies) as a car carrier and 48 times (totalling 108 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 5 times in Montevideo (Montevideo Department, Uruguay, twice), in Novorossiisk (Krasnodar Krai, Russia), in Malaga (Spain) and in Cartagena (Spain), totalling 10 deficiencies.

In 2021-2023, she was inspected 5 times in Puerto Cabello (Carabobo State, Venezuela, twice), in Montevideo (Montevideo Department, Uruguay) and in Rio Grande (State of Rio Grande do Sul, Brazil, twice). No deficiencies were reported.

In 2024-2025, she was inspected 3 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice), in Sao Sebastiao (State of Sao Paulo, Brazil, 3 times), in Rio Grande (State of Rio Grande do Sul, Brazil), in Damietta (Egypt) and in Tarragona (Spain), totalling 2 deficiencies.



<i>Ghena</i> IMO 8303989			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Fire safety	2	Working-Living Conditions	1
Life saving appliances	2	Propulsion and Auxiliary Machinery	1
Radio Communications	2		
Safety of navigation	2		
Other Type of Deficiencies	1		
Maritime Labour Convention-2006	1		
	10		2

Arab Ship Management has been associated with repeated crew welfare and wage-related issues (see report "64 EU-approved livestock carriers", 2024, p.16-17). The International Labour Organization has been notified of 5 seafarer abandonment cases on the *Ghena* since 2021:

- In May 2021, en route to Las Palmas (Canary Islands, Spain). The shipowner owed 4 months' wages to the 74 seafarers, most of whom were Filipino. They were paid in July.
- In February 2022, in Montevideo (Montevideo Department, Uruguay). The shipowner owed 2 months' wages to the 74 seafarers. The wages were paid in September.
- In April 2024, in Montevideo. The shipowner owed 2 months' wages to the 74 seafarers. Wages were not paid until May, but the vessel nevertheless departed Iskenderun (Türkiye) on April 20 with a cargo of live cattle.
- In July 2025, en route to Sao Sebastiao (Brazil). The shipowner owed 2 months' wages to the 74 seafarers. They were paid at the end of the month.
- In September 2025, in Istanbul (Türkiye). The shipowner owed 2 months' wages. They are paid in December 2025.

The *Ghena* reached Içdas (Türkiye) on October 3, 2025, made a technical stopover in Tarragona (Spain) on October 9, loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on November 25, reached Tarragona (Spain) on December 10, Iskenderun (Türkiye) on December 16 (21 days' voyage), made a technical stopover in Las Palmas (Canary Islands, Spain) on January 1, 2026, loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on January 19 and reached Mersin (Türkiye) on February 10 (22 days' voyage).

ISM manager: Arab Ship Management Ltd (Jordan) since August 20, 2010 (low or very low performing).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: port area of Vila do Conde in Barcarena (State of Pará, Brazil).

Golden Rio

IMO 7504598



CGM Columbia, general cargo ship, December 1, 1988, Cristobal (Panama) © Tony Garner



Bader III, livestock carrier, April 2025, Las Escombreras (Cartagena, Spain) © Animal Welfare Foundation | Tierschutzbund Zürich

Golden Rio (ex-*Bader III*, ex-*Proso*, ex-*Ville de Dunkrque*, ex-*Proso*, ex-*Kingston*, ex-*Renoir*, ex-*CGM Columbia*, ex-*CGM Renoir*, ex-*Renoir*). IMO 7504598. Ex-general cargo ship converted in 1998 at the age of 20. Length 164 m. 18,203 deadweight t. Built in 1978 in St Nazaire (France) by Chantiers de l'Atlantique. 48 years old.

Cameroonian flag since January 2026; black list, very high risk. Previously registered in Palau (2022), Panama (2022), Bahamas (1989).

Classification society International Register of Shipping (non-IACS, United States of America) since April 2022, low performing. Previously Bureau Veritas (IACS, France). International Register of Shipping is known for going along end-of-life ships on their final voyages to India, Pakistan, and Bangladesh.

Owned since December 3, 2025 by a single -ship company Goldenlive Shipping Inc registered in Liberia. The *Bader III* was owned by Hijazi & Ghosheh Co (Jordan) and managed by Arab Ship Management, but was renamed *Golden Rio* on December 1, 2025. She has since been managed by Goldenlive Shipping Inc (Liberia). The *Golden Rio* began service in 1978 as the *Renoir*, a French-flagged general cargo ship built in Saint-Nazaire.

2 detentions: in 2008 in Darwin (Northern Territory, Australia) and in 2011 in Fremantle (State of Western Australia, Australia) as a livestock carrier.

The vessel was inspected at least 82 times since 2000 totalling 253 deficiencies as a livestock carrier.

In 2021-2023, she was inspected 9 times in Malaga and in Cartagena (Spain), in Puerto Cabello (Carabobo State, Venezuela, twice), in Cartagena (Department of Bolivar, Colombia, 3 times) and in Alexandria (Egypt) totalling 18 deficiencies.

In 2024-2025, she was inspected 4 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times) and in Cartagena (Spain), totalling 10 deficiencies.



Golden Rio IMO 7504598			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Certificates and documents	5	Structural Conditions	4
Structural Conditions	5	Water/Weathertight conditions	3
Water/Weathertight conditions	2	Working-Living Conditions	2
ISM	2	Safety of navigation	1
Safety of navigation	2		
Working-Living Conditions	1		
Radio communications	1		
	18		10

On October 19, 2012, two animal rights activists were arrested in Fremantle, Australia, after boarding the *Bader III* posing as inspectors and taking photos, including pregnant sheep that were reportedly in a stage of pregnancy for which transport was prohibited under the applicable regulations.

On August 17, 2013, the *Bader III* loaded 44,713 sheep in Adelaide and 30,795 sheep in Fremantle. She sailed to Qatar (arriving on September 7) and the United Arab Emirates (arriving on September 17). 4,179 sheep died during the journey, a mortality rate of 5.53%, well above the mandatory reporting threshold (2% at that time). 97% of the sheep died from heat stress (the temperature reached 38°C in the decks). The rest died from enteritis, pneumonia, starvation or physical trauma.

On February 16, 2017, 3 Pakistani crew members of the *Bader III* jumped into the waters of Fremantle Harbour (Australia) in an attempt to seek asylum. They failed to get past the security gates and were deported.

On April 28 and May 3, 2018, the *Bader III* loaded 62,668 sheep and 5,799 head of cattle in Adelaide and Fremantle, bound for Eilat (Israel, arrival on May 21) and Aqaba (Jordan, arrival on May 27). 169 sheep died, a mortality rate of 0.27%, and 15 cattle, a rate of 0.26%. Most died from the heat. From the 3rd day of the voyage, the crew and the animals were suffering from the heat (over 34°C, bearing in mind that for Merino sheep, heat stress begins at 30.6°C). An "equatorial" plan was implemented to mitigate the effects of high temperatures. The *Bader III* altered its course to improve natural ventilation in addition to the operation of extra fans, and the animals and pens were sprayed with water.. Six lambs were born during the voyage; three did not survive. During a period of high temperatures, approximately 20 cattle became trapped under the bars of the pens while resting.

According to the March 13, 2020 issue of French media Mer et Marine, the *Bader III* underwent further modifications at a Turkish shipyard. The intermediate decks were removed as part of modifications that increased the space available in the livestock areas.. This refit coincided with a period during which the *Bader III* was regularly deployed on South America–Middle East routes during 2018 to transport cattle, whereas at the start of her career as a livestock carrier, she was primarily used to transport sheep between Australia and the Middle East.





Bader III, January 8, 2014, Fremantle (State of Western Australia, Australia) © hansfair
Before the removal of the intermediate decks



Bader III, March 21, 2021, Malaga (Spain) © Manuel Fernandez
After the removal of the intermediate decks

In late February 2019, the *Bader III*, en route from Brazil to Egypt, dropped anchor in Las Palmas (Canary Islands, Spain). A strong livestock-related odour was reported in the city. A similar incident occurred in Algeciras in September 2024.

Arab Ship Management has been associated with repeated crew welfare and wage-related issues (see report "64 EU-approved livestock carriers", 2024, p.16-17). The International Labour Organization has been notified of 7 seafarer abandonment cases on the *Bader III* since 2021:

- in May 2021, in Fujairah (United Arab Emirates). The shipowner owed 3 months' wages to 74 Egyptian, Jordanian, Pakistani, Filipino and Sudanese seafarers. The outstanding wages were paid in July.
- in February 2022, in Puerto Cabello (Carabobo State, Venezuela). The shipowner owed 2 to 6 months' wages to 74 Egyptian, Jordanian, Pakistani and Filipino seafarers. The outstanding wages were paid in June.



- in August 2022, in Puerto Cabello. The shipowner owed more than 3 months' wages to 73 Egyptian, Jordanian, Pakistani and Filipino seafarers. The outstanding wages were paid between December 2022 and March 2023.
- in April 2024, en route to Umm Qasr (Iraq). The shipowner owed 2 months' wages to the 73 Egyptian, Jordanian, Pakistani, Filipino and Syrian seafarers. The outstanding wages were paid in May 2024.
- In July 2025, en route to Port Said (Egypt). The shipowner owed 2 months' wages and 11 months' on board payments to the 72 Egyptian, Jordanian, Pakistani and Filipino seafarers. The outstanding wages were paid at the end of the month.
- in September 2025, en route to South Africa. The shipowner owed 2 months' wages to the 72 seafarers. The outstanding wages were paid in October.
- in October 2025, in Tekirdag (Türkiye). The shipowner owed 2 months' wages to the 72 seafarers. The outstanding wages were paid on January 1, 2026.

ISM manager: unknown since December 22, 2025. Previously Arab Ship Management (Jordan).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: at anchor in the port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Goodness 1

IMO 8312643



Koala Bay, reefer, May 20, 2012, Willemstad (Curacao) © Cees Bustraan



Goodness 1, livestock carrier, January 12, 2026, Rio Grande (State of Rio Grande do Sul, Brazil) © Marcelo Vieira

Goodness 1 (ex- *B. M. Spiridon*, ex-*Koala Bay*, ex-*Mulungisi*, ex-*Koala*). IMO 8312643. Ex-reefer converted in 2015 at the age of 31. Length 149 m. 9,340 deadweight t. Built in 1984 in Uwajima (Japan) by Uwajima Zosensho. 42 years old.

Guinea-Bissau flag since July 2024; black list, medium risk. Previously registered in Lebanon (2015). Classification society International Naval Surveys Bureau (non-IACS, Greece). Previously Polish Register of Shipping (IACS, Poland). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single ship company Blue Waves Maritime Inc registered in Liberia but based in Lebanon.

2 detentions: in 1999 in Hamburg (Germany) as a reefer and in 2016 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) as a livestock carrier.

The vessel was inspected at least 69 times since 1998 totalling 153 deficiencies, including 37 times (totalling 73 deficiencies) as a reefer and 32 times (totalling 80 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 11 times in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times), in Alexandria (Egypt, 3 times) and in Cartagena (Spain, twice), totalling 29 deficiencies.

In 2021-2023, she was not inspected.

In 2024-2025, she was inspected 9 times, in Beirut (Lebanon), in Lavrio (Greece), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times), in Belem (State of Pará, Brazil), in Damietta (Egypt) and in Cartagena (Spain), totalling 14 deficiencies.



Goodness 1 ex-B. M. Spiridon (until July 2024) IMO 8312643			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Maritime Labour Convention-2006	6	Maritime Labour Convention-2006	3
Certificates and documents	3	Emergency systems	3
Working-Living Conditions	3	Working-Living Conditions	2
Pollution prevention MARPOL Annex VI	3	Life saving appliances	1
Propulsion and Auxiliary Machinery	3	Pollution prevention MARPOL Annex V	1
Safety of navigation	3	Structural Conditions	1
Water/Weathertight conditions	3	Propulsion and Auxiliary Machinery	1
Fire safety	2	Water/Weathertight conditions	1
ISM	1	Certificates and documents	1
Life saving appliances	1		
Pollution prevention MARPOL Annex I			
	29		14

The *Goodness 1* reached Beirut (Lebanon) on October 4, 2025, made a technical stopover in Ceuta (Spanish autonomous city bordering Morocco, 15 km from mainland Spain) on October 19, loaded livestock in Montevideo (Montevideo Department, Uruguay) on November 6. She reached Cartagena (Spain) on November 25, Iskenderun (Türkiye) on December 3 (27 days' voyage) and Beirut (Lebanon) on December 7 (31 days' voyage). She reached Cartagena (Spain) on December 23, Ceuta (Spain) on December 25, loaded livestock in Rio Grande (State of Rio Grande do Sul, Brazil) on January 15, 2026 and reached Tasucu (Türkiye) on February 7 (23 days' voyage).

ISM manager: unknown since July 25, 2024. Previously Rami Shipping Management SARL.

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, between Montevideo (Uruguay) and Mindelo (Cape Verde).



Goodness 2

IMO 8701387



Almahmoud Transporter, car carrier, January 19, 2010, Tartus (Syria) © MAHMOUD SHD



Transporter, livestock carrier, May 2024
© Animal Welfare Foundation | Tierschutzbund Zürich | Sea Shepherd France

Goodness 2 (ex-*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. 3,725 deadweight t. Built in 1987 in Shitanoe (Japan) by Minami-Nippon. 39 years old.

Panamanian flag since July 2010; grey list. Previously registered in Comoros (2009). Classification society International Naval Surveys Bureau (non-IACS, Greece) since October 2010, medium performing. Previously Korean Register (IACS, South Korea). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned since July 2025 by a single ship company Sea Lion Shipping & Trading registered in Liberia and based in Lebanon. Previously Global Transport for Livestock registered in Panama and based at Naseem Al Bahar General Trading LLC Co (United Arab Emirates).

2 detentions: in 2007 in Vladivostok (Primorsky Krai, Russia) as a car carrier and in 2013 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) as a livestock carrier. Grounds for detention in Barcarena include defective ventilators, deficiencies in the ship's safety management (ISM) and in the load line.

The vessel was inspected at least 105 times since 2005 totalling 324 deficiencies, including 25 times (totalling 84 deficiencies) as a car carrier and 80 times (totalling 240 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 16 times in Cartagena (Spain), in Rio de Janeiro (State of Rio de Janeiro, Brazil, 3 times), in Rio Grande (State of Rio Grande do Sul, Brazil), in Sao Sebastiao (State of Sao Paulo, Brazil, twice), in Tripoli (Lebanon), in Itaquí (State of Maranhão, Brazil) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 7 times) totalling 30 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.132).

In 2021-2023, she was inspected 16 times in Beirut (Lebanon), in Cartagena (Department of Bolivar, Colombia, twice), in Cartagena (Spain, twice), in Ceuta (Spain), in Puerto Cabello (Carabobo State, Venezuela), in Sao Sebastiao (State of Sao Paulo, Brazil, 6 times), in Tripoli (Lebanon) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice) totalling 61 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.155).



In 2024-2025, she was inspected 11 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times), in Cartagena (Spain), in Damietta (Egypt), in Dakar (Senegal), in Mersin (Türkiye) and in Ceuta (Spain) totalling 13 deficiencies.

Goodness 2, ex-Transporter (until May 2025) IMO 8701387)			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	17	Certificates and documents	2
Propulsion and Auxiliary Machinery	12	Fire safety	2
Water/Weathertight conditions	12	Maritime Labour Convention-2006	2
Safety of navigation	8	Propulsion and Auxiliary Machinery	2
Fire safety	7	Structural Conditions	2
Working-Living Conditions	7	Pollution prevention MARPOL Annex I	1
Maritime Labour Convention-2006	6	Radio Communications	1
Life saving appliances	5	Safety of navigation	1
Structural Conditions	5		
Pollution prevention MARPOL Annex V	4		
Emergency systems	2		
ISM	2		
Pollution prevention MARPOL Annex IV	2		
Pollution prevention MARPOL Annex I	1		
Radio Communications	1		
	91		13

The *Goodness 2* reached Aqaba (Jordan) on October 27, 2025, reached Cartagena (Spain) on November 8, Ceuta (Spanish autonomous city bordering Morocco, 15 km from mainland Spain) on November 10, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on November 29, made a technical stopover in Ceuta (Spain) on December 10, reached Aqaba (Jordan) on December 19 (20 days' voyage), reached Cartagena (Spain) on January 1, 2026, Las Palmas (Canary Islands, Spain) on January 6, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on January 21 and sailed for Damietta (Egypt). On February 4, she stopped for bunkering off Malta before reaching Damietta (Egypt) on February 8 and Beirut (Lebanon) on February 10.

ISM manager: unknown since July 2, 2025. Previously Unifleet Management Co SA (Türkiye).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: at anchor in the port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Gulf Livestock 2

IMO 8009076



Dart 4, Ro-Ro, June 5, 2001, Vlissingen (Netherlands) © simonwp



Gulf Livestock 2, livestock carrier, February 2023 © PATAV

Gulf Livestock 2 (ex-Aldelta, ex-Cervine, ex-Dart 4, ex-Sally Eurolink, ex-Bazias 4, ex-Balder Bre). IMO 8009076. Ex-Ro-Ro converted in 2014 at the age of 29. Length 121 m. 4,734 deadweight t. Built in 1985 in Galati (Romania) by Galati SN. 41 years old.

Panamanian flag since April 2011; grey list. Previously registered in Malta (2008).

Classification society RINA (IACS, Italy) since June 2014, high performing. Previously Bureau Veritas (IACS, France).

Owned by a single ship company Gulf Navigation Livestock 2 registered in Panama. The *Gulf Livestock 2* is managed by Arab Ship Management Ltd (Jordan) which is acting as ISM manager and reports a fleet of 17 vessels as ship manager and/or ISM manager including 4 livestock carriers, the *Gulf Livestock 2*, the *Ghena* (IMO 8303989), the *Maysora* (IMO 8310542) and the *Dareen* (IMO 9074913).

Breaking news: we have learnt from a Chinese broker that the *Gulf Livestock 2* is up for sale and will be open for viewings from June 8 in Uruguay.

Detained in 2019 in Cartagena (Spain) as a livestock carrier.

The vessel was inspected at least 51 times since 1999 totalling 167 deficiencies, including 17 times (totalling 39 deficiencies) as a Ro-Ro and 34 times (totalling 128 deficiencies) as a livestock carrier.

In 2019-2020, she was detained once in Cartagena (Spain) and inspected 3 times in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), in Cartagena (Spain) and in Sao Sebastiao (State of Sao Paulo, Brazil), totalling 19 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.63-64). Grounds for detention in Cartagena include deficiencies with regard to certificate and documentation and ballast water management plan.

In 2021-2023, she was inspected 8 times in Haifa (Israel), in Rio Grande (State of Rio Grande do Sul, Brazil), in Sines (Portugal, 4 times), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) and in Yalova (Türkiye), totalling 23 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.98-99).

In 2024-2025, she was inspected 5 times in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times), in Cartagena (Spain) and in Rio Grande (State of Rio Grande do Sul, Brazil) totalling 6 deficiencies.

Gulf Livestock 2 IMO 8009076			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	6	Safety of navigation	3
ISM	4	Pollution prevention MARPOL Annex V	1
Safety of navigation	4	Propulsion and Auxiliary Machinery	1
Ballast Water Management Plan	4	Emergency systems	1
Fire safety	3		
Propulsion and Auxiliary Machinery	3		
Pollution prevention MARPOL Annex VI	3		
Working-Living Conditions	3		
Load lines	2		
Structural Conditions	2		
Pollution prevention MARPOL Annex V	1		
Pollution prevention MARPOL Annex IV	1		
Emergency systems	1		
Life saving appliances	1		
Maritime Labour Convention-2006	1		
Structural Safety	1		
Water/Weathertight conditions	1		
Pollution prevention MARPOL Annex I	1		
	42		6

The *Gulf Livestock 2* loaded livestock in Montevideo (Montevideo Department, Uruguay) on October 4, 2025, reached Jorf Lasfar (Morocco) on October 28 (24 days' voyage), Tarragona (Spain) on November 7, loaded livestock in Rio Grande (State of Rio Grande do Sul, Brazil) on December 12, made a technical stopover in Las Palmas (Canary Islands, Spain) on January 3, 2026, reached Iskenderun (Türkiye) on January 18 (37 days' voyage). She was in Tuzla (Türkiye) on January 28.





Between January 22 and 24, she followed an irregular route off the coast of Crete for reasons that could not be independently verified.
Screenshot from Marine Traffic February 5, 2026

ISM manager: Arab Ship Management Ltd (Jordan) since December 25, 2020 (low or very low performing).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: at anchor in Montevideo (Uruguay).



Hajh Amina

IMO 9046356



City of Sunderland, car carrier, April 30, 2016,
Gothenburg (Sweden) © Tim Becker



Hajh Amina, livestock carrier, August 14, 2024,
Ceuta (Spain) © Borja Vieira

Hajh Amina (ex-*City of Sunderland*). IMO 9046356. Ex-car carrier converted in 2019 at the age of 26. Length 100 m. 2,417 deadweight t. Built in 1993 in Akitsu (Japan) by Shin Kurushima. 33 years old.

Togolese flag since October 2019; black list, medium risk. Previously registered in Isle of Man (1993). Classification society Cosmos Marine Bureau (non-IACS, South Korea) since July 2020, not ranked. On September 27, 2019 her previous classification society Lloyd's Register of Shipping (IACS, United Kingdom) considered she has been sold for scrapping. She actually was converted to livestock carrier and resumed trading.

Owned by a single ship company Almanoor Navigation Co SA registered in Honduras.

No detentions.

The vessel was inspected at least 58 times since November 1998 totalling 85 deficiencies, including 30 times (totalling 51 deficiencies) as a car carrier and 28 times (totalling 34 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 5 times, in Osman Digna (Sudan), in Piraeus (Greece), in Sao Sebastiao (State of Sao Paulo, Brazil) and in Tripoli (Lebanon, twice), totalling 10 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.162).

In 2021-2023, she was inspected 13 times in Belem (State of Pará, Brazil), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), in Puerto Cabello (Carabobo State, Venezuela), in Katakolon (Greece), in Cartagena (Department of Bolivar, Colombia), in Rio Grande (State of Rio Grande do Sul, Brazil, twice), in Kalamata (Greece), in Tolu (Department of Sucre, Colombia, 3 times), in São Sebastião (State of Sao Paulo, Brazil) and in Turbo (Department of Antioquia, Colombia), totalling 21 deficiencies.

In 2024-2025, she was inspected 11 times, in Cartagena (Spain, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times), in Damietta (Egypt) and in Sao Sebastiao (State of Sao Paulo, Brazil, twice), totalling 7 deficiencies.



Hajh Amina IMO 9046356			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	6	Maritime Labour Convention-2006	4
Certificates and documents	5	Alarms	1
Fire safety	5	Safety of navigation	1
Maritime Labour Convention-2006	3	ISM	1
Structural Conditions	2		
Load lines	2		
Pollution prevention MARPOL Annex V	2		
Working-Living Conditions	1		
Water/Weathertight conditions	1		
ISM	1		
Propulsion and Auxiliary Machinery	1		
Pollution prevention MARPOL Annex I	1		
Emergency systems	1		
	31		7

The *Hajh Amina* loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on October 10, 2025, made a technical stopover in Ceuta (Spanish autonomous city bordering Morocco, 15 km from mainland Spain) on October 21, reached Cartagena (Spain) on October 22, reached Jeddah (Saudi Arabia) on October 31 (21 days' voyage), reached Cartagena (Spain) on November 13, Las Palmas (Canary Islands, Spain) on November 16, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on December 5, reached Damietta (Egypt) on December 25 (20 days' voyage), reached Cartagena (Spain) on January 2, Las Palmas (Canary Islands, Spain) on January 6. As of February 5, she was anchored off Sao Sebastiao (Brazil).

ISM manager: Morgan Navigation Co Sa (Lebanon) since May 22, 2020 (low or very low performing).

Ship risk profile: 4 points, standard risk ship.

Location, June 8, 2026: Tasucu (Türkiye).



Hajh GHSN J

IMO 7607417



Tara, general cargo ship, June 20, 2011, Mangalia (Romania) © Adi Man



Hajh Ghsn J, livestock carrier, August 3, 2019, Berbera (Somaliland) © vovashap

Hajh GHSN J (ex-*Tara*, ex-*Ranim*, ex-*Gudrun Danielsen*, ex-*Kaloum*, ex-*Gudrun Danielsen*). IMO 7607417. Ex-general cargo ship converted in 2016 at the age of 39. Length 83 m. 3,705 deadweight t. Built in 1977 in Westerbroek (Netherlands) by Smit, E.J. 49 years old.

Togolese flag since March 2016; black list, medium risk. Previously registered in Cambodia (2003). Classification society International Naval Surveys Bureau (non-IACS, Greece) since October 2004, medium performing. Previously Bureau Veritas (IACS, France). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single -ship company South East Wind Shipping SA registered in Honduras and based in Egypt.

3 detentions: in 2011 in Koper (Slovenia), in 2012 in Nea (Greece), and in 2014 in Antalya (Türkiye) as a general cargo ship.

The vessel was inspected at least 47 times since 1998 totalling 270 deficiencies, including 44 times (totalling 258 deficiencies) as a general cargo ship and 2 times (totalling 12 deficiencies) as a livestock carrier.

She has not been inspected since 2020.

ISM manager: Morgan Navigation Co SA (Lebanon) since May 24, 2019 (low/very low performing).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: at anchor in Berbera (Somaliland). Somaliland (177,000 km²) has been claiming its independence since 1991. With the exception of Israel, which recognised it as a State in December 2025, the international community considers Somaliland to be part of the Federal Republic of Somalia.

She sails between Berbera and Jeddah (Saudi Arabia). She is in an area affected by armed conflict and regional instability.

Harmony Livestock

IMO 7349871



Joy 5, general cargo ship, June 22, 2009, Bosphorus Strait © Wil Weijsters



Harmony Livestock, livestock carrier, January 15, 2022, Suez Canal © foggy

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. 1,596 deadweight t. Built in 1973 in Wewelsfleth (Germany) by Peters, Hugo. 53 years old.

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

Classification society Vega Register (non-IACS, Türkiye) since July 2024, not ranked. Previously Maritime Lloyd Georgia (non-IACS, Georgia). Vega Register is known for going along end-of-life ships on their final voyages to Türkiye.

Owned by a single -ship company Green Way Shipping Co registered in the Marshall Islands and based in Türkiye which is also acting as ISM manager.

4 detentions: in 2008 in Odessa (Ukraine) and in Koper (Slovenia), in 2010 in Damietta (Egypt) as a general cargo ship, in 2024 in Varna (Bulgaria) as a livestock carrier.

The vessel was inspected at least 74 times since 1999 totalling 367 deficiencies, including 30 times (totalling 113 deficiencies) as a general cargo ship and 44 times (totalling 254 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times, in Aqaba (Jordan, twice) and in Midia (Romania, 4 times), totalling 28 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.65).

In 2021-2023, she was inspected 8 times in Midia (Romania, 3 times), in Beirut (Lebanon, twice), in Batumi (Georgia) and in Reni (Ukraine), totalling 41 deficiencies.

In 2024-2025, she was inspected 11 times, in Batumi (Georgia, twice), in Midia (Romania, twice), in Varna (Bulgaria, twice, where she was detained), in Beirut (Lebanon), in Piraeus (Greece), in Izmail and in Reni (Ukraine), totalling 78 deficiencies. Grounds for detention in Varna relate in particular to safety of navigation (missing or obsolete navigation charts and maps), damaged lifeboats, unavailability of firefighting equipment and crew certificates.

Harmony Livestock IMO 7349871			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	13	Safety of navigation	21
Maritime Labour Convention-2006	10	Fire safety	11
Safety of navigation	9	Certificates and documents	9
Life saving appliances	8	Life saving appliances	6
Fire safety	7	Maritime Labour Convention-2006	6
Emergency systems	6	Structural Conditions	6
Propulsion and Auxiliary Machinery	5	Water/Weathertight conditions	6
Working-Living Conditions	3	Propulsion and Auxiliary Machinery	4
Radio Communications	3	Emergency systems	3
Structural Conditions	2	Radio Communications	3
Other Type of Deficiencies	1	ISM	2
Pollution prevention MARPOL Annex V	1	Pollution prevention MARPOL Annex V	1
Water/Weathertight conditions	1		
	69		78



In 2021, the Suez Canal was closed for 6 days following the grounding of the container ship *Ever Given* on March 23. 13 livestock carriers heading to Red Sea ports had to remain anchored off Port Said in the Mediterranean or in the Suez Canal, including the Great Bitter Lake, while carrying live animals on board (see report "78 EU-approved livestock carriers", 2021, p.20-21 and report "64 EU-approved livestock carriers", 2024, p.39). The *Harmony Livestock* anchored off Port Said, at the entrance to the canal.

ISM manager: Green Way Shipping Co (Türkiye) since July 18, 2024 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Reni (Ukraine).

Helen

IMO 7614848



Barhom, general cargo ship, November 2007, unloading at Ortona (Italy)
© vovashap



Barhom, livestock carrier, August 2011, Koper (Slovenia) © Edvin SKRLJ

Helen (ex-*Barhom*, ex-*Dennis*, ex-*Dennis Danielsen*, ex-*Otto Danielsen*, ex-*Atlantic Cape*, ex-*Flex Fortuna*, ex-*Amigo Fortuna*). IMO 7614848. Ex-general cargo ship converted in 2011) at the age of 33. Length 80 m. 2,537 deadweight t. Built in 1978 in Foxhol (Netherlands) by Suurmeijer. 48 years old. Without taking into account the transformation and conversion plans approved by the classification society, she was fitted with double decks for transporting sheep (see chapter Conversion).

Guinea-Bissau flag since November 2022; black list, medium risk. Previously registered in Tanzania (2011).

Classification International Naval Surveys Bureau (non-IACS, Greece), medium performing. Previously Bulgarski Koraben Registar. International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single -ship company Halm WMF Marine Ltd registered in Marshall Islands. The *Helen* is managed by Limano Marine Services Ltd (Lebanon)) which reports a fleet of 5 livestock carriers as ship and/or ISM manager, the *Helen*, *Maysa* (IMO 6829082), the *Mariona* (IMO 7113624), the *Abdulrahman King* (IMO 7211907) and the *Dalal F* (IMO 7910888).

7 detentions: in 1998 in Ostende (Belgium), in 1999 in Moerdijk (Netherlands), in 2006 in Mersin (Türkiye) and Larnaca (Cyprus), in 2007 in Iskenderun (Türkiye), in 2009 in Larnaca again as a general cargo ship and in 2014 in Tarragone (Spain) as a livestock carrier.

The vessel was inspected at least 74 times since 1998 totalling 319 deficiencies, including 31 times (totalling 80 deficiencies) as a general cargo ship and 43 times (totalling 239 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times in Alger (Algeria, twice), Beirut (Lebanon), Cartagena (Spain), Sète (France, twice), totalling 20 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.36).

In 2021-2023, she was inspected 10 times in Beirut (Lebanon, 4 times), Bizerte (Tunisia), Midia (Romania), Reni (Ukraine, twice), Rasa (Croatia) and Sète (France) (see report "64 EU-approved livestock carriers", 2024, p.100).

In 2024-2025, she was inspected 8 times in Batumi (Georgia), Beirut (Lebanon, 3 times), Cartagena (Spain), Reni (Ukraine, 2 times), Kalamata (Greece), totalling 38 deficiencies.

<i>Helen</i> IMO 7614848			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	10	Working-Living Conditions	6
Certificates and documents	8	Safety of navigation	5
Life saving appliances	8	Certificates and documents	4
Fire safety	7	Life saving appliances	4
Maritime Labour Convention-2006	7	Propulsion and Auxiliary Machinery	4
Working-Living Conditions	7	Emergency systems	3
Water/Weathertight conditions	4	Water/Weathertight conditions	3
Emergency systems	3	Fire safety	2
Structural Conditions	3	Radio Communications	2
Pollution prevention MARPOL Annex V	2	Structural Conditions	2
Pollution prevention MARPOL Annex III	2	Alarms	1
Alarms	1	Pollution prevention MARPOL Annex III	1
ISM	1	Pollution prevention MARPOL Annex V	1
ISPS	1		
Other Type of Deficiencies	1		
Propulsion and Auxiliary Machinery	1		
Radio Communications	1		
	67		38

On February 5, 2012, the *Barhom* loaded 4,000 sheep and 400 cows in Braila (Romania) in the Danube Delta. She was bound for Libya. She was not able to leave due to ice on the river until March 5. As a result of the delay, the animals remained on board for one month before the vessel was able to depart.

On December 24, 2022, the *Helen*, en route from Damietta to Rasa (Croatia) with no cattle on board, suffered a mechanical failure and had to drop anchor off Datça (Türkiye).

ISM manager: Limano Marine Services Ltd (Lebanon) since March 24, 2023 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Sète (France).



Icon I

IMO 8807351



AK Suave, general cargo ship, January 2020, Brindisi (Italy) © CapTom



Med Rose, livestock carrier, May 2026, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich

Icon I (ex-*Med Rose*, ex-*AK Suave*, ex-*General Malvar*, ex-*Splash*, ex-*Multiflex Flash*, ex-*CEC Flash*, ex-*Mint Flash*, ex-*Industrial Hope*, ex-*Supereight*, ex-*Vigour Cebu*, ex-*Supereight*). IMO 8807351. Ex-general cargo ship converted into a livestock carrier in 2021 at the age of 31 years and is still registered by the IMO as a general cargo ship. Length 91 m. 3,194 deadweight t. Built in 1990 in Shanghai (China) by Donghai. 36 years old.

Palau flag since August 2021; black list, medium risk. Previously registered in Panama (June 2021). Classification society International Register of Shipping (non-IACS, United States of America) since November 2023), low performing. Previously the Dromon Bureau of Shipping. International Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Pakistan.

Owned by a single -ship company Overseas Company SA registered in Marshall Island and based in Greece which is also acting as ISM manager.

2 detentions: in 2019 in Rijeka (Croatia) and in 2020 in Trieste (Italy) as a general cargo ship)

The vessel was inspected at least 21 times since 2018 totalling 125 deficiencies, including 10 times (totalling 68 deficiencies) as a general cargo ship and 11 times (totalling 57 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 7 times in Mersin (Türkiye, twice), in Igoumenitsa (Greece), in Rijeka (Croatia), Damiatta (Egypt), in Trieste (Italy) and in Marioupol (Ukraine), totalling 53 deficiencies (In 2021-2023, as a livestock carrier, she was inspected 9 times in Beirut (Lebanon, 4 times), in Tripoli (Lebanon), in Constanta (Romania), in Rasa (Croatia) and in Lavrio (Greece), totalling 41 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.124).

In 2024-2025, she was inspected 4 times in Rasa (Croatia, twice), in Beirut (Lebanon) and in Piraeus (Greece), totalling 26 deficiencies.

Icon I, ex-Med Rose IMO 8807351			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	19	Maritime Labour Convention-2006	5
Certificates and documents	15	Certificates and documents	4
Fire safety	10	Fire safety	4
Working-Living Conditions	8	Water/Weathertight conditions	3
Structural Conditions	7	Life saving appliances	2
Emergency systems	5	Propulsion and Auxiliary Machinery	2
Life saving appliances	5	Safety of navigation	2
Maritime Labour Convention-2006	5	Working-Living Conditions	2
Propulsion and Auxiliary Machinery	4	Emergency systems	1
Water/Weathertight conditions	4	ISM	1
ISM	3		
Other Type of Deficiencies	3		
Radio Communications	3		
Pollution prevention MARPOL Annex V	2		
Pollution prevention MARPOL Annex VI	1		
	94		26

ISM manager: Overseas Company SA (Greece) since November 5, 2024 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: at anchor in Rasa (Croatia).



Jawan

IMO 9262895



Corvus J, container ship, May 26, 2012, Hoek van Holland (Netherlands) © Jerzy Rakowski



Jawan, livestock carrier, July 7, 2022, Portland (State of Victoria, Australia) © Owen Foley

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. 8,372 deadweight t. Built in 2003 in Berne (Germany) by Hegemann Roland. 23 years old.

Panamanian flag since September 2014; grey list. Previously registered in Cyprus (2012). Classification society Bureau Veritas (IACS, France) since October 2015, high performing. Previously Det Norske Veritas (IACS, Norway).

Owned by a single -ship company Jawan Compania Naviera SA registered in Panama. The *Jawan* is managed by MC-Schiffahrt (GmbH & Co) (Germany) which is also acting as ISM manager and which reports a fleet of 5 vessels as ship and/or ISM manager including 2 livestock carriers, the *Jawan* and the *Nine Eagle* (IMO 9397092).

2 detentions: in 2016 in Fremantle (State of Western Australia, Australia) and in 2025 in Townsville (State of Queensland, Australia) as a livestock carrier.

The vessel was inspected at least 64 times since 2003 totalling 98 deficiencies, including 24 times (totalling 34 deficiencies) as a container ship and 40 times (totalling 64 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 3 times, in Darwin, in Fremantle (State of Western Australia, Australia) and in Townsville (State of Queensland, Australia). No deficiencies were reported (see report "78 EU-approved livestock carriers", 2021, p.70).

In 2021-2023, she was inspected 11 times, in Townsville (State of Queensland, Australia, 5 times), in Fremantle (State of Western Australia, Australia), in Portland (State of Victoria, Australia, 3 times), in Panjang (Indonesia) and in Eilat (Israel), totalling 13 deficiencies.

In 2024-2025, she was inspected 6 times, in Townsville (State of Queensland, Australia, 3 times), in Fremantle (State of Western Australia, Australia, twice, where she was detained) and in Darwin (Northern Territory, Australia), totalling 5 deficiencies. Grounds for detention in Fremantle include ventilation failures.



<i>Jawan</i> IMO 9262895			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	3	Propulsion and Auxiliary Machinery	2
Fire safety	2	Water/Weathertight conditions	2
Emergency systems	2	Life saving appliances	1
Working-Living Conditions	2		
Water/Weathertight conditions	1		
ISM	1		
Pollution prevention MARPOL Annex IV	1		
Other Type of Deficiencies	1		
	13		5

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 bow of the *Corvus J* was damaged, but the vessel resumed trading following repairs. She was converted to livestock carrier in 2015.

On August 26, 2018, the *Jawan* left Portland (State of Victoria, Australia) with 45 crew members and 6,226 head of cattle bound for Qinhuangdao (China, arrival on September 15). Despite a mortality rate too "low" to trigger an investigation (0.22%), several operational and animal welfare issues were reported during the voyage: a lack of sawdust, muddy pens, poor storage of medicines, dirty and broken syringes, under-dosing of antibiotics, empty or soiled water troughs, etc. Temperatures reportedly reached 33.5°C, and signs consistent with heat stress, including drooling, were observed among the animals.

In late November 2018, following 2 failed departure attempts characterised by rolling that indicated a lack of stability, the *Jawan*, carrying 4,327 head of cattle, was not permitted to set sail from Portland (State of Victoria, Australia). The cattle were returned to land. It transpired that the exporter had declared a weight lower than the actual figure and that the vessel was overloaded. Losses of stability linked to malfunctioning ballast valves were also reported. A third departure attempt took place on December 10, but significant rolling was again reported. The *Jawan* set sail on December 20 for Singapore for repairs. Her Australian Certificate for the Carriage of Livestock was withdrawn pending completion of repair works at the JSL yard in Singapore.

On January 21, 2019, the *Jawan* left Fremantle (State of Western Australia, Australia) with 5,400 head of cattle bound for Panjang (Indonesia, arrival on January 27). Rough sea conditions were reported during the first few days of the voyage, affecting feed intake by the animals.. In some pens, animals were exposed to seawater spray.. The crew used plastic sheeting to protect them.

On March 30, 2019, the *Jawan* left Darwin (Northern Territory, Australia) with 5,394 head of cattle bound for Panjang (Indonesia, arrival on April 3) and Jakarta (arrival on April 5). There was no veterinarian. The animals on deck 4 were reported to be the most affected by high temperatures. . Animal handling problems were reported during unloading: Indonesian workers repeatedly struck some of the cattle that were reluctant to disembark. Two cattle reportedly suffered broken tails.



The *Jawan* is the sister ship of 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). Only 2 Filipino crew were rescued alive.

ISM manager: MC-Schiffahrt (GmbH & Co) (Germany) since December 1, 2015 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: Mediterranean Sea, south of Greece, between Ceuta (Spain) and Iskenderun (Türkiye).



Jersey

IMO 7639616



Porthos, general cargo ship, December 24, 2014, Kiel Canal (Germany) © Marcus-S



Jersey, livestock carrier, May 2026, Midia (Romania) © Animal Welfare Foundation | Tierschutzbund Zürich

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. 2,378 deadweight t. Built in 1977 in Matsuura (Japan) by Nitchitsu. 49 years old.

Togolese flag since August 2016; black list, medium risk. Previously registered in Sierra Leone (2007). Classification society Vega Register Inc (non-IACS, Türkiye) since May 2019, not ranked. Previously Dromon Bureau of Shipping (non-IACS, Cyprus). Vega Register is known for going along end-of-life ships on their final voyages to Türkiye.

Owned by a single -ship company WS World Seas Compania Naviera registered in Panama. The *Jersey* is managed by Diabco Management Ltd (Türkiye) which reports a fleet of 4 vessels as ship and ISM manager including 2 livestock carriers, the *Jersey* and the *Neameh* (IMO 7903029).

13 detentions: in 1998 in Rotterdam (Netherlands), in 2005 in Harwich (United Kingdom), in 2007 in Esbjerg (Denmark), in 2008 in Novorossiysk (Russia) and in Limassol (Cyprus), in 2009 in Alexandria (Egypt), in 2011 in Novorossiysk (Russia), i.e. 7 times as a general cargo ship, 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), i.e. 6 times as a livestock carrier.

The vessel was inspected at least 97 times since 1998 totalling 692 deficiencies, including 58 times (totalling 369 deficiencies) as a general cargo ship and 39 times (totalling 323 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 5 times, in Aqaba (Jordan, twice), in Midia (Romania, twice) and in Tripoli (Lebanon), totalling 27 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.72-73).

In 2021-2023, she was inspected 8 times, in Aqaba (Jordan, twice) and in Midia (Romania, 6 times), totalling 53 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.102-103).

In 2024-2025, she was inspected 3 times, in Midia (Romania, twice) and in Reni (Ukraine), totalling 21 deficiencies.



Jersey IMO 7639616			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	15	Certificates and documents	5
Safety of navigation	14	Fire safety	3
Maritime Labour Convention-2006	9	Maritime Labour Convention-2006	2
Fire safety	8	Propulsion and Auxiliary Machinery	2
Working-Living Conditions	5	Safety of navigation	2
Life saving appliances	4	Water/Weathertight conditions	2
Radio Communications	4	ISM	1
Water/Weathertight conditions	4	ISPS	1
ISM	3	Life saving appliances	1
Pollution prevention MARPOL Annex V	3	Other Type of Deficiencies	1
Propulsion and Auxiliary Machinery	3	Radio Communications	1
Structural Conditions	3		
Emergency systems	2		
Other Type of Deficiencies	2		
ISPS	1		
	80		21



In 2021, the Suez Canal was closed for 6 days following the grounding of the container ship *Ever Given* on March 23. 13 livestock carriers heading to Red Sea ports had to remain anchored off Port Said in the Mediterranean or in the Suez Canal, including the Great Bitter Lake, while carrying live animals (see report "78 EU-approved livestock carriers", 2021, p.20-21 and report "64 EU-approved livestock carriers", 2024, p.39). The *Jersey* which left Midia (Romania) on March 19 was one of three livestock carriers trapped in the Great Bitter Lake.



On December 17, 2025, the *Jersey*, which was en route from Midia (Romania) to Aqaba (Jordan) with 21 crew members and livestock on board, suffered a mechanical failure. She drifted 19 miles west of Patmos (Greece). Informed with delay, the Patmos port authority dispatched a coastguard patrol vessel and the tug *Pothitos II* (IMO 9186572) to the scene. The *Jersey* was escorted to Kalymnos and was prohibited from sailing until her second-rank classification society had presented a certificate of repair of the damage and class maintenance. She left Kalymnos on January 3.

Banned by Spain from Paris MoU ports from December 30, 2014 to February 18, 2016 for multiple detentions. Banned a second time by Portugal from June 23, 2016 to July 10, 2018.

ISM manager: Diabco Management Ltd (Türkiye) since May 27, 2019 (low or very low performing).

Ship risk profile: 4 points, standard risk ship.

Location, June 8, 2026: in the Suez Canal, coming from Aqaba (Jordan), in an area affected by armed conflict and regional instability.



Jouri

IMO 9174775



City of Paris, car carrier, June 3, 2015, Zeebrugge (Belgium) © Rolf Bridde



Jouri, livestock carrier, June 2022, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich

Jouri (ex-*City of Paris*). IMO 9174775. Ex-car carrier converted in 2020 at the age of 21. Length 100 m. 4,033 deadweight t. Built in 1999 in Akitsu (Japan) by Shin Kurushima. 27 years old.

Panamanian flag since October 2021; grey list. Previously registered in Lebanon (2019). Classification society Indian Register of Shipping (IACS, India) since March 2020; medium performing. Previously Lloyd's Register (IACS, United Kingdom). Lloyd's Register of Shipping considered in December 2018 that she had been sold for scrapping but instead she was converted to a livestock carrier.

Owned by a single ship company Etab Shipping SA registered in Panama. The *Jouri* is managed by Safe Sea Services Sarl (Lebanon) which is also acting as ISM manager and which reports a fleet of 20 vessels as ship manager and/or ISM manager, including 4 livestock carriers, the *Jouri*, the *Freesia* (IMO 9046368), the *Orchid* (IMO 9174763) and the *Tulip* (IMO 8614273).

Detained in 2007 in Brest (France) as a livestock carrier for inoperative alarm beyond the authorised hydrocarbon releases.

The vessel was inspected at least 61 times since 1999 totalling 66 deficiencies, including 32 times (totalling 48 deficiencies) as a car carrier and 29 times (totalling 18 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 4 times in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice), in Piraeus (Greece) and in Cartagena (Department of Bolivar, Colombia), totalling 8 deficiencies.

In 2021-2023, she was inspected 13 times in Beirut (Lebanon, twice), in Cartagena (Department of Bolivar, Colombia, twice), in Cartagena (Spain, twice), in Puerto Cabello (Carabobo State, Venezuela) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times) totalling 5 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.104-105).

In 2024-2025, she was inspected 10 times, in Beirut (Lebanon), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 7 times), in Damietta (Egypt) and in Cartagena (Spain) totalling 5 deficiencies.

In January 2026, she was inspected in Alexandria (Egypt). No deficiencies were reported.



<i>Jouri</i> IMO 9174775			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	3	Maritime Labour Convention-2006	1
Pollution prevention MARPOL Annex I	3	Safety of navigation	1
Safety of navigation	3	Certificates and documents	1
Fire safety	1	ISM	1
Working-Living Conditions	1	Working-Living Conditions	1
Life saving appliances	1		
Maritime Labour Convention-2006	1		
	13		5

On August 4, 2020, the *Jouri* was docked in Beirut when nearly 3,000 tonnes of ammonium nitrate exploded in a port warehouse. The former car carrier *City of Paris*, operated by the Japanese company Nissan Motor Car Carrier, had just been converted into a livestock carrier under the name *Jouri*. She arrived in Beirut on July 27. She suffered damages from the blast but was able to leave for Piraeus yard on August 27, 2020.

In December 2024, the International Labour Organisation reported that one of the *Jouri*'s seafarers had not received his wages for the months of July to November. He had also allegedly been beaten and humiliated. He was repatriated and paid in January 2025.

The *Jouri* loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on October 2, 2025, reached Agadir (Morocco) on October 13 (11 days' voyage), made a technical stopover in Las Palmas (Canary Islands, Spain) on October 20, loaded livestock in the port area of Vila do Conde in Barcarena on November 12, reached Agadir on November 23 (11 days' voyage), reached Cartagena (Spain) on December 4, loaded livestock in Cartagena (Department of Bolivar, Colombia) on December 23, made a technical stopover in Ceuta (Spanish autonomous city bordering Morocco, 15 km from mainland Spain) on January 10, 2026, reached Alexandria (Egypt) on January 18 (27 days' voyage), reached Cartagena (Spain) on January 29 and sailed for Barcarena (State of Pará, Brazil). As of February 11, she was located between the Canary Islands and western Morocco.





Irregular route:: departure from Cartagena (Spain) on January 29, approached Oran on February 2, departed without calling at Oran, undertook repeated course alterations between February 3 and 9 off the coast of Al Hoceima (Morocco).

Marine Traffic Screenshot February 5, 2026

ISM manager: Safe Sea Services Sarl (Lebanon) since March 1, 2020 (low or very low performing).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: at anchor in the port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Julia Ak

IMO 7434949



Lady Dya, general cargo ship, October 20, 2008, Varna (Bulgaria) © Bobie Tabakov



Julia Ak, livestock carrier, June 2023 © Animal Welfare Foundation | Tierschutzbund Zürich

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. 7,850 deadweight t. Built in 1976 in Oldenburg (Germany) by Brand. 50 years old.

Lebanese flag since May 2000; grey list. Previously registered in Malta (1992).

Classification society International Naval Surveys Bureau (non-IACS, Greece) since 2011, medium performing. Previously Det Norske Veritas (IACS, Norway). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by Talia Shipping Line Co SARL registered in Lebanon which reports a fleet of 2 livestock carriers as ship manager and ISM manager, the *Julia Ak* and the *Karim Allah* (IMO 6519144) but only owns the *Julia Ak*.

6 detentions: in 1999 in Gioia Tauro (Italy), in 2000 in Aveiro (Portugal), in 2001 in Huelva (Spain) as a general cargo ship, in 2012 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), in 2018 in Rio de Janeiro (State of Rio de Janeiro, Brazil) and in 2020 in Alexandria (Egypt) as a livestock carrier.

The vessel was inspected at least 96 times since 1998 totalling 313 deficiencies, including 31 times (totalling 142 deficiencies) as a general cargo ship and 65 times (totalling 171 deficiencies) as a livestock carrier.

In 2019-2020, she was detained once and inspected 10 times, in Alexandria (Egypt), in Cartagena (Department of Bolivar, Colombia), in Piraeus (Greece), in Rio Grande (State of Rio Grande do Sul, Brazil, twice), in Sao Sebastiao (State of Sao Paulo, Brazil), in Tarragona (Spain) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times), totalling 41 deficiencies. Grounds for detention in Alexandria include deficiencies with regard to AIS and radio communication functionality (see report "78 EU-approved livestock carriers", 2021, p.163).

In 2021-2023, she was inspected 12 times, in Alexandria (Egypt), in Cartagena (Department of Bolivar, Colombia, twice), in Cartagena (Spain, twice), in Pointe-Noire (Congo), in Puerto Cabello (Carabobo State, Venezuela), in Sao Sebastiao (State of Sao Paulo, Brazil) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times), totalling 19 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.106-107).

In 2024-2025, she was inspected 8 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times), in Sete (France) and in Mersin (Türkiye) totalling 6 deficiencies.

Julia Ak IMO 7434949			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	9	Working-Living Conditions	2
Fire safety	7	Ballast Water Management Plan	1
Working-Living Conditions	6	Structural Conditions	1
Maritime Labour Convention-2006	6	Life saving appliances	1
Propulsion and Auxiliary Machinery	6	Water/Weathertight conditions	1
Water/Weathertight conditions	5		
Water/Weathertight conditions	4		
Radio Communications	3		
Structural Conditions	3		
ISM	2		
ISPS	2		
Cargo operations including equipment	2		
Safety of navigation	2		
Pollution prevention MARPOL Annex V	1		
Pollution prevention MARPOL Annex IV	1		
Emergency systems	1		
	60		6

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.

The *Julia Ak* loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on October 10, 2025, reached Casablanca (Morocco) on October 23 (13 days' voyage), made a technical stopover in Las Palmas (Canary Islands, Spain) on October 27, loaded livestock in the port area of Vila do Conde in Barcarena on December 6, made a technical stopover in Cartagena (Spain) on December 23, reached Tasucu (Türkiye) on December 30 (24 days' voyage), Beirut (Lebanon) on January 4, 2026 (29 days' voyage), reached Cartagena (Spain) on January 20 and reached Vila do Conde (State of Pará, Brazil) on February 7.

The *Julia Ak*, having departed from Vila do Conde (Brazil), was en route to Jeddah (Saudi Arabia) in the Red Sea. On March 11, 2026, she was making a technical stopover in Cartagena (Spain). She was reported as transporting cattle. She was en route to an area affected by armed conflict and regional instability.

ISM manager: Talia Shipping Line Co SARL (Lebanon) since April 30, 2016 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: at anchor in the port area of Vila do Conde in Barcarena (State of Pará, Brazil).

Julia L.S.

IMO 7901693



Mingo, general cargo ship, January 2007, Barendrecht (Netherlands)
© Joop Klaasman



Julia L.S., livestock carrier, June 2023, Midia (Romania)
© Animal Welfare Foundation | Tierschutzbund Zürich

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. 3,550 deadweight t. Built in 1980 in Zumaya (Spain) by Balenciaga. 46 years old.

Tanzanian flag since November 2016; black list, very high risk. Previously registered in Togo (2011). Classification society Maritime Lloyd Georgia (non-IACS, Georgia) since October 2016, not ranked. Previously the Dromon Bureau of Shipping. In March 2016, its certification by the Dromon Bureau of Shipping was withdrawn because the vessel was announced as being sold for scrap. She was in fact converted into a livestock carrier and continues her operations.

Owned by a single -ship company Tamar Shipping Ltd registered in Marshall Islands. The *Julia L.S.* is managed by MGM Marine Shipping Srl (Romania) which reports a fleet of 3 vessels as ship and/or ISM manager including 2 livestock carriers, the *Julia L.S.* and the *Tuleen* (IMO 7396630).

8 detentions: in 1999 in Bergen (Norway), in 2009 in Pula (Croatia), in 2010 in Mersin (Türkiye) and Venice (Italy), in 2011 again in Pula as a general cargo ship, in 2017 in Haifa (Israel), and Setubal (Portugal) and in 2018 again in Setubal as a livestock carrier.

The vessel was inspected at least 78 times since 1998 totalling 335 deficiencies, including 54 times (totalling 148 deficiencies) as a general cargo ship and 24 times (totalling 187 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times in Constanta (Romania), Haifa (Israel), Koper (Slovenia), Midia (Romania, twice), and Setúbal (Portugal), totalling 52 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.74).

In 2021-2023, she was inspected 4 times in Ashdod (Israel), Constanta (Romania), and Midia (Romania, twice), totalling 22 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.108).

In 2024-2025, she was inspected 5 times in Constantza (Romania, 2 times), in Midia (Romania), in Batumi (Georgia) and in Lávrio (Greece), totalling 37 deficiencies.



Julia L.S. IMO 7901693			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	14	Certificates and documents	12
Certificates and documents	12	Maritime Labour Convention-2006	7
Maritime Labour Convention-2006	8	Structural Conditions	5
Propulsion and Auxiliary Machinery	7	Pollution prevention MARPOL Annex I	2
Emergency systems	6	Emergency systems	2
Structural Conditions	6	Life saving appliances	2
Life saving appliances	4	Safety of navigation	2
Fire safety	3	ISM	1
ISM	3	ISPS	1
Radio Communications	3	Radio Communications	1
Working-Living Conditions	3	Water/Weathertight conditions	1
Pollution prevention MARPOL Annex V	2	Pollution prevention MARPOL Annex V	1
Cargo operations including equipment	1		
Other Type of Deficiencies	1		
Water/Weathertight conditions	1		
	74		37

Banned by Croatia from Paris MoU ports from August 31, 2011, to February 15, 2012 for multiple detentions.

The *Julia L.S.* departed Raša (Croatia) for Haifa (Israel) on 7 April 2026 carrying approximately 950–1,000 lambs. The animals were intended to be transferred upon arrival to the Dor quarantine facility. However, while the vessel was en route, the Dor quarantine was declared a Foot-and-Mouth Disease infected zone. As a result, animals already held there could not be moved out, leaving no available space for the lambs transported on the *Julia L.S.* The vessel arrived in Haifa on 13 April 2026 at 04:30 and entered the port at 06:30. The animals then remained confined on board for several days while authorities searched for an alternative quarantine facility. During 15–16 April, Israel experienced an extreme heatwave, with temperatures reaching up to 36°C. The lambs remained crowded aboard the vessel under these conditions. At the same time, Haifa was affected by armed conflict and regional instability, and several missile alarms were reported in the area while the vessel was docked. Eventually, on the morning of 16 April, the Jish quarantine facility was evacuated and made available. The animals were transferred there later that day, around 16:00. According to reports, at least three missile alarms were triggered in the area during the unloading operation. Jish quarantine is located close to the Lebanese border and has itself been exposed to security risks related to the ongoing conflict. The animals were expected to remain there for at least eight days, provided the quarantine was not also affected by Foot-and-Mouth Disease restrictions.



A few weeks later, *Julia L.S.* was involved in a similar incident.. According to sources in the agri-food industry, the vessel initially announced an arrival date of May 4, 2026, consistent with a normal voyage from Croatia to Israel. In reality, the ship only arrived on May 8 due to a technical malfunction. As a result of this delay, the vessel lost her allocated place in the destination quarantine facility. When she arrived in Israel, the designated quarantine was no longer available to receive the animals. Following the criticism generated by the April incident, the animals were transferred to an already populated quarantine facility. This transfer avoided another prolonged stay on board but it raised additional concerns regarding animal health, biosecurity, and disease transmission risks.

ISM manager: MGM Marine Shipping Srl (Romania) since September 30, 2016 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Midia (Romania).



Kamadhenu

IMO 9115377



GL Lan Xiu, livestock carrier, May 29, 2018, Darwin (Australia)

© Chris Houghton

Kamadhenu (ex-*GL Lan Xiu*, ex-*Oyashio Maru*). IMO 9115377. Ex-container ship converted in 2011 at the age of 16. Length 120 m. 4,106 deadweight t. Built in 1995 in Setoda (Japan) by Naikai. 31 years old.

Panamanian flag since May 2011; grey list. Previously registered in Hong Kong (2008). Classification society Bureau Veritas (IACS, France) since May 2011, high performing. Previously Nippon Kaiji Kyokai (IACS, Japan).

Owned by a single -ship company Karya Teknik Maritime Pte Ltd registered in Singapore. The manager is PT Pelayaran Karya Teknik Operator (Indonesia). The two entities only declare this single vessel.

2 detentions: in 2011 in Brisbane (State of Queensland, Australia) and in 2018 in Portland (State of Victoria, Australia) as a livestock carrier.

The vessel was inspected at least 39 times since 2011 totalling 132 deficiencies as a livestock carrier.

In 2021-2025, she was not inspected.

On January 23, 2012 at 6.45 a.m., the *GL Lan Xiu* was refuelled by the *Valliant III* in Hamilton (State of Queensland, Australia). Within minutes, at least 5 tonnes of fuel oil spilled into the Brisbane River. Floating booms were deployed.. Five pelicans and a cormorant were covered in oil. The loading of 2,000 head of cattle bound for Japan was delayed until the oil spill had been brought under control (from January 23 to February 10). The captain and the chief engineer were charged with marine pollution. They were released on bail on January 24 on a bond of 20,000 Australian dollars. The accident was reportedly due to human error. In November 2012, the shipowner Glocal Hong Kong was fined 60,000 Australian dollars (62,000 US\$). At the same time, Glocal Hong Kong was negotiating with the Queensland government to cover the costs of dealing with the oil spill, estimated at 384,000 Australian dollars (nearly 400,000 US\$).



ISM manager: unknown since December 12, 2018.

Ship risk profile: 1 point, standard risk ship.

The *Kamadhenu* was in Batu Ampar (Riau Islands, Indonesia), without AIS record, since April 28, 2025. Her AIS resumed transmitting on April 30, 2026, and stopped again on May 1. She was in Sekupang, next to Batu Ampar.



Karazi

IMO 8215807



Huelin Endeavour, general cargo ship,
November 2012, Cardiff (United Kingdom)
© Rainer Petzold



Karazi, livestock carrier, March 2024,
Gulf of Aqaba © Achim Egenolf

Karazi (ex-*Jaohar Discovery*, ex-*Huelin Endeavour*, ex-*Coastal Wave*, ex-*Pellworm*, ex-*Neptunus*, ex-*Craigantlet*). IMO 8215807. Ex-general cargo ship converted in 2013 at the age of 30. Length 78 m. 1,874 deadweight t. Built in 1983 in Neuenfelde (Germany) by Sietas Schiffswerft. 43 years old. Without taking into account the transformation and conversion plans approved by the classification society, she was fitted with double decks for transporting sheep (see chapter Conversion).

Sierra Leone flag since September 2013; grey list. Previously registered in Ireland (2006). Classification society Dromon Bureau of Shipping (non-IACS, Cyprus) since August 2015, medium performing. Previously Det Norske Veritas-Germanischer Lloyd.

Owned by Karazi Shipping Co Ltd registered in Romania which is also acting as ISM manager and which reports a fleet of 4 livestock carriers, the *Karazi*, the *Gamma Star* (IMO 7703259), the *Omega Star* (IMO 8917742) and the *Epsilon K* (IMO 9045156).

2 detentions: in 2010 in Southampton (United Kingdom) as a general cargo ship and in 2019 in Midia (Romania) as a livestock carrier.

The vessel was inspected at least 66 times since 1998 totalling 320 deficiencies, including 27 times (totalling 79 deficiencies) as a general cargo ship and 39 times (totalling 241 deficiencies) as a livestock carrier.

In 2019-2020, she was detained once and inspected 9 times in Aqaba (Jordan), Batumi (Georgia), Beirut (Lebanon), Midia (Romania, 3 times), Mykolaiv (Ukraine), Tripoli (Lebanon, twice), totalling 55 deficiencies. Grounds for detention in Midia include deficiencies with regard to the safety of navigation and radio communications (see report "78 EU-approved livestock carriers", 2021, p.76).

In 2021-2023, she was inspected 6 times in Aqaba (Jordan), Midia (Romania, 3 times), and Tripoli (Lebanon, twice), totalling 25 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.110).

In 2024-2025, she was inspected 7 times in 6 times, in Batumi (Georgia), Beirut (Lebanon), Midia (Romania), Reni (Ukraine), Piraeus (Greece) and Izmail (Ukraine), totalling 42 deficiencies.



Karazi IMO 8215807			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	18	Safety of navigation	8
Certificates and documents	16	Certificates and documents	7
Maritime Labour Convention-2006	9	Fire safety	5
Life saving appliances	8	Emergency systems	4
Working-Living Conditions	8	Life saving appliances	4
Emergency systems	5	Working-Living Conditions	4
Fire safety	4	Radio Communications	3
Radio Communications	4	ISM	2
Other Type of Deficiencies	2	Water/Weathertight conditions	2
Water/Weathertight conditions	2	Maritime Labour Convention-2006	1
Alarms	1	Pollution prevention MARPOL Annex V	1
ISM	1	Structural Conditions	1
Pollution prevention MARPOL Annex V	1		
Structural Conditions	1		
	80		42

From January 17 to April 29, 2026, the *Karazi* was "under repair" in Suez.

ISM manager: Karazi Shipping Co Ltd (Romania) since July 10, 2020 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Sea of Marmara, en route from Reni (Ukraine) to Çanakkale (Türkiye).



Karim Allah

IMO 6519144



Mundial Car, Ro-Ro, April 1999, on the Elbe
© Andreas Spörri



Karim Allah, livestock carrier, May 2026, Midia (Romania) © Animal Welfare Foundation | Tierschutzbund Zürich

Karim Allah (ex-*Mundial Car*, ex-*Passat*). IMO 6519144. Ex-Ro-Ro converted in 2001 at the age of 36. Length 82 m. 1,722 deadweight t. Built in 1965 in Neuenfelde (Germany) by JJ Sietas. 61 years old.

Lebanese flag since April 1965; grey list.

Classification society International Naval Surveys Bureau (non-IACS, Greece) since May 2015, medium performing. Previously International Register of Shipping. International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single -ship company Khalifeh Livestock Trd Co SARL registered in Lebanon. The *Karim Allah* is managed by Talia Shipping Line Co SARL (Lebanon) which reports a fleet of 2 livestock carriers as ship and/or ISM manager, the *Karim Allah* and the *Julia AK* (IMO 7434949).

5 detentions: in 2000 in Antwerp (Belgium) and Hamburg (Germany), in 2001 in Antwerp again as a Ro-Ro and twice in Sète (France) as a livestock carrier.

The vessel was inspected at least 41 times since 1998 totalling 265 deficiencies, including 12 times (totalling 117 deficiencies) as a Ro-Ro and 29 times (totalling 148 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 4 times in Rasa (twice) and Rijeka (Croatia) and in Mykolaiv (Ukraine), totalling 17 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.78).

In 2021-2023, she was inspected 5 times in Alexandria (Egypt), Bizerte (Tunisia) and Tarragona (Spain, 3 times), totalling 25 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.112).

In 2024-2025, she was inspected 7 times in Tarragona (Spain), Reni (Ukraine, twice), Sète (France) and Bizerte (Tunisia), totalling 13 deficiencies.



Karim Allah IMO 6519144			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Fire safety	7	Fire safety	3
Propulsion and Auxiliary Machinery	7	Structural Safety	3
Certificates and documents	6	Propulsion and Auxiliary Machinery	2
Safety of navigation	5	Certificates and documents	1
Working-Living Conditions	5	Emergency systems	1
Maritime Labour Convention-2006	3	ISM	1
Emergency systems	2	Life saving appliances	1
Radio Communications	2	Working-Living Conditions	1
Structural Conditions	2		
Life saving appliances	1		
Other Type of Deficiencies	1		
Pollution prevention MARPOL Annex V	1		
	42		13

On December 18, 2020, the *Karim Allah* carrying 895 calves left Cartagena (Spain) reportedly bound for Iskenderun (Türkiye). Animals were not permitted to disembark at Iskenderun, and the shipowner steered the *Karim Allah* towards Tripoli (Libya) in the hope of finding another buyer. The cattle were 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 to Bizerte and any Tunisian ports and forced to leave Tunisian territorial waters. She was spotted off the port of Augusta (Sicily, Italy) on January 28. She left Augusta Bay on February 2 reporting to be "partially laden" and heading to Cartagena (Spain) where she was expected to dock on February 6. She subsequently anchored off Cagliari (Sardinia, Italy) on February 4 and remained there until February 20.. Then, she left Sardinia, still with cattle on board. She remained anchored in Cartagena Bay for a week and was finally allowed to dock. According to officials from the Ministry of Agriculture, the 864 cattle still on board were found not affected by bluetongue disease but suffering various lesions and not in fit condition to undertake a voyage to another port. In addition, from an administrative point of view they were considered as already exported animals which cannot be imported to Spain. On March 6, the Court ordered the calves to be slaughtered. The *Karim Allah* left Cartagena on March 9, supposedly bound for Beirut but she sailed north, remained anchored off Valencia, and later off Menorca, waiting for order. She subsequently called at Tarragona (Spain) and later departed for Beirut carrying livestock.

ISM manager: Talia Shipping Line Co SARL (Lebanon) since February 16, 2017 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: Mediterranean Sea, en route from Sète (France) to Casablanca (Morocco).



Lady Maria

IMO 6518425



Lady Azza, general cargo ship, July 2006, Tartus (Syria) © Mahmoud SHD



Lady Azza, livestock carrier, June 2023, Midia (Romania) © Animal Welfare Foundation | Tierschutzbund Zürich

Lady Maria (ex-*Lady Azza*, ex-*Captain Amin*, ex-*Tartousi*, ex-*Marina Grazia*, ex-*Mercantic*, ex-*Victorious*, ex-*Edelgard*). IMO 6518425. Ex-general cargo ship converted in 2010 at the age of 45. Length 72 m. 1,265 deadweight t. Built in 1965 in Schacht-Audorf (Germany) by Krogerwerft. 61 years old.

Guinee-Bissau flag since December 2025; black list, medium risk. Previously registered in Tanzania (2015).

Classification society International Classification Bureau (non-IACS, Panama), not ranked. Previously Dromon Bureau of Shipping (non-IACS, Cyprus).

Owned by a single -ship company Mary Maritime Co SA registered in Belize. The *Lady Maria* is managed by Mina Group Shipping Ltd (Lebanon) which reports a fleet of 4 vessels as ship and/or ISM manager including 3 livestock carriers, the *Lady Maria*, the *Mariona* (IMO 7113624) and the *Mariona Star* (IMO 7222982).

6 detentions: twice in 2003 in Constanta (Romania), in 2005 in Mersin (Türkiye) as a general cargo ship and in 2015 in Limassol (Cyprus), in 2024 in Constanta (Romania) and in Kalymnos (Greece) as a livestock carrier.

The vessel was inspected at least 74 times since 2003 totalling 616 deficiencies, including 9 times (totalling 53 deficiencies) as a general cargo ship and 65 times (totalling 563 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 12 times in Batumi (Georgia, 3 times), Midia (Romania) and Galati (Romania, twice), Beirut (Lebanon, 5 times) and Mykolaiv (Ukraine), totalling 101 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.81).

In 2021-2023, she was inspected 10 times in Batumi (Georgia), Beirut (Lebanon, 3 times), Midia (Romania, twice) and Reni (Ukraine, 4 times), totalling 69 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.114).

In 2024-2025, she was detained twice and inspected 4 times in Constanta (Romania), Kalymnos (Greece), Tripoli (Lebanon) and Batumi (Georgia) totalling 59 deficiencies.

In April 2026, the *Lady Maria* was inspected in Reni (Ukraine). Six deficiencies were noted concerning emergency systems, fire safety, working-living conditions, propulsion and auxiliary machinery, and safety of navigation.

Lady Maria IMO 6518425			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	29	Safety of navigation	12
Life saving appliances	24	Life saving appliances	8
Certificates and documents	20	Maritime Labour Convention-2006	8
Emergency systems	16	Certificates and documents	6
Fire safety	15	Fire safety	6
Maritime Labour Convention-2006	15	Emergency systems	4
Working-Living Conditions	13	Structural Conditions	4
Structural Conditions	8	ISM	2
Propulsion and Auxiliary Machinery	7	Other Type of Deficiencies	2
Radio Communications	5	Propulsion and Auxiliary Machinery	2
Water/Weathertight conditions	5	ISPS	1
Pollution prevention MARPOL Annex V	4	Pollution prevention MARPOL Annex III	1
ISM	3	Radio Communications	1
Pollution prevention MARPOL Annex III	3	Water/Weathertight conditions	1
ISPS	1	Working-Living Conditions	1
Other Type of Deficiencies	1		
Pollution prevention MARPOL Annex VI	1		
	170		59

The *Lady Maria* suffered 3 incidents while not carrying animals. On October 15, 2012, in Heraklion (Greece), her portside anchor was lowered to water level and struck the pier and the vessel's bow. The hull was breached approximately 1 metre above the waterline. On August 14, 2019, she suffered a technical failure and had to remain stationary at Cesme anchorage (Türkiye) for several days to conduct repairs. On August 6, 2020, en route from Jeddah (Saudi Arabia) to Midia (Romania), she suffered a technical failure and once again moored off Cesme (Türkiye) until August 8.

In 2021, the Suez Canal was closed for six days following the grounding of the container ship *Ever Given* on March 23. Thirteen livestock carriers bound for Red Sea ports had to remain at anchor off Port Said in the Mediterranean or in the Suez Canal, including in the Great Bitter Lake, while carrying live animals (see report "78 EU-approved livestock carriers", 2021, pp. 21-22 and report "64 EU-approved livestock carriers", 2024, p. 39). The *Lady Maria* remained at anchor off Port Said at the canal entrance.

In April 2024, the *Lady Maria* ran aground near Pserimos Island (Aegean Sea, Greece). She was carrying 6,800 lambs. She was refloated with the assistance of a tug and escorted to an anchorage for damage assessment.

ISM manager: Mina Group Shipping Ltd (Lebanon) since October 16, 2015 (very low performing).

Ship risk profile: 5 points, high risk ship.

Location, June 8, 2026: at anchor in Tartus (Syria), in an area affected by armed conflict and regional instability.

Leader

IMO 7615036



Jorn Dede, general cargo ship, February 25, 1993,
Dublin (Ireland) © Robbie Cox



Banyas 1, livestock carrier, July 21, 2019,
Berbera (Somaliland) © vovashap

Leader (ex-*Banyas 1*, ex-*Banyas*, ex-*Anwar-A*, ex-*Leith*, ex-*Christina*, ex-*JSM*, ex-*Majeda*, ex-*Baltic Carrier*, ex-*Baltic Courier*, ex-*Jorn Dede*, ex-*Akak Progress*, ex-*Jorn Dede*, ex-*Bell Variant*, ex-*Jorn Dede*). IMO 7615036. Ex-general cargo ship converted in 2019 at the age of 42. Length 72 m. 2,060 deadweight t. Built in 1977 in Hamburg (Germany) by Norderwerft. 49 years old.

Togolese flag since October 2016; black list, medium risk. Previously registered in Sierra Leone (2015). Classification society Cosmos Marine Bureau Inc (non-IACS, South Korea), not ranked. Previously International Naval Surveys Bureau (non-IACS, Greece). Cosmos Marine Bureau Inc is known for going along end-of-life ships on their final voyages to Bangladesh, India, and China.

Owned by a single -ship company Leaders For Trading & Maritime registered in the Marshall Islands. The *Leader* is managed by Faros Shipping Co Sarl (Lebanon) which reports a fleet of 6 vessels as ship and/or ISM manager including 3 livestock carriers, the *Leader*, the *Trust 1* (IMO 7504158), and the *Mahmoud. A* (IMO 6702272).

7 detentions: in 2007 in Vlaardingen (Netherlands) and Barcelona (Spain), in 2008 in Koper (Slovenia), in 2012 in Mersin (Türkiye), in 2015 in Damietta (Egypt), in 2016 in Katakolon (Greece), and in 2017 in Bizerte (Tunisia) as a general cargo ship.

The vessel was inspected at least 54 times since 2002 totalling 323 deficiencies, including 51 times (totalling 317 deficiencies) as a general cargo ship and 3 times (totalling 6 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected 3 times in Osman Digna (Sudan, 2 times) and Aqaba (Jordan) totalling 6 deficiencies.

In 2024-2025, she was not inspected.



Leader IMO 7615036			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Certificates and documents	2		
Working-Living Conditions	1		
Pollution prevention MARPOL Annex VI	1		
Safety of navigation	1		
Emergency systems	1		
	6		0

The International Labour Organisation was informed of a case of abandonment of seafarers on board the general cargo ship *JSM* in August 2013 in Kiato (Greece). The shipowner owed 8 months' wages to the 10 Egyptian, Lebanese and Syrian seafarers. They are entirely dependent on the goodwill of local residents for their food supplies. The wage arrears amounted to 220,000 dollars. The flag State and the shipowner had not responded to requests for information or assistance. The case was deemed resolved in December 2016 without further details being provided.

ISM manager: unknown since November 28, 2016.

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Red Sea, leaving Digna (Sudan). She sails between Berbera (Somaliland), Digna (Sudan) and Jeddah (Saudi Arabia), in an area affected by armed conflict and regional instability. Somaliland (177,000 km²) has been claiming its independence since 1991. With the exception of Israel, which recognised it as a State in December 2025, the international community considers Somaliland to be part of the Federal Republic of Somalia.

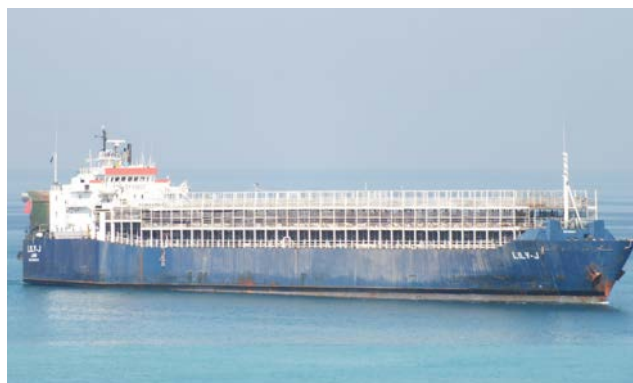


Lily J

IMO 7802079



Baltic Print, Ro-Ro, May 17, 1980, Rendsburg (Germany) © Michael Neidig



Lily J, livestock carrier, October 31, 2023, Jedda (Saudi Arabia) © Andreas Schlatterer

Lily J (ex-*Baltic Print*). IMO 7802079. Ex-Ro-Ro converted in 2016 at the age of 37. Length 135 m. 4,600 deadweight t. Built in 1979 in Karlskrona (Sweden) by Karlskronavarvet; lengthened in 1982 from 110 to 135 m. 47 years old.

Togolese flag since June 2016; black list, medium risk. Previously registered in Cambodia (2010). Classification society Macosnar Corporation (non-IACS, Panama), medium performing. Previously Global Marine Bureau Inc (non-IACS, South Korea). Macosnar Corporation is known for going along end-of-life ships on their final voyages to Türkiye, Pakistan, Bangladesh and India.

Owned by a single -ship company Eastwind Marine Co SA registered in Honduras.

Detained in 2014 in Safaga (Egypt) as a Ro-Ro.

The vessel was inspected at least 22 times since 1999 totalling 47 deficiencies, including 17 times (totalling 36 deficiencies) as a Ro-Ro and 5 times (totalling 11 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected once in Osman Digna (Sudan), totalling 2 deficiencies.

In 2024-2025, she was inspected once in Osman Digna (Sudan), totalling 4 deficiencies.

Lily J IMO 7802079			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Safety of navigation	2	Safety of navigation	2
		Certificates and documents	2
	2		4

ISM manager: Morgan Navigation Co SA (Lebanon) since August 1, 2018.

Ship risk profile: 4 points, standard risk ship.

Location, June 8, 2026: Red Sea, between Digna (Sudan) and Jeddah (Saudi Arabia), in an area affected by armed conflict and regional instability.

Limousine Express

IMO 9237931



Stella J, general cargo ship, July 19, 2012, Messina (Italy) © Tomasello Letterio



Limousine Express, livestock carrier, May 2026, Midia (Romania) © Animal Welfare Foundation | Tierschutzbund Zürich

Limousine Express (ex-Haj Yehia, ex-Harmony M, ex-Stella J, ex-Ibn Zuhr). IMO 9237931. Ex-general cargo ship converted in 2024 at the age of 24. Length 100 m. 5,630 deadweight t. Built in 2000 in Nanjing (China) by Jinling SY. 26 years old. Capacity: 4,000 heads of cattle (400 kg).

Saint Kitts and Nevis flag since September 2024; black list, medium risk. Previously registered in Palau (2022).

Classification society Capital Register of Shipping (non-IACS, United States of America), not ranked. Previously Polish Register of Shipping (IACS, Poland). Capital Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, Pakistan, and India.

Owned by a single -ship company Limousine Express Co-MAI registered in the Marshall Islands. The *Limousine Express* is managed by Limousine Express Co-LIB (Türkiye) which is also acting as ISM manager. The two entities only declare this single vessel.

2 detentions: in 2016 in Cagliari (Italy) as a general cargo ship and in 2025 in Rasa (Croatia) as a livestock carrier.

The vessel was inspected at least 57 times since 2002 totalling 147 deficiencies, including 53 times (totalling 124 deficiencies) as a general cargo ship and 4 times (totalling 23 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected 11 times in Venice (Italy, twice), in Alexandria (3 times) and in El Dekheila (Egypt), in Rijeka (twice) and in Rasa (Croatia), in Reni (Ukraine), and in Novorossiisk (Russia), totalling 45 deficiencies.

In 2024-2025, she was inspected 3 times in Damietta (Egypt), in Kalamata (Greece), and in Rasa (Croatia), totalling 14 deficiencies. Grounds for detention in Rasa relate to emergency systems and life saving appliances (non-functional emergency generator, lack of preparedness for firefighting, difficulties in launching lifeboats) and the non-compliance of oil filtration equipment (MARPOL Annex I).



Limousine Express IMO 9237931			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Safety of navigation	8	Emergency systems	3
Propulsion and Auxiliary Machinery	6	Certificates and documents	2
Certificates and documents	5	Life saving appliances	2
Maritime Labour Convention – 2006	5	Other Type of Deficiencies	1
Fire safety	5	Radio communications	1
Emergency systems	4	Water/Weathertight conditions	1
Radio communications	3	Structural conditions	1
ISM	3	ISM	1
Other Type of Deficiencies	2	Propulsion and Auxiliary Machinery	1
Water/Weathertight conditions	2	Pollution prevention MARPOL Annex I	1
Structural conditions	1		
Pollution prevention MARPOL Annex VI	1		
	45		14

ISM manager: Limousine Express Co-LIB (Türkiye) since August 19, 2025 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Mediterranean Sea, west of Greece, en route from Rasa (Croatia) to Haifa (Israel).



LSS Success

IMO 6927092



Molunat, geared heavy lift ship, May 26, 1983,
Sharpness (United Kingdom) © Mike Nash



LSS Success, livestock carrier, July 24, 2015,
Koper (Slovenia) © Christian

LSS Success (ex-*Molunat*, ex-*Biscayne Star*, ex-*Titan Scan*). IMO 6927092. Ex-geared heavy lift ship converted in 1993 into a cargo ship and converted in 1998 into a livestock carrier at the age of 28. Length 66 m. 996 deadweight t. Built in 1970 in Sonderborg (Denmark) by Sonderborg Skibs. 56 years old.

Tanzanian flag since March 2026; black list, very high risk. Previously registered in Panama (2016). Classification society Macosnar Corporation (non-IACS, Panama) since August 2015, medium performing. Previously Det Norske Veritas (IACS, Norway). Macosnar Corporation is known for going along end-of-life ships on their final voyages to Bangladesh, India and Türkiye.

Owned since February 1, 2026 by a single -ship company LSS Sindbad Shipping Inc registered in Panama. The *LSS Success* is managed by RTSS Maritime Services LLC (United Arab Emirates) which is also acting as ISM manager and which reports a fleet of 2 vessels. Her previous shipowner had been since September 11, 2024 Marassi Global Investments LLC, care of RTSS Maritime Services LLC (United Arab Emirates). Before September 2024, the *LSS Success* was already owned by LSS Sindbad Shipping Inc.

4 detentions: in 2001 in Darwin (Northern Territory, Australia), in 2014 in Midia (Romania), in 2015 in Koper (Slovenia), and in 2017 again in Midia, all as a livestock carrier.

The vessel was inspected at least 46 times since 2000 totalling 222 deficiencies as a livestock carrier.

In 2019-2020, she was inspected once in Midia (Romania), totalling 7 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.85-86).

In 2021-2023, she was inspected 3 times in East London (South Africa), totalling 10 deficiencies.

In 2024-2025, she was not inspected.



<i>LSS Success</i> IMO 6927092			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Fire safety	4		
Certificates and documents	3		
Safety of navigation	3		
Life saving appliances	2		
ISM	1		
Maritime Labour Convention-2006	1		
Pollution prevention MARPOL Annex V	1		
Water/Weathertight conditions	1		
Structural Safety	1		
	17		0

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.

On April 15, 2021, the *LSS Success* loaded 512 cattle in East London (South Africa) bound for Port Louis. On the 13th and 14th days of the voyage, she encountered a storm. 42 cattle died of 'seasickness', according to the captain. The carcasses were thrown overboard. An animal was euthanised upon arrival.

From September 2024, the *LSS Success* was abandoned in Salalah (Oman) with 13 crew members from India, Indonesia, Pakistan and Tanzania. The International Labour Organisation was informed of the seafarers' situation by the ITF (International Transport Workers' Federation) in April 2025. They had not been paid for over 9 months and their employment contracts had expired. Some of the seafarers had been on board for 22 months. On April 14, 2025, Panama (the flag State) and the maritime authorities of Oman were informed of the abandonment. The shipowner, Marassi Global Investment, could not be contacted. On October 8, the crew members were repatriated. On November 13, they all received their full outstanding wages, amounting to over 180,000 US\$.

ISM manager: RTSS Maritime Services LLC (United Arab Emirates) since August 10, 2012 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 2, 2026: at anchor in Maputo (Mozambique).



Mahmoud. A

IMO 6702272



Athene, general cargo ship, February 21, 1985,
Hamburg (Germany) © Frafo



Dana M, livestock carrier, March 19, 2003,
Limassol (Cyprus) © Frafo

Mahmoud. A (ex-*Al Hassna*, ex-*Lowdee*, ex-*Khalegia*, ex-*Salver A*, ex-*Dana M*, ex-*Dalal B*, ex-*Firas M*, ex-*Athene*, ex-*Seefalke*). IMO 6702272. Ex-general cargo ship converted in 1992 at the age of 26. Length 62 m. 1,062 deadweight t. Built in 1966 in Neuenfelde (Germany) by Sietas. 60 years old.

Tanzanian flag since January 2024; black list, very high risk. Previously unknown (2023). Classification society Intertek Maritime Bureau (non-IACS, Panama), not ranked. Intertek Maritime Bureau is known for going along end-of-life ships on their final voyages to India and Pakistan.

Owned by a single -ship company Self Star Inc registered in Panama.

2 detentions: in 2005 and 2009 in Novorossiisk (Russia) as a livestock carrier.

The vessel was inspected at least 11 times since 2004 totalling 133 deficiencies as a livestock carrier.

In 2021-2023, she was not inspected.

In 2024-2025, she was inspected once in Osman Digna (Sudan), totalling 5 deficiencies.



Mahmoud. A IMO 6702272			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
		Certificates and documents	2
		Fire safety	1
		ISM	1
		Working-Living Conditions	1
	0		5

On June 8, 2022, the International Labour Organisation was informed of the abandonment of the 11 Sudanese seafarers from the *Al Hassna* in Port Hydob (South Sudan) where they had remained since October 2021. The vessel had been detained at the quay due to non-payment of the local shipping agent. The seafarers were reported to have limited supplies of food and water and had not been paid for between five and nine months.. In 2023, an out-of-court settlement was reached.. The crew members agreed to accept only 80% of their outstanding wages. All were repatriated in March 2023, except for the captain and the first mate, who had not yet received the agreed balance of their outstanding wages.

ISM manager: Faros Shipping Co Sarl (Lebanon) since May 2, 2024 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Salalah (Oman).



Mariona

IMO 7113624



Azeza Moon, general cargo ship, March 2007, Alexandria (Egypt) © Gianpaolo Pesarini



Mariona, livestock carrier, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich | Ekö

Mariona (ex-*Azeza Moon*, ex-*Houda F*, 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. 2,405 deadweight t. Built in 1971 in Lekkerkerk (Netherlands) by Van Duijvendijk's. 55 years old.

Comoros flag since October 2025; black list, high risk. Previously registered in Tanzania (2016). Classification society Capital Register of Shipping (non-IACS, United States of America) since February 2025, not ranked. Previously Hellas Naval Bureau. Capital Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Türkiye.

Owned by Mariona Maritime Co SA registered in Belize and based in Lebanon which reports a fleet of 2 livestock carriers, the *Mariona* and the *Maysa* (IMO 6829082).

5 detentions: in 2006 in Aliaga (Türkiye), in 2007 in Eleusis (Greece), in 2008 in Mersin (Türkiye), in 2014 in Constanta (Romania) and in 2015 in Kalymnos (Greece) as a self-unloading bulker.

The vessel was inspected at least 87 times since 1998 totalling 489 deficiencies, including 45 times (totalling 268 deficiencies) as a self-unloading bulker and 42 times (totalling 221 deficiencies) as a livestock carrier.

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 (see report "78 EU-approved livestock carriers", 2021, p.87).

In 2021-2023, she was inspected 12 times in Beirut (Lebanon, 5 times), Midia (Romania, 3 times), Mykolaiv (Ukraine) and Reni (Ukraine, 3 times), totalling 53 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.118).

In 2024-2025, she was inspected 5 times in Osman Digna (Sudan), Resa (Croatia), Resi (Ukraine), Tripoli (Lebanon) and Batumi (Georgia), totalling 28 deficiencies.

In February 2026, the ship was inspected in Beirut (Lebanon) for a total of 6 deficiencies relating to alarms, life saving appliances, propulsion and auxiliary machinery, safety of navigation and working-living conditions.



Mariona IMO 7113624			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	19	Emergency systems	4
Working-Living Conditions	19	Safety of navigation	4
Safety of navigation	18	Life saving appliances	3
Life saving appliances	12	Working-Living Conditions	3
Maritime Labour Convention-2006	10	Certificates and documents	2
Fire safety	9	Fire safety	2
Propulsion and Auxiliary Machinery	8	Propulsion and Auxiliary Machinery	2
Structural Conditions	8	Water/Weathertight conditions	2
Water/Weathertight conditions	7	Maritime Labour Convention-2006	1
Emergency systems	6	Pollution prevention MARPOL Annex III	1
Pollution prevention MARPOL Annex III	3	Pollution prevention MARPOL Annex V	1
Radio Communications	3	Radio Communications	1
ISPS	2	Structural Conditions	1
Alarms	1	Other Type of Deficiencies	1
ISM	1		
Other Type of Deficiencies	1		
	127		28

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 (Türkiye) for several days to carry out repairs.

ISM manager: Limano Marine Services Ltd (Lebanon) since August 30, 2016 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Mediterranean Sea, south of Cartagena (Spain).



Mariona Star

IMO 7222982



Verona, general cargo ship, August 1998, Rotterdam (Netherlands) © Andreas Spörri



Dalal K, livestock carrier, November 2016, Koper (Slovenia) © Marjan Stropnik

Mariona Star (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 ship converted in 2013 at the age of 41. Length 78 m. 2,315 deadweight t. Built in 1972 in Bergum (Netherlands) by Bodewes Hoogezand. 54 years old.

Guinea-Bissau flag since October 2025; black list, medium risk. Previously registered in Tanzania (2012).

Classification society International Naval Surveys Bureau (non-IACS, Greece), medium performing. Previously Dromon Bureau of Shipping. International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by Mina Group Shipping Ltd registered in Saint Kitts and Nevis and based in Lebanon which is also acting as ISM manager and which reports a fleet of 4 vessels as ship and/or ISM manager including 3 livestock carriers, the *Mariona Star*, the *Lady Maria* (IMO 6518425) and the *Mariona* (IMO 7222982).

16 detentions: in 1999 in Great Yarmouth (United Kingdom), in 1999-2000 in Hamburg (Germany) during 444 days, in 2001 in Hull (United Kingdom) and Barcelona (Spain), in 2004 in Varna (Bulgaria), in 2005 in Antalya (Türkiye), 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) as a general cargo ship, in 2017 in Kalymnos (Greece) and in 2021 in Galati (Romania) as a livestock carrier.

The vessel was inspected at least 92 times since 1998 totalling 733 deficiencies, including 36 times (totalling 374 deficiencies) as a general cargo ship and 56 times (totalling 359 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 9 times in Beirut (Lebanon, 3 times), Braila (Romania), Galati (Romania), Midia (Romania) and Mykolaiv (Ukraine, 3 times), totalling 58 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.89).

In 2021-2023, she was detained once in Galati and inspected 11 times in Batumi (Georgia), Beirut (Lebanon, 3 times), Galati (Romania), Midia (Romania), Mykolaiv (Ukraine), Rasa (Croatia) and Reni (Ukraine, 3 times), totalling 57 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.120).



In 2024-2025, she was inspected 9 times in Aqaba (Jordan), Osman Digna (Sudan, twice), Batumi (Georgia), Reni (Ukraine, 4 times) and Alexandria (Egypt), totalling 43 deficiencies.

In February and March 2026, the *Mariona Star* was inspected twice, in Alexandria (Egypt) and Reni (Ukraine), totalling 11 deficiencies relating to propulsion and auxiliary machinery, fire safety, certificates and documents, emergency systems, life saving appliances, radio communications, safety of navigation and working- living conditions.

<i>Mariona Star</i> IMO 7222982			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Working-Living Conditions	18	Safety of navigation	9
Certificates and documents	17	Fire safety	7
Safety of navigation	15	Working-Living Conditions	6
Maritime Labour Convention-2006	13	Life saving appliances	5
Life saving appliances	12	Propulsion and Auxiliary Machinery	4
Emergency systems	11	Certificates and documents	3
Fire safety	10	Emergency systems	2
Water/Weathertight conditions	10	Radio Communications	2
Propulsion and Auxiliary Machinery	2	Etat structurel	2
Radio Communications	2	Maritime Labour Convention-2006	1
Radio Communications	2	Pollution prevention MARPOL Annex I	1
ISM	1	Pollution prevention MARPOL Annex VI	1
Pollution prevention MARPOL Annex III	1		
Pollution prevention MARPOL Annex V	1		
	115		43



In 2021, the Suez Canal was closed for six days following the grounding of the container ship *Ever Given* on March 23. Thirteen livestock carriers bound for Red Sea ports were forced to remain at anchor off Port Said in the Mediterranean or in the Suez Canal, including in the Great Bitter Lake, while carrying live animals (see report "78 EU-approved livestock carriers", 2021, pp. 21-22 and report "64 EU-approved livestock carriers", 2024, p. 39). The *Mariona Star* is at anchor off Port Said at the canal entrance. ISM manager: Mina Group Shipping Ltd (Lebanon) since August 26, 2015 (very low performing).

Ship risk profile: 4 points, standard risk ship.

Location, June 8, 2026: at anchor in Tartus (Syria), in an area affected by armed conflict and regional instability.

Masturah

IMO 6421581



Polaris, general cargo ship, between 1973-1977,
Goole (United Kingdom) © PWR



Bassant, livestock carrier, November 15, 2014,
Jeddah (Saudi Arabia) © Andreas Schlatterer

Masturah (ex-*Al Hasan*, ex-*Bassant*, ex-*Asalah II*, ex-*Natacha J*, ex-*Beyrouth II*, ex-*Lady K*, ex-*Rabunion X*, ex-*Polaris*, ex-*Conger*, ex-*Ellen Mahler*). IMO 6421581. Ex-general cargo ship converted in 1985 at the age of 21. Length 66 m. 1,200 deadweight t. Built in 1964 in Wilhelmshaven (Germany) by Jadewerft. 62 years old.

Cameroonian flag since March 2026; black list, very high risk. Previously registered in Honduras (2025).

Classification society Maritime Bureau of Shipping (non-IACS, Cyprus), not ranked. Previously Korea Classification Society (non-IACS, North Korea). Maritime Bureau of Shipping is known for going along end-of-life ships on their final voyages to Pakistan, India, and Türkiye.

Owned by a single -ship company Silk Road Shipping Lines Ltd registered in the Marshall Islands.

2 detentions: in 1999 in Sète (France) and in 2005 in Koper (Slovenia) as a livestock carrier.

The vessel was inspected at least 10 times since 1998 totalling 87 deficiencies as a livestock carrier.

In 2021-2025, she was not inspected.

ISM manager: unknown since October 30, 2016.

Ship risk profile: 3 points, standard risk ship.

The *Masturah* had been at anchor in Busan (South Korea), with her AIS switched off, since September 27, 2024. Her AIS came back on March 2, 2026. She was off Djibouti.

Location, June 9, 2026: Khasab (Oman), in an area affected by armed conflict and regional instability.



Mawashi Express

IMO 7326893



Lynda, tanker, January 1, 1975,
Sembawang (Singapore) © huecity



Almawashi, livestock carrier, July 27, 2008,
Gibraltar © Daniel Ferro

Mawashi Express (ex-*Almawashi*, ex-*Mawashi Al-Gasseem*, ex-*Lynda*). IMO 7326893. Ex-crude oil tanker converted in 1982 at the age of 9. Length 195 m. 46,265 deadweight t. Built in 1973 in Maizuru (Japan) by Hitachi; shortened during her conversion to livestock carrier from 240 to 195 m. 53 years old.

Panamanian flag since November 2005; grey list. Previously registered in Kuwait (1999). Classification society International Register of Shipping (IS) (non-IACS, United States of America) since September 2011, low performing. Previously Nippon Kaiji Kyokai (IACS, Japan). International Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Pakistan.

Owned by a single ship company Almawashi Compania Naviera SA registered in Panama.

2 detentions: in 2010 then in 2013 in Rio Grande (State of Rio Grande do Sul, Brazil) as a livestock carrier for a major defect in the fire-fighting system, for deficiencies related to the general maintenance of the ship and the ISM, for the poor condition of the engine room.

The vessel was inspected at least 39 times since 2000 totalling 204 deficiencies as a livestock carrier.

In 2019, she was inspected once in Montevideo (Montevideo Department, Uruguay). No deficiencies were reported.

In 2020, she was not inspected.

In 2021-2023, she was inspected 9 times in Tripoli (Lebanon), in Montevideo (Montevideo Department, Uruguay, twice), in Piraeus (Greece, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice), in Rio Grande (State of Rio Grande do Sul, Brazil) and in Cartagena (Department of Bolivar, Colombia), totalling 10 deficiencies.

In 2024-2025, she was inspected 7 times in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), in Rio Grande (State of Rio Grande do Sul, Brazil, 4 times), in Mersin (Türkiye) and in Montevideo (Uruguay) totalling 5 deficiencies.



Mawashi Express IMO 7326893			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Water/Weathertight conditions	3	Propulsion and Auxiliary Machinery	3
Pollution prevention MARPOL Annex IV	1	Certificates and documents	1
Life saving appliances	1	Safety of navigation	1
Maritime Labour Convention-2006	2		
Emergency systems	1		
Fire safety	1		
Propulsion and Auxiliary Machinery	1		
	10		5

In September 1995, the *Mawashi Al-Gasseem*, en route from Saudi Arabia, was berthed in Adelaide (South Australia, Australia) to load fodder and water. She was then due to load sheep in Napier (New Zealand). A fire broke out in an auxiliary boiler producing steam. The crew managed to contain the fire whilst awaiting the arrival of the city's fire brigade. According to the investigation report, the fire was attributed to the inexperience of the watch engineer. According to the investigation findings, the captain did not fully follow established emergency procedures from the bridge during the incident. There was a delay in calling the fire brigade due to the lack of a telephone on board, and the VHF radio was not used.

In June 2023, the *Mawashi Express* was boarded and escorted to the port of San Roque (province of Cadiz, Spain) by the Spanish National Police and the US Drug Enforcement Administration, who suspected that there were 5 tonnes of cocaine on board. No trace of drugs was found, and the authorities allowed the ship to leave after a search that was made particularly difficult by the heat and strong odours. The *Mawashi Express* was transporting 16,000 cows from Cartagena (Colombia) to Port Said (Egypt). Her crew consisted of 77 Egyptian and Syrian sailors and two Colombian nationals who were reported to be stowaways.

The *Mawashi Express* reached Tasucu (Türkiye) on September 12, 2025, loaded livestock in Montevideo (Montevideo Department, Uruguay) on October 11, reached Iskenderun (Türkiye) on November 4 (24 days' voyage), loaded livestock in Montevideo on December 10, reached Tasucu (Türkiye) on January 3, 2026 (24 days' voyage), approached Algiers (Algeria) on January 13 and reached Rio Grande (State of Rio Grande do Sul, Brazil) on February 2.

ISM manager: Huzur Denizcilik Sanayi (Türkiye) since February 28, 2019 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, en route from Djen Djen (Algeria) to South America.



Maysa IMO 6829082



Phoenicia, general cargo ship, June 1981,
Harlingen (Netherlands) © Frits Olinga



Beccaria, livestock carrier
© Animals International

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 ship converted in 1991 at the age of 23. Length 78 m. 2,616 deadweight t. Built in 1968 in Westerbroek (Netherlands) by Smit, E.J. 58 years old.

Guinea-Bissau flag since June 2025; black list, medium risk. Previously registered in Panama (2025) and Guinea-Bissau (2022).

Classification society International Naval Surveys Bureau (non-IACS, Greece), medium performing. Previously Isthmus Bureau of Shipping. International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by Mariona Maritime Co SA registered in Belize and based in Lebanon. which reports a fleet of 2 livestock carriers, the *Maysa* and the *Mariona* (IMO 7113624).

8 detentions: in 2003 in Trieste (Italy), in 2010 in Koper (Slovenia), in 2011 in Sète (France), in 2012 in Izmir (Türkiye), in 2013 in Haifa (Israel), in 2015 in Midia (Romania) and in Haifa again, and in 2019 in Midia again as a livestock carrier. In Midia, the crew of 13 Ukrainian nationals reported 5 months' unpaid wages amounting to 150,000 US\$ and alerted the authorities.

The vessel was inspected at least 52 times since 2000 as a livestock carrier totalling 351 deficiencies.

In 2019-2020, she was detained once and inspected 5 times, in Midia (Romania, twice), Beirut (Lebanon, twice) and Mykolaiv (Ukraine) totalling 19 deficiencies. Grounds for detention in Midia include deficiencies with regard to emergency systems, MLC 2006, fire safety and ISM (see report "78 EU-approved livestock carriers", 2021, p.91).

In 2021-2023, she was inspected 7 times, in Beirut (Lebanon), Midia (Romania, twice), Reni (Ukraine, 3 times) and Tripoli (Lebanon) totalling 39 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.122).

In 2024-2025, she was inspected 3 times, in Reni (Ukraine), Beirut (Lebanon) and Osman Digna (Sudan) totalling 7 deficiencies.



Maysa IMO 6829082			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	13	Working-Living Conditions	2
Safety of navigation	8	Certificates and documents	1
Working-Living Conditions	8	ISPS	1
Maritime Labour Convention-2006	7	Life saving appliances	1
Emergency systems	4	Propulsion and Auxiliary Machinery	1
Fire safety	4	Structural Conditions	1
Life saving appliances	4		
Structural Conditions	3		
ISM	2		
Pollution prevention MARPOL Annex V	2		
Pollution prevention MARPOL Annex III	1		
Radio Communications	1		
Water/Weathertight conditions	1		
	58		7

ISM manager: Limano Marine Services Ltd (Lebanon) since May 24, 2023 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: at anchor in Digna (Sudan), in an area affected by armed conflict and regional instability.



Maysora

IMO 8310542



Isla Soledad, container ship, June 11, 1994, Hamburg (Germany) © Joerg Seyler



Maysora, livestock carrier, June 2025
© Animal Welfare Foundation | Tierschutzbund Zürich | Sea Shepherd France

Maysora (ex-*Elan Vital*, ex-*Isla Soledad*). IMO 8310542. Ex-container ship converted in 2001 at the age of 22. Length 195 m. 24,362 deadweight t. Built in 1989 in Ensenada (Argentina) by AFNE. 37 years old.

Palau flag since November 2022; black list, medium risk. Previously registered in the Bahamas (2000). Classification society Bureau Veritas (IACS, France), high performing.

Owned by a single ship company Blue Ice Shipping registered in Liberia. The *Maysora* is managed by Arab Ship Management Ltd (Jordan) which is also acting as ISM manager and which reports a fleet of 17 vessels as ship manager and/or ISM manager, including 4 livestock carriers, the *Maysora*, the *Gulf Livestock 2* (IMO 8009076), the *Ghena* (IMO 8303989) and the *Dareen* (IMO 9074913).

5 detentions: in 2003 in Port Adelaide (State of South Australia, Australia), in 2011 in Portland (State of Victoria, Australia), in 2015 in Fremantle (State of Western Australia, Australia), in 2016 in Port Adelaide and in 2018 in Fremantle, all as a livestock carrier.

The vessel was inspected at least 95 times since 1998 totalling 300 deficiencies, including 8 times (totalling 11 deficiencies) as a container ship and 87 times (totalling 289 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 8 times in Aqaba (Jordan, twice), in Fremantle (State of Western Australia, Australia, twice), in Townsville (State of Queensland, Australia), in Darwin (Northern Territory, Australia), in Montevideo (Montevideo Department, Uruguay) and in Rio Grande (State of Rio Grande do Sul, Brazil), totalling 3 deficiencies.

In 2021-2023, she was inspected 12 times in Fremantle (State of Western Australia, Australia, 6 times), in Aqaba (Jordan, 3 times), in Napier (New Zealand), in Eilat (Israel) and in Portland (State of Victoria, Australia), totalling 31 deficiencies.

In 2024-2025, she was inspected 11 times, in Montevideo (Uruguay), in Sao Sebastiao (State of Sao Paulo, Brazil, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice), in Fremantle (State of Western Australia, Australia, 3 times), in Cartagena (Spain) and in Rio Grande (State of Rio Grande do Sul, Brazil, twice), totalling 3 deficiencies.



Maysora IMO 8310542			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	7	Emergency systems	2
Fire safety	5	Structural Conditions	1
Safety of navigation	4		
Life saving appliances	3		
Water/Weathertight conditions	3		
Maritime Labour Convention-2006	2		
Other Type of Deficiencies	2		
Propulsion and Auxiliary Machinery	2		
Radio Communications	2		
Emergency systems	1		
Structural Conditions	1		
Pollution prevention MARPOL Annex V	1		
Pollution prevention MARPOL Annex I	1		
	34		3

In July 2002, 200 cattle died during a voyage from Australia to Israel or upon arrival due to high temperatures and delays in transport and unloading. Following this event, Israel suspended its imports of live animals from Australia until "the problems of delay and transport are resolved."

In October-November 2006, more than 240 cattle died during another voyage from Australia to Israel. A further 200 animals reportedly died after arrival. Reported causes of mortality included septicaemia associated with injuries or fractures, heat stress and pneumonia. 10,000 sheep were refused on disembarkation because a previous Australian "batch" on the *Bader III* had been infected with scabby mouth disease (or orf). They were delivered to Jordan and Egypt, where they were slaughtered for Eid al-Adha. 862 sheep died during the voyage.

In April 2018, the *Maysora* left Fremantle (Western Australia, Australia) for Türkiye with 74,000 sheep and 8,000 cattle. However, a report by the Western Australian government to the Federal Department of Agriculture highlighted breaches of animal welfare regulations: sheep crammed together to the point where they could not lie down, problems accessing water and food, water contaminated by excrement, dead animals on board, etc.

In September 2018, the *Maysora* was detained for 2 days in Fremantle after the 19 crew members, mostly Pakistanis, reported to the Australian authorities that they had not received their wages.

In June 2019, the *Maysora* arrived in Eilat (Israel) with 20,000 cattle and sheep. 34 animals died on board and another 30 after disembarkation, which took place over 5 days in intense heat, with electric prods being used, sparking a wave of outrage in the local media.

In December 2024, the *Maysora* was again the subject of media reporting. She left Fremantle with 42,000 sheep bound for Jordan. In violation of the Australian Standards for the Export of Livestock, the sheep were loaded during temperatures of 38–41°C using electric prods, and some sheep were injured, particularly to the head.





In Fremantle on December 27, 2024 © Stop Live Exports

The *Maysora* loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on November 27, 2025, reached Umm Qasr (Iraq) on December 28 (31 days' voyage), made a technical stopover in Tarragona (Spain) on January 20, 2026 and reached Vila do Conde (State of Pará, Brazil) on February 9.

The *Maysora*, from Vila do Conde (Brazil), unloaded cattle in Aqaba (Jordan) on March 5, 2026. On March 11, she is waiting for order north of the Red Sea opposite Al Wajh (Saudi Arabia). She is in an area affected by armed conflict and regional instability.

ISM manager: Arab Ship Management Ltd (Jordan) since September 15, 2006 (low or very low performing).

Ship risk profile: 4 points, standard risk ship.

Location, June 8, 2026: approaching the port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Merinos Livestock

IMO 7504122



Sparrow, general cargo ship, June 18, 2012, Istanbul (Türkiye) © Gerolf Drebes



Merinos Livestock, livestock carrier, June 16, 2023, Anadolu Hisari (Türkiye) © Cengiz Tokgoz

Merinos Livestock (ex-New Moon, ex-Nour F, ex-Sparrow, ex-Sea Pearl, ex-Kronborg, ex-Christopher Meeder). IMO 7504122. Ex-general cargo ship converted in 2023 at the age of 47. Length 88 m. 2,200 deadweight t. Built in 1976 in Wewelsfleth (Germany) by par Peters Hugo. 50 years old.

Comorian flag since August 2020; black list, high risk. Previously registered in Togo (2018). Classification society Hellas Naval Bureau (non-IACS, Greece), withdrawn in June 2025, low performing. Current classification society unknown. Hellas Naval Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Pakistan and Türkiye.

Owned by a single -ship company New Moon Shipping Co Sa registered in Belize. The *Merinos Livestock* is managed by IMS Greece Co (Greece) which is also acting as ISM manager. The two entities only declare this single vessel.

6 detentions: in 1999 in Liverpool (United Kingdom), in 2015 in Novorossiisk (Russia), in 2016 in Constanta (Romania), in 2017 in Aliaga (Türkiye), and in 2018 in Piraeus (Greece) and Zarzis (Tunisia) as a general cargo ship.

The vessel was inspected at least 66 times since 1998 totalling 440 deficiencies, including 64 times (totalling 429 deficiencies) as a general cargo ship and twice (totalling 11 deficiencies) as a livestock carrier.

The case of the *Merinos Livestock* is interesting. When she was a general cargo ship under 6 different names, she was inspected 64 times between 1998 and 2023. A total of 429 deficiencies were reported in the Baltic Sea, the North Sea and the Black Sea, and she was detained on 6 occasions.

Since she has been operating as a livestock carrier (May 2023), she has been inspected only twice, in 2023, at Varna (Bulgaria) and Osman Digna (Sudan), and only 11 deficiencies were reported.

In 2024-2025, she was not inspected



Merinos Livestock IMO 7504122			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Certificates and documents	9		
Safety of navigation	4		
Life saving appliances	3		
Emergency systems	3		
Other Type of Deficiencies	1		
Radio communications	1		
Working-Living Conditions	1		
Maritime Labour Convention – 2006	1		
ISM	1		
ISPS	1		
Fire safety	1		
	26		0

On July 24, 2025, whilst en route from Somalia with live cargo loaded at Bosaso (Somalia) and bound for Jeddah (Saudi Arabia), the *Merinos Livestock* came under fire from a dhow off the coast of Hodeida (Yemen) and subsequently headed to the Yemeni port of Mokha, where she was detained for a time by the coastguard, who suspected her of illegal activities.

ISM manager: IMS Greece Co (Greece) since March 25, 2021 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: at anchor in Bosaso (Somalia).



Mira

IMO 8300157



Viking, Ro-Ro, July 2010, Bosphorus Strait (Türkiye) © Wil Weijsters



Amira Lola, livestock carrier, June 2018, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich

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. 1,555 deadweight t. Built in 1983 in Skali (Faroe Islands) by Skala Skipasmidja. 43 years old.

Unknown flag since July 2023. Previously registered in Comoros (2015).

Classification society Intertek Maritime Bureau (non-IACS, Panama) since November 2022, not ranked. Previously Maritime Register of Shipping. Intertek Maritime Bureau is known for going along end-of-life ships on their final voyages to Pakistan and India.

Unknown owner since August 2023. Previously owned by a single -ship company Gold Coast Shipping Corp registered in Marshall Islands and managed by Itqan Ship Management & Operation LLC (United Arab Emirates) which reported a fleet of 8 vessels as ship and/or ISM manager including 3 livestock carriers, the *Mira*, the *Yosor* (IMO 7819113) and the *Taiba* (IMO 7708807).

7 detentions: in 2004 in Harwich (United Kingdom), twice in 2005 in Istanbul (Türkiye), in 2012 in Istanbul again as a Ro-Ro, in 2015 in Belfast (United Kingdom), in 2018 and 2020 in Sines (Portugal) as a livestock carrier.

The vessel was inspected at least 32 times since 2004 totalling 249 deficiencies, including 6 times (totalling 42 deficiencies) as a Ro-Ro and 26 times (totalling 207 deficiencies) as a livestock carrier.

In 2019-2020, she was detained once and inspected 5 times in Koper (Slovenia), Lisboa (Portugal), Piraeus (Greece), Sines (Portugal, twice), totalling 39 deficiencies. Grounds for detention in Sines include deficiencies with regard to certificates & documentation, safety of navigation, propulsion and auxiliary machinery, radio communications and life saving appliances (see report "78 EU-approved livestock carriers", 2021, p.92).

In 2021-2023, she was inspected 5 times in Haifa (Israel), Midia (Romania), Rasa (Croatia), Reni (Ukraine) and Sète (France), totalling 40 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.126).

In 2024-2025, she was not inspected.



Mira IMO 8300157			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	22		
Maritime Labour Convention-2006	13		
Safety of navigation	10		
Fire safety	6		
Radio Communications	5		
Life saving appliances	4		
Structural Conditions	4		
Emergency systems	3		
Working-Living Conditions	3		
ISM	2		
Propulsion and Auxiliary Machinery	2		
Water/Weathertight conditions	2		
Alarms	1		
Other Type of Deficiencies	1		
Pollution prevention MARPOL Annex V	1		
	79		0

On November 29, 2019, the *Mira* collided with an anchored vessel while manoeuvring at Istanbul anchorage. Damages were repaired at Yalova shipyard in early February 2020.

On July 10, 2021, she suffered a technical failure while en route from Haifa (Israel) to the Dardanelles and had to moor off Cesme (Türkiye) to carry out repairs.

On April 15, 2023, the ship, which had arrived in Reni (Ukraine) a few days earlier from Istanbul, was due to change berths and collided with the Romanian-flagged inland cargo ship *Cosmina 1*, which was at anchor. She was carrying ammonium sulphate. The vessel was grounded as a precaution against a total loss. Damage to the *Mira* was reported as minor.. She stated her intention to return to the quay, but the Romanian authorities accused her of attempting to flee the scene. In May 2023, the *Mira* and her crew of 17 from Egypt (16) and Ukraine (1) were declared abandoned. Due wages amounted to over 45,000 US\$. 6 crewmen asked to be repatriated. The ITF (International Transport Workers' Federation) finally covered the transfer costs and formalities to Egypt for the sailors disembarked at Reni so that they could return home.

ISM manager: Itqan Ship Management & Operation LLC (United Arab Emirates) since December 6, 2022 (low performing).

Ship risk profile: 3 points, standard risk ship.

No AIS record since September 24, 2023. She was in Reni (Ukraine).



Miral 1

IMO 7223041



Lady Rasha, general cargo ship, May 2007, Rijeka (Croatia) © Dragec



Lady Rasha, livestock carrier, June 2023, Midia (Romania) © Animal Welfare Foundation | Tierschutzbund Zürich

Miral 1 (ex-*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. 2,066 deadweight t. Built in 1972 in Mandal (Norway) by Baatservice. 54 years old.

Guinea-Bissau flag since December 2025; black list, medium risk. Previously registered in Tanzania (2012).

Classification society International Naval Surveys Bureau (non-IACS, Greece) since August 2024, medium performing. Previously Dromon Bureau of Shipping (non-IACS, Cyprus). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single -ship company Joud Al Wafaa Trading Est registered in Saudi Arabia.

7 detentions: in 2001 in Brindisi (Italy), in 2005 in Koper (Slovenia), in 2007 Koper again, in 2008 in Monopoli (Italy) and Larnaca (Cyprus) as a general cargo ship and in 2015 in Koper and in Batumi (Georgia) as a livestock carrier.

The vessel was inspected at least 88 times since 1998 totalling 610 deficiencies, including 30 times (totalling 217 deficiencies) as a general cargo ship and 58 times (totalling 393 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 8 times in Beirut (Lebanon, twice), Midia (Romania, 4 times) and Mykolaiv (Ukraine, twice), totalling 46 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.84).

In 2021-2023, she was inspected 14 times in Batumi (Georgia, twice), Beirut (Lebanon, twice), Midia (Romania, 3 times), Mykolaiv (Ukraine), Osman Digna (Sudan), Reni (Ukraine, 3 times) and Tripoli (Lebanon), totalling 71 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.116).

In 2024, she was inspected once in Batumi (Georgia), totalling 7 deficiencies. She was not inspected in 2025.



Miral 1 ex-Lady Rasha IMO 7223041			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Life saving appliances	16	Structural Conditions	2
Certificates and documents	15	Emergency systems	1
Maritime Labour Convention-2006	14	Fire safety	1
Working-Living Conditions	14	Life saving appliances	1
Emergency systems	11	Water/Weathertight conditions	1
Safety of navigation	11	Working-Living Conditions	1
Propulsion and Auxiliary Machinery	9		
Fire safety	7		
Radio Communications	4		
Structural Conditions	4		
Water/Weathertight conditions	3		
Alarms	2		
ISPS	2		
Pollution prevention MARPOL Annex III	2		
Pollution prevention MARPOL Annex V	2		
ISM	1		
	117		7



In 2021, the Suez Canal was closed for six days following the grounding of the container ship *Ever Given* on March 23. Thirteen livestock carriers bound for Red Sea ports were forced to remain at anchor off Port Said in the Mediterranean or in the Suez Canal, including the Great Bitter Lake, while carrying live animals (see report "78 EU-approved livestock carriers", 2021, pp. 21-22 and report "64 EU-approved livestock carriers", 2024, p. 39). The *Lady Rasha* is anchored off Port Said at the canal entrance.

The *Lady Rasha* experienced several incidents involving propulsion and machinery failures. In May 2021, whilst sailing unladen from Port Said (Egypt) to Midia (Romania), she suffered a technical failure off the coast of Cesme (Türkiye). The crew carried out the repairs themselves. On March 19, 2023, she suffered another engine failure and had to drop anchor off Datça (Türkiye).

ISM manager: unknown since December 15, 2025.

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: at anchor in Digna (Sudan). She sails in the Red Sea, between Jeddah (Saudi Arabia) and Digna, in an area affected by armed conflict and regional instability.



Nabolsi

IMO 8204250



Esperansa A, car carrier, February 5, 2010, Koper (Slovenia) © mara



Nabolsi, livestock carrier, July 11, 2016, Las Palmas (Canary Islands, Spain) © Alan Soutar

Nabolsi (ex-*Esperansa A*, ex-*Trans Pacific 8*, ex-*Toyofuji No. 8*). IMO 8204250. Ex-car carrier converted in 2012 at the age of 29. Length 156 m. 8,555 deadweight t. Built in 1983 in Kobe (Japan) by Mitsubishi. 43 years old.

Lebanese flag since November 2014; grey list. Previously registered in Panama (1998).

Classification society Phoenix Register of Shipping (non-IACS, Greece), medium performing. Previously Nippon Kaiji Kyokai (IACS, Japan). Phoenix Register of Shipping is known for going along end-of-life ships on their final voyages to India, Bangladesh, Pakistan and Türkiye.

Owned by a single ship company Sahab Shipping SA registered in Panama. The *Nabolsi* is managed by Admiral Maritime Consultancy (Lebanon) which is also acting as ISM manager and which reports a fleet of 6 vessels.

No detentions.

The vessel was inspected at least 101 times since 2000 totalling 235 deficiencies, including 40 times (totalling 49 deficiencies) as a car carrier and 61 times (totalling 186 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 11 times in Cartagena (Spain, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times) and in Cartagena (Department of Bolivar, Colombia, 3 times), totalling 23 deficiencies.

In 2021-2023, she was inspected 12 times in Cartagena (Department of Bolivar, Colombia, 5 times), in Piraeus (Greece), in Alexandria (Egypt), in Cartagena (Spain), in Damietta (Egypt), in Montevideo (Montevideo Department, Uruguay), in São Sebastião (State of Sao Paulo, Brazil) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) totalling 28 deficiencies.

In 2024-2025, she was inspected 14 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 8 times), in Cartagena (Department of Bolivar, Colombia), in Damietta (Egypt, twice), in Lavrio (Greece), in Alexandria (Egypt) and in Kalamata (Greece), totalling 33 deficiencies.



<i>Nabolsi</i> IMO 8204250			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Propulsion and Auxiliary Machinery	11	Maritime Labour Convention-2006	6
Maritime Labour Convention-2006	6	Structural Conditions	6
Working-Living Conditions	5	Working-Living Conditions	5
Fire safety	4	Emergency systems	3
Structural Conditions	4	Radio Communications	3
Emergency systems	4	Propulsion and Auxiliary Machinery	3
Water/Weathertight conditions	4	Safety of navigation	2
Certificates and documents	3	Fire safety	2
Safety of navigation	3	Certificates and documents	1
Pollution prevention MARPOL Annex VI	2	ISM	1
Pollution prevention MARPOL Annex IV	2	Water/Weathertight conditions	1
ISM	1		
Life saving appliances	1		
Pollution prevention MARPOL Annex V	1		
	51		33

The *Nabolsi* loaded livestock in the port area of Vila do Conde in Barcarena (Brazil) on October 21, 2025, reached Alexandria (Egypt) on November 4 (13 days' voyage), made a technical stopover in Cartagena (Spain) on November 12, in Las Palmas (Canary Islands, Spain) on November 15, loaded livestock in the port area of Vila do Conde in Barcarena on December 4, reached Tasucu (Türkiye) on December 19 (15 days' voyage), reached Tarragona (Spain) on January 1, 2026, Las Palmas (Canary Islands, Spain) on January 9 and is sailing for Vila do Conde (State of Pará, Brazil) to load livestock.

ISM manager: Admiral Maritime Consultancy (Lebanon) since July 18, 2025 (low or very low performing).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, en route from the port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Nabolsi I

IMO 7128760



Svendborg Globe, general cargo ship, November 1991, Brest (France) © Yvon Perchoc



Nabolsi I, livestock carrier, April 2025, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich

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 ship converted in 1996 at the age of 24. Length 75 m. 1,405 deadweight t. Built in 1972 in Svendborg (Denmark) by Svendborg Skibs. 54 years old.

Saint Kitts and Nevis flag since October 2023; black list, medium risk. Previously registered in Panama (2011).

Classification society Phoenix Register of Shipping (non-IACS, Greece) since April 2016, medium performing. Previously Det Norske Veritas (IACS, Norway). Phoenix Register of Shipping is known for going along end-of-life ships on their final voyages to Pakistan, Türkiye, India, la China, le Denmark and Bangladesh.

Owned by a single -ship company Sarab Shipping SA registered in Panama.

3 detentions: in 2007 in Fremantle (State of Western Australia, Australia), in 2012 in Izmir (Türkiye) and in 2021 in Midia (Romania) as a livestock carrier.

The vessel was inspected at least 79 times since 2000 totalling 366 deficiencies as a livestock carrier.

In 2019-2020, she was inspected 5 times, in Beirut (Lebanon, twice), Cartagena (Spain), Lavrio (Greece) and Ochakov (Ukraine), totalling 38 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.94).

In 2021-2023, she was detained once and inspected 8 times, in Beirut (Liban, 5 times), Midia (Romania) and Piraeus (Greece, twice), totalling 59 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.128).

In 2024-2025, she was inspected 4 times, in Beirut (Lebanon, twice), Lavrio (Greece) and Piraeus (Greece), totalling 25 deficiencies.

In March 2026, the *Nabolsi I* was inspected in Reni (Ukraine). Four deficiencies were noted concerning certificates and documents, emergency systems, fire safety, and living and working conditions.



<i>Nabolsi I</i> IMO 7128760			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Maritime Labour Convention-2006	17	Maritime Labour Convention-2006	5
Certificates and documents	15	Emergency systems	3
Safety of navigation	14	Fire safety	3
Fire safety	9	Safety of navigation	3
Working-Living Conditions	8	Alarms	2
Life saving appliances	7	Certificates and documents	2
Structural Conditions	7	Water/Weathertight conditions	2
Propulsion and Auxiliary Machinery	4	ISM	1
Water/Weathertight conditions	4	Life saving appliances	1
Alarms	3	Propulsion and Auxiliary Machinery	1
ISM	3	Structural Conditions	1
Radio Communications	3	Working-Living Conditions	1
Emergency systems	1		
Other Type of Deficiencies	1		
Pollution prevention MARPOL Annex V	1		
	97		25

On August 1, 2015, the *Nabolsi I* en route from Rasa (Croatia) to Alexandria (Egypt) suffered a fire off Lerapetra, Crete southern coast. Greek coast guard and NATO vessels participated in firefighting operations.. There was no report about the causes and the fate of animals on board.

In November 2020, the *Nabolsi I* sought shelter off the island of Formentera in the Balearic Islands during a storm. She had come from Tenes (Algeria) and was heading for Sète (France) to load livestock. When she set sail again after the storm had abated, she suffered an engine failure. She went adrift for several hours before being towed by the Spanish coastguard vessel *Marta Mata* to Cartagena.

ISM manager: unknown since July 18, 2025.

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Mediterranean Sea, south of Greece, en route from Beirut (Lebanon) to Sète (France).



Nada

IMO 9005429



Zrin, container ship, August 22, 2009, Varennes (Québec, Canada) © Marc Piché



Nada, livestock carrier, July 2025
© Animal Welfare Foundation |
Tierschutzbund Zürich | Sea Shepherd France

Nada (ex-*Zrin*, ex-*MSC Zrin*, ex-*CSAV Peru*, ex-*Zrin*, ex-*Colombus Bahia*, ex-*Alemania Express*, ex-*Zrin*, ex-*MSC Zrin*, ex-*Antoine de Padoue*). IMO 9005429. Ex-container ship converted in 2011 at the age of 18. Length 201 m. 35,100 deadweight t. Built in Rijeka (Croatia) by 3 Maj Brodogradiliste. 33 years old.

Panamanian flag since February 2010; grey list. Previously registered in Malta (2000). Classification society Bureau Veritas (IACS, France) since 2012, high performing. Previously Croatian Register of Shipping (IACS, Croatia).

Owned by Far Seas Shipping Inc registered in Panama. The *Nada* is managed by Rassem Shipping Agency (Lebanon). The two entities only declare this single vessel.

2 detentions: in 2013 in Portland (State of Victoria, Australia) and in 2014 in Port Adelaide (State of South Australia, Australia) as a livestock carrier.

The vessel was inspected at least 95 times since 1999 totalling 300 deficiencies, including 29 times (totalling 64 deficiencies) as a container ship and 66 times (totalling 236 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 10 times in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times), in Cartagena (Department of Bolivar, Colombia, 4 times), in Cartagena (Spain), in Rio Grande (State of Rio Grande do Sul, Brazil) and in Beirut (Lebanon), totalling 18 deficiencies.

In 2021-2023, she was inspected 11 times in Cartagena (Department of Bolivar, Colombia, 5 times), in Cartagena (Spain, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times) and in Valletta (Malte), totalling 6 deficiencies.

In 2024-2025, she was inspected 9 times in Rio Grande (State of Rio Grande do Sul, Brazil, 4 times), in Cartagena (Department of Bolivar, Colombia), in Damietta (Egypt, 3 times) and in Cartagena (Spain). Only one deficiency was reported.



Nada IMO 9005429			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	6	Certificates and documents	1
Emergency systems	4		
Working-Living Conditions	4		
Water/Weathertight conditions	3		
Propulsion and Auxiliary Machinery	3		
Maritime Labour Convention-2006	1		
Safety of navigation	1		
Life saving appliances	1		
Pollution prevention MARPOL Annex I	1		
	24		1

In January 2018, the *Nada* was scheduled to depart from Santos (State of Sao Paulo, Brazil) for Türkiye with 27,000 cows. Following protests by the NGO Fórum Nacional de Proteção e Defesa Animal, the departure was suspended by the courts on January 31 due to concerns regarding animal welfare (including stocking density, access to food and water, and injuries) and environmental pollution associated with the transport of cattle by road to the port. After discussions between the judge, the presidency, and the Minister of Agriculture, the ship was allowed to leave on February 4. According to the court's reasoning, further delays could have negatively affected animal welfare. Minerva Foods, a company specializing in beef trading and livestock exports, was fined 3 million reais (950,000 US\$). Minerva Foods was also the exporter of the cattle that drowned during the *Haidar* disaster (see profile of the *Haidar*).

The *Nada* reached Iskenderun (Türkiye) on December 3, 2025, made a technical stopover in Cartagena (Spain) on December 17, loaded livestock in Rio Grande (State of Rio Grande do Sul, Brazil) on January 9, 2026, reached Iskenderun (Türkiye) on January 28 (27 days' voyage), made a technical stopover in Cartagena (Spain) on February 12.

ISM manager: FSM Ship Management SAL (Lebanon) since November 8, 2021 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: at anchor in Oran (Algeria).



Neameh

IMO 7903029



Neptune Hellas, Ro-Ro, November 18, 2008, Gibraltar © J J Fernandez



Neameh, livestock carrier, September 15, 2017, Santa Cruz de Tenerife (Spain) © Samt mendher

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. 3,240 deadweight t. Built in 1979 in Marugame (Japan) by Imabari Zosen. 47 years old.

Panamanian flag since October 2010; grey list. Previously registered in Malta (1994). Classification society International Register of Shipping (IS) (non-IACS, United States of America) since May 2011, low performing. Previously Det Norske Veritas (IACS, Norway).

Owned by a single -ship company Albert Compania Naviera SA registered in Panama but based at Arab Ship Management Ltd (Jordan, see *Maysora*, *Gulf Livestock 2* and *Ghena*). The *Neameh* is managed by Diabco Management Ltd (Türkiye) which reports a fleet of 4 vessels, including 2 livestock carriers, the *Neameh* and the *Jersey* (IMO 7639616).

5 detentions: in 2006 in Gemlik (Türkiye) as a Ro-Ro, in 2016 in Setubal (Portugal) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), in 2023 and in 2025 in Ceuta (Spain) as a livestock carrier.

The vessel was inspected at least 74 times since 1998 totalling 312 deficiencies, including 17 times (totalling 24 deficiencies) as a Ro-Ro and 58 times (totalling 288 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 10 times in Cartagena (Department of Bolivar, Colombia, 4 times), in Cartagena (Spain), in Malaga (Spain) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times) totalling 28 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.98).

In 2021-2023, she was inspected 9 times in Midia (Romania), in Tripoli (Lebanon), in Reni (Ukraine), in Piraeus (Greece), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times) and in Ceuta (Spain), totalling 34 deficiencies. Grounds for detention in Ceuta include deficiencies with regard to safety of navigation.

In 2024-2025, she was inspected 6 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times), in Ceuta (Spain), in Batumi (Georgia) and in Kalymnos (Greece), totalling 29 deficiencies. Grounds for detention in Ceuta include deficiencies with regard to pollution prevention (MARPOL).

Neameh IMO 7903029			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Water/Weathertight conditions	13	Pollution prevention MARPOL Annex V	4
Certificates and documents	10	Structural Conditions	4
Propulsion and Auxiliary Machinery	9	Maritime Labour Convention-2006	3
Structural Conditions	8	Life saving appliances	3
Maritime Labour Convention-2006	7	Working-Living Conditions	3
Safety of navigation	7	Propulsion and Auxiliary Machinery	2
Working-Living Conditions	6	Safety of navigation	2
Fire safety	5	Emergency systems	2
ISM	5	Water/Weathertight conditions	2
Life saving appliances	4	Pollution prevention MARPOL Annex I	1
Emergency systems	3	ISPS	1
Radio Communications	2	Certificates and documents	1
Pollution prevention MARPOL Annex VI	2	Fire safety	1
Pollution prevention MARPOL Annex V	1		
Pollution prevention MARPOL Annex I	1		
ISPS	1		
	84		29

On May 21, 2020, the *Neameh* was intercepted and diverted to Algeciras while transiting the Gibraltar Strait on suspicion of drug trafficking. She was en route from Cartagena (Department of Bolivar, Colombia) to Damietta (Egypt). The Spanish customs agents did not find any drugs. The use of sniffer dogs was reportedly not possible due to conditions on board and strong odours. Approximately 4,000 cattle were being transported on board. According to reports, the animals were housed in high-density conditions, with manure, urine, decomposing feed and animal carcasses present in some areas of the vessel. The Spanish Health Ministry did not authorise the unloading of either live or dead animals. After the search for drugs was called off, the ship resumed her voyage. Dozens of cows died during the journey; however, no carcasses were on board on arrival in Damietta.

The *Neameh* made a technical stopover in Cartagena (Spain) on November 27, 2025, loaded livestock in Batumi (Georgia) on December 12, made a technical stopover in Tekirdag (Türkiye) on December 20, anchored at Kalymnos (Greece) on December 22, reached Aqaba (Jordan) on December 29 (17 days' voyage). She stayed in Tuzla (Türkiye) from January 7 to February 2. She loaded livestock in Midia (Romania) on February 6 and reached Benghazi (Libya) on February 10 (4 days' voyage).

ISM manager: Diabco Management Ltd (Türkiye) since November 10, 2022 (low or very low performing).

Ship risk profile: 4 points, standard risk ship.

Location, June 8, 2026: at anchor in the port area of Vila do Conde in Barcarena (State of Pará, Brazil).

Nine Eagle

IMO 9397092



Nine Eagle, livestock carrier, January 9, 2025, Fremantle (Australia) © GERALDINenz

Nine Eagle (ex-Green Yang). IMO 9397092. Ex-general cargo ship converted in 2011 at the age of 5. Length 81 m. 3424 deadweight t. Built in 2006 in Rongcheng (China) by Rongcheng Xixiakou. 20 years old.

Panamanian flag since October 2019; gray list. Previously registered in Singapore (2006). Classification society DNV AS (IACS, Norway) since January 2011, high performing. Previously China Classification Society (IACS, China).

Owned by a single-ship company Nine Eagle Compania Naviera SA registered in Panama. The *Nine Eagle* is managed by MC-Schiffahrt (GmbH & Co) (Germany) which is also acting as ISM manager and which reports a fleet of 5 vessels as ship and/or ISM manager including 2 livestock carriers, the *Jawan* (IMO 9262895) and the *Nine Eagle*.

Detained in 2017 in Cairns (State of Queensland, Australia) as a livestock carrier.

The vessel was inspected at least 70 times since 2006 totalling 157 deficiencies, including 11 times (totalling 27 deficiencies) as a general cargo ship and 59 times (totalling 130 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected 12 times in Panjang (West Sumatra Province, Indonesia, 3 times), Darwin (Northern Territory, Australia, 7 times) and Townsville (State of Queensland, Australia, twice), totalling 11 deficiencies.

In 2024-2025, she was inspected 5 times in Broome (State of Western Australia, Australia), Darwin (Northern Territory, Australia, 3 times), and Geraldton (State of Western Australia, Australia), totalling 19 deficiencies.



<i>Nine Eagle</i> IMO 9397092			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Working-Living Conditions	3	Fire safety	7
Life saving appliances	3	Life saving appliances	5
Radio communications	2	Certificates and documents	2
Fire safety	2	Working-Living Conditions	2
ISM	1	Radio communications	1
		ISM	1
		Propulsion and Auxiliary Machinery	1
	11		19

On May 15, 2023, the *Nine Eagle* suffered a major engine failure in Darwin (Northern Territory, Australia) following the loading of 1,800 cattle by Perth-based Livestock Shipping Services. The animals were kept on board for 6 days. As the spare part took a long time to arrive, the Federal Department of Agriculture ordered the animals to be unloaded and kept in a quarantine yard south of the city. According to the authorities, the decision was taken to safeguard animal welfare and prevent manure accumulation on board, given that it was forbidden to dump it in the harbour. The *Nine Eagle* is the smallest livestock carrier assigned to the Australia-Indonesia service. On May 28, once the repairs had been completed, the cattle were re-embarked for the crossing.

ISM manager: MC-Schiffahrt (GmbH & Co) (Germany) since October 16, 2019 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: Broome (State of Western Australia, Australia).



Norland

IMO 7529940



Norland, palletised cargo ship, September 18, 2008, Alesund (Norway) © Hol1



Norland, livestock carrier, February 22, 2024, Bosphorus Strait © Cavit Ege Tulca

Norland (ex-*Nordland*). IMO 7529940. Ex-palletised cargo ship converted in 2010 at the age of 34. Length 87 m. 1,700 deadweight t. Built in Sandnessjoen (Norway) by Sandnessjoen Slip. Lengthened in 1982 from 70 to 87 m. 50 years old.

Togolese flag since November 2010; black list, medium risk. Previously registered in the Faroes (Denmark).

Classification society International Naval Surveys Bureau (non-IACS, Greece) since February 2011, medium performing. Previously Det Norske Veritas (IACS, Norway). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single ship company Norland Shipping Ltd registered in the Cayman Islands. The *Norland* is managed by Elbeco SAL (Lebanon) which reports a fleet of 2 livestock carriers as ship manager and ISM manager, the *Norland* and the *Queensland* (IMO 9186390).

Detained in 2004 in Hundested (Denmark) as a palletised cargo ship.

The vessel was inspected at least 80 times since 1998 totalling 227 deficiencies, including 12 times (totalling 31 deficiencies) as a palletised cargo ship and 68 times (totalling 196 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 8 times in Beirut (Lebanon, 4 times), in Koper (Slovenia, twice), in Rasa (Croatia) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) totalling 14 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.103).

In 2021-2023, she was inspected 10 times in Alexandria (Egypt), in Beirut (Lebanon, 3 times), in Port Said (Egypt), in Puerto Cabello (Carabobo State, Venezuela), in Koper (Slovenia), in Rasa (Croatia) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice) totalling 36 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.134).

In 2024-2025, she was inspected 11 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), in Sao Sebastiao (State of Sao Paulo, Brazil, 3 times), in Rio de Janeiro (State of Rio de Janeiro, Brazil), in Koper (Slovenia), in Reni (Ukraine, twice), in Alexandria (Egypt), in Owendo (Gabon) and in Rasa (Croatia), totalling 40 deficiencies.

Norland IMO 7529940			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Fire safety	13	Fire safety	7
Certificates and documents	6	Maritime Labour Convention-2006	7
Propulsion and Auxiliary Machinery	6	Working-Living Conditions	5
Working-Living Conditions	5	Emergency systems	3
Water/Weathertight conditions	5	Water/Weathertight conditions	3
Safety of navigation	4	Structural Conditions	3
Life saving appliances	3	Life saving appliances	2
Maritime Labour Convention-2006	3	Safety of navigation	2
Emergency systems	2	Propulsion and Auxiliary Machinery	2
Other Type of Deficiencies	2	Alarms	1
Structural Conditions	2	Certificates and documents	1
Pollution prevention MARPOL Annex IV	1	ISM	1
Pollution prevention MARPOL Annex I	1	Other Type of Deficiencies	1
Alarms	1	Pollution prevention MARPOL Annex V	1
ISM	1	Radio Communications	1
	55		40

In March 2018, she was carrying livestock from Koper (Slovenia) to Beirut (Lebanon). She stopped on March 5 in Kali Limenes (Crete, Greece) to take bunkers. She was hit by the small bunkering tanker *Menalon* manoeuvring. Damage was reported on the *Norland* living quarters. No injuries to crew members were reported. The impact probably caused injuries to the animals, but the summary of the maritime event did not mention any effects on the livestock carried on board. The *Norland* resumed her voyage and arrived in Beirut on March 15.

The *Norland* reached Beirut (Lebanon) on October 24, 2025, made a technical stopover in Cartagena (Spain) on October 31, loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on November 21, made a technical stopover in Ceuta (Spanish autonomous city bordering Morocco, 15 km from mainland Spain) on December 8, reached Tasucu (Türkiye) on December 15 (24 days' voyage) and Beirut (Lebanon) on December 19 (28 days' voyage), loaded livestock in Sète (France) on January 16, 2026, reached Jorf Lasfar (Morocco) on January 19 (3 days' voyage), made a technical stopover in Las Palmas (Canary Islands, Spain) on January 22. She arrived in Barcarena (State of Pará, Brazil) at the end of January.

The *Norland*, from Vila do Conde (Brazil), arrived in Beirut on March 6, 2026 to unload cattle in an area affected by armed conflict and regional instability.

ISM manager: Elbeco SAL (Lebanon) since November 18, 2016 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: leaving the port area of Vila do Conde in Barcarena (State of Pará, Brazil).

North Star 1

IMO 8200565



Autoline, car carrier, February 25, 2007, Hanko (Finland) © Aleksi Lindström



North Star 1, livestock carrier, February 2022, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich

North Star 1 (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. 1,550 deadweight t. Built in Numakuma (Japan) by Kambara. 43 years old.

Panamanian flag since July 2010; grey list. Previously registered in Cambodia (2009). Classification society Nippon Kaiji Kyokai (IACS, Japan) since June 2012, withdrawn since January 11, 2026, high performing. Previously Panama Register Corporation (non-IACS, Panama). Current classification society unknown.

Owned by a single ship company Northstar Livestock Shipping registered in Liberia.

3 detentions: in 2014 in Fowey (United Kingdom) and in Waterford (Ireland) and in 2025 in Iskenderun (Türkiye) as a livestock carrier.

The vessel was inspected at least 71 times since 1998 totalling 293 deficiencies, including 24 times (totalling 54 deficiencies) as a car carrier and 46 times (totalling 239 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 3 times in Midia (Romania), in Sao Sebastiao (State of Sao Paulo, Brazil) and in Waterford (Ireland) totalling 20 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.104).

In 2021-2023, she was inspected 7 times in Alexandria (Egypt, twice), in Aqaba (Jordan), in Belem (State of Pará, Brazil), in Cartagena (Spain) and in Piraeus (Greece) totalling 31 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.136).

In 2024-2025, she was detained once and inspected 10 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 7 times), in Sao Sebastiao (State of Sao Paulo, Brazil), in Rasa (Croatia) and in Iskenderun (Türkiye), totalling 42 deficiencies. Grounds for detention in Iskenderun include deficiencies with regard to certificates and documents.

In January 2026, she was inspected in Mersin (Türkiye). No deficiencies were reported.



North Star 1 ex-Express 1 (until August 2020) IMO 8200565			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Maritime Labour Convention-2006	13	Safety of navigation	7
Certificates and documents	8	Structural Conditions	7
Safety of navigation	6	Working-Living Conditions	6
Fire safety	5	Maritime Labour Convention-2006	5
Water/Weathertight conditions	5	Certificates and documents	4
Working-Living Conditions	4	Emergency systems	4
Propulsion and Auxiliary Machinery	2	Fire safety	4
Life saving appliances	2	ISM	2
Radio Communications	1	Life saving appliances	2
Other Type of Deficiencies	1	Water/Weathertight conditions	1
Structural Conditions	1		
ISM	1		
Emergency systems	1		
	51		42

As the *Express 1*, she experienced multiple propulsion-related failures. . On May 25, 2013, she became disabled off the German coast following an engine failure. She was carrying 800 dairy cows from the USA to Russia. She was towed to Cuxhaven for repair. After a 10-day delay, the cattle were transhipped on the *Atlantic M* (former name of the *Express M*), another Naseem Al Bahar General ship at the time.

A year later, once again, she suffered an engine failure 19 km out to sea. She had to be towed to Fowey (United Kingdom). She had picked up cattle in Ireland and was heading for Libya. She was detained for 45 days. The cattle had to be transferred to 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.

On Tuesday, March 3, 2026 at around 9.15 p.m., a fire broke out on board the *North Star 1* whilst she was berthed in the port of São Sebastião (State of São Paulo, Brazil). The flames spread to the hay intended for use as bedding and to the livestock feed. 30 tonnes of hay were destroyed. The fire brigade, alerted by the port authorities, brought the fire under control. During the operation, the port's fire hydrant failed, and fire brigade tankers had to be deployed to fully extinguish the fire. Five of the 28 crew members and one firefighter suffered smoke inhalation and were monitored for their health.

The *North Star 1* was due to transport 2,600 cattle to Türkiye. 450 had been loaded when the fire broke out. They were evacuated "with regard for animal welfare" and placed in temporary pens within the port area, according to the Ministry of Agriculture and Livestock.

Three of them died there for reasons currently under investigation, and the 447 survivors were reloaded onto the lorries that had brought them and returned to their original farm, Estância Monte Alegre, in Barretos (600 km away). They arrived there on the 5th.



© Corpo de Bombeiros

The *North Star 1* loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on September 15, 2025, reached Iskenderun (Türkiye) on October 13 (28 days' voyage), Tripoli (Lebanon) on October 24 (39 days' voyage), left on November 11, reached Algiers (Algeria) on November 20, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on December 23, reached Tasucu (Türkiye) on January 16, 2026 (24 days' voyage), Cartagena (Spain) on February 6 and is sailing for South America.

ISM manager: UCC Ship Management SA (Greece) since January 14, 2021 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, en route from Algiers (Algeria) to Brazil.



Omega Star

IMO 8917742



Basel S6, general cargo ship, June 14, 2015, Rendsburg (Germany) © Aleksi Lindström



Omega Star, livestock carrier, May 2026, Midia (Romania) © Animal Welfare Foundation | Tierschutzbund Zürich

Omega Star (ex-*Basel S6*, ex-*Pallas River*, ex-*Tingo*, ex-*Christina*). IMO 8917742. Ex-general cargo ship converted in 2017 at the age of 26. Length 103 m. 4,454 deadweight t. Built in 1991 in Neuenfelde (Germany) by Sietas. 35 years old.

Without taking into account the transformation and conversion plans approved by the classification society, she was fitted with double decks for transporting sheep (see chapter Conversion).

Sierra Leone flag since December 2016; grey list. Previously registered in Palau (2015).

Classification society Dromon Bureau of Shipping (non-IACS, Cyprus) since July 2017, medium performing. Previously RINA (IACS, Italy). Dromon Bureau of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India, Pakistan and Türkiye.

Owned by a single ship company Karazi Ro Ltd registered in Liberia. The *Omega Star* is managed by Karazi Shipping Co Ltd (Romania) which reports a fleet of 4 vessels as ship manager and ISM manager, including 3 livestock carriers, the *Omega Star*, the *Gamma Star* (IMO 7703259) and the *Karazi* (IMO 8215807).

4 detentions: in 2004 in Terneuzen (Netherlands), in 2008 in Rotterdam (Netherlands), in 2013 in Ashdod (Israel) and in 2016 in Ravenna (Italy) as a general cargo ship.

The vessel was inspected at least 76 times since 1998 totalling 276 deficiencies, including 35 times (totalling 163 deficiencies) as a general cargo ship and 41 times (totalling 113 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 8 times in Algiers (Algeria), in Aqaba (Jordan), in Bandar Abbas (Iran), in Midia (Romania, twice), in Tarragona (Spain), in Tripoli (Lebanon) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), totalling 29 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.110-111).

In 2021-2023, she was inspected 12 times in Beirut (Lebanon), in Midia (Romania), in Patras (Greece), in Tolu (Department of Sucre, Colombia), in Tripoli (Lebanon, 3 times) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 5 times), totalling 27 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.138-139).

In 2024-2025, she was inspected 13 times in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 9 times), in Piraeus (Greece), in Damietta (Egypt), in Kalamata (Greece) and in Algiers (Algeria), totalling 18 deficiencies.

Omega Star IMO 8917742			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	17	Life saving appliances	4
Life saving appliances	9	Emergency systems	2
Safety of navigation	7	Maritime Labour Convention-2006	2
Emergency systems	4	Safety of navigation	2
Working-Living Conditions	4	Working-Living Conditions	2
Fire safety	4	Certificates and documents	2
Water/Weathertight conditions	3	Radio Communications	1
Load lines	2	Propulsion and Auxiliary Machinery	1
Maritime Labour Convention-2006	2	Pollution prevention MARPOL Annex I	1
Radio Communications	2	Structural Conditions	1
Structural Conditions	1		
Pollution prevention MARPOL Annex V	1		
	55		18



In 2021, the Suez Canal was closed for 6 days following the grounding of the container ship *Ever Given* on March 23. 13 livestock carriers heading to Red Sea ports had to remain anchored off Port Said in the Mediterranean or in the Suez Canal, including the Great Bitter Lake, while carrying live animals on board (see report "78 EU-approved livestock carriers", 2021, p.20-21 and report "64 EU-approved livestock carriers", 2024, p.39). The *Omega Star* which had left Cartagena (Spain) on March 16 was one of three livestock carriers trapped in the Great Bitter Lake.

The *Omega Star* reached Jeddah (Saudi Arabia) on October 31, 2025, made a technical stopover in Cartagena (Spain) on November 12, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on December 7, reached Algiers (Algeria) on December 21 (14 days' voyage), made a technical stopover in Cartagena (Spain) on December 25, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on January 18, 2026, reached Bejaia (Algeria) on February 2 (15 days' voyage). She has been in Cartagena since February 10.

ISM manager: Karazi Shipping Co Ltd (Romania) since July 10, 2020 (low performing).

Ship risk profile: 3 points, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, en route from Annaba (Algeria) to the port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Orchid

IMO 9174763



City of Rome, car carrier, May 3, 2016, Rotterdam (Netherlands) © Hannes van Rijn



Orchid, livestock carrier, May 2026, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich | Ekö

Orchid (ex-*City of Rome*). IMO 9174763. Ex-car carrier converted in 2020 at the age of 21. She is still registered as a car carrier. Length 100 m. 3,769 deadweight t. Built in 1999 in Akitsu (Japan) by Shin Kurushima. 27 years old.

Panamanian flag since October 2020; grey list. Previously registered in Isle of Man (1999). Classification society Indian Register of Shipping (IACS, India) since October 2020, medium performing. Previously Lloyd's Register (IACS, United Kingdom).

Owned by a single ship company Acadia Shipping LLC registered in the Marshall Islands. The *Orchid* is managed by Safe Sea Services Sarl (Lebanon) which is also acting as ISM manager and which reports a fleet of 20 vessels as ship manager and/or ISM manager, including 4 livestock carriers, the *Orchid*, the *Jouri* (IMO 9174775), the *Freesia* (IMO 9046368) and the *Tulip* (IMO 8614273).

No detentions.

The vessel was inspected at least 53 times since 1999 totalling 37 deficiencies, including 28 times (totalling 17 deficiencies) as a car carrier and 25 times (totalling 20 deficiencies) as a livestock carrier.

In 2019-2020 (prior to her conversion into livestock carrier), she was inspected 3 times, in Malmö (Sweden), in Chornomorsk (Ukraine) and in Piraeus (Greece), totalling 4 deficiencies.

In 2021-2023, she was inspected 12 times, in Skikda (Algeria), in Cartagena (Department of Bolivar, Colombia), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times), in Beirut (Lebanon, 3 times) and in Tarragona (Spain, twice), totalling 12 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.140).

In 2024-2025, she was inspected 13 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 9 times), in Beirut (Lebanon), in Damietta (Egypt), in Cartagena (Spain) and in Alexandria (Egypt), totalling 8 deficiencies.



Orchid, ex-City of Rome (until October 2020) IMO 9174763			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	4	Certificates and documents	2
Fire safety	2	ISM	1
Maritime Labour Convention-2006	2	Radio Communications	1
Certificates and documents	2	Structural Conditions	1
Other Type of Deficiencies	1	Life saving appliances	1
Emergency systems	1	Pollution prevention MARPOL Annex I	1
Pollution prevention MARPOL Annex V	1	Propulsion and Auxiliary Machinery	1
Pollution prevention MARPOL Annex I	1		
Propulsion and Auxiliary Machinery	1		
Working-Living Conditions	1		
	16		8

On April 23, 2016, as the *City of Rome* car carrier, she struck the north lock gate at IJmuiden (Netherlands). Her bow bulb was damaged. She left the port on April 25 for repairs at the Keppel Verolme shipyard in Rotterdam.



Between January 31 and February 8, the vessel carried out an irregular navigation pattern off the Canary Islands. The reason for this manoeuvring could not be determined from the available information.

Marine Traffic Screenshot February 12, 2026

The *Orchid* made a technical stopover in Ceuta (Spanish autonomous city bordering Morocco, 15 km from mainland Spain) on December 7, 2025, reached Alexandria (Egypt) on December 12, made a technical stopover in Cartagena (Spain) on December 25, loaded livestock in Cartagena (Department of Bolivar, Colombia) on January 15, 2026, reached Las Palmas (Canary Islands, Spain) on February 6. On February 12, she was approaching Cartagena (Spain).

Livestock carriers coming from South America often make technical stops in Cartagena (Spain) to refuel, restock food supplies and replenish animal bedding. These technical stopovers highlight the importance of biosecurity measures, particularly about the potential risks of spreading epizootic diseases and transmitting them to human populations.

ISM manager: Safe Sea Services Sarl (Lebanon) since October 13, 2020 (low or very low performing).

Ship risk profile: 3 points, standard risk ship.

Location, June 9, 2026: port area of Vila do Conde in Barcarena (State of Pará, Brazil).

Osama Bey

IMO 9141041



Kirsten, container ship, May 24, 2012, Algeciras (Spain) © Pedro Amaral



Osama Bey, livestock carrier, May 2026, Midia (Romania) © Animal Welfare Foundation | Tierschutzbund Zürich

Osama Bey (ex-Ak Feras, ex-Tan Cang Pioneer, ex-Promote, ex-Kirsten). IMO 9141041. Ex-container ship converted in 2025 at the age of 29. Length 118 m. 5,550 deadweight t. Built in 1996 in Berne (Germany) by Hegemann Roland. 30 years old.

Saint Kitts and Nevis flag since October 2023; black list, medium risk. Previously registered in Barbados (2023).

Classification society Capital Register of Shipping (non-IACS, United States of America) since January 2025, not ranked. Previously Dromon Bureau of Shipping (non-IACS, Cyprus). Capital Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Türkiye.

Owned by Albanyasia Livestock Shpg Line registered in Panama which reports a fleet of 2 vessels, the *Osama Bey* and the general cargo ship *Balkis* (IMO 9113197).

Detained in 1998 in Gioia Tauro (Italy) as a container ship.

The vessel was inspected at least 45 times since 1998 totalling 104 deficiencies, including 43 times (totalling 101 deficiencies) as a container ship and twice (totalling 3 deficiencies) as a livestock carrier.

In 2021-2023, she was inspected 8 times, in Manila North Harbour (Philippines), in Manila South Harbour (Philippines, 3 times), in Guangzhou (China), in Aliaga (Türkiye), in Piraeus (Greece) and in Reni (Ukraine), totalling 16 deficiencies.

In 2024-2025, she was inspected 4 times, in Izmail (Ukraine), in Mostaganem (Algeria), in Chioggia (Italy) and in Piraeus (Greece), totalling 8 deficiencies.



Osama Bey ex-Ak Feras (until January 2025) ex-Tan Cang Pioneer (until May 2023) IMO 9141041			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Maritime Labour Convention-2006	3	Fire safety	3
Propulsion and Auxiliary Machinery	3	Emergency systems	2
Certificates and documents	2	Maritime Labour Convention-2006	2
Life saving appliances	2	Other Type of Deficiencies	1
Safety of navigation	2		
Fire safety	1		
Structural Conditions	1		
Water/Weathertight conditions	1		
Pollution prevention MARPOL Annex I	1		
	16		8

In October 2016, the *Tan Cang Pioneer* (flying the Vietnamese flag until 2023) became the first container ship to sail through the brand-new Quan Chanh Bo Canal (Viet Nam), which links the Hau River (a branch of the Mekong) to the South China Sea. After several years of service in East and South-East Asia, she was sold in May 2023 by Tan Cang Shipping Jsc (Viet Nam) to Ak Group Co Ltd (Greece) for 2.85 million US\$, renamed *Ak Feras*, and changed her flag to Barbados and then Saint Kitts and Nevis.

She was converted into a livestock carrier in 2025 by Infinity Marine Consultants (Egypt) on behalf of Sena Ship Management SA (Egypt), her ship manager since January 14, 2025, and renamed *Osama Bey*. On its LinkedIn page, Infinity Marine Consultants describes the project as a successful conversion: construction of new decks maintaining structural continuity, installation of ventilation, drainage, water and feed distribution systems for livestock, fire safety systems meeting regulatory standards, stability control for multiple operational load cases, a complete machinery overhaul ...

ISM manager: Sena Ship Management SA (Egypt) since January 14, 2025 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 9, 2026: at anchor in Rio Grande (State of Rio Grande do Sul, Brazil).



Pacific M

IMO 7041053



Pacific M, April 2016, Strait of Tiran (Egypt) © Achim Egenolf

Pacific M (ex-Almahmoud 3, ex-Yesser, ex-Gerard Patrick Purcell, ex-Deichtor, ex-Lubbeke, ex-Ibesca Belgica, ex-Ibesca Britannia, ex-Lubbecke). IMO 7041053. Ex-general cargo ship converted in 1984 at the age of 14. Length 88 m. 2,568 deadweight t. Built in 1970 in Neuenfelde (Germany) by JJ Sietas. 56 years old.

Togolese flag since November 2015; black list, medium risk. Previously registered in Cambodia (2009).

Classification society Cosmos Marine Bureau Inc (non-IACS, South Korea) since September 2015, not ranked. Previously Global Marine Bureau Inc (non-IACS, Corée du Sud). Cosmos Marine Bureau Inc is known for going along end-of-life ships on their final voyages to Bangladesh, India and China.

Owned by a single-ship company Transporting Shipping Co SA registered in Panama. The *Pacific M* is managed by Alpha Management Co SA (Greece) which reports a fleet of 5 vessels as ship and/or ISM manager.

4 detentions: in 2007 in Suez (Egypt), in 2011 in Rijeka (Croatia), in 2016 in Koper (Slovenia) and in 2017 in Midia (Romania) as a livestock carrier.

The ship was inspected at least 54 times since 1998 totalling 287 deficiencies as a livestock carrier,

In 2019-2020, she was inspected 6 times in Midia (Romania, 4 times) and Beirut (Lebanon, twice), totalling 47 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.112).

In 2021-2023, she was inspected 6 times in Aqaba (Jordan) and Midia (Romania, 5 times), totalling 38 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.141).

In 2024-2025, she was inspected 5 times in Osman Digna (Sudan), Midia (Romania), Constanta (Romania), Varna (Bulgaria) and in Reni (Ukraine), totalling 34 deficiencies.

The *Pacific M* was inspected in Reni (Ukraine) in April 2026. Four deficiencies were identified. These concern fire safety, propulsion and auxiliary machinery, safety of navigation, and working-living conditions.

Pacific M IMO 7041053			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	20	Maritime Labour Convention-2006	6
Maritime Labour Convention-2006	15	Certificates and documents	5
Safety of navigation	12	Safety of navigation	5
Fire safety	6	Emergency systems	4
ISM	4	Life saving appliances	3
Life saving appliances	4	Water/Weathertight conditions	3
Propulsion and Auxiliary Machinery	4	ISM	2
Water/Weathertight conditions	4	Working-Living Conditions	2
ISPS	3	ISPS	1
Radio Communications	3	Pollution prevention MARPOL Annex V	1
Structural Conditions	3	Radio Communications	1
Pollution prevention MARPOL Annex V	2	Structural Conditions	1
Working-Living Conditions	2		
Alarms	1		
Emergency systems	1		
Other Type of Deficiencies	1		
	85		34

ISM manager: Alpha Management Co SA (Greece) since September 10, 2025 (very low performing).

Ship risk profile: 4 points, standard risk ship.

Location, June 9, 2026: approaching Istanbul (Türkiye).

Polaris-2

IMO 8417625



Fujimarine, car carrier, April 2007, Auckland (New Zealand) © Stephen Chester



Polaris-2, livestock carrier, May 2026, Midia (Romania) © Animal Welfare Foundation | Tierschutzbund Zürich

Polaris-2 (ex-*Al Mahmoud 2*, ex-*Fujimarine*, ex-*Fujimarin*, ex-*Touko Maru*). IMO 8417625. Ex-car carrier converted in 2010 at the age of 24. Length 150 m. 8,443 deadweight t. Built in 1986 in Onishi (Japan) by Kurushima. 40 years old.

Panamanian flag since August 2009; grey list. Previously registered in Singapore (2003). Classification society Russian Maritime Register of Shipping (non-IACS since March 2022, Russia) since November 2010, high performing. Previously Nippon Kaiji Kyokai (IACS, Japan). Russian Maritime Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India, Pakistan and Türkiye.

Owned by a single ship company Olkany Shipping Co SA registered in Panama. The *Polaris-2* is managed by Naseem Al Bahar General Trading LLC Co (United Arab Emirates) which reports a fleet of 2 livestock carriers as ship manager, the *Polaris-2* and the *Express M* (IMO 8200577).

Detained in 2015 in Izmir (Türkiye) as a livestock carrier.

The vessel was inspected at least 97 times since 2003 totalling 228 deficiencies, including 23 times (totalling 51 deficiencies) as a car carrier and 74 times (totalling 177 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 13 times in Rio Grande (State of Rio Grande do Sul, Brazil, 4 times), in Cartagena (Spain, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 5 times) and in Cartagena (Department of Bolivar, Colombia, twice), totalling 18 deficiencies.

In 2021-2023, she was inspected 14 times in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 7 times), in Cartagena (Spain, twice), in Rio de Janeiro (State of Rio de Janeiro, Brazil), in Sao Sebastiao (State of Sao Paulo, Brazil), in Cartagena (Department of Bolivar, Colombia), in Port Said (Egypt) and in Rio Grande (State of Rio Grande do Sul, Brazil), totalling 9 deficiencies.

In 2024-2025, she was inspected 10 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times), in Rio Grande (State of Rio Grande do Sul, Brazil, 3 times), in Cartagena (Department of Bolivar, Colombia), in Mersin (Türkiye) and in Midia (Romania), totalling 21 deficiencies.

Polaris-2 IMO 8417625			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Working-Living Conditions	7	Propulsion and Auxiliary Machinery	5
Certificates and documents	5	Working-Living Conditions	5
Water/Weathertight conditions	5	Fire safety	2
Propulsion and Auxiliary Machinery	3	Pollution prevention MARPOL Annex I	2
Safety of navigation	2	Certificates and documents	1
Structural Conditions	1	ISM	1
Emergency systems	1	Radio Communications	1
ISM	1	Emergency systems	1
Life saving appliances	1	Life saving appliances	1
Radio Communications	1	Safety of navigation	1
		Water/Weathertight conditions	1
	27		21

On July 6, 2010 in Beirut (Lebanon), during the conversion of the *Al Mahmoud 2* into a livestock carrier, a fire broke out on the ship after a generator overheated and set fire to a diesel fuel tank.

In January 2015, the *Polaris-2*, carrying more than 7,000 dairy heifers from Chile to China, was denied access to Fijian territorial waters due to concerns regarding animal health documentation. The vessel intended to refuel, replenish her water supplies and stock up on fodder.

Technical stopovers in Santa Cruz de Tenerife (Canary Islands, Spain) in 2012, 2013 and 2014 were accompanied by public protests linked to odour complaints associated with the vessel. The *Polaris-2* was referred to as the "stinking ship" by some Spanish media outlets.. In 2016, during another technical stopover to load fodder, a veterinary inspection ordered the slaughter of 300 cattle considered unfit on veterinary grounds, which the crew subsequently disposed of at sea. In April 2017, the city of Santa Cruz de Tenerife prohibited the *Polaris-2* from calling at the port when arriving from South America carrying livestock..

In March 2019, 3 cattle carcasses washed up on the beaches of Tenerife. At the time, the *Polaris-2* was travelling from Rio Grande (State of Rio Grande do Sul, Brazil) to Izmir (Türkiye) and was reported in local media as a possible source of the carcasses.

The *Polaris-2* reached Tasucu (Türkiye) on November 22, 2025, made a technical stopover in Cartagena (Spain) on November 30, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on December 28, reached Jeddah (Saudi Arabia) on January 14, 2026 (17 days' voyage). She has been in Tuzla (Türkiye) since February 2.

ISM manager: Unifleet Management Co Sa (Türkiye) since October 24, 2012 (low performing).

Ship risk profile: 3 points, standard risk ship.

Location, June 9, 2026: at anchor in the port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Polaris 3

IMO 9441740



Sinar Banten, container ship, January 9, 2012, on the Chao Phraya (Thailand)

© Trakul Pumsnoh



Polaris 3, livestock carrier, July 2025

© Animal Welfare Foundation | Tierschutzbund Zürich | Sea Shepherd France

Polaris 3 (ex-*Sinar Banten*). IMO 9441740. Ex-container ship converted in 2020 at the age of 12. Length 147 m. 11,526 deadweight t. Built in 2008 in Hakata (Japan) by Hakata Zosen. 18 years old.

Panamanian flag; grey list.

Classification society Bureau Veritas (IACS, France) since October 2020, high performing. Previously RINA (IACS, Italy) and Nippon Kaiji Kyokai (IACS, Japan).

Owned by a single ship company Moon Light Shipping Co SA registered in Panama and based in Greece which is also acting as ISM manager.

Detained in 2014 in Hong Kong as a container ship.

The vessel was inspected at least 57 times since 2008 totalling 129 deficiencies, including 32 times (totalling 114 deficiencies) as a container ship and 26 times (totalling 15 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 8 times in Singapore (Singapore), in Montevideo (Montevideo Department, Uruguay, twice), in Rio Grande (State of Rio Grande do Sul, Brazil, twice), in Cartagena (Spain) and in Cartagena (Department of Bolivar, Colombia, twice), totalling 18 deficiencies.

In 2021-2023, she was inspected 14 times in Beirut (Lebanon, twice), in Townsville (State of Queensland, Australia, 3 times), in Singapore (Singapore, twice), in Montevideo (Montevideo Department, Uruguay, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), in Rio Grande (State of Rio Grande do Sul, Brazil), in Cartagena (Spain) and in Cartagena (Department of Bolivar, Colombia, twice), totalling 11 deficiencies.

In 2024-2025, she was inspected 12 times, in Cartagena (Spain, twice), in Rio Grande (State of Rio Grande do Sul, Brazil, 5 times), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times), in Mersin (Türkiye) and in Yalova (Türkiye), totalling 4 deficiencies.



<i>Polaris 3</i> IMO 9441740			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Life saving appliances	8	Certificates and documents	2
Certificates and documents	5	Ballast Water Management Plan	1
Fire safety	3	Pollution prevention MARPOL Annex VI	1
Safety of navigation	3		
Radio Communications	2		
Maritime Labour Convention-2006	2		
Conditions de vie et de travail	1		
Water/Weathertight conditions	1		
Emergency systems	1		
ISPS	1		
Pollution prevention MARPOL Annex IV	1		
Pollution prevention MARPOL Annex V	1		
	29		4

The *Polaris 3* loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on November 20, 2025, reached Aqaba (Jordan) on December 5 (15 days' voyage), made a technical stopover in Cartagena (Spain) on December 17, in Las Palmas (Canary Islands, Spain) on December 23, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on January 15, 2026, reached Aqaba (Jordan) on February 2 (18 days' voyage) and sailed for Cartagena (Spain).

ISM manager: Moon Light Shipping Co SA (Greece) since October 6, 2022 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Princess Aya

IMO 7015509



Justo, general cargo ship, summer 1976, Rotterdam (Netherlands) © Linesman



Janay, livestock carrier, May 24, 2020, Suez Canal © Ivan Meshkov

Princess Aya (ex-*Diana*, ex-*Janay*, ex-*Mara*, ex-*Justo*). IMO 7015509. Ex-general cargo ship converted in 2011 at the age of 41. Length 74 m. 1,230 deadweight t. Built in 1970 in Trondheim (Norway) by Orens MV. Lengthened in 1979 from 59 to 74 m. 56 years old.

Comorian flag since October 2023; black list, high risk. Previously registered in Togo (2021). Classification society Hellas Naval Bureau of Shipping (non-IACS, Greece) since November 2023, withdrawn in June 2024, low performing. Previously International Naval Surveys Bureau (non-IACS, Greece). Hellas Naval Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Pakistan and Türkiye. Current classification society unknown.

Owned since June 22, 2025 by a single -ship company Murex Shipping & Trading Ltd registered in the Marshall Islands and based in Türkiye which is also acting as ISM manager.

20 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 again in Koper and then in Porto Nogaro (Italy), Catania (Italy), Valletta and Rijeka (Croatia), in 2009 in Monfalcone (Italy) and Alexandria (Egypt), in 2010 in Mersin (Türkiye) as a general cargo ship (14), in 2013 and 2014 in Kalymnos (Greece), in 2019 in Batumi (Georgia), in 2021 in Midia (Romania, 111 days), in 2024 in Eleusis (Greece, 23 days) and Tarragona (Spain, 48 days) as a livestock carrier (6).

The vessel was inspected at least 88 times since 1998 totalling 712 deficiencies, including 43 times (totalling 282 deficiencies) as a general cargo ship and 46 times (totalling 430 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 9 times, in Alexandria (Egypt), in Batumi (Georgia, twice, where she was detained), in Beirut (Lebanon, twice), in Cartagena (Spain), in Midia (Romania, twice) and in Mykolaiv (Ukraine), totalling 100 deficiencies. Grounds for detention in Batumi include deficiencies with regard to ISM (see report "78 EU-approved livestock carriers", 2021, p.68-69).



In 2021-2023, she was inspected 6 times, in Midia (Romania, twice, where she was detained), in Beirut (Lebanon), in Reni (Ukraine, twice) and in Tripoli (Lebanon), totalling 42 deficiencies. Grounds for detention in Midia included deficiencies relating to the Maritime Labour Convention (provisions, sanitary conditions, non-payment of wages), the ship's oil pollution certificates and ISM.

In 2024-2025, she was inspected twice, in Eleusis (Greece) and in Tarragona (Spain), totalling 60 deficiencies. She was detained in both cases. Grounds for detention in Eleusis include deficiencies relating to life saving appliances, safety of navigation, crew accommodation conditions and the oil pollution prevention certificate. Grounds for detention in Tarragona include deficiencies relating to fire prevention drills, navigation safety and the watertight integrity of bulkheads.

<i>Princess Aya ex-Diana (until June 2024) ex-Janay (until October 2023)</i> IMO 7015509			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	25	Certificates and documents	11
Certificates and documents	23	Fire safety	8
Maritime Labour Convention-2006	18	Safety of navigation	8
Life saving appliances	14	Maritime Labour Convention-2006	7
Emergency systems	10	Life saving appliances	5
Working-Living Conditions	9	Radio Communications	4
Fire safety	8	Emergency systems	3
ISM	8	Propulsion and Auxiliary Machinery	3
Propulsion and Auxiliary Machinery	5	Water/Weathertight conditions	3
Structural Conditions	5	ISM	2
ISPS	4	Structural Conditions	2
Radio Communications	4	Cargo operations including equipment	1
Water/Weathertight conditions	4	Pollution prevention MARPOL Annex I	1
Other Type of Deficiencies	2	Pollution prevention MARPOL Annex V	1
Pollution prevention MARPOL Annex VI	2	Pollution prevention MARPOL Annex VI	1
Pollution prevention MARPOL Annex V	1		
	142		60

Under the name *Janay*, the vessel experienced several technical failures. In February 2018, she remained off Cesme (Türkiye) for several days while sailing in ballast from Beirut to Istanbul. In November 2019, she suffered another technical failure while preparing to depart Batumi (Georgia) in ballast for Midia (Romania)..

In July 2023, the International Labour Organisation was informed of a case of seafarer abandonment aboard the *Janay* in Tripoli (Lebanon). The vessel was managed by AMJ Marine Services (Lebanon), and the abandonment reportedly dated back to July 2022. The shipowner owed between 4 and 11 months' wages to the 15 Syrian and Egyptian seafarers, who lacked water and food to such an extent that they were forced to mix drinking water with seawater and wash themselves with seawater. From September 2023 onwards, the outstanding wages were gradually paid and 13 seafarers were repatriated. The International Labour Organisation considers the case resolved in July 2025.

A second case of seafarer abandonment was reported on July 3, 2025 on the ship renamed *Princess Aya* in June 2024. Two Syrian crew members had not been paid for seven and nine months respectively. Their employment contracts expired 2 months earlier. They were repatriated and received their outstanding wages in August 2025.

ISM manager: Murex Shipping & Trading Ltd (Türkiye) since June 22, 2025 (not negatively listed).

Ship risk profile: 4 points, standard risk ship.

No AIS record since April 6, 2025. She was in Tripoli (Lebanon), a destination located in a war and crisis zone.



Princess Hiyam

IMO 7405089



Abdulrazzak-A, May 2007, Tartus (Syria)
© Mahmoud Shd



Princess Hiyam
© Animals International

Princess Hiyam (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. 3,148 deadweight t. Built in 1975 in Leer (Germany) by Jansen. 51 years old.

Togolese flag since January 2016; black list, medium risk. Previously registered in Cambodia (2001). Classification society Columbus American Register (non-IACS, Greece) since January 2020, not ranked. Previously Cosmos Marine Bureau Inc (non-IACS, South Korea). Columbus American Register is known for going along end-of-life ships on their final voyages to India, Pakistan and Türkiye.

Owned by Princess Hiyam Shipping SA registered in Panama. The *Princess Hiyam* is managed by Awad Aeed Al-Oadini Est (Saudi Arabia). The two entities only declare this single vessel.

8 detentions: in 1999 in Ravenna (Italy), in 2004 in Vasto (Italy), in 2007 in Larnaca (Cyprus) and Rhodes Island (Greece), in 2008 again in Larnaca, in 2009 in Mersin (Türkiye), in 2012 in Tenes (Algeria) as a general cargo ship and in 2017 in Sète (France) as a livestock carrier.

The ship was inspected at least 58 times since 1998 totalling 373 deficiencies, including 33 times (totalling 211 deficiencies) as a general cargo ship and 25 times (totalling 162 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 4 times in Batumi (Georgia), Braila (Romania), Midia (Romania) and Osman Digna (Sudan), totalling 30 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.117).

In 2021-2023, she was inspected 5 times in Batumi (Georgia, 3 times), Midia (Romania) and Osman Digna (Sudan), totalling 43 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.145). In 2024-2025, she was inspected 3 times in Osman Digna (Sudan, twice) and in Port Sudan (Sudan). No deficiencies were noted.



Princess Hiyam IMO 7405089			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	16		
Life saving appliances	15		
Safety of navigation	12		
Maritime Labour Convention-2006	6		
Fire safety	4		
Radio Communications	4		
Emergency systems	3		
ISM	2		
Pollution prevention MARPOL Annex V	2		
Propulsion and Auxiliary Machinery	2		
Structural Conditions	2		
Water/Weathertight conditions	2		
ISPS	1		
Other Type of Deficiencies	1		
Working-Living Conditions	1		
	73		0

ISM manager: Adriatic for Management (Egypt) since June 7, 2019 (low performing).

Ship risk profile: 4 points, standard risk ship.

Location, June 9, 2026: Digna (Sudan). She sails in the Red Sea, between Jeddah (Saudi Arabia) and Digna, in an area affected by armed conflict and regional instability.



Queensland

IMO 9186390



Electron, container ship, July 26, 2011, Rendsburg (Germany) © Marcus-S



Queensland, livestock carrier, July 27, 2023, Tasucu (Türkiye) © Altay Alan

Queensland (ex-Beryte, ex-Electron, ex-Ingrid). IMO 9186390. Ex-container ship converted in 2017 at the age of 19. Length 118 m. 5,194 deadweight t. Built in 1998 in Neuenfelde (Germany) by Sietas. 28 years old.

Liberian flag since April 2017; white list. Previously registered in Togo (2012).

Classification society Bureau Veritas (IACS, France) since November 2017, high performing. Previously Det Norske Veritas (IACS, Norway).

Owned by a single ship company Queensland Shipping Group Ltd registered in Liberia. The *Queensland* is managed by Elbeco SAL (Lebanon) which reports a fleet of 2 livestock carriers as ship manager and ISM manager, the *Queensland* and the *Norland* (IMO 7529940).

No detentions.

The vessel was inspected at least 62 times since 1998 totalling 35 deficiencies, including 23 times (totalling 13 deficiencies) as a container ship and 31 times (totalling 22 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 10 times, in Beirut (Lebanon, 3 times), in Cartagena (Department of Bolivar, Colombia, 3 times), in Cartagena (Spain), in Philadelphia (State of Pennsylvania, United States of America), in Sao Sebastiao (State of Sao Paulo, Brazil) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), totalling 13 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.120).

In 2021-2023, she was inspected 13 times, in Beirut (Lebanon, 4 times), in Cartagena (Department of Bolivar, Colombia), in Puerto Cabello (Carabobo State, Venezuela), in Ceuta (Spain), in Galveston (State of Texas, United States of America, twice), in Sao Sebastiao (State of Sao Paulo, Brazil, 3 times) and in Cartagena (Spain), totalling 2 deficiencies.

In 2024-2025, she was inspected 12 times, in Sao Sebastiao (State of Sao Paulo, Brazil, 3 times), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times), in Rio Grande (State of Rio Grande do Sul, 3 times), in Ceuta (Spain) and in Safaga (Egypt), totalling 4 deficiencies.



Queensland IMO 9186390					
Table of deficiencies 2019-2023			Table of deficiencies 2024-2025		
Pollution prevention MARPOL Annex I	3		Propulsion and Auxiliary Machinery	3	
Safety of navigation	2		Ballast Water Management Plan	1	
Other Type of Deficiencies	2				
Working-Living Conditions	2				
Water/Weathertight conditions	2				
Life saving appliances	1				
Alarms	1				
Pollution prevention MARPOL Annex IV	1				
Structural Conditions	1				
	15			4	

* No deficiencies in relation to Annex VI of the MARPOL Convention (air pollution) despite the black smoke escaping from the chimney.

The *Queensland* loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on November 29, 2025, made a technical stopover in Mindelo (Cape Verde) on December 13, reached Casablanca (Morocco) on December 19 (20 days' voyage).

ISM manager: Elbeco SAL (Lebanon) since November 3, 2017 (not negatively listed).

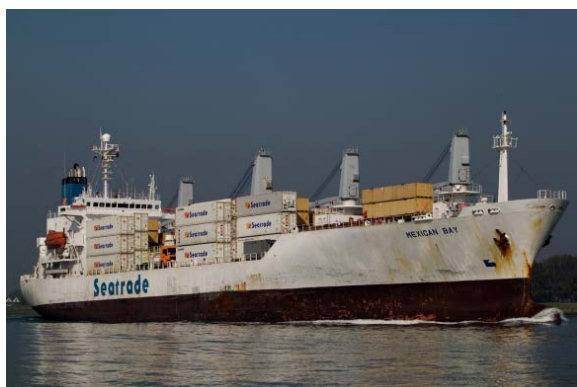
Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: Mediterranean Sea, approaching Malta, coming from Rio Grande (State of Rio Grande do Sul, Brazil).



Rami M

IMO 9064839



Mexican Bay, reefer, October 1, 2011, Rotterdam (Netherlands) © Dave van Spronsen



Rami M, livestock carrier, October 9, 2021, Piraeus (Greece) © Stavros Matthaïos

Rami M (ex-*Mexican Bay*, ex-*Mexican Reefer*). IMO 9064839. Ex-reefer converted in 2021 at the age of 27. Length 144 m. 11,575 deadweight t. Built in 1994 in Akitsu (Japan) by Shin Kurushima. 32 years old.

Guinea-Bissau flag since November 2025; black list, medium risk. Previously registered in Lebanon (2019).

Classification society International Naval Surveys Bureau (non-IACS, Greece) since October 2023, medium performing. Previously Bureau Veritas (IACS, France). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by a single ship company El Murr MB & SB registered in Lebanon.

El Murr MB & SB and Murr Management SA (see *Spiridon II*) are located at the same address in Beirut.

No detentions.

The vessel was inspected at least 93 times since 1999 totalling 138 deficiencies, including 66 times (totalling 120 deficiencies) as a reefer and 27 times (totalling 18 deficiencies) as a livestock carrier.

In 2019-2020, she was not inspected.

In 2021-2023, she was inspected 14 times, in Piraeus (Greece), in Tolu (Department of Sucre, Colombia, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times), in Cartagena (Spain), in Rio Grande (State of Rio Grande do Sul, Brazil, twice), in Cartagena (Department of Bolivar, Colombia, twice) and in Alexandria (Egypt), totalling 11 deficiencies.

In 2024-2025, she was inspected 13 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 7 times), in Sao Sebastiao (State of Sao Paulo, Brazil, twice), in Rio Grande (State of Rio Grande do Sul, Brazil), in Santos (State of Sao Paulo, Brazil), in Damietta (Egypt) and in Piraeus (Greece), totalling 7 deficiencies.



Rami M IMO 9064839			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Maritime Labour Convention-2006	2	Certificates and documents	1
Certificates and documents	2	Life saving appliances	1
Life saving appliances	2	Fire safety	1
Structural Conditions	1	Maritime Labour Convention-2006	1
Pollution prevention MARPOL Annex VI	1	Propulsion and Auxiliary Machinery	1
Pollution prevention MARPOL Annex I	1	Water/Weathertight conditions	1
Propulsion and Auxiliary Machinery	1	Safety of navigation	1
Emergency Systems	1		
	11		7

On February 3, 2024, the *Rami M* was berthed in the port of Keratsini, Piraeus (Greece). There were 39 crew members on board. Some of them were coating the superstructures with white oil paint. It should be noted that in some cases shipowners endeavour to keep up the appearance of their livestock carriers and to conceal their poor overall condition by repeatedly repainting the external surfaces above the waterline. This new repainting caused pollution in the basin. According to the port authorities, the decontamination was completed correctly by part of the crew, but the captain of the *Rami M* was subject to a preliminary investigation for violating Article 3 of the Marine Environment Protection Act.

The *Rami M* reached Beirut (Lebanon) on November 20, 2025, made a technical stopover in Ceuta (Spanish autonomous city bordering Morocco, 15 km from mainland Spain) on November 26, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on December 21, reached Casablanca (Morocco) on January 6, 2026 (16 days' voyage), made a technical stopover in Cartagena (Spain) on January 15 and remained in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) from January 26 onwards to load livestock. The *Rami M*, arriving from Vila do Conde (Brazil), began unloading cattle in Beirut (Lebanon) on the afternoon of March 4, 2026.. On March 11, she was off the coast of Algiers, an area affected by armed conflict and regional instability.

ISM manager: unknown since August 22, 2019.

Ship risk profile: 2 points, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, en route from Casablanca (Morocco) to the port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Saleh

IMO 9074925



Reggeborg, container ship, December 1, 2007, Rotterdam (Netherlands) © Hans.Esveldt



Saleh, livestock carrier, August 5, 2025, Rio Grande (State of Rio Grande do Sul, Brazil) © Marcelo Vieira

Saleh (ex-*Elsalih*, ex-*Ocean Ute*, ex-*Niuyang Express*, ex-*Pearl of Para*, ex-*Reggeborg*, ex-*Gascogne*, ex-*CMA CGM Gascogne*, ex-*Reggeborg*, ex-*Levant Elbe*, ex-*Reggeborg*). IMO 9074925. Ex-container ship converted in 2011 at the age of 17. Length 140 m. 7,285 deadweight t. Built in 1994 in Heusden (Netherlands) by Verolme. 32 years old.

Marshall Islands flag since November 2010; white list. Previously registered in the Netherlands (1994). Classification society RINA (IACS, Italy) since December 2017, high performing. Previously Bureau Veritas (IACS, France).

Owned by Bassem Dabbah Shipping Inc registered in the Marshall Islands. The *Saleh* is managed by Korkyra Shipping Ltd (Croatia) which is also acting as ISM manager and which reports a fleet of 2 livestock carriers as ship and ISM manager, the *Saleh* and the *Bahijah* (IMO 9360788). Her previous manager (December 2017–September 2024) was Wellard Ships Pte Ltd, the Singaporean subsidiary of the Australian shipping company Wellard.

2 detentions: in 2006 in Le Havre (France) as a container ship and in 2021 in Gladstone (State of Queensland, Australia) as a livestock carrier.

The vessel was inspected at least 71 times since 1998 totalling 113 deficiencies, including 19 times (totalling 41 deficiencies) as a container ship and 52 times (totalling 72 deficiencies) as a livestock carrier.

In 2021–2023, she was inspected 13 times in Gladstone (State of Queensland, Australia, 4 times), in Townsville (State of Queensland, Australia, 6 times), in Singapore (Singapore), and in Nghe An (Viet Nam, 2 times), totalling 11 deficiencies.

In 2024–2025, she was inspected 5 times in Nghe An (Viet Nam), in Townsville (State of Queensland, Australia), in Sines (Portugal), and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil). Only one deficiency was reported.



Saleh IMO 9074925			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Propulsion and Auxiliary Machinery	6	Certificates and documents	1
Life saving appliances	2		
Safety of navigation	2		
Radio communications	1		
	11		1

The Hungarian company Hunland Trade Kft, which specialises in cattle breeding and trade, concluded 5 contracts between December 2011 and April 2012 for the sale of cattle (heifers, pregnant heifers and bulls) to Russian and Kazakh companies. It was clear from the sales contract, which was subject to the Incoterm DAP (Delivered At Place), that Hunland, as the seller, was responsible for transporting the livestock to their final destinations at the Russian and Kazakh farms. For the sea transport between Galveston (State of Texas, United States of America) and Novorossiysk (Russia), Hunland chartered the vessel *Pearl of Para*, owned by the Croatian company Livestock Shipping Company. She had just been converted in Shanghai (China) and this was her maiden voyage.

Two insurance policies were taken out to cover transport risks; each covered a portion of the livestock being transported. The first policy was taken out with German insurers. This policy covered a herd (1,500 heifers) destined for the Russian company Donagrogaz. The second policy was taken out, through the company Siaci Saint Honoré, with Generali lard for 60% and Helvetia for 40%, and covered the other 4 herds (2,370 heifers and 7 bulls). For this second contract, Siaci issued a cover note on June 29, 2012.

On July 15, 2012, Hunland loaded 3,877 head of cattle, mostly heifers, onto the *Pearl of Para* in Galveston, bound for Novorossiysk. Two cargo supervisors were tasked with checking that the animals were being properly cared for and ensuring their welfare and health. The *Pearl of Para* called at Gibraltar on July 28. On August 3, in Istanbul, "given the numerous livestock deaths that had occurred during the crossing", Hunland, alerted by the cargo supervisors, requested the assistance of a veterinarian who remained on board until the *Pearl of Para* arrived in Novorossiysk on August 5. The transatlantic voyage lasted 21 days. On arrival, 373 heifers had died. During the quarantine period in the Russian port, a further 1,635 heifers died

German insurers covered the claim up to 2.6 million US\$.

However, French insurers refused to compensate for the losses, citing serious shortcomings in the care provided to the animals. Indeed, during the journey, the cattle were according to court records, exposed to a combination of adverse conditions: failure to provide bedding before loading the animals, insufficient feed, a faulty ventilation system, high concentrations of ammonia fumes, temperatures exceeding 33.5°C, high humidity, stalls that were too small and quickly covered in excrement, bedding unsuitable for sea transport, no veterinarian present, an insufficient number of attendants to look after and care for the animals, many cows in an advanced stage of pregnancy, injuries... Some heifers aborted during the journey.



Hunland has taken Generali lard and Helvetia to court to seek compensation for its losses. On December 14, 2017, the Paris Commercial Court set the damages at 2.3 million US\$ and ordered Siaci Saint Honoré to pay 5% of the damages, Generali lard to pay 9% of the damages and Helvetia to pay 6% of the damages. Hunland remains liable for 80% of the damages.

On February 13, 2018, Hunland lodged an appeal. It argued that the amount of damages had not been correctly assessed and that the court had incorrectly apportioned liability between Hunland and the insurers. On April 18, 2018, Siaci Saint Honoré also lodged an appeal. It considered that it had been wrongly held liable.

On January 21, 2021, the Court of Appeal ruled that the cover note dated June 29, 2012 issued by Siaci to cover the trip was not applicable. Indeed, a clause required Hunland to immediately call in a qualified vet in the event of illness, lameness, accident, injury or physical disability of any kind or affecting any animal. Given the duration of the journey, the Court of Appeal considered that Hunland should have ensured the presence of a vet throughout the crossing and that, consequently, Generali lard and Helvetia are not obliged to compensate Hunland. The Hungarian company is also ordered to pay 10,000 € to Generali lard, 10,000 € to Helvetia and 5,000 € to Siaci in respect of legal costs.

Hunland lodged an appeal to the Court of Cassation. On September 15, 2022, 10 years after the events, the Court of Cassation dismissed its appeal and ordered it to pay all costs.

On September 3, 2013, the *Pearl of Para* set sail from Fremantle (State of Western Australia, Australia) bound for Israel with 5,240 cattle on board. She was forced to turn back less than 2 days later due to a problem with the propeller shaft coupling. She was not able to resume her journey until September 19. The cattle remained on board during the repairs. The journey, which was due to last 17 days, ultimately took 35 days. Three cattle died during the voyage.

In early January 2014, the *Pearl of Para* set sail from Fremantle bound for Israel with 5,467 cattle on board. A coolant leak in the engine was quickly detected. The ship dropped anchor for a few days in Cockburn Sound, south of the city, to carry out repairs.

On June 27, 2019, the *Ocean Ute* (ex-*Pearl of Para*) left Townsville (State of Queensland, Australia) with 3,732 head of cattle bound for Hon La (Viet Nam, arrival on July 8). One cow died during the voyage. No veterinarian was carried on board. There were food losses due to contamination by faeces and feed troughs being knocked over by the animals. Some pens were overcrowded and the cattle had difficulty accessing water and food. The temperature reached 34°C near the engine room and in the sunniest areas.

On September 8, 2019, the *Ocean Ute* loaded 4,593 heifers in Portland bound for Weifang (China). The journey lasted 22 days instead of the planned 14 days. No explanation for the delay was reported in the available records. According to voyage records, feed availability was insufficient and the animals were rationed for seven days.

On March 9, 2021, shortly before leaving the port of Taranaki (New Zealand) bound for China, the *Ocean Ute* had an engine problem. The 4,500 cattle had not yet been loaded and waited in a pen until repairs were completed. The departure was postponed until March 17.



In March 2024, the *Ocean Ute* loaded 4,716 head of cattle in Townsville bound for Panjang (Indonesia, a 14-day journey). Ten died during the voyage, a mortality rate of 0.21%. One animal was euthanised after sustaining a fracture during loading. During the final two days of the voyage, no straw or hay was available on board, although these are required under Australian regulations. They were given only pellets.

The *Ocean Ute* was sold in 2024 to Bassem Dabbah Shipping Inc for 12 million US\$. She was renamed *Saleh*.

ISM manager: Korkyra Shipping Ltd (Croatia) since September 4, 2024 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: Black Sea, en route from Haifa (Israel) to Midia (Romania).



Saphira

IMO 7924425



Al Messilah, vehicle carrier, June 1, 1996, Kiel Canal (Germany) © simonwp



Al Messilah, livestock carrier, July 22, 2019, Berbera (Somaliland) © vovashap

Saphira (ex-*Al Messilah*, ex-*Ocean Highway*). IMO 7924425. Ex-vehicle carrier converted in 1997 at the age of 17. Length 186 m. 12,900 deadweight t. Built in 1980 in Tadotsu (Japan) by Hashihama Zosen. 46 years old.

Antigua-and-Barbuda flag since January 2026; white list. Previously registered in Kuwait (1995), flag performing not ranked.

Classification society Lloyd's Register (IACS, United Kingdom) since August 1997, high performing.

Owned since January 16, 2026 by Egean Star Shipping Ltd registered in Liberia. The *Saphira* is managed by Prime Livestock Carrier Ltd (Türkiye). The two entities only declare this single vessel. Her previous owner was Livestock Transport (Kuwait), the owner of the *Al Kuwait* (IMO 9590931) which was implicated in November 2025 in a major cocaine trafficking operation (see the profile of *Al Kuwait*).

3 detentions: in 2002, 2003, and 2011 in Portland (State of Victoria, Australia) as a livestock carrier.

The vessel was inspected at least 73 times since 2000 totalling 127 deficiencies as a livestock carrier.

In 2021-2023, she was inspected 11 times in Fremantle (State of Western Australia, Australia), totalling 9 deficiencies.

In 2024-2025, she was inspected 5 times in Fremantle (State of Western Australia, Australia), totalling 17 deficiencies.



Saphira ex-Al Messilah IMO 7924425			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Life saving appliances	5	Fire safety	7
Structural Conditions	1	Propulsion and Auxiliary Machinery	3
Propulsion and Auxiliary Machinery	1	Life saving appliances	2
Safety of navigation	1	Safety of navigation	1
Fire safety	1	Structural Conditions	1
		Emergency systems	1
		Maritime Labour Convention - 2006	1
	9		17

On June 3, 2010, the *Al Messilah* loaded 36,518 sheep in Portland (State of Victoria, Australia) bound for Bahrain (arrival on June 22), Kuwait (arrival on June 25), and the United Arab Emirates (arrival on June 28). 913 sheep died during the voyage, a mortality rate of 2.5%. 85% died of enteritis and 12% of heat stress. High temperatures (over 30°C), high humidity in the Arabian-Persian Gulf and ammonia fumes created challenging conditions for both the crew and the animals.

On July 16, 2010, the *Al Messilah* loaded 25,310 sheep in Adelaide (State of South Australia, Australia). 671 sheep were refused boarding due to various diseases (conjunctivitis, diarrhea, etc.) or lameness. The *Al Messilah* loaded an additional 52,213 sheep in Portland on July 18. 1,357 sheep were refused for the same reasons as in Adelaide. They were destined for Kuwait (arrival on August 6) and Bahrain (arrival on August 10). 527 sheep from the first consignment died, a rate of 2.08%, and 1,914 from the second consignment, a rate of 3.67%. 57% of deaths were attributed to heat stress and 40% to enteritis.

On June 24, 2011, the *Al Messilah* loaded 28,607 sheep in Portland bound for Qatar (arrival on July 15), Kuwait (arrival on July 17), and Bahrain (arrival on July 19). 703 sheep died during the voyage, a mortality rate of 2.46%. 54% died of enteritis, 26.6% of starvation, 12.4% of enteritis and starvation, and 6.2% of heat stress.

In August 2011, the *Al Messilah*, which had left Australia bound for Qatar with 67,000 sheep on board, suffered a mechanical failure after a day and a half at sea. She was forced to turn back but had to wait 9 days at the dock in Outer Harbor (State of South Australia) before the authorities agreed to allow the sheep to be unloaded. 298 died during this wait. The survivors were loaded onto another livestock carrier.

On July 3, 2016, Emanuel Exports Pty Ltd loaded 69,322 sheep onto the *Al Messilah* in Fremantle (State of Western Australia, Australia), bound for Qatar (arrival on July 17), Kuwait (arrival on July 20), the United Arab Emirates (arrival on July 23), and Oman (arrival on July 25). 3,027 sheep died during the voyage, a mortality rate of 4.36%. Most died of heat stress due to the high temperatures and humidity in the Arabian-Persian Gulf and during unloading in Qatar. The crew's efforts to give the sheep more room to move and to reduce the heat in the pens by spraying them with water were not enough. Other sheep died of pneumonia, septicaemia, enteritis or starvation. In July, the average temperature in Fremantle is half that of Qatar (40°C).

On August 14, 2016, the *Al Messilah* loaded 17,917 sheep in Adelaide bound for Oman and Kuwait. 386 died during the journey, a mortality rate of 2.15%, mostly from heat stress (temperatures exceeded 35°C).

On October 20, 2017, an inspection of the *Al Messilah* by the Australian Maritime Safety Authority revealed multiple deficiencies, such as leaks between decks and electrical failures. As a result, the ship was temporarily banned from transporting livestock until repairs could be made.

Between 2018 and 2023, none of the *Al Messilah*'s voyages from Australia were associated with a mortality rate high enough to trigger an investigation by the Australian authorities. Nevertheless, the voyages were not without problems. On almost every occasion, observers noted that the cattle or sheep were suffering from the heat, to the point of having difficulty breathing, particularly on decks 6 to 8 near the engine room. On several occasions, the pellets released dust, causing respiratory problems for the sheep. In May 2018, around 20 pregnant ewes were loaded, although Australian export regulations prohibit the export of pregnant animals intended for slaughter.. In June 2018, blind sheep were loaded. In December 2019, water troughs failed to work for 6 hours following human error.

On April 5, 2024, symptoms of ecthyma, a contagious dermatitis that can be transmitted to humans, were observed by NSPCA (National Council of Societies for the Prevention of Cruelty to Animals) officials among the 60,000 sheep, 1,500 cattle and 200 goats loaded aboard the *Al Messilah* which was docked in East London (South Africa), awaiting a three-week voyage to Kuwait and Saudi Arabia. Approximately 6,000 animals showing clinical signs of the disease were subsequently unloaded.

On March 4, 2025, as she entered the Fremantle port channel, the *Al Messilah* suffered engine failure. A lack of maintenance was subsequently determined by the Australian Transport Safety Bureau. She docked with the assistance of a tugboat. During the next stopover in the United Arab Emirates, a complete overhaul of the engine's pneumatic system was carried out and 27 corrective actions in the maintenance of the *Al Messilah* were identified and considered a priority.

ISM manager: unknown since January 16, 2026 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: Atlantic Ocean, en route to Montevideo (Uruguay).

She arrived in the United Arab Emirates on January 5, 2026 under the name *Al Messilah*. She remained at Drydocks World Dubai for several weeks. She was renamed Saphira and left the United Arab Emirates, in an area affected by armed conflict and regional instability, on May 13, 2026.



Sarah M

IMO 7808463



Nordkyn, palletised cargo ship, February 11, 2008, on the Eems © Frits Olinga



Sarah M, livestock carrier, June 2024
© Animal Welfare Foundation | Tierschutzbund Zürich | Sea Shepherd France

Sarah M (ex-*Sarah*, ex-*Nordkyn*). IMO 7808463. Ex-palletised cargo ship converted in 2014 at the age of 35. Length 78 m. 1,600 deadweight t. Built in 1979 in Fevag (Norway) by Fosen MV. 47 years old.

Antigua and Barbuda flag since March 2024; white list. Previously registered in Panama (2019). Classification society Polish Register of Shipping (IACS, Poland) since September 2016, high performing. Previously Det Norske Veritas (IACS, Norway). Briefly Russian Maritime Register of Shipping (non-IACS since March 2022, Russia) in March-May 2024.

Owned by Jounieh Bay Shipping SA registered in the Marshall Islands. The *Sarah M* is managed by DMS Lines SA (Lebanon). The two entities only declare this single vessel.

2 detentions: in 2003 in Ijmuiden (Netherlands) as a palletised cargo ship and in 2019 in Piraeus (Greece) as a livestock carrier.

The vessel was inspected at least 45 times since 2000 totalling 134 deficiencies, including 17 times (totalling 69 deficiencies) as a palletised cargo ship and 28 times (totalling 65 deficiencies) as a livestock carrier.

In 2019-2020, she was detained once and inspected 7 times in Piraeus (Greece), in Algiers (Algeria), in Waterford (Ireland, twice), in Philadelphia (State of Pennsylvania, United States of America) and in Tenes (Algeria, twice), totalling 14 deficiencies. Grounds for detention in Piraeus include deficiencies with regard to safety of navigation and ISM (see report "78 EU-approved livestock carriers", 2021, p.123).

In 2021-2023, she was inspected 7 times in Rasa (Croatia, 3 times), in Alexandria (Egypt, twice), in Piraeus (Greece) and in Bizerte (Tunisia), totalling 7 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.147-148).

In 2024-2025, she was inspected 10 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times), in Rasa (Croatia), in La Goulette (Tunisia), in Radès (Tunisia) and in Cartagena (Spain), totalling 10 deficiencies.



Sarah M IMO 7808463			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	4	Structural Conditions	3
Certificates and documents	4	Certificates and documents	2
Life saving appliances	3	Radio Communications	2
Working-Living Conditions	3	Propulsion and Auxiliary Machinery	2
Fire safety	3	Working-Living Conditions	1
Maritime Labour Convention-2006	2		
Pollution prevention MARPOL Annex V	1		
ISM	1		
	21		10

In November 2022, the *Sarah M* en route from Algiers to Foynes (Ireland) rescued a migrant off Cao de Gata near Almeria (Spain). He was handed over to Spanish SAR ship *Salvamar Spica* and reported 12 other people were on the same boat which had sunk. Two were later rescued.

The *Sarah M* was suspected of throwing dead bulls at sea as carcasses were discovered on Brittany (France) beaches from November 20 to early December 2023. At least three young bulls were found dead on the beaches of Treogat, Crozon and Tregunc on the tip of Brittany. The discovery prompted questions about whether the carcasses could have originated from a livestock vessel. According to an official letter that the NGO Ethical Farming Ireland received from DAFM (Department of Agriculture, Food and the Marine) in February 2024: "The matter of the cattle carcass that was found on a French beach as described in your email of 01 December has been investigated by the French and Irish authorities. There is no evidence that the carcass referred to came from a livestock vessel originating in Ireland. The carcasses of any animal that may die on livestock vessels and waste generated on livestock vessels are disposed of in accordance with the MARPOL convention."

On April 30, 2024, the *Sarah M* was denied access to the port of Greenore (Ireland) because of her Russian classification society. She had come to load 2,000 bull calves, but the NGO Ethical Farming Ireland pointed out that this would have contravened the European Union's sanctions against Russia. The *Sarah M* left the Russian Maritime Register of Shipping in May 2024.

In June 2024, the *Sarah M* was put up for sale for 4 million dollars, but the sale does not appear to have been successful. The *Sarah M* is still owned by Jounieh Bay Shipping SA.

The *Sarah M* loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on November 14, 2025, reached Casablanca (Morocco) on November 30 (16 days' voyage), loaded livestock in Sines (Portugal) on December 31, reached Tenes (Algeria) on January 4, 2026 (4 days' voyage), made a technical stopover in Cartagena (Spain) on January 8, loaded livestock in Vila do Conde (State of Pará, Brazil) on February 7 and was sailing for Casablanca (Morocco). Expected arrival date was February 25.

ISM manager: Fleetmed Management SA (Greece) since September 8, 2020 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: at anchor in the port area of Vila do Conde in Barcarena (State of Pará, Brazil).

Saskia

IMO 7611547



Lem Alfa, general cargo ship, May 2002, Hamburg, Germany © Andreas Spörri



Nader-A, livestock carrier, June 2023, Cartagena (Spain) ©Animal Welfare Foundation | Tierschutzbund Zürich

According to Marine Traffic, the *Nader-A* changed her name between June 8 and 9, 2026 and was renamed *Saskia*. She now flies the Comoros flag, but as of today (June 11) we are not aware of any other changes.

Saskia (ex-*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 ship converted in 2013 at the age of 36. Length 81 m. 2,103 deadweight t. Built in 1977 in Hamburg (Germany) by Norderwerft. 49 years old.

Comorian flag since June 2026; black list, high risk. Previously registered in Togo (2013). Classification society International Naval Surveys Bureau (non-IACS, Greece) since June 2007, medium performing. Previously Det Norske Veritas (IACS, Norway). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by Abdin N registered in Switzerland. The *Saskia* ex-*Nader-A* is managed by AMJ Marine Services (Lebanon). The two entities only declare this single vessel. AMJ Marine Services was also the manager of the *Onda* (IMO 8912467), a general cargo ship. Between 2018 and 2023, AMJ Marine Services abandoned successive crews in ports across West Africa.

4 detentions: in 2015 and 2016 in Sète (France), in 2017 in Midia (Romania), in 2021 in Rasa (Croatia) and in 2024 in Tarragona (Spain) as a livestock carrier.

The vessel was inspected at least 67 times since 1998 totalling 425 deficiencies, including 40 times (totalling 186 deficiencies) as a general cargo ship and 27 times (totalling 239 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 3 times in Algiers (Algeria) and in Sète (France, twice), totalling 17 deficiencies. No inspection was reported in 2020 though she has called at a number of European ports (see report "78 EU-approved livestock carriers", 2021, p.96).



In 2021-2023, she was detained once and inspected 8 times in Rasa (Croatia), in Sète (France, 5 times), in Alexandria (Egypt) and in Bizerte (Tunisia), totalling 47 deficiencies. Grounds for detention in Rasa include deficiencies with regard to the safety of navigation, water and weathertight conditions, emergency systems and life saving appliances (see report "64 EU-approved livestock carriers", 2024, p.130).

In 2024, she was detained inspected twice, in Koper (Slovenia) and in Tarragona (Spain, where she was detained), totalling 37 deficiencies

She was not inspected in 2025.

Saskia, ex-Nader-A IMO 7611547			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Fire safety	11	Maritime Labour Convention-2006	8
Safety of navigation	9	Safety of navigation	8
Water/Weathertight conditions	8	Fire safety	6
Certificates and documents	7	Life saving appliances	3
Emergency systems	6	Structural Conditions	3
Maritime Labour Convention-2006	5	Water/Weathertight conditions	3
Life saving appliances	4	Alarms	1
Radio Communications	4	Certificates and documents	1
Structural Conditions	3	ISM	1
ISM	2	Pollution prevention MARPOL Annex I	1
Pollution prevention MARPOL Annex V	2	Propulsion and Auxiliary Machinery	1
Propulsion and Auxiliary Machinery	2	Radio Communications	1
Working-Living Conditions	1		
	64		37

On April 27, 2017, in foggy conditions, whilst operating as the *Youzarsif H*, she collided in the Black Sea off the coast of Kylios (Türkiye) with a Russian paramilitary vessel, the *Liman*, 73 m long, built in 1970 and been described in media reports as an intelligence-gathering vessel.. The *Liman* sank. The crew were rescued. The *Youzarsif H* had left Midia (Romania) with 8,000 sheep on board, bound for Aqaba (Jordan). She returned to Midia. The sheep were unloaded. Following an inspection, she was detained for 27 days due to various deficiencies, including a lack of training in emergency situations and ventilation issues.

On September 5, 2022, coming from Sète, she was refused entry to Algiers with 787 slaughter cattle because of a dispute over three young bulls vaccinated against infectious bovine rhinotracheitis. On September 19, back to Sète, the ANSES (the French Agency for Food, Environmental and Occupational Health & Safety) declared her as a potential source of foot and mouth disease requiring extensive/comprehensive disinfection measures. She was operated by AMJ Marine Services 1195, Old Saida Road, Choueifat (Lebanon).

Banned by Romania from Paris MoU ports from May 26, 2017, to November 9, 2018.

ISM manager: AMJ Marine Services (Lebanon) since July 8, 2014 (low or very low performing).

Ship risk profile: 5 points, high risk ship.

Location, June 8, 2026: Latakia (Syria), in an area affected by armed conflict and regional instability.

Sea Rose 1

IMO 7711866



Letfallah 1, January 2008, Bosphorus Strait (Türkiye) © Olaf Kuhnke



Phoenix III, Rasa (Croatia) © Animal Welfare Foundation | Tierschutzbund Zürich

Sea Rose 1 (ex-*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. 3,420 deadweight t. Built in 1978 in Neuenfelde (Germany) by Sietas. 48 years old.

Saint Kitts and Nevis flag since February 2025; black list, medium risk. Previously registered in Palau (2024).

Classification society Capital Register of Shipping (non-IACS, United States of America) since April 2025, not ranked. Previously International Register of Shipping (non-IACS, United States of America). Capital Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Türkiye.

Owned by a single -ship company Diamond Way Maritime Ltd registered in Liberia. The *Sea Rose 1* is managed by African Express Ltd (Romania).

9 detentions: in 1999, twice in Bilbao (Spain), in 2001 in Lisbon (Portugal), again in Bilbao then in Southampton (United Kingdom), in 2007 in Izmit (Türkiye), in 2008 in Rijeka (Croatia) as a reefer, in 2015 in Galveston (Texas, United States of America) and in 2024 in Rasa (Croatia) as a livestock carrier.

The ship was inspected at least 82 times since 1998 totalling 560 deficiencies, including 37 times (totalling 335 deficiencies) as a reefer and 45 times (totalling 225 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times in Chornomorsk (Ukraine, twice), Haifa (Israel), Rasa (Croatia, twice) and Sines (Portugal), totalling 22 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.115).

In 2021-2023, she was inspected 5 times in Chornomorsk (Ukraine), Midia (Romania), Rasa (Croatia, twice) and Sines (Portugal), totalling 23 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.143).

In 2024-2025, she was inspected 10 times in in Lavrio (Greece), Beirut (Lebanon, 4 times), Rasa (Croatia, 4 times) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), totalling 53 deficiencies.

The *Sea Rose 1* was inspected in Beirut (Lebanon) in May 2026. Four deficiencies were identified. These concern working- living conditions, the Maritime Labour Convention - 2006, and safety of navigation.

Sea Rose 1, ex-Phoenix III until March 2024 IMO 7711866			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Maritime Labour Convention-2006	8	Certificates and documents	9
Fire safety	6	Emergency systems	6
Safety of navigation	6	Fire safety	6
Pollution prevention MARPOL Annex V	5	Life saving appliances	6
Certificates and documents	3	Maritime Labour Convention-2006	6
Emergency systems	3	Safety of navigation	6
ISM	3	ISM	3
Life saving appliances	3	Structural Conditions	3
Water/Weathertight conditions	3	Radio Communications	2
Structural Conditions	2	Water/Weathertight conditions	2
Working-Living Conditions	2	Other Type of Deficiencies	1
Propulsion and Auxiliary Machinery	1	Pollution prevention MARPOL Annex V	1
		Propulsion and Auxiliary Machinery	1
		Working-Living Conditions	1
	45		53

In December 2013, the *Sea Rose 1*, then named *Abou Karim IV* and owned by Khalifeh Shipping Lines (Lebanon), was linked to an investigation concerning cattle carcasses found on Baltic Sea beaches.. According to investigation reports, the carcasses showed signs that their legs had been tied, their abdomens opened, and one ear removed, apparently eliminating 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.

ISM manager: Devon Ship Management Ltd (Türkiye) since February 5, 2025 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 9, 2026: Constanta (Romania).

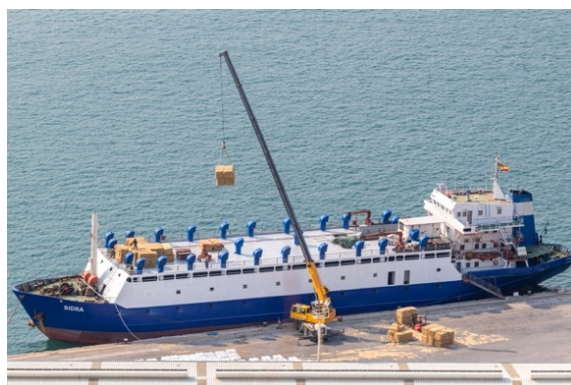


Sidra

IMO 7607429



Omar M, general cargo ship, June 28, 2010,
Bosphorus Strait © Wil Weijsters



Sidra, livestock carrier, August 2025
© Animal Welfare Foundation | Tierschutzbund
Zürich | Sea Shepherd France

Sidra (ex-*Dania*, ex-*Barhom II*, ex-*Omar M*, ex-*Editor*, ex-*Amitie*, ex-*Hajeh Azizeh*, ex-*Baltic Horizon*, ex-*Marion Bosma*). IMO 7607429. Ex-general cargo ship converted in 2012 at the age of 35. Length 83 m. 2,992 deadweight t. Built in 1977 in Foxhol (Netherlands) by Suurmeijer. 49 years old. Without taking into account the transformation and conversion plans approved by the classification society, she was fitted with double decks for transporting sheep (see chapter Conversion).

Tanzanian flag since March 2012; black list, very high risk. Previously registered in Georgia (2005). Classification society Capital Register of Shipping (non-IACS, United States of America) since June 2024, not ranked. Previously Dromon Bureau of Shipping (non-IACS, Cyprus). Capital Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Türkiye.

Owned by a single -ship company Sidra Maritime/Barakat Shppg registered in the Marshall Islands.

10 detentions: in 2003 in Eleusis (Greece), in 2004 in Volos (Greece), in 2005 in Ambarli (Türkiye), in 2007 in Koper (Slovenia) and in Cagliari (Italy), in 2009 in Antalya (Türkiye) as a general cargo ship (6), in 2021 in Sète (France), in 2022 in Koper (Slovenia), in 2023 in Sète and in 2024 in Alexandria (Egypt) as a livestock carrier (4).

The vessel was inspected at least 77 times since 1998 totalling 411 deficiencies, including 34 times (totalling 166 deficiencies) as a general cargo ship and 43 times (totalling 245 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times in Algiers (Algeria, twice), in Cartagena (Spain), in Tripoli (Lebanon) and in Sète (France, twice), totalling 12 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.38).

In 2021-2023, she was detained 3 times and inspected 11 times in Beirut (Lebanon, twice), in Koper (Slovenia), in Piraeus (Greece), in Tripoli (Lebanon), in Reni (Ukraine, 3 times), in Osman Digna (Sudan) and in Sète (France, twice), totalling 47 deficiencies. Grounds for detention in Sète (twice) and Koper include deficiencies with regard to structural condition, water and weathertight condition, fire safety, emergency system, the Maritime Labour Convention 2006, ISM, and Marpol convention (see report "64 EU-approved livestock carriers", 2024, p.72-73).

In 2024-2025, she was detained once and inspected 7 times, in Patras (Greece), in Alexandria (Egypt), in Poti (Georgia), in Piraeus (Greece), in Batumi (Georgia), in Reni (Ukraine) and in Rhodes (Greece), totalling 50 deficiencies. Grounds for detention in Alexandria include deficiencies with regard to propulsion and auxiliary engines, lifebuoys and the rudder angle indicator.

<i>Sidra ex-Dania</i> (until April 2024) <i>ex-Barhom II</i> (until November 2021) IMO 7607429			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	10	Safety of navigation	8
Structural Conditions	10	Maritime Labour Convention-2006	7
Fire safety	8	Certificates and documents	5
Certificates and documents	7	Life saving appliances	5
Water/Weathertight conditions	6	Propulsion and Auxiliary Machinery	5
Maritime Labour Convention-2006	4	Fire safety	4
Emergency systems	3	Water/Weathertight conditions	4
Life saving appliances	3	Working-Living Conditions	4
Working-Living Conditions	3	Emergency systems	3
Alarms	1	Cargo operations including equipment	1
ISM	1	Other Type of Deficiencies	1
Other Type of Deficiencies	1	Pollution prevention MARPOL Annex I	1
Pollution prevention MARPOL Annex I	1	Radio Communications	1
Propulsion and Auxiliary Machinery	1	Structural Conditions	1
	59		50

ISM manager: Sidra Maritime Co SA (Türkiye) since May 22, 2024 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 9, 2026: at anchor in Batumi (Georgia).

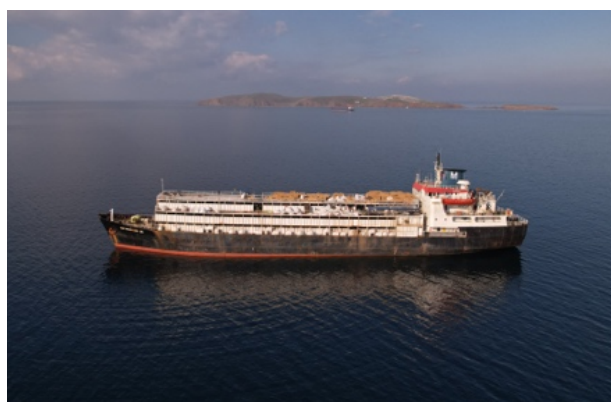


Spiridon II

IMO 7311329



Mikhail Cheremnykh, general cargo ship, July 22, 2006 © TomJones



Spiridon II, livestock carrier, November 14, 2025, off Bandırma (Türkiye) © Animal Welfare Foundation | Tierschutzbund Zürich | Animal Save Movement Türkiye

Spiridon II (ex-*Mikhail Cheremnykh*). IMO 7311329. Ex-general cargo ship converted in 2011 at the age of 38. Length 97 m. 4,054 deadweight t. Built in 1973 in Rauma (Finland) by Hollming. 53 years old.

Togolese flag since October 2018; black list, medium risk. Previously registered in Lebanon (2014). Classification society International Naval Surveys Bureau (non-IACS, Greece) since August 2019, medium performing. Previously Phoenix Register of Shipping (non-IACS, Greece). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye.

Owned by JMR Shipping SA registered in Honduras. The *Spiridon II* is managed by Murr Management SA (Lebanon) which is also acting as ISM manager. The two entities only declare this single vessel. Murr Management SA and El Murr MB & SB (see *Rami M*) are located at the same address in Beirut.

12 detentions: in 2009 in Split (Croatia) and in Damietta (Egypt), in 2010 in Limassol (Cyprus) and in Novorossiysk (Krasnodar Krai, Russia) as a general cargo ship, twice in 2012 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), twice in 2013 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), in 2015 in Piraeus (Greece), in 2018 in Malaga (Spain), in 2020 in Koper (Slovenia) and in 2022 in Tarragona (Spain) as a livestock carrier.

The vessel was inspected at least 88 times since 1998 totalling 484 deficiencies, including 26 times (totalling 124 deficiencies) as a general cargo ship and 62 times (totalling 360 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 13 times in Beirut (Lebanon, twice), in Cartagena (Spain, 3 times), in Cartagena (Department of Bolivar, Colombia), in Koper (Slovenia), in Rijeka (Croatia) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 5 times) totalling 95 deficiencies. Grounds for detention in Koper include deficiencies with regard to structural conditions, water/weathertight conditions, fire safety, ISM and life saving appliances (see report "78 EU-approved livestock carriers", 2021, p.126-127).



In 2021-2023, she was inspected 16 times in Beirut (Lebanon, twice), in Cartagena (Department of Bolivar, Colombia, 5 times), in Eleusis (Greece), in Larnaca (Cyprus), in Piraeus (Greece, 3 times), in Puerto Cabello (Carabobo State, Venezuela), in Tarragona (Spain) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice) totalling 79 deficiencies. Grounds for detention in Tarragona include deficiencies with regard to certification and documentation, propulsion and auxiliary machinery and ISM (see report "64 EU-approved livestock carriers", 2024, p.151-152). In 2024-2025, she was inspected 9 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times), in Puerto Cabello (Carabobo State, Venezuela), in Piraeus (Greece) and in Beirut (Lebanon, twice), totalling 26 deficiencies.

<i>Spiridon II</i> IMO 7311329			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Structural Conditions	33	Safety of navigation	4
Maritime Labour Convention-2006	29	Structural Conditions	4
Water/Weathertight conditions	26	Certificates and documents	3
Safety of navigation	15	Maritime Labour Convention-2006	3
Fire safety	15	Working-Living Conditions	3
Certificates and documents	13	Life saving appliances	2
Propulsion and Auxiliary Machinery	10	Water/Weathertight conditions	2
Working-Living Conditions	6	Fire safety	1
ISM	5	Pollution prevention MARPOL Annex I	1
Pollution prevention MARPOL Annex V	3	ISM	1
Life saving appliances	3	Pollution prevention MARPOL Annex V	1
Alarms	3	Propulsion and Auxiliary Machinery	1
Emergency systems	3		
Pollution prevention MARPOL Annex IV	3		
Pollution prevention MARPOL Annex VI	2		
Radio Communications	2		
Pollution prevention MARPOL Annex I	1		
Other Type of Deficiencies	1		
ISPS	1		
	174		26



On February 28, 2022, the *Spiridon II* en route from Tarragona (Spain) to Aqaba (Jordan) suffered an engine failure off the southwest coast of Crete. The crew failed to conduct repairs. On March 2, the ship had to be towed to Kithyra Island off the southeastern tip of the Peloponnese peninsula then to Eleusis. She was carrying 300 young bulls loaded in Sète (France) and 7,600 sheep from Spain. As the animals were considered as export animals, they could not re-enter the EU and be unloaded. They were transferred directly via a ramp to the *Adel I*, another EU-approved livestock carrier. The *Adel I* eventually reached Aqaba on March 9. There was no mention of probable fatal consequences for the sheep and cattle due to the delayed voyage.

On September 21, 2025, the *Spiridon II* departed from Montevideo, Uruguay, carrying 2,901 cattle destined for Türkiye. Approximately half of the animals were pregnant heifers. After a voyage lasting around 30 days, the vessel arrived in Bandırma, Türkiye, on October 22, 2025.

Turkish authorities refused to authorise the unloading of the animals after inspections revealed serious irregularities. According to official inspection documents, only 2,697 cattle could be identified and matched to the import documentation. Inspectors reported 146 cattle without identification, 469 animals that were not listed for import, and 58 cattle that had already died before the inspection. The documents further stated that 140 pregnant cattle had calved during the voyage, yet only 50 calves were found on board, leaving the whereabouts of 90 calves unexplained. The inspection records also concluded that more cattle had been loaded than authorised.

Video footage recorded inside the vessel showed cattle standing in deep accumulations of manure, overcrowded pens, dying animals, and calves in very poor condition. Individuals who had been on board also reported severe deficiencies in crew accommodation areas.



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An analysis of the vessel's carrying capacity raises further concerns regarding overcrowding. The *Spiridon II* provided approximately 3,885 m² of usable deck space for 2,901 cattle, equivalent to only 1.34 m² per animal. According to Chapter VI of Council Regulation (EC) No 1/2005 for example, this space allowance would be suitable only for cattle weighing approximately 400–500 kg. Pregnant animals require at least 10% additional space, while further space should be reserved for hospital pens. The shipment consisted Angus and Hereford cattle, breeds that typically weigh between 550 and 750 kg. Around half of the animals on board were pregnant. Based on the available deck area, the number of animals carried, and the estimated weight of the cattle, the vessel appears to have been severely overcrowded. This assessment is consistent with video footage recorded on board, which showed densely packed pens and animals standing in heavily contaminated conditions.



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The vessel remained stranded for several weeks before departing Türkiye on November 14, 2025, officially declaring Uruguay as her destination. During this period, large numbers of white big bags, reportedly containing dead animals, were visible on deck. After passing Tunisia, the vessel stopped transmitting AIS data for more than 72 hours. When the signal resumed on November 22, 2025, the vessel was located off the coast of Libya and the big bags were no longer visible. On November 23, 2025, approximately 2,700 cattle were reportedly unloaded in Benghazi, Libya. When the vessel arrived in Beirut on November 27, 2025, no cattle remained on board.

According to information gathered during the investigation, the surviving cattle were transferred to a large farm near Benghazi and later sold locally. In the weeks following the incident, it emerged that the transport had been organised by an Austrian livestock dealer. According to Turkish buyers involved in the transaction, the shipment had originally been planned for July 2025 but was delayed by approximately two months. As a consequence, many of the cattle were already in advanced stages of pregnancy when the vessel finally departed Uruguay, a factor that likely contributed to the high number of births and deaths reported during the voyage.



Voyage map of the *Spiridon II* - Marine Traffic screenshot

After remaining in Beirut until January 17, the *Spiridon II* loaded livestock in Reni (Ukraine) on February 3. She delivered the animals to Beirut (Lebanon) on February 9. She loaded livestock again in Reni on March 6 and delivered it to Beirut on March 11. Reni/Beirut, a journey doubly marked by the risks of war. Since then, she has been loading livestock in South America.

Legal Proceedings Related to the *Spiridon II* Voyage

On 12 June 2026, a hearing took place before the Regional Court of Krems, Austria.

Turkish importers had initiated civil proceedings against Austrian livestock exporter Agro Breeding GmbH and its managing director, Christian Klinger, seeking repayment of a USD 2.1 million advance payment. They alleged that the transaction failed due to the poor condition of the animals and incomplete documentation relating to them, which caused them to suffer heavy financial losses.

During the hearing, the court focused primarily on the contractual issue of liability and the point at which commercial risk transferred from seller to buyer. The question is whether the animals' condition had deteriorated after their arrival in Türkiye, due to the long waiting time in the ship, or whether the deterioration in their physical condition occurred during the journey. Klinger and his lawyers argue that ownership of the 'cargo' and the associated risks were transferred to the buyers at the very moment of shipment, and that the deterioration in the animals' condition was due to the formalities and checks that delayed unloading to the point of making it impossible. The plaintiffs claim that the *Spiridon II* was not suitable for such a journey. The court, considering that it did not have sufficient information to deliver a judgement, has scheduled a further hearing for November 2026. Witnesses who were involved in Türkiye will be summoned to this additional hearing.

The case of the *Spiridon II* highlighted the complex allocation of responsibilities and liabilities that can arise during long-distance livestock transport by sea, particularly when entities from several countries – in this case, Uruguay, Austria and Türkiye – are involved, and the length and twists and turns of the journey prompt one or other of them to take legal action. The Krems proceedings bring to light the unexpected responsibility of a European Union country that has no maritime borders. It has also highlighted the lack of clarity surrounding the traceability of livestock, the difficulties in clarifying the terms of contracts between exporters and importers in cases involving the transoceanic transport of livestock, the failure to take animal welfare into account during these long journeys, and, upon arrival, the management of the animals when, for various reasons, it is impossible for them to be unloaded.

For information on the allocation of responsibilities during a transoceanic livestock voyage, see the *Saleh's* profile.

ISM manager: Murr Management SA (Lebanon) since October 19, 2018 (low or very low performing).

Ship risk profile: 4 points, standard risk ship.

Location, June 24, 2026: Atlantic Ocean, en route from Tripoli (Libya) to Cartagena (Department of Bolivar, Colombia).

Robin des Bois' press releases on the case:

- Press release n°1, ["Livestock carriers: 2,901 cows in distress"](#), November 12, 2025.
- Press release n°2, ["26,000 km at sea for nearly 3,000 cows"](#), November 17, 2025.
- Press release n°3, ["Dramatic turn of events"](#), November 24, 2025.
- Press release n°4, ["Spiridon II – The ghost livestock carrier"](#), November 24, 2025.
- ["Transport of live animals by sea"](#), December 10, 2025.
- ["Epic fury" n°2: The Spiridon II once again in turmoil](#), March 11, 2026.

Animal Welfare Foundation / Tierschutzbund Zürich press releases on the case:

- Press release n°1, ["Livestock Transport Vessel from Uruguay Stranded off Turkish Coast"](#), November 7, 2025.
- Press release n°2, ["Pregnant heifers and newborn calves dying aboard stranded livestock ship Spiridon II"](#), November 14, 2025.
- Press release n°3, ["Organizer Allegedly Knowingly Accepted the Deaths of the Cattle"](#), March 23, 2026.
- Press release n°4, ["Spiridon II Hearing: Organizer of the Horrific Transport to Appear in Austrian Court on Friday"](#), June 11, 2026.
- Press release n°5, ["No Settlement Reached at the Krems Regional Court – Hearing Adjourned"](#), June 12, 2026.

International media coverage compiled by Animal Welfare Foundation:

<https://www.animal-welfare-foundation.org/en/investigations/blog/media-draw-attention-to-case-of-uruguayan-cattle-aboard-the-spiridon-ii>



Taiba

IMO 7708807



African Warrior II, reefer, June 26, 2006, Istanbul (Türkiye)
© Philippe LAUGA



Taiba, livestock carrier, January 8, 2026, Las Palmas (Canary Islands, Spain) © vin moore

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. 4,193 deadweight t. Built in 1978 in Shimizu (Japan) by Miho. 48 years old.

Tanzanian flag since July 2016; black list, very high risk. Previously registered in Comoros (2014). Classification society Maritime Bureau of Shipping (non-IACS, Cyprus) since June 2017, not ranked. Previously unknown. Maritime Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Pakistan and Türkiye.

Owned by a single ship company Mas Shipping Ltd registered in the Marshall Islands.

9 detentions: in 2001 in Kaliningrad (exclave of Russia between Lithuania and Poland), in 2003 in Hachinohe (Japan), in 2005 in Antalya (Türkiye), in 2006 twice in Novorossiysk (Krasnodar Krai, Russia) as a reefer, in 2010 twice in Suez (Egypt), in 2016 in Midia (Romania) and in 2018 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) as a livestock carrier.

The vessel was inspected at least 62 times since 1999 totalling 342 deficiencies, including 13 times (totalling 83 deficiencies) as a reefer and 49 times (totalling 259 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 7 times in Cartagena (Spain), in Midia (Romania, 3 times), in Suez (Egypt, twice) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) totalling 50 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.130).

In 2021-2023, she was inspected 7 times in Al Adabiya (Egypt), in Aqaba (Jordan, twice) and in Midia (Romania, 4 times), totalling 52 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.153).

In 2024-2025, she was inspected 13 times in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times), in Imbituba (State of Santa Catarina, Brazil, twice), in Cartagena (Department of Bolivar, Colombia, 3 times) and in Midia (Romania), totalling 36 deficiencies.



Taiba IMO 7708807			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Maritime Labour Convention-2006	22	Maritime Labour Convention-2006	6
Certificates and documents	17	Working-Living Conditions	6
Safety of navigation	14	Propulsion and Auxiliary Machinery	5
Water/Weathertight conditions	6	Emergency systems	4
Propulsion and Auxiliary Machinery	6	Structural Conditions	4
Life saving appliances	5	Fire safety	4
Structural Conditions	5	Safety of navigation	2
Pollution prevention MARPOL Annex V	4	Certificates and documents	1
Pollution prevention MARPOL Annex VI	4	ISM	1
Radio Communications	3	Pollution prevention MARPOL Annex V	1
ISM	3	ISPS	1
Load lines	3	Water/Weathertight conditions	1
Fire safety	3		
Emergency systems	3		
Alarms	1		
Working-Living Conditions	1		
Operational deficiencies	1		
Structural Safety	1		
	102		36



In 2021, the Suez Canal was closed for 6 days following the grounding of the container ship *Ever Given* on March 23. 13 livestock carriers heading to Red Sea ports had to remain anchored off Port Said in the Mediterranean or in the Suez Canal, including the Great Bitter Lake, while carrying live animals on board (see report "78 EU-approved livestock carriers", 2021, p.20-21 and report "64 EU-approved livestock carriers", 2024, p.39). The *Taiba* is anchored off Port Said at the entrance to the canal.

The *Taiba*, from Vila do Conde (Brazil), unloaded cattle in Aqaba (Jordan) on March 8, 2026, in an area affected by armed conflict and regional instability.

ISM manager: Itqan Ship Management & Operation (United Arab Emirates) since August 22, 2021 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 9, 2026: Mediterranean Sea, south of Italy, en route from Jeddah (Saudi Arabia) to Algiers (Algeria).



Trust 1

IMO 7504158



Dana Navigia, May 1, 1990, Felixtowe
(United Kingdom) © simonwp



Trust 1, July 29, 2019, Berbera (Somaliland)
© vovashap

Trust 1 (ex-Spartacus, ex-Joy Star, ex-Navigia, ex-DFL Hamburg, ex-Dana Navigia, ex-Navigia, ex-Donar). IMO 7504158. Ex-general cargo ship converted in 2015 at the age of 40. Length 81 m. 2,560 deadweight t. Built in 1975 in Hamburg (Germany) by Norderwerft. 51 years old.

Togolese flag since February 2017; black list, medium risk. Previously registered in Tanzania (2012). Classification society Columbus American Register (non-IACS, Greece) since October 2018, not ranked. Columbus American Register is known for going along end-of-life ships on their final voyages to India, Pakistan and Türkiye.

Owned by single-ship company Universal Shipping & Logistic registered in Panama. The *Trust 1* is managed by Faros Shipping Co Sarl (Lebanon) which is also acting as ISM manager and which reports a fleet of 6 vessels as ship and/or ISM manager including 3 livestock carriers, the *Trust 1*, the *Mahmoud. A* (IMO 6702272) and the *Leader* (IMO 7615036).

6 detentions: in 2001 and 2002 in Aberdeen (Scotland, United Kingdom), in 2008 in Alexandria (Egypt), in 2010 and 2011 in Damietta (Egypt) as a general cargo ship and in 2018 in Suez (Egypt) as a livestock carrier.

The vessel was inspected at least 44 times since 1998 totalling 261 deficiencies, including 39 times (totalling 225 deficiencies) as a general cargo ship and 5 times (totalling 36 deficiencies) as a livestock carrier.

In 2019-2020, she was not inspected (see report "78 EU-approved livestock carriers", 2021, p.133-134).

In 2021-2023, she was inspected once in Osman Digna (Sudan), totalling 5 deficiencies.

In 2024-2025, she was not inspected. She currently sails between Sudan, Somalia and Saudi Arabia, an area covered by the Indian Ocean (Somalia, Sudan) and Riyadh (Saudi Arabia) memoranda.



Trust 1 IMO 7504158			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	3		
Safety of navigation	2		
	5		0

On May 28, 2015, the *Trust 1* transporting 13,000 sheep from Midia (Romania), was denied entry to Aqaba (Jordan). In April 2015, Jordan had lifted the 8-month ban on livestock imports from Romania, where a bluetongue disease had been reported. Jordanian vets who boarded the vessel to carry out an inspection to ensure that no animals were sick found that 5,200 sheep had died, i.e. 40% of the animals on board. According to the Jordanian Ministry of Agriculture, there was no outbreak of epizootic disease on board and the sheep died of thirst and starvation because they were not provided with water nor feed for 8 days. In Midia, the average temperature at the end of May was 16°C. In the Suez Canal, it averaged 26°C (with peaks of 33°C). The *Trust 1* was flying the Tanzanian flag. The ISM management was handled by IMS Hellenic Co, a Greek firm specialising in ship brokerage and the registration of vessels with open registries (open to foreign-owned or foreign-managed ships). In this particular case, the sheep were abandoned by both the shipowner, El Reedy Shipping Co, based in Damietta (Egypt), and the ISM manager. Available reports indicate that no effective measures were taken to address the reported feed shortages and exposure to high temperatures. The captain was also liable. Available records do not indicate when, or whether, the shipowner was informed of the developing situation. Subsequently, it was announced by the Portuguese NGO PATAV (Plataforma anti transporte de animais vivo) and by ANIT (Animal Transport Inquiry Committee) that all the sheep had died. The final disposal location of the carcasses could not be independently verified. The incident raises questions regarding the effectiveness of oversight mechanisms applicable to EU-approved livestock vessels.

ISM manager: Faros Shipping Co Sarl (Lebanon) since October 12, 2018 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 9, 2026: at anchor in Berbera (Somaliland). She sails in the Red Sea, between Berbera and Jeddah (Saudi Arabia). In an area affected by armed conflict and regional instability. Somaliland (177,000 km²) has been claiming its independence since 1991. With the exception of Israel, which recognised it as a State in December 2025, the international community considers Somaliland to be part of the Federal Republic of Somalia.



Tuleen

IMO 7396630



First Bloom, general cargo ship, February 24, 2009, Istanbul (Türkiye) © BARIS



Blue Moon, livestock carrier
© Animals International

Tuleen (ex-*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 ship converted in 2012 at the age of 37. Length 83 m. 3,016 deadweight t. Built in 1975 in Westerbroek (Netherlands) by Smit, E.J. 51 years old.

Palau flag since April 2021; black list, medium risk. Previously registered in Togo (2017). Classification society Phoenix Register of Shipping (non-IACS, Greece) since April 2021, medium performing. Previously Cosmos Marine Bureau Inc (non-IACS, South Korea). Phoenix Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India, Pakistan and Türkiye.

Owned by a single -ship company Global Safety Ltd registered in the Marshall Islands and based in Romania.

10 detentions: in 2003 in Hakata (Japan), in 2004 in Kawasaki (Japan), in 2008 in Mykolaiv (Ukraine), in 2009 in Mersin (Türkiye), in 2010 in Pula (Croatia), in 2011 in Kavala (Greece) as a general cargo ship (6), in 2017 in Sète (France), in 2018 in Koper (Slovenia) and for 55 days in Siteia (Greece), and in 2021 again in Sète (France) as a livestock carrier (4).

The vessel was inspected at least 79 times since 1999 totalling 460 deficiencies, including 46 times (totalling 200 deficiencies) as a general cargo ship and 33 times (totalling 260 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 6 times in Algiers (Algeria), in Casablanca (Morocco), in Koper (Slovenia), in Sète (France, twice) and in Alexandria (Egypt), totalling 27 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.42-43).

In 2021-2023 she was detained once and inspected 5 times in Constanta (Romania), in Midia (Romania), in Poti (Georgia), in Reni (Ukraine) and in Sète (France) totalling 26 deficiencies. Grounds for detention in Sète include deficiencies with regard to radio communication and emergency systems (see report "64 EU-approved livestock carriers", 2024, p.157-158).

In 2024-2025, she was inspected 3 times, in Kalymnos (Greece), in Rasa (Croatia) and in Bar (Montenegro), totalling 25 deficiencies.

<i>Tuleen ex-Blue Moon I (until April 2021)</i> IMO 7396630			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	13	Maritime Labour Convention-2006	5
Safety of navigation	12	Life saving appliances	4
Emergency systems	5	Safety of navigation	4
Fire safety	4	Fire safety	3
Radio Communications	4	ISM	3
Life saving appliances	3	Water/Weathertight conditions	2
Maritime Labour Convention-2006	2	Other Type of Deficiencies	1
Propulsion and Auxiliary Machinery	2	Pollution prevention MARPOL Annex V	1
ISM	1	Radio Communications	1
Other Type of Deficiencies	1	Structural Conditions	1
Pollution prevention MARPOL Annex I	1		
Pollution prevention MARPOL Annex IV	1		
Pollution prevention MARPOL Annex V	1		
Structural Conditions	1		
Water/Weathertight conditions	1		
Working-Living Conditions	1		
	53		25

Banned by Greece from Paris MoU ports from April 19 to October 16, 2018 due to multiple detentions.

ISM manager: MGM Marine Shipping Srl (Romania) since January 21, 2022 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 9, 2026: Constanta (Romania).



Tulip

IMO 8614273



Tinkerbelle Mar, car carrier, December 8, 2015, Piraeus (Greece) © Dimitris Mentakis



Tulip, livestock carrier, June 2021, Rasa (Croatia) © Animal Welfare Foundation | Tierschutzbund Zürich

Tulip (ex-*Tinkerbelle Mar*, ex-*Ariake Maru* N°.12). IMO 8614273. Ex-car carrier converted in 2019 at the age of 32. Length 102 m. 2,012 deadweight t. Built in 1987 in Saiki (Japan) by Honda. 39 years old.

Lebanese flag since November 2018; grey list. Previously registered in Jamaica (2018).

Classification society Phoenix Register of Shipping (non-IACS, Greece) since September 2019, medium performing. Previously Nippon Kaiji Kyokai (IACS, Japan). Phoenix Register of Shipping is known for going along end-of-life ships on their final voyages to India, Bangladesh, Pakistan and Türkiye.

Owned by a single ship company Rihab Shipping SA registered in Panama. The *Tulip* is managed by Safe Sea Services Sarl (Lebanon) which is also acting as ISM manager and which reports a fleet of 20 vessels as ship manager and/or ISM manager, including 4 livestock carriers, the *Tulip*, the *Freesia* (IMO 9046368), the *Jouri* (IMO 9174775) and the *Orchid* (IMO 9174763).

2 detentions: in 2014 in Alexandria (Egypt) and in 2019 the port area of Vila do Conde in Barcarena (State of Pará, Brazil) as a car carrier.

The vessel was inspected at least 44 times since 2007 totalling 107 deficiencies, including 23 times (totalling 77 deficiencies) as a car carrier and 21 times (totalling 30 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 8 times in Aqaba (Jordan), in Cartagena (Department of Bolivar, Colombia, 3 times), in Cartagena (Spain), in Midia (Romania) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice) totalling 51 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.135).

In 2021-2023, she was inspected 7 times in Alexandria (Egypt), in Bizerte (Tunisia), in Cartagena (Spain), in Rasa (Croatia), in Tarragona (Spain) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice) totalling 15 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.159).

In 2024-2025, she was inspected 10 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times), in Damietta (Egypt), in Cartagena (Spain), in Sète (France) and in Bizerte (Tunisia) totalling 6 deficiencies.



<i>Tulip</i> IMO 8614273			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Water/Weathertight conditions	11	Life saving appliances	3
Life saving appliances	8	Radio Communications	1
Certificates and documents	7	Safety of navigation	1
Fire safety	6	Emergency systems	1
ISM	6		1
Propulsion and Auxiliary Machinery	6		
Maritime Labour Convention-2006	5		
Safety of navigation	5		
Working-Living Conditions	3		
Other Type of Deficiencies	3		
Alarms	2		
Dangerous goods	1		
Pollution prevention MARPOL Annex V	1		
Structural Conditions	1		
	66		6



In 2021, the Suez Canal was closed for 6 days following the grounding of the container ship *Ever Given* on March 23. 13 livestock carriers heading to Red Sea ports had to remain anchored off Port Said in the Mediterranean or in the Suez Canal, including the Great Bitter Lake, while carrying live animals on board (see report "78 EU-approved livestock carriers", 2021, p.20-21 and report "64 EU-approved livestock carriers", 2024, p.39). The *Tulip* which left Midia (Romania) on March 18 was one of three livestock carriers trapped in the Great Bitter Lake.



The *Tulip* loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on November 9, 2025, reached Casablanca (Morocco) on November 21 (12 days' voyage), loaded livestock in Sète (France) on December 19, reached Bizerte (Tunisia) on December 22 (3 days' voyage), made a technical stopover in Cartagena (Spain) on December 29, in Las Palmas (Canary Islands, Spain) on January 3, 2026, loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on January 27, made a technical stopover in Cartagena (Spain) on February 11. As of February 13, 2026, she remained at anchor off Cartagena (Spain).

ISM manager: Safe Sea Services Sarl (Lebanon) since May 30, 2023 (low or very low performing).

Ship risk profile: 3 points, standard risk ship.

Location, June 9, 2026: at anchor in the port area of Vila do Conde in Barcarena (State of Pará, Brazil).



Tuwiq 3

IMO 8815308



Jan Caribe, general cargo ship, June 17, 2015, Port Everglades (Florida, United States of America) © b47b56



Tuwiq 3, livestock carrier, March 31, 2026, Baniyas (Syria)
© SyrGABC

Tuwiq 3 (ex-*Princess Joulia*, ex-*Jan Caribe*, ex-*Jan Kahrs*). IMO 8815308. Ex-general cargo ship converted in 2026 at the age of 38. Still registered as a general cargo ship. Length 95 m. 3,175 deadweight t. Built in 1988 in Neuenfelde (Germany) by Sietas. 38 years old.

Comorian flag since April 2026; black list, high risk. Previously unknown (2025), São Tomé and Príncipe (2024).

Classification society International Register of Shipping (IS) (non-IACS, Florida, United States of America) since June 2025, withdrawn in October 2025, low performing. Previously Bureau Veritas (IACS, France). International Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Pakistan. Current classification society unknown.

Owned by Joulia Shipping Ltd registered in the Marshall Islands and based in Lebanon which is also acting as ISM manager and which reports a fleet of 2 vessels, the *Tuwiq 3* and the general cargo ship *Hope* (IMO 8609917) built in 1988, whose flag has been unknown since May 2026, having successively flown the flags of Antigua and Barbuda, Saint Vincent and the Grenadines, and Vanuatu since 2008.

No detention.

The vessel was inspected at least 57 times since 1999 totalling 55 deficiencies as a general cargo ship.

In 2021-2023, she was inspected 8 times in Miami (State of Florida, United States of America, 6 times) and in Belize City (Belize, twice), totalling 4 deficiencies.

In 2024-2025, she was inspected twice, in Roatan (Honduras) and in Tripoli (Lebanon), totalling 4 deficiencies, still as a general cargo ship.



<i>Tuwiq 3 ex-Princess Joulia (until April 2026) ex-Jan Caribe (until August 2024)</i> IMO 8815308			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Certificates and documents	3	Life saving appliances	1
Other Type of Deficiencies	1	Safety of navigation	1
		Water/Weathertight conditions	1
		Working-Living Conditions	1
	4		4

On March 29, 2017, the *Jan Caribe*, which was travelling upstream on the Escondido River in Nicaragua, collided with the *Captain D*, a small river vessel carrying both passengers and cargo, which was travelling downstream. The *Captain D* sustained significant damage and eventually sank. Immediately after the collision, the *Captain D* moved closer to the bank to evacuate the 40 passengers and crew members, some of whom had to jump into the water and swim to shore. No one drowned. The *Jan Caribe* escaped without serious damage. She was en route to El Rama with 675 tonnes of miscellaneous goods.

The *Tuwiq 3 (ex-Princess Joulia, ex-Jan Caribe)* left the port of Baniyas (Syria) on March 31, 2026 following 6 months of conversion work. On this occasion, the General Authority for Land and Sea Ports and Customs of the Syrian Arab Republic praised the work, which was “carried out entirely by local technical teams in a record time of 6 months.” The vessel is allegedly able to carry 20,000 sheep across her six decks, “arranged in accordance with the latest international standards for the safe transport of livestock.”

ISM manager: Joulia Shipping Ltd (Lebanon) since June 2, 2025 (not negatively listed).

Ship risk profile: 3 points, standard risk ship.

Location, June 9, 2026: at anchor in Djibouti. She sails in the Red Sea, between Djibouti, Jeddah (Saudi Arabia) and Berbera (Somaliland), in an area affected by armed conflict and regional instability. Somaliland (177,000 km²) has been claiming its independence since 1991. With the exception of Israel, which recognised it as a State in December 2025, the international community considers Somaliland to be part of the Federal Republic of Somalia.



Unimar Livestock

IMO 7021821



Beckumersand, general cargo ship, 1980, Rozenburg (Netherlands) © Mike Griffiths



Alpha Livestock 19, livestock carrier, April 10, 2016, Straits of Tiran (Red Sea, Egypt)
© Animal Welfare Foundation

Unimar Livestock (ex-*Alpha Livestock 19*, ex-*Herford Livestock 19*, ex-*Chahbaa V*, ex-*Rabunion XIX*, ex-*Beckumersand*). IMO 7021821. Ex-general cargo ship converted in 1983 at the age of 13. Length 92 m. 2,007 deadweight t. Built in 1970 in Brake (Germany) by Luhring. 56 years old.

Without taking into account the transformation and conversion plans approved by the classification society, she was fitted with double decks for transporting sheep (see chapter Conversion).

Togolese flag since January 2013; black list, medium risk. Previously registered in Cambodia (1997). Classification society Columbus American Register (non-IACS, Greece) since January 2013, not ranked. Columbus American Register is known for going along end-of-life ships on their final voyages to India, Pakistan and Türkiye.

Owned by a single -ship company Unimar Shipping Co Corp registered in Panama and based in Türkiye which is also acting as ISM manager.

4 detentions: in 2006, 2007 and 2010 in Suez (Egypt) and in 2013 in Midia (Romania) as a livestock carrier.

The vessel was inspected at least 48 times since 2009 totalling 403 deficiencies as a livestock carrier.

In 2019-2020, she was inspected 5 times, in Midia (Romania, 4 times) and in Aqaba (Jordan), totalling 43 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.136-137).

In 2021-2023, she was inspected 8 times, in Batumi (Georgia, twice), in Lavrio (Greece), in Midia (Romania, 4 times) and in Mykolaiv (Ukraine), totalling 64 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.161-162).

In 2024-2025, she was inspected 6 times, in Varna (Bulgaria), in Batumi (Georgia, twice), in Rasa (Croatia, twice) and in Lavrio (Greece), totalling 41 deficiencies.



Unimar Livestock IMO 7021821			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	25	Certificates and documents	12
Safety of navigation	16	Safety of navigation	6
Maritime Labour Convention-2006	15	Structural Conditions	5
Engins de sauvetage	10	Fire safety	4
Fire safety	8	Maritime Labour Convention-2006	3
ISM	6	Emergency systems	2
Radio Communications	6	Life saving appliances	2
Emergency systems	5	ISM	2
Propulsion and Auxiliary Machinery	4	Radio Communications	2
Working-Living Conditions	3	Water/Weathertight conditions	1
Pollution prevention MARPOL Annex V	2	Working-Living Conditions	1
Structural Conditions	2	Other Type of Deficiencies	1
Water/Weathertight conditions	2		
ISPS	1		
Other Type of Deficiencies	1		
Pollution prevention MARPOL Annex I	1		
	107		41

In August 2018, the *Alpha Livestock 19* was unable to unload 27,000 goats and sheep from Somalia at Jeddah (Saudi Arabia). Cases of Rift Valley fever had been detected on board. The *Alpha Livestock 19*, with her live cargo, was sent back to Bosaso (Somalia). Since December 2016, Saudi Arabia has banned the import of livestock for the same reasons. This ban was lifted in July 2018. Following the detection of Rift Valley fever cases on *Alpha Livestock 19* in August 2018, Saudi Arabia maintained restrictions on livestock imports from Somalia until 2022. The health dispute between Saudi Arabia and Somalia over Rift Valley fever dates back to the year 2000.

In 2021, the Suez Canal was closed for 6 days following the grounding of the container ship *Ever Given* on March 23. 13 livestock carriers heading to Red Sea ports had to remain anchored off Port Said in the Mediterranean or in the Suez Canal, including the Great Bitter Lake, while carrying live animals on board (see report "78 EU-approved livestock carriers", 2021, p.20-21 and report "64 EU-approved livestock carriers", 2024, p.39). The *Unimar Livestock* which had left Tarragona (Spain) on March 15 was immobilized in the Suez Canal, in Lake Timsah.

ISM manager: Unimar Shipping Co Corp (Türkiye) since August 4, 2020 (low performing).

Ship risk profile: 4 points, standard risk ship.

Location, June 9, 2026: Mediterranean Sea, en route from Aqaba (Jordan) to Tripoli (Lebanon).

Uranus II

IMO 9057214



Trader, general cargo ship, September 7, 2012, Piraeus (Greece) © George Givisis



Uranus II, livestock carrier, June 2025
© Animal Welfare Foundation | Tierschutzbund Zürich | Sea Shepherd France

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 ship converted in 2019 at the age of 27. Length 86 m. 3,092 deadweight t. Built in 1992 in Drobeta (Romania) by Severnav. 34 years old.

Togolese flag since August 2024; black list, medium risk. Previously registered in Sierra Leone (2019). Classification society Overseas Marine Certification Services (non-IACS, Panama) since 2019, medium performing. Previously Phoenix Register of Shipping (non-IACS, Greece). Overseas Marine Certification Services is known for going along end-of-life ships on their final voyages to Bangladesh, India and Pakistan.

Owned by Uranus Shipping & Transport Co registered in the Marshall Islands. Uranus Shipping & Transport Co reports a fleet of 2 livestock carriers, the *Uranus II* and the *Uranus L* (IMO 8129254). The *Uranus II* is managed by Uranus Denizcilik Sanayi (Türkiye) who is also acting as ISM manager. Uranus Denizcilik Sanayi reports a fleet of 3 livestock carriers, the *Uranus II*, the *Uranus L* and the *Uranus III* (IMO 8601680, still registered as a palletised cargo ship).

16 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) and then for 30 days in Bayonne (France), in 2010 for 32 days in Chalkis (Greece) and then in Ancona (Italy), in 2012 in Damietta (Egypt), in 2013 in Alanya (Türkiye), in 2014 in Salamis (Greece), in 2018 in Novorossiysk (Russia) and Trieste (Italy) as a general cargo ship (12), in 2019 in Sines (Portugal), in 2020 in Midia (Romania), in 2021 in Haifa (Israel) and in 2024 in Marseille (France) as a livestock carrier (4).

The vessel was inspected at least 80 times since 1999 totalling 612 deficiencies, including 63 times (totalling 491 deficiencies) as a general cargo ship and 17 times (totalling 121 deficiencies) as a livestock carrier.



In 2019-2020, she was detained twice, in Sines and in Midia, and inspected 8 times in Haifa (Israel), in Midia (Romania, twice), in Rasa (Croatia), in Setubal (Portugal) and in Sines (Portugal, 3 times), totalling 53 deficiencies. Grounds for detention in Sines and in Midia include deficiencies with regard to Certificate and Documentation, safety of navigation, propulsion and auxiliary machinery, structural conditions, emergency systems, life saving appliances, water/weathertight conditions, ISM, and pollution prevention (see report "78 EU-approved livestock carriers", 2021, p.138-139).

In 2021-2023, she was detained once in Haifa and inspected 5 times, in Haifa (Israel), in Sines (Portugal), in Midia (Romania) and in Setubal (Portugal, twice), totalling 29 deficiencies. Grounds for detention in Haifa include deficiencies with regard to the condition of fire pumps and fire drills (see report "64 EU-approved livestock carriers", 2024, p.163-164).

In 2024-2025, she was detained once in Marseille for 8 days and inspected 3 times, in Setubal (Portugal, twice) and in Marseille (France), totalling 35 deficiencies. Grounds for detention in Marseille include deficiencies with regard to the condition of alarms, ISM, fire safety, the quality of provisions for the crew, oil filtering equipment, and the absence of an engine international air pollution prevention certificate.

Uranus II IMO 9057214			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	13	Certificates and documents	9
Fire safety	10	Fire safety	5
Maritime Labour Convention-2006	8	Emergency systems	4
Emergency systems	7	Life saving appliances	3
Safety of navigation	7	Maritime Labour Convention-2006	3
Structural Conditions	7	Structural Conditions	3
Propulsion and Auxiliary Machinery	6	ISM	2
ISM	5	Alarms	1
Life saving appliances	4	Cargo operations including equipment	1
Working-Living Conditions	3	Pollution prevention MARPOL Annex I	1
Water/Weathertight conditions	3	Radio Communications	1
Ballast Water Management Plan	2	Safety of navigation	1
Pollution prevention MARPOL Annex I	2	Water/Weathertight conditions	1
Radio Communications	2		
Alarms	1		
Other Type of Deficiencies	1		
Pollution prevention MARPOL Annex V	1		
	82		35



On May 29, 2015, the master and chief engineer of the ship, then called *Trader*, were arrested in Volos (Greece) for suspected 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 repairs.

The *Uranus II* was on the watch list of the Black Sea Memorandum of Understanding and refused access to its ports until March 31, 2020. The members of the Black Sea Memorandum of Understanding are Bulgaria, Georgia, Romania, Russia, Türkiye and Ukraine. She was banned by Romania from Paris MoU ports from January 31 to May 27, 2020 due to multiple detentions.

ISM manager: Uranus Denizcilik Sanayi (Türkiye) since April 5, 2019 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 9, 2026: Mediterranean Sea, south of Crete (Greece), en route from Sines (Portugal) to Haifa (Israel), a destination located in a war and crisis zone.



Uranus III

IMO 8601680



Winter Bay, reefer, April 10, 2017, Aalesund (Norway)

© Pieter_Inpjin

Uranus III (ex-*Elsa 1*, ex-*Azure Coast*, ex-*Winter Bay*, ex-*Nordvaer*, ex-*Victoriahamn*). IMO 8601680. Still reported as a palletized cargo ship by IMO and Equasis. She was converted in 1994 in reefer at the age of 8 and she was described as a livestock carrier during her latest inspection in Midia (Romania) on November 3, 2025 (aged 39). Length 80 m. 2,050 deadweight t. Built in 1986 in Rissa (Norway) by Fosen MV. 40 years old.

Panamanian flag since November 2022; grey list. Previously unknown (2019), Saint-Kitts-and-Nevis (2014).

Classification society Phoenix Register of Shipping (non-IACS, Greece), medium performing. Previously Det Norske Veritas (IACS, Norway). Phoenix Register of Shipping is known for going along end-of-life ships on their final voyages to India, Bangladesh, Pakistan and Türkiye.

Owned by Uranus General Trading Ltd registered in the Marshall Islands, which reports a fleet of 2 vessels, the *Uranus III* and the *Ilyes* (IMO 9923310), a fishing vessel. The *Uranus III* is managed by Uranus Denizcilik Sanayi ve Ticaret Ltd (Türkiye) which is also acting as ISM manager and which reports a fleet of 3 vessels as ship and/or ISM manager including 2 other livestock carriers, the *Uranus L* (IMO 8129254) and the *Uranus II* (IMO 9057214).

No detentions.

The vessel was inspected at least 31 times since 2000 totalling 83 deficiencies, including 30 times (totalling 76 deficiencies) as a palletised cargo ship and once (totalling 7 deficiencies) as a livestock carrier.

In 2021-2023, she was not inspected.

In 2024-2025, she was inspected once in Midia (Romania), totalling 7 deficiencies.



<i>Uranus III</i> IMO 8601680			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
		Certificates and documents	2
		Maritime Labour Convention – 2006	1
		Life saving appliances	1
		ISM	1
		Pollution prevention MARPOL Annex V	1
		Safety of navigation	1
	0		7

Having set sail from Iceland on June 4, 2015, the *Winter Bay* arrived in Osaka (Japan) on August 30 carrying 1,800 tonnes of fin whale meat. She had been granted permission by Russia to use the Northern Sea Route despite having only a single hull with minimal ice-strengthening. It carried out this delivery for 4 consecutive years, until October 2018

On February 22, 2017, the *Winter Bay* underwent a MARPOL inspection by the Rostock Waterway Police (Germany), who discovered approximately 800 litres of highly viscous oil residues in a 12-m3 tank not approved for this type of storage. This was a former coolant tank to which an illegal connection had been added. The residues were pumped out and a criminal complaint was filed against the Latvian chief engineer. After a bail of 4,000 € (4,250 US\$) was paid, the charges were dropped and the vessel was able to leave the port.

In May 2019, the *Azure Coast* (ex-*Winter Bay*) docked at the port of La Luz (Canary Islands, Spain). At the request of one or more creditors, Commercial Courts Nos. 1 and 2 of Las Palmas authorised her seizure and sale. According to an expert assessment carried out in October 2019, it was “in normal condition” and required only “a few repairs”. She was put up for auction on January 25, 2021 for 480,000 € (590,000 US\$), without success. In late September 2022, a second auction attempt took place for 336,000 € (337,000 US\$). The *Azure Coast* was acquired by Uranus General Trading Ltd for less than 400,000 € in November 2022 and was renamed *Elsa 1*.

The International Labour Organisation has been informed of the abandonment of the crew of the *Elsa 1* (ex-*Azure Coast*) in August 2024 in Tasucu (Türkiye). The shipowner owed between 2 and 4 months’ wages to the 12 Indian and Indonesian seafarers, who were also reported to be experiencing shortages of food and water. The wage arrears amount to 84,000 US\$. The seafarers were paid and repatriated in February 2025.

On February 19, 2026, the *Uranus III* (ex-*Elsa 1*) set sail from Setúbal (Portugal) with 1,000 sheep and 1,400 cattle on board. She arrived in the port of Haifa (Israel) on March 1, 2026, during a period of military escalation involving Iranian attacks on Israel.

ISM manager: Uranus Denizcilik Sanayi ve Ticaret Ltd (Türkiye) since October 21, 2025 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: Mediterranean Sea, south of Sicily (Italy), en route from Haifa (Israel) to Sines (Portugal).

Uranus L

IMO 8129254



Feyza, general cargo ship, March 5, 2018,
Istanbul (Türkiye) © Vincent TPT



Uranus L, livestock carrier, July 2024
© Animal Welfare Foundation | Tierschutzbund
Zürich | Sea Shepherd France

Uranus L (ex-*Feyza*, ex-*Som*, ex-*Pamir Ozgul*, ex-*Polar*, ex-*Tormes*, ex-*Pena Labra*). IMO 8129254. Ex-general cargo ship converted in 2016 at the age of 34. Length 84 m. 3,116 deadweight t. Built in 1982 in Santander (Spain) by Atlantico; lengthened from 77 to 84 m in 2016. 44 years old.

Togolese flag since August 2024; black list, medium risk. Previously registered in Sierra Leone (2016). Classification society Overseas Marine Certification Services (non-IACS, Panama) since 2016, medium performing. Previously Turk Loydu (IACS, Türkiye). Overseas Marine Certification Services is known for going along end-of-life ships on their final voyages to Bangladesh, India and Pakistan.

Owned by Uranus Shipping & Transport Co registered in the Marshall Islands. The Uranus Shipping & Transport Co reports a fleet of 2 livestock carriers, the *Uranus L* and the *Uranus II* (IMO 9057214). The *Uranus L* is managed by Uranus Denizcilik Sanayi (Türkiye) who is also acting as ISM manager. The Uranus Denizcilik Sanayi reports a fleet of 3 livestock carriers, the *Uranus L*, the *Uranus II* and the *Uranus III* (IMO 8601680).

8 detentions: in 1998 in A Coruña (Spain), in 2002 in Genoa (Italy), in 2005 in Bilbao (Spain) and Castellón de la Plana (Spain) as a general cargo ship, in 2017 in Haifa (Israel), in 2018 in Setúbal (Portugal), in 2019 in Haifa and in 2024 in Setúbal as a livestock carrier.

The vessel was inspected at least 54 times since 1998 totalling 321 deficiencies, including 35 times (totalling 227 deficiencies) as a general cargo ship and 19 times (totalling 94 deficiencies) as a livestock carrier.

In 2019-2020, she was detained once in Haifa and inspected 6 times in Haifa (Israel, twice), in Midia (Romania), in Sète (France), in Setubal (Portugal, twice), totalling 38 deficiencies. Grounds for detention in Haifa include deficiencies with regard to pollution prevention (see report "78 EU-approved livestock carriers", 2021, p.140).

In 2021-2023, she was inspected 3 times, in Setubal (Portugal, twice) and in Haifa (Israel), totalling 6 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.165-166).

In 2024-2025, she was inspected 4 times, 3 times in Setubal (Portugal), including a detention, and once in Midia (Romania), totalling 18 deficiencies. Grounds for detention in Setubal include deficiencies with regard to fire safety (fire-dampers, fire drills), ISM and certificates and documents (crew composition, International Energy Efficiency Certificate).

Uranus L IMO 8129254			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	9	Certificates and documents	7
Working-Living Conditions	7	Emergency systems	2
Certificates and documents	5	Fire safety	2
Fire safety	5	ISM	2
Propulsion and Auxiliary Machinery	5	Alarms	1
Emergency systems	3	Life saving appliances	1
Pollution prevention MARPOL Annex I	2	Propulsion and Auxiliary Machinery	1
Radio Communications	2	Pollution prevention MARPOL Annex I	1
Structural Conditions	2	Other Type of Deficiencies	1
ISM	1		
Life saving appliances	1		
Maritime Labour Convention-2006	1		
Other Type of Deficiencies	1		
	43		18

The *Uranus L* was detained for 8 days in August 2019 in Haifa (Israel). Inspectors found several breaches of Annex I of the MARPOL Convention, including incorrect entries in the oil record book. According to the inspection findings, oily residues had been discharged directly into the sea instead of being processed through the vessel's oily water separation system. After repairs to the oil treatment and discharge system, the *Uranus L* was about to sail for Tuzla (Türkiye) but an engine failure prevented her from departing. The crew carried out repairs themselves. Following a further inspection by port State control inspectors, the *Uranus L* was authorised to depart at the end of the day. In August 2020, following the inspection visit in August 2019, Uranus Shipping & Transport Co was fined 253,000 new shekels (63,300 €, 74,400 US\$) for spilling oil into the sea. The shipowner acknowledged the facts established during the investigation.

ISM manager: Uranus Denizcilik Sanayi (Türkiye) since May 9, 2017 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 9, 2026: Mediterranean Sea, en route from Haifa (Israel) to Rasa (Croatia).



Victory

IMO 7931985



Nordic Link, Ro-Ro, July 1, 1998, Terneuzen (Netherlands) © simonwp



Victory, livestock carrier, August 2020, Cartagena (Spain) © Animal Welfare Foundation | Tierschutzbund Zürich

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. 6,805 deadweight t. Built in 1981 in Stockholm (Sweden) by Finnboda Varf. 45 years old.

Lebanese flag since April 2012; grey list. Previously registered in Sierra Leone (2010). Classification society Bureau Veritas (IACS, France) since August 2013, high performing. Previously the Russian Maritime Register of Shipping (non-IACS since March 2022, Russia).

Owned by a single ship company Dodi Shipping Ltd registered in the Seychelles. The *Victory* is managed by Ania Marine Ltd (Lebanon) which reports a fleet of 3 livestock carriers as ship manager and ISM manager, the *Victory*, the *Freedom* (IMO 7104972) and the *Elevation* (IMO 7407324).

7 detentions: in 2003 in Eleusis (Greece), in 2004 in Philadelphia (State of Pennsylvania, United States of America), in 2007 in Sète (France) and in Trieste (Italy), in 2009 in Castellon de la Plana (Spain) and in 2010 in Beirut (Lebanon) and in Piraeus (Greece), all as a Ro-Ro.

The vessel was inspected at least 73 times since 1998 totalling 233 deficiencies, including 23 times (totalling 128 deficiencies) as a Ro-Ro and 50 times (totalling 105 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 8 times in Cartagena (Spain), in Osman Digna (Sudan) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times) totalling 10 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.141).

In 2021-2023, she was inspected 12 times in Alexandria (Egypt), in Beirut (Lebanon), in Cartagena (Department of Bolivar, Colombia, 3 times), in Cartagena (Spain, twice), in Puerto Cabello (Carabobo State, Venezuela), in Rio Grande (State of Rio Grande do Sul, Brazil) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times) totalling 17 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.167).

In 2024-2025, she was inspected 6 times, in Cartagena (Spain) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 5 times). No deficiencies were reported.



<i>Victory</i> IMO 7931985			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Certificates and documents	6		
Water/Weathertight conditions	5		
Maritime Labour Convention-2006	3		
Propulsion and Auxiliary Machinery	3		
Safety of navigation	3		
Life saving appliances	2		
Structural Conditions	2		
Load lines	1		
Other Type of Deficiencies	1		
	27		0

The *Victory* loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on October 16, 2025, reached Jeddah (Saudi Arabia) on November 9 (24 days' voyage), Beirut (Lebanon) on November 16 (31 days' voyage), Algiers (Algeria) on November 26 (41 days' voyage), loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on January 1, 2026 and reached Aqaba (Jordan) on January 27 (26 days' voyage), Beirut (Lebanon) on February 3 (33 days' voyage).

ISM manager: Ania Marine Ltd (Lebanon) since January 1, 2016 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: Tartus (Syria), in an area affected by armed conflict and regional instability.



W M F Express

IMO 9004413



Leader, Ro-Ro, March 6, 2010, Gioia Tauro (Italy)
© ICOBLG



W M F Express, livestock carrier, August 2024
© Animal Welfare Foundation | Tierschutzbund Zürich

W M F Express (ex-*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. 3,873 deadweight t. Built in 1991 in Hachinohe (Japan) by Kitanihon. 35 years old.

Guinea-Bissau flag since December 2023; black list, medium risk. Previously registered in Panama (2022).

Classification society RINA (IACS, Italy) since May 2010, high performing. Previously the Russian Maritime Register of Shipping (non-IACS since March 2022, Russia).

Owned by Perama Shipmanagement Ltd registered in Liberia but based in Türkiye which reports a fleet of 3 other vessels as ship manager and ISM manager, the bulk carrier *Lady Speranza* (IMO 9200574) and the general cargo ships *Lady Sham* (IMO 9171383) and *Cpt. Ahmad II* (IMO 9031430).

Detained as a livestock carrier in January 2020 in Ceuta (Spanish autonomous city bordering Morocco, 15 km from mainland Spain) after spilling 5,000 Litres of fuel oil during bunkering operation in the early morning. It seems the incident was the result of improper handling of 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 from entering the fishing harbour. The shipowner had to pay 370,000 € (415,000 US\$) as a guarantee for cleaning costs.

The vessel was inspected at least 65 times since 2006 totalling 212 deficiencies, including 11 times (totalling 48 deficiencies) as a Ro-Ro and 54 times (totalling 164 deficiencies) as a livestock carrier.

In 2019-2020, she was detained once and inspected 8 times in Alexandria (Egypt), in Ceuta (Spain), in Haifa (Israel), in Koper (Slovenia), in Philadelphia (State of Pennsylvania, United States of America, 3 times) and in Rasa (Croatia), totalling 33 deficiencies. Grounds for detention in Ceuta include deficiencies with regard to pollution prevention (see report "78 EU-approved livestock carriers", 2021, p.66-67).

In 2021-2023, she was inspected 9 times in Beirut (Lebanon), in Cartagena (Spain), in Lavrio (Greece), in Philadelphia (State of Pennsylvania, United States of America), in Sines (Portugal) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 4 times), totalling 32 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.168-169).

In 2024-2025, she was inspected 16 times, in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 9 times), in Sao Sebastiao (State of Sao Paulo, Brazil, twice), in Midia (Romania), in Damietta (Egypt, 3 times) and in Constanta (Romania), totalling 25 deficiencies.

<i>W M F Express ex-Holstein Express (until January 2022) I</i> MO 9004413			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Fire safety	9	Certificates and documents	4
Propulsion and Auxiliary Machinery	9	Emergency systems	4
Certificates and documents	8	Maritime Labour Convention-2006	4
Pollution prevention MARPOL Annex I	6	Structural Conditions	4
Maritime Labour Convention-2006	6	Safety of navigation	3
Safety of navigation	5	Propulsion and Auxiliary Machinery	2
Structural Conditions	5	Radio Communications	2
Life saving appliances	4	Working-Living Conditions	2
ISM	4	Water/Weathertight conditions	2
Water/Weathertight conditions	2	Alarms	1
Working-Living Conditions	2	Fire safety	1
Emergency systems	1	Pollution prevention MARPOL Annex I	1
Cargo operations including equipment	1	ISM	1
Load lines	1		
Pollution prevention MARPOL Annex V	1		
Other Type of Deficiencies	1		
	65		31

In 2016, the *Holstein Express* suffered engine failure after leaving the port of Sines (Portugal). She remained at sea for 26 days with thousands of animals on board.

On July 16, 2020, after another breakdown, the *Holstein Express* remained immobilised for more than 24 hours in the port of Sines, in the heat, with hundreds of animals on board. They were destined for Israel.

On September 3, 2025, the *W M F Express* ran aground on a sandbank near Marajó Island (State of Pará, Brazil). She was refloated on September 11. The operation involved 2 tugs and a support vessel.

The *W M F Express* loaded livestock in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) on October 5, 2025, reached Damietta (Egypt) on October 20 (15 days' voyage), made a technical stopover in Cartagena (Spain) on October 31, loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on December 3, reached Algiers (Algeria) on December 19 (16 days' voyage), made a technical stopover in Cartagena (Spain) on December 22, reached the port of Rio de Janeiro (State of Rio de Janeiro, Brazil) on January 4, 2026. She has been anchored off Sao Sebastiao (State of Sao Paulo, Brazil) since January 6.



ISM manager: unknown since January 25, 2022. From 2015 to 2022, the ISM manager was Livestock Express BV (Netherlands). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776).

Ship risk profile: 2 points, standard risk ship.

Location, June 9, 2026: port area of Vila do Conde in Barcarena (State of Pará, Brazil).



White Pearl

IMO 7615309



Angus, summer 1985, Rotterdam (Netherlands)
© Cees de Bijl



Abou Karim II, November 2014, Rasa (Croatia) © Animal Welfare Foundation | Tierschutzbund Zürich

White Pearl (ex-*Nelore*, ex-*Abou Karim II*, ex-*Sarana*, ex-*Dehni T*, ex-*Land Wind*, ex-*Benirredra*, ex-*Angus*, ex-*Benirredra*). IMO 7615309. Ex-Ro-Ro lengthened in 1996 from 101 to 122 m and converted into a livestock carrier in 2010 at the age of 31. Length 122 m. 4,984 deadweight t. Built in 1979 in Meira (Spain) by Construcciones. 47 years old.

Lebanese flag since March 2026; grey list. Previously registered in Togo (2024) then unknown (2025). Classification society International Naval Surveys Bureau (non-IACS, Greece) since April 2011, medium performing. Previously the Russian Maritime Register of Shipping (Russia). International Naval Surveys Bureau is known for going along end-of-life ships on their final voyages to Denmark, India, Pakistan and Türkiye

Owned by a single-ship company White Pearl SAL registered in Lebanon. The *White Pearl* is managed by Murr Shipping SA (Honduras) which reports a fleet of 2 livestock carriers as ship and/or ISM manager, the *White Pearl* and the *Spiridon II* (IMO 7615309).

8 detentions: in 2004 in Marseille (France), in 2005 in Koper (Slovenia), Hamburg (Germany), Mersin (Türkiye) and again Koper, in 2006 in Antwerp (Belgium) and La Coruña (Spain) as a Ro-Ro and in 2011 in Sète (France) as a livestock carrier.

The *White Pearl* was inspected at least 41 times since 2004 totalling 336 deficiencies, including 17 times (totalling 214 deficiencies) as a Ro-Ro and 24 times (totalling 122 deficiencies) as a livestock carrier.

No official inspections have been carried out since October 2018 in the port area of Vila do Conde in Barcelena (State of Pará, Brazil). Between 2016 and 2018, the ship was inspected 9 times, in Cartagena (Spain), Rijeka (Croatia), Rio Grande (Brazil, 2 times), São Sebastião (Brazil, 3 times) and Vila do Conde (Brazil, 2 times) for a total of 55 deficiencies.



In October 2017, the ITF (International Transport Workers' Federation) reported the *Abou Karim II* was abandoned in Cape Verde with her crew of 35 seamen from Lebanon (3) and Syria (32). The Lebanese shipowner was bankrupt, the ship was seized at the request of bunker suppliers. The crew was owed 7-months' wages. Available reports indicate that the crew eventually left the vessel after months of abandonment. The ex-*Abou Karim II* officially resumed trading as *Nelore* in September 2018 under the ownership of Honduras-registered Nelore Shipping SA. She was spotted in Vila do Conde (Brazil) in October 2018, Cartagena (Spain) in November 2018. She arrived in Beirut in November 2018.

The *Nelore* remained at anchor in Beirut with her AIS switched off from June 12, 2022. On March 23, 2026, the AIS of the ex-*Nelore*, recently renamed *White Pearl*, began transmitting again. Still at anchor in Beirut, she left for Framagusta (Cyprus) on April 11, 2026.

ISM manager: Murr Shipping SA (Honduras) since March 18, 2026 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: Mediterranean Sea, off the southern coast of Greece, en route from Beirut (Lebanon) to Algiers (Algeria).



Yosor

IMO 7819113



Gracia Del Mar, container ship,
October 22, 2010, Tartus (Syria)
© Mahmoud Shd



Yosor, livestock carrier, July 6, 2024, Campamento (Spain)
© Michael Hartung

Yosor (ex-*Gracia Del Mar*). IMO 7819113. Ex-container ship converted in 2011 at the age of 30 by Tuzla Shipyard. Length 123 m. 8,594 deadweight t. Built in 1981 in Vigo (Spain) by Enrique Lorenzo y Cía. 45 years old.

Tanzanian flag since August 2025; black list, very high risk. Previously registered in Panama (2010). Classification society Capital Register of Shipping (non-IACS, United States of America) since August 2025, not ranked. Previously Macosnar Corporation (non-IACS, Panama). Capital Register of Shipping is known for going along end-of-life ships on their final voyages to Bangladesh, India and Türkiye.

Owned by a single ship company Jostar Ltd registered in the British Virgin Islands.

6 detentions: in 2010 in Gemlik (Türkiye) as a container ship, in 2011 in Gibraltar (United Kingdom), in 2012 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) and in Adabiyah (Egypt) and in 2013 and in 2014 in Safaga (Egypt) as a livestock carrier.

The vessel was inspected at least 64 times since 2010 totalling 257 deficiencies, including once (totalling 6 deficiencies) as a container ship and 62 times (totalling 251 deficiencies) as a livestock carrier.

In 2019-2020, she was inspected 12 times in Aqaba (Jordan, twice), in Cartagena (Department of Bolivar, Colombia, 3 times), in Cartagena (Spain), in Rio Grande (State of Rio Grande do Sul, Brazil), in Sao Sebastiao (State of Sao Paulo, Brazil, twice), in Suez (Egypt) and in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, twice) totalling 19 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.142-143).

In 2021-2023, she was inspected 13 times in Beirut (Lebanon), in Cartagena (Department of Bolivar, Colombia, twice), in Cartagena (Spain, twice), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 3 times), in Rio Grande (State of Rio Grande do Sul, Brazil, twice), in Imbituba (State of Santa Catarina, Brazil, twice) and in Aqaba (Jordan), totalling 25 deficiencies.

In 2024-2025, she was inspected 9 times, in Rio Grande (State of Rio Grande do Sul, Brazil), in the port area of Vila do Conde in Barcarena (State of Pará, Brazil, 6 times), in Algeciras (Spain) and in Cartagena (Spain), totalling 29 deficiencies.



Yosor IMO 7819113			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Propulsion and Auxiliary Machinery	9	Propulsion and Auxiliary Machinery	8
Certificates and documents	8	Certificates and documents	3
Working-Living Conditions	6	Fire safety	3
Structural Conditions	6	Maritime Labour Convention-2006	3
Maritime Labour Convention-2006	4	Structural Conditions	3
Fire safety	3	Emergency systems	2
Emergency systems	3	Working-Living Conditions	2
Safety of navigation	2	Radio Communications	2
ISM	1	ISM	1
Pollution prevention MARPOL Annex I	1	Safety of navigation	1
Pollution prevention MARPOL Annex IV	1	Water/Weathertight conditions	1
	44		29

In 2010, the *Gracia del Mar* was acquired for 501,000 € (450,000 US\$) 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. 2,750 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 domestic and wild animals. The *Gracia del Mar* sailed down the Suez Canal but was also refused access to Djibouti, Sudan and Eritrea, remaining stranded in the Red Sea with crew and livestock on board. Reports indicate that the vessel was eventually allowed to dock in Djibouti and that the surviving cattle were subsequently transported to Saudi Arabia for slaughter in April.

The *Yosor* loaded livestock in Imituba (State of Santa Catarina, Brazil) on October 30, 2025, reached Casablanca (Morocco) on November 22 (23 days' voyage), made a technical stopover in Las Palmas (Canary Islands, Spain) on November 28, returned to Vila do Conde (State of Pará, Brazil) on December 11, loaded livestock on January 1, 2026, made a technical stopover in Cartagena (Spain) on January 23, reached Iskenderun (Türkiye) on February 4 (34 days' voyage).

ISM manager: Itqan Ship Mgmt & Operation (United Arab Emirates) since September 20, 2020 (low performing).

Ship risk profile: 5 points, high risk ship.

Location, June 9, 2026: Sao Sebastiao (State of Sao Paulo, Brazil).



2. Purpose-Built Livestock Carriers

Adriatic Rose

IMO 9115949



Bison Express, August 1, 2019, Port Phillip Bay (Australia)

© Owen Foley

Adriatic Rose (ex-*Bison Express*). IMO 9115949. Length 122 m. 3,173 deadweight t. Built in 1995 in Waterhuizen (Netherlands) by Van Diepen for the transport of livestock, lengthened from 100 to 122 m in 1999. 31 years old.

Saint Kitts and Nevis flag since July 2025; black list, medium risk. Previously registered in Luxembourg (2019).

Classification society RINA (IACS, Italy) since July 2018, high performing. Previously Bureau Veritas (IACS, France).

Owned since July 2025 by a single -ship company Adriatic Rose Marine Ltd registered in Liberia. The *Adriatic Rose* is managed by Devon Ship Management Ltd (Türkiye) which is also acting as ISM manager and which reports a fleet of 11 vessels as ship and/or ISM manager including 4 livestock carriers, the *Adriatic Rose*, the *Balha One*, the *Sea Rose 1* (IMO 7711866) and the *Atlantic Rose* (IMO 8806242). Her previous owner was Livestock Express BV (Netherlands). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776).

2 detentions: in 2014 and in 2023 in Portland (State of Victoria, Australia).

The vessel was inspected at least 92 times since 2000 totalling 180 deficiencies.

In 2019-2020, she was inspected 8 times in total, 1 in Geraldton (State of Western Australia, Australia), 1 in Townsville (State of Queensland, Australia), 2 in Darwin (Northern Territory, Australia), 2 in Fremantle (State of Western Australia, Australia) and 2 in Seattle (State of Washington, United States of America), totalling 14 deficiencies.



In 2021-2023, she was inspected 9 times in total, 1 in Broome (State of Western Australia, Australia), 1 in Valletta (Malta), 3 in Portland (State of Victoria, Australia), 3 in Darwin (Northern Territory, Australia) and 1 in Fremantle (State of Western Australia, Australia), totalling 15 deficiencies. She was detained in Portland. Grounds for detention include deficiencies with regard to fire safety and structural condition.

In 2024-2025, she was inspected 10 times in total, 1 in Seattle (State of Washington, United States of America), 3 in Darwin (Northern Territory, Australia), 2 in Portland (State of Victoria, Australia), 1 in Piraeus (Greece), 1 in Beirut (Lebanon) and 2 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), totalling 9 deficiencies.

Adriatic Rose ex-Bison Express (until July 2025) IMO 9115949			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Structural Conditions	7	Structural Conditions	4
Fire safety	4	Life saving appliances	2
Maritime Labour Convention-2006	4	Certificates and documents	1
Emergency systems	2	Maritime Labour Convention-2006	1
Life saving appliances	2	Propulsion and Auxiliary Machinery	1
Propulsion and Auxiliary Machinery	2		
Water/Weathertight conditions	2		
Certificates and documents	1		
ISM	1		
Pollution prevention MARPOL Annex I	1		
Pollution prevention MARPOL Annex V	1		
Radio Communications	1		
Safety of navigation	1		
	29		9

On May 22, 2007, in Portland (State of Victoria, Australia), the *Bison Express* collided with the bulk carrier *Portland*. The investigation concluded that inexperience of the pilot and captain of the *Bison Express* was a contributing factor.

On June 27, 2012, the Australian police received a distress call from a boat 107 miles from Christmas Island (near the island of Java, Indonesia) within Indonesia's search and rescue zone. The *Bison Express*, which had passed close to the ship earlier, had also sent to the Australian authorities a photo of the boat full of refugees. It was 10.11 a.m. The captain of the *Bison Express* cited technical reasons for not launching his lifeboats. Australia alerts Indonesia and dispatches the patrol vessel HMAS *Maitland* and the hydrographic survey vessel HMAS *Leeuwin* to the scene. Australia also asks the *Bison Express* to remain in the area and requests assistance from the 23-metre-long Australian-flagged tugboat *Tancred*, which was on her maiden voyage after being built in China. At 11.36 a.m., the migrants' boat capsized. The *Tancred* rescued 68 refugees, the *Maitland* 53 refugees, and the *Bison Express*, which had deployed nets and lifeboats, rescued 9.

On March 17, 2016, the *Bison Express* loaded 1,764 head of cattle in Townsville (State of Queensland, Australia) bound for Viet Nam. The weather in the days before loading was very wet (174 mm) and the ground had become muddy and slippery. 117 lame cattle were refused loading. 25 died during

the journey, 16 of which were unable to stand, representing a mortality rate of 1.42%. There was no veterinarian.

On May 27, 2016, the *Bison Express* loaded 2,451 head of cattle in Geraldton (State of Western Australia, Australia) bound for Viet Nam. 15 died during the journey, including 10 because they were too weak to stand and 2 from pneumonia, a mortality rate of 0.61%, exceeding the permissible rate of 0.5% for journeys of less than 10 days. There was no veterinarian.

On November 10, 2018, the *Bison Express* loaded 1,827 head of cattle in Fremantle, bound for Hai Phong (Viet Nam, arrival on November 26). Four died during the voyage. There was no veterinarian. The ship was forced to stop for 2 days in Geraldton due to an engine problem.

On December 11, 2018, the *Bison Express* loaded 1,477 head of cattle in Fremantle (State of Western Australia, Australia) bound for Huanghua (China, arrival on January 1). Two died during the journey. There was no veterinarian. Animals on decks 3 and 4 were reported to be the most affected by temperature fluctuations (20°C on departure, 31°C at the equator, below 0°C on arrival).

On March 12, 2019, the *Bison Express* loaded 1,845 cattle in Townsville (Queensland, Australia) bound for Viet Nam. During the journey that lasted 11 days, 53 animals died, representing 2.87% of the total. Some showed signs of weakness before loading and were loaded in violation of the ASEL (Australian Standards for the Export of Livestock). Two cattle were euthanised after falling on the 8th day of the journey, when the sea was very rough. Others died from injuries sustained during loading, pneumonia or heat stress.

On June 8, 2019, the *Bison Express* left Darwin (Northern Territory, Australia) with 2,488 head of cattle bound for Subic (Philippines, arrival on June 15). Three died during the journey. There was no veterinarian. Problems began during loading: a large step down from the loading ramp to the deck, and the ramp from the top deck onto Deck 4 was very slippery. The cattle had to wait 16 hours before being given food and water, whereas Australian regulations stipulate a maximum waiting time of 12 hours. Faeces and other waste fell into the feed troughs from the upper decks. Whilst waiting for unloading at Subic, the Australian observer reported that some pens became very dirty, some cattle refused to lie down on the floor, no cleaning or additional bedding was provided during this period. During unloading, the observer noted that the stockperson was absent for 9 hours, in breach of Australian regulations.

On September 7, 2019, the *Bison Express* left Darwin with 2,693 head of cattle bound for Jakarta (Indonesia, arrival on September 12). There was no veterinarian. In 6 pens, there were water leaks due to corrosion of the pipes, and again due to corrosion, some gates were difficult to open and close, which complicated the loading and unloading of the cattle. The observer noted: "if these issues were not properly remediated, they could become a greater problem on longer voyages at hotter times of the year."

ISM manager: Devon Ship Management Ltd (Türkiye) since July 10, 2025 (not negatively listed).

Ship risk profile: 2 points, standard risk ship.

Location, June 6, 2026: Atlantic Ocean, en route from Beirut (Lebanon) to Montevideo (Uruguay).



Al Kuwait

IMO 9590931



Al Kuwait, June 2023, Cartagena (Spain)

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Al Kuwait (ex-Ocean Shearer). IMO 9590931. Length 189 m. 16,110 deadweight t. Built in 2016 in Wafangdian (China) by STX Dalian for the transport of livestock. 10 years old.

Kuwait flag since March 2020; flag performing not ranked. Previously registered in Singapore (2016). Classification society RINA (IACS, Italy) since August 2024, high performing. Previously Det Norske Veritas (IACS, Norway).

Owned by a single -ship Livestock Transport registered in Kuwait.

No detentions.

The vessel was inspected at least 32 times totalling 18 deficiencies.

In 2019-2020, she was inspected 7 times in total, 1 in Cartagena (Spain), 2 in Rio Grande (State of Rio Grande do Sul, Brazil), 1 in Imbituba (State of Santa Catarina, Brazil), 2 in Townsville (State of Queensland, Australia), 1 in Fremantle (State of Western Australia, Australia). Only one deficiency was reported.

In 2021-2023, she was inspected 7 times in total, 3 in Fremantle (State of Western Australia, Australia), 1 in Rio Grande (State of Rio Grande do Sul, Brazil), 1 in Cartagena (Spain), 1 in São Sebastião (State of Sao Paulo, Brazil) and 1 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) totalling 5 deficiencies.

In 2024-2025, she was inspected 14 times in total, 2 in Rio Grande (State of Rio Grande do Sul, Brazil), 1 in Cape Town (South Africa), 5 in São Sebastião (State of Sao Paulo, Brazil), 1 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), 1 in Cartagena (Spain) and 4 in Fremantle (State of Western Australia, Australia) totalling 14 deficiencies.



<i>Al Kuwait</i> IMO 9590931			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Fire safety	2	Certificates and documents	5
Safety of navigation	1	Propulsion and Auxiliary Machinery	2
Water/Weathertight conditions	1	Emergency systems	2
Certificates and documents	1	Maritime Labour Convention-2006	2
Structural Conditions	1	Water/Weathertight conditions	1
		Working-Living Conditions	1
		Pollution prevention MARPOL Annex IV	1
	6		14

The *Al Kuwait* loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on September 20, 2025, reached Umm Qasr (Iraq) on October 13 (23 days' voyage), made a technical stopover in Khor Fakkan (United Arab Emirates) on October 18, loaded livestock in Fremantle (State of Western Australia, Australia) on November 9, reached Dammam (Saudi Arabia) on November 21 (12 days' voyage), Kuwait (Kuwait) on November 23 (14 days' voyage), Hamad (Qatar) on November 26 (16 days' voyage), Muscat (Oman) on November 28 (18 days' voyage), Fujairah (United Arab Emirates) on December 1 (21 days' voyage), loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on January 10, 2026 and reached Umm Qasr (Iraq) on February 2 (23 days' voyage).

The *Al Kuwait* was purchased in 2020 by Livestock Transport for 53 million dollars.

In February 2024, when the *Al Kuwait* called at Cape Town (South Africa), pestilential odours originating from the vessel generated widespread public complaints. The inspection revealed conditions on board that raised serious animal welfare and hygiene concerns. The ship had departed Rio Grande, south of Brazil, with 19,000 cattle bound for Iraq. Some animals were dead, others had to be euthanized or were suffering respiratory problems and infections, standing in accumulations of faeces, urine, bedding and feed residues. Cleaning procedures on board were not followed. The *Al Kuwait* left after 2 days in port. According to the master, pens were to be later cleaned at sea, waste and carcasses will be discharged in the ocean off the African coast. Protesters and NGOs in Capetown asked for a legal move and the ban of livestock transport in South African waters.

The *Al Kuwait* had left Brazil on February 9. She docked at Umm Qasr (Iraq) on March 6. A 16,000-km and 25-day-long voyage.

Extract from the press release "[Coke and livestock at sea](#)", November 26, 2025.

Before arriving empty on November 1, 2025 in Perth, Western Australia, and loading sheep bound for Qatar, one or more crew members of the *Al Kuwait* threw at least 525 kg of cocaine with the value on the local market of 111 million US\$ (96 million €) into the sea off Lancelin, 125 km north of Perth. The cocaine bales, attached to blue plastic barrels, were recovered by fishermen, the Western Australian Police and the Federal Police. The cocaine is from South America.





© Western Australia Police

Three Australians who attempted to recover the “goods” were arrested, as was the Croatian chief engineer of *Al Kuwait*. Under Australian law, the offences under investigation carry a maximum penalty of life imprisonment.

ISM manager: Livestock Transport (Kuwait) since March 28, 2020 (not negatively listed).

Ship risk profile: 0 points, standard risk ship.

Location, June 9, 2026: Atlantic Ocean, en route from Hambantota (Sri Lanka) to Montevideo (Uruguay).



Bahijah

IMO 9360788



Bahijah, September 2022, Sines (Portugal)

© PATAV

Bahijah (ex-Ocean Outback, ex-Stella Pollux). IMO 9360788. Length 136 m. 7,907 deadweight t. Built in 2010 in Batam (Indonesia) by Nanindah Mutiara for the transport of livestock. 16 years old.

Marshall Islands flag since July 2017; white list. Previously registered in Singapore (2010). Classification society RINA (IACS, Italy) since the beginning; high performing.

Owned by Bassem Dabbah Shipping Inc registered in the Marshall Islands which reports a fleet of 2 livestock carriers, the *Bahijah* and the *Saleh* (IMO 9074925). Their ship manager and ISM manager is Korkyra Shipping Ltd (Croatia). Bassem Dabbah Shipping Inc appears to be a subsidiary of Israel's Dabbah Slaughterhouse.

Detained in 2013 in Algeciras (Spain).

The vessel was inspected at least 56 times since her building totalling 100 deficiencies.

In 2019-2020, she was inspected 5 times in total, 3 in Fremantle (State of Western Australia, Australia), 1 in Portland (Victoria, Australia) and 1 in Sines (Portugal) totalling 4 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.35).

In 2021-2023, she was inspected 5 times in total, 4 in Fremantle (State of Western Australia, Australia) and 1 in Sines (Portugal). Only one deficiency was reported (see report "64 EU-approved livestock carriers", 2024, p.64-65).

In 2024-2025, she was inspected 5 times in total, 3 in Fremantle (State of Western Australia, Australia), 1 in Rio Grande (State of Rio Grande do Sul, Brazil) and 1 in Sines (Portugal), totalling 2 deficiencies.



<i>Bahijah</i> IMO 9360788			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Structural Conditions	2	Fire safety	1
Fire safety	1	Life saving appliances	1
Life saving appliances	1		
Propulsion and Auxiliary Machinery	1		
	5		2

In May 2014, as the Wellard ship *Ocean Outback* she was diverted to Viet Nam with 7,000 cattle originally bound for the Middle East after one her two engines broke down.

In December 2015, the *Ocean Outback* was stranded off Fremantle (State of Western Australia, Australia) for 2 weeks after suffering an engine failure shortly before departure. The 5,600 cattle and 7,400 sheep destined for Israel were offloaded. 3 cattle and over 30 sheep had died. The *Ocean Outback* eventually left Fremantle to Viet Nam 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 *S. Aras*). The *Ocean Outback* was sold in 2017 for 26 million US\$ to a subsidiary of the Israeli Dabbah Slaughterhouse.

On January 5, 2024, the *Bahijah* had loaded 14,000 sheep and 2,500 cattle bound for Eilat (Israel). She was ordered to turn back on January 19 due to the risky situation in the Red Sea - the *Bahijah* was linked to Israeli interests - and returned to Fremantle on January 29. The livestock had been unloaded and transported by truck to feedlots in Western Australia. During this first part of the voyage, 4 cattle and 64 sheep had died.

The *Bahijah* left Fremantle on March 3 and circumnavigated South Africa via the Cape of Good Hope to avoid possible reprisals from the Houthi rebellion in the Red Sea and reach Israel through the Mediterranean Sea. The waters off the Cape of Good Hope are known for their rough seas. The exporter's decision to take the route around the Cape of Good Hope had not been approved by the Australian Department of Agriculture.

The *Bahijah* (ex-*Ocean Outback*) arrived in the Israeli port of Haifa on April 6, 2024 after a 34-day voyage. The usual journey between Fremantle and Eilat via the Red Sea takes an average of 13 to 14 days.

The *Bahijah* made a technical stopover in Naples (Italy) on October 12, 2025, loaded livestock in Montevideo (Montevideo Department, Uruguay) on November 17, made a technical stopover in Cartagena (Spain) on December 2, reached Haifa (Israel) on December 7 (20 days' voyage), loaded livestock in Sines (Portugal) on January 3, 2026, reached Haifa (Israel) on January 10 (7 days' voyage), made a technical stopover in Cartagena (Spain) on January 19, in Las Palmas (Canary Islands, Spain) on January 23, reached Rio Grande (State of Rio Grande do Sul, Brazil) on February 3 and Montevideo (Montevideo Department, Uruguay) on February 5.

ISM manager: Korkyra Shipping Ltd (Croatia) since August 3, 2018 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: at anchor in Montevideo (Uruguay).

Brahman Express

IMO 9238416



Brahman Express, February 14, 2020, Fremantle (State of Western Australia, Australia)

© Brian Wayne Scott

Brahman Express. IMO 9238416. Length 133 m. 5,612 deadweight t. Built in 2002 in Waterhuizen (Netherlands) by Van Diepen for the transport of livestock. 24 years old.

Portuguese flag since June 2026; white list. Previously registered in Luxemburg (2019). Classification society RINA (IACS, Italy), high performing. Previously Bureau Veritas (IACS, France).

Owned by a single-ship company Livestock Carrier 2 BV registered in the Netherlands. The *Brahman Express* is managed by Livestock Express BV (Netherlands) which is also acting as ISM manager and which reports a fleet of 11 livestock carriers as ship and/or ISM manager, the *Brahman Express*, the *Friesian Express* (IMO 9803388), the *Gudali Express* (IMO 9764972), the *Greyman Express* (IMO 9733777), the *Gloucester Express* (IMO 9733765), the *Girolando Express* (IMO 9640750), the *Gelbray Express* (IMO 9621211), the *Ganado Express* (IMO 9621209), the *Galloway Express* (IMO 9621194), the *Shorthorn Express* (IMO 9167318) and the *Murray Express* (IMO 9103960). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776).

No detentions.

The vessel was inspected at least 74 times since 2002 totalling 105 deficiencies.

In 2019-2020, she was inspected 8 times in total, 3 in Fremantle (State of Western Australia, Australia), 1 in Novorossiysk (Russia), 1 in Philadelphia (State of Pennsylvania, United States of America), 1 in Portland (State of Victoria, Australia), 1 in Townsville (State of Queensland, Australia), and 1 in Vung Ang (Viet Nam), totalling 14 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.44). In 2021-2023, she was inspected 8 times in total, 5 in Darwin (Northern Territory, Australia) and 3 in Fremantle (State of Western Australia, Australia), totalling 10 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.68-69).

In 2024-2025, she was inspected 8 times in total, 2 in Darwin (Northern Territory, Australia), 1 in Subic (Philippines), 2 in Townsville (State of Queensland, Australia), 1 in Haiphong (Viet Nam), and 2 in Fremantle (State of Western Australia, Australia), totalling 11 deficiencies.

Brahman Express IMO 9238416			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Fire safety	6	Certificates and documents	3
Life saving appliances	4	Fire safety	2
Maritime Labour Convention-2006	3	Structural Conditions	2
Certificates and documents	2	Emergency systems	1
Emergency systems	2	Life saving appliances	1
Propulsion and Auxiliary Machinery	2	Propulsion and Auxiliary Machinery	1
Radio Communications	2	Water/Weathertight conditions	1
Safety of navigation	2		
Pollution prevention MARPOL Annex I	1		
	24		11

On February 8, 2019, the *Brahman Express* left Fremantle (State of Western Australia, Australia) with 5,004 sheep and 2,649 head of cattle bound for Eilat (Israel). 30 sheep and 2 cattle died. Most of the sheep died of inanition or respiratory disease. A veterinarian was present on board. Throughout the journey, the sheep, loaded onto decks 4 and 5 (out of 5), suffered from the heat. They were breathing rapidly. The amount of fodder had been miscalculated and for the first 13 days, the sheep were on a restricted diet. The *Brahman Express* arrived in Eilat on February 26.

On October 3, 2023, the *Brahman Express* left Darwin (Northern Territory, Australia) bound for Panjang (West Sumatra Province, Indonesia) after loading 3,600 head of cattle. An engine room fire broke out soon after departure. The crew managed to contain it, and the Australian Maritime Safety Authority ordered the *Brahman Express* to return to Darwin to unload the cattle. The *Brahman Express* docked in Darwin on Friday, October 6. The cattle were unloaded on Saturday, and around 2,000 of them were loaded onto the *Galloway Express*, another Vroon BV vessel scheduled to depart the following day. The *Brahman Express* left Darwin on October 24, towed by the *Alp Winger*, bound for the Sembawang ship repair yard in Singapore.

On March 14, 2024, the *Brahman Express* left Darwin bound for Panjang. According to sources, the cargo consists of between 2,400 and 3,300 cattle. Upon arrival on March 19, between 100 and 151 cattle had died during the voyage, a mortality rate of 4 to 4.5%. Nervous coccidiosis, a disease caused by intestinal parasites, was identified as one possible explanation for the mortality event. However, the DAFF (Department of Agriculture, Fisheries and Forestry) has not ruled out botulism caused by contamination of feed or drinking water. The DAFF's official investigation report has still not been published.

ISM manager: Livestock Express BV (Netherlands) since January 1, 2015 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: at anchor in Singapore.



Devon V

IMO 9142590



Devon V, January 9, 2026, Rio Grande (State of Rio Grande do Sul, Brazil)

© Marcelo Vieira

Devon V (ex-*Devon*, ex-*Devon Express*, ex-*Jackaroo*, ex-*Devon Express*). IMO 9142590. Length 117 m. 3656 deadweight t. Built in 1997 in Waterhuizen (Netherlands) by Van Diepen for the transport of livestock. 29 years old.

Portuguese flag since December 2025; white list. Previously registered in Panama (2019). Classification society RINA (IACS, Italy) since September 2017, high performing. Previously Bureau Veritas (IACS, France).

Owned since October 26, 2025 by a single -ship company Bovicom Shipmanagement BV registered in the Netherlands. She was previously managed by Livestock Express BV (Netherlands). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776).

Detained in 2012 in Portland (State of Victoria, Australia).

The vessel was inspected at least 83 times since 2000 totalling 124 deficiencies as a livestock carrier.

In 2021-2023, she was inspected 13 times in total, 10 in Darwin (Northern Territory, Australia), 1 in Seattle (State of Washington, United States of America), 1 in Gresik (Indonesia), and 1 in Hong Kong (China), totalling 19 deficiencies.

In 2024-2025, she was inspected 5 times in total, 4 in Darwin (Northern Territory, Australia) and 1 in Brisbane (State of Queensland, Australia), totalling 5 deficiencies.



Devon V IMO 9142590			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Structural Safety	5	Propulsion and Auxiliary Machinery	2
Fire Safety	4	Safety of navigation	1
Working-Living Conditions	3	Fire Safety	1
Water/Weathertight conditions	3	Structural Safety	1
Structural Conditions	3		
Live saving appliances	1		
	19		5

ISM manager: Livestock Express Pte Ltd (Singapore) since December 4, 2025 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: Atlantic Ocean, en route from Montevideo (Uruguay) to Haifa (Israel).



Friesian Express

IMO 9803388



Friesian Express, February 27, 2026, Fremantle (State of Western Australia, Australia)

© GERALDINenz

Friesian Express (ex-Aurochs, ex-GL Kaihou). IMO 9803388. Length 84 m. 2,546 deadweight t. Built in 2017 in Daishan County (China) by Tsuneishi Zhoushan for the transport of livestock. 9 years old.

Portuguese flag since December 2023; white list. Previously registered in Panama (2017). Classification society RINA (IACS, Italy) since December 2023, high performing. Previously Nippon Kaiji Kyokai (IACS, Japan).

Owned by a single-ship company Bison Express BV registered in the Netherlands. The *Friesian Express* is managed by Livestock Express BV (Netherlands) which is also acting as ISM manager and which reports a fleet of 11 livestock carriers as ship and/or ISM manager, the *Friesian Express* (IMO 9803388), the *Gudali Express* (IMO 9764972), the *Greyman Express* (IMO 9733777), the *Gloucester Express* (IMO 9733765), the *Girolando Express* (IMO 9640750), the *Gelbray Express* (IMO 9621211), the *Ganado Express* (IMO 9621209), the *Galloway Express* (IMO 9621194), the *Brahman Express* (IMO 9238416), the *Shorthorn Express* (IMO 9167318), and the *Murray Express* (IMO 9103960). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776).

No detentions.

The vessel was inspected at least 20 times since 2017 totalling 26 deficiencies as a livestock carrier.

In 2021-2023, she was inspected 6 times in total, 1 in Subic (Philippines), 3 in Darwin (Northern Territory, Australia), 1 in Broome (State of Western Australia, Australia), and 1 in Port Adelaide (State of South Australia, Australia), totalling 13 deficiencies.

In 2024-2025, she was inspected 5 times in total, 1 in Portland (State of Victoria, Australia) and 4 in Darwin (Northern Territory, Australia), totalling 4 deficiencies.



<i>Friesian Express</i> IMO 9803388			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Certificates et documents	3	Life saving appliances	2
Life saving appliances	3	Safety of navigation	1
Safety of navigation	3	Fire safety	1
Fire safety	3		
Radio Communications	1		
	13		4

ISM manager: Livestock Express Bv (Netherlands) since December 31, 2023 (not negatively listed).

Ship risk profile: 0 points, standard risk ship.

Location, June 9, 2026: Java Sea, en route from Darwin (Northern Territory, Australia) to Jakarta (Java Island, Indonesia).



Galloway Express

IMO 9621194



Galloway Express, September 27, 2022, Port Adelaide (State of South Australia, Australia)

© Trevor Powell

Galloway Express. IMO 9621194. Length 135 m. 5,488 deadweight t. Built in 2013 in Dongguan (China) by COSCO Guangdong for the transport of livestock. 13 years old.

Portuguese flag since August 2023; white list. Previously registered in Singapore (2013). Classification society RINA (IACS, Italy) since June 2017, high performing. Previously Bureau Veritas (IACS, France).

Owned since November 26, 2025 by Livestock Carrier 5 BV registered in the Netherlands which reports a fleet of 2 livestock carriers, the *Galloway Express* and her sistership the *Ganado Express* (IMO 9621209). The *Galloway Express* is managed by Livestock Express BV (Netherlands) which reports a fleet of 11 livestock carriers as ship manager and ISM manager, the *Galloway Express*, her sistership the *Ganado Express*, the *Murray Express* (IMO 9103960), the *Shorthorn Express* (IMO 9167318), the *Brahman Express* (IMO 9238416), the *Gelbray Express* (IMO 9621211), the *Girolando Express* (IMO 9640750), the *Gloucester Express* (IMO 9733765), the *Greyman Express* (IMO 9733777), the *Gudali Express* (IMO 9764972) and the *Friesian Express* (IMO 9803388). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776).

No detentions.

The vessel was inspected at least 35 times since 2013 totalling 31 deficiencies.

In 2019-2020, she was inspected 4 times in total, 2 in Townsville (State of Queensland, Australia), 1 in Subic (Province of Zambales, Philippines) and 1 in Montevideo (Montevideo Department, Uruguay), totalling 3 deficiencies.

In 2021-2023, she was inspected 10 times in total, 1 in Seattle (State of Washington, United States of America), 3 in Fremantle (State of Western Australia, Australia), 4 in Darwin (Northern Territory, Australia) and 2 in Townsville (State of Queensland, Australia), totalling 5 deficiencies.

In 2024-2025, she was inspected 3 times in total, 1 in Darwin (Northern Territory, Australia), 1 in Montevideo (Montevideo Department, Uruguay) and 1 in Valletta (Malta). No deficiencies were reported.

Galloway Express IMO 9621194			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Pollution prevention MARPOL Annex I	2		
Alarms	1		
Certificates and documents	1		
Emergency systems	1		
Fire safety	1		
Maritime Labour Convention-2006	1		
Propulsion and Auxiliary Machinery	1		
	8		0

On March 13, 2018, while the *Galloway Express* was en route to Townsville (State of Queensland, Australia), Arnel Gillo, a 45-year-old Filipino seaman, fell overboard into the Flores Sea. As soon as his disappearance was detected, the ship turned back, a search was conducted for 39 hours and the Indonesian authorities were alerted. The search was in vain. The Australian Maritime Safety Authority was informed the following day. The ship arrived in Townsville on March 20. The official investigation did not reveal any sign of foul play.

In August 2019, during a 14-day voyage from Fremantle (State of Western Australia, Australia) to Ningbo (Zhejiang Province, China) with 1,812 cows on board, the *Galloway Express* experienced engine problems on the 6th day. She stopped for 6 hours to carry out repairs. The accredited veterinarian noted that the sun was heating the walls and upper deck and that heat from the engine room was warming lower decks. The animals were subjected to high temperatures (up to 33°C) and 14 cows died during the journey, a figure considered "normal" by the Australian authorities.

The *Galloway Express* loaded livestock in Montevideo (Montevideo Department, Uruguay) on September 23, 2025, reached Haifa (Israel) on October 14 (21 days' voyage), loaded livestock in Montevideo on November 8, reached Haifa on November 30 (22 days' voyage), loaded livestock in Montevideo (Montevideo Department, Uruguay) on December 24, reached Ashdod (Israel) on January 16, 2026 (23 days' voyage), loaded livestock in Montevideo (Montevideo Department, Uruguay) on February 10 and is sailing for Haifa (Israel).

The *Galloway Express* from Montevideo (Uruguay) unloaded cattle in Ashdod (Israel) on March 4, 2026. She was in an area affected by armed conflict and regional instability. On March 11, she is en route to the Strait of Gibraltar.

ISM manager: Livestock Express BV (Netherlands) since May 1, 2015 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: Atlantic Ocean, en route from Montevideo (Uruguay) to Ashdod (Israel).



Ganado Express

IMO 9621209



Ganado Express, December 2022, Sines (Portugal)

© PATAV

Ganado Express (ex-*Gebray Express*). IMO 9621209. Length 135 m. 5,488 deadweight t. Built in 2013 in Dongguan (China) by COSCO Guangdong for the transport of livestock. 13 years old.

Portuguese flag since August 2023; white list. Previously registered in Singapore (2013). Classification society RINA (IACS, Italy) since October 2017, high performing. Previously China Classification Society (IACS, China).

Owned since November 25, 2025 by Livestock Carrier 5 BV registered in the Netherlands which reports a fleet of 2 livestock carriers, the *Ganado Express* and her sistership the *Galloway Express* (IMO 9621194). The *Ganado Express* is managed by Livestock Express BV (Netherlands) which reports a fleet of 11 livestock carriers as ship manager and ISM manager, the *Ganado Express*, the *Galloway Express*, the *Murray Express* (IMO 9103960), the *Shorthorn Express* (IMO 9167318), the *Brahman Express* (IMO 9238416), the *Gelbray Express* (IMO 9621211), the *Girolando Express* (IMO 9640750), the *Gloucester Express* (IMO 9733765), the *Greyman Express* (IMO 9733777), the *Gudali Express* (IMO 9764972) and the *Friesian Express* (IMO 9803388). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776).

No detentions.

The vessel was inspected at least 37 times since 2014 totalling 47 deficiencies.

In 2019-2020, she was inspected 4 times in Townsville (State of Queensland, Australia), totalling 3 deficiencies.

In 2021-2023, she was inspected 9 times in total, 1 in Ashdod (Israel), 1 in Darwin (Northern Territory, Australia), 1 in Greenore (Ireland), 2 in Sines (Portugal), 2 in Townsville (State of Queensland, Australia) and 2 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), totalling 22 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.96-97).

In 2024-2025, she was inspected 6 times in total, 1 in Galveston (State of Texas, United States of America), 3 in Portland (State of Victoria, Australia), 1 in Townsville (State of Queensland, Australia) and 1 in Darwin (Northern Territory, Australia), totalling 5 deficiencies.

Ganado Express IMO 9621209			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	4	Fire safety	2
Fire safety	4	Maritime Labour Convention-2006	1
Propulsion and Auxiliary Machinery	3	Emergency systems	1
Life saving appliances	3	Certificates and documents	1
Emergency systems	3		
Pollution prevention MARPOL Annex I	3		
Alarms	1		
Structural Conditions	1		
Water/Weathertight conditions	1		
Dangerous goods	1		
Maritime Labour Convention-2006	1		
	25		5

In April 2019, the *Ganado Express* left Townsville (State of Queensland, Australia) bound for Hai Phong (Viet Nam) with 2,295 cattle on board. Mechanical issues slowed her progress. The journey took 15 days, 3 days longer than planned. However, no animal welfare issues were reported by the independent observer on board.

On May 29, 2019, the *Ganado Express* left Fremantle (State of Western Australia, Australia) bound for Huanghua (Hebei Province, China) with 1,832 cattle on board. She was forced to stop between 10 and 12 June due to engine failure. There was enough feed on board to compensate for this delay and the ship arrived in Huanhua on June 13. The mortality rate was 1.36% (25 deaths, including 16 from gastroenteritis), a rate that triggered an investigation by the Australian authorities. The majority of deaths occurred during the period when the temperature was highest and on the hottest decks.

On July 22, 2019, the *Ganado Express* left Townsville bound for Hai Phong with 2,377 cattle on board. The voyage duration was extended by another engine problem and difficult weather conditions (typhoon), forcing the crew to ration the animals during the last 2 days. Eight animals died during the voyage.

In November 2023, concerns were again raised regarding the *Ganado Express*. Her departure from Greenore (Ireland) bound for Haifa (Israel) with 3,397 cattle prompted criticism from the NGO Ethical Farming Ireland. Ethical Farming Ireland argued that the vessel should not have departed in weather conditions forecast to exceed force 6 (weather forecasts was predicting force 7 winds)..

In January 2024, the *Ganado Express* made another journey from Ireland to Israel with 3,304 young cattle. Upon arrival, the NGO Israel Against Live Shipments noted that the animals were covered in excrement, sick (diarrhoea, ringworm, respiratory problems), and some had gone blind due to high ammonium levels. In its letter to the Irish Department of Agriculture on this subject, Ethical Farming Ireland wrote: "It is clear that the *Ganado Express* does not have an adequate ventilation system and the crew are not sufficiently trained in animal husbandry." "This vessel should not be permitted to transport any more cattle from Ireland. It is also apparent that procedures for observing animals at loading need to be reviewed."

These incidents appear inconsistent with the image of responsible livestock transport promoted by Vroon in its public communications.

The *Ganado Express* loaded livestock in Portland (State of Victoria, Australia) on October 12, 2025, reached Tianjin (China) on October 28 (16 days' voyage), loaded livestock in Darwin on November 10, reached Jakarta (Java Island, Indonesia) on November 15 (5 days' voyage), loaded livestock in Darwin (Northern Territory, Australia) on November 26, reached Panjang (West Sumatra Province, Indonesia) on November 30 (4 days' voyage), loaded livestock in Darwin on December 7, reached Panjang on December 11 (4 days' voyage) and Jakarta on December 12 (5 days' voyage), loaded livestock in Darwin on December 20, reached Jakarta on December 24 (4 days' voyage), loaded livestock in Fremantle (State of Western Australia, Australia) on January 3, 2026, reached Quy Nhon (Province of Binh Dinh, Viet Nam) on January 12 (9 days' voyage), loaded livestock in Darwin on January 28, reached Belawan (North Sumatra Province, Indonesia) on February 4 (5 days' voyage) and reached Muara (Brunei) on February 8 and Bintulu (State of Sarawak, Malaysia) on February 10.

ISM manager: Livestock Express BV (Netherlands) since February 22, 2017 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: Atlantic Ocean, off the coast of Morocco.



Gelbray Express

IMO 9621211



Gelbray Express, April 14, 2019, Napier (New Zealand)

© gwrDave

Gelbray Express. IMO 9621211. Length 135 m. 5,488 deadweight t. Built in 2014 in Dongguan (China) by COSCO Guangdong for the transport of livestock. 12 years old.

Portuguese flag since July 2023; white list. Previously registered in Singapore (2014).

Classification society RINA (IACS, Italy) since February 2024, high performing. Previously China Classification Society (IACS, China).

Owned since November 26, 2025 by a single -ship company Livestock Carrier 7 BV registered in the Netherlands. The *Gelbray Express* is managed by Livestock Express BV (Netherlands) which reports a fleet of 11 livestock carriers as ship and ISM manager, the *Gelbray Express*, the *Galloway Express* (IMO 9621194), the *Ganado Express* (IMO 9621209), the *Murray Express* (IMO 9103960), the *Shorthorn Express* (IMO 9167318), the *Brahman Express* (IMO 9238416), the *Girolando Express* (IMO 9640750), the *Gloucester Express* (IMO 9733765), the *Greyman Express* (IMO 9733777), the *Gudali Express* (IMO 9764972) and the *Friesian Express* (IMO 9803388). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776). Previously owned by Livestock Carrier 5 Pte Ltd (Netherlands).

2 detentions: in 2017 in Fremantle (State of Western Australia, Australia) and in 2018 in Philadelphia (State of Pennsylvania, United States of America).

The vessel was inspected at least 45 times since 2014 totalling 57 deficiencies.

In 2019-2020, she was inspected 4 times in total, 1 in Fremantle (State of Western Australia, Australia), 2 in Geelong (State of Victoria, Australia) and 1 in Quang Binh (Viet Nam), totalling 3 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.62).

In 2021-2023, she was inspected 10 times in total, 4 in Townsville (State of Queensland, Australia), 1 in Vung Ang (Viet Nam), 4 in Darwin (Northern Territory, Australia) and 1 in Haiphong (Viet Nam), totalling 13 deficiencies.

In 2024-2025, she was inspected 8 times in total, 3 in Fremantle (State of Western Australia, Australia), 2 in Darwin (Northern Territory, Australia), 2 in Broome (State of Western Australia, Australia) and 1 in Talcahuano (Chile), totalling 12 deficiencies.

Gelbray Express IMO 9621211			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Safety of navigation	3	Fire safety	3
Emergency systems	2	Structural Conditions	3
Fire safety	1	Emergency systems	2
Pollution prevention MARPOL Annex I	1	Alarms	1
Certificates and documents	1	Life saving appliances	1
ISPS	1	Maritime Labour Convention-2006	1
Life saving appliances	1	Propulsion and Auxiliary Machinery	1
Maritime Labour Convention-2006	1		
Propulsion and Auxiliary Machinery	1		
Radio Communications	1		
Water/Weathertight conditions	1		
Working-Living Conditions	1		
	16		12

On August 3, 2019, the *Gelbray Express* left Portland (State of Victoria, Australia) with 3,942 head of cattle bound for Yantai (China, arrival on August 19). One cow died during the voyage. There was no veterinarian. The animals were reported to be affected by heat conditions on decks 4 and 5. The bedding was slow to dry and a 5-cm layer of mud covered the floor of most of the pens. In other pens, there was no bedding at all. Despite repeated requests from the stockperson, ventilation was only increased for 3 days. Veterinary medicines were not stored properly.

On August 31, 2019, the *Gelbray Express* left the port of Darwin (Northern Territory, Australia) bound for Jakarta (Indonesia) with 3,561 cattle on board. An engine failure forced her to anchor off the port for 12 hours.

ISM manager: Livestock Express BV (Netherlands) since May 1, 2015 (not negatively listed).

Ship risk profile: 0 points, standard risk ship.

Location, June 9, 2026: at anchor in Busan (South Korea).



Giolando Express

IMO 9640750



Giolando Express, livestock carrier, July 11, 2020, Darwin (Northern Territory, Australia)
© Chris Houghton

Giolando Express (ex-Guernsey Express). IMO 9640750. Length 135 m. 5,488 deadweight t. Built in 2014 in Dongguan (China) by COSCO Guangdong for the transport of livestock. 12 years old.

Portuguese flag since August 2023; white list. Previously registered in Singapore (2014). Classification society RINA (IACS, Italy) since April 2017, high performing. Previously Bureau Veritas (IACS, France).

Owned since November 25, 2025 by a single -ship company Livestock Carrier 4 BV registered in the Netherlands. The *Giolando Express* is managed by Livestock Express BV (Netherlands) which is also acting as ISM manager and which reports a fleet of 11 livestock carriers as ship and/or ISM manager, the *Friesian Express* (IMO 9803388), the *Gudali Express* (IMO 9764972), the *Greyman Express* (IMO 9733777), the *Gloucester Express* (IMO 9733765), the *Giolando Express* (IMO 9640750), the *Gelbray Express* (IMO 9621211), the *Ganado Express* (IMO 9621209), the *Galloway Express* (IMO 9621194), the *Brahman Express* (IMO 9238416), the *Shorthorn Express* (IMO 9167318), and the *Murray Express* (IMO 9103960). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776). Previous owner Livestock Carrier 2 BV.

Detained in 2018 in Townsville (State of Queensland, Australia).

The vessel was inspected at least 32 times since 2014 totalling 9 deficiencies.

In 2021-2023, she was inspected 6 times, 1 in Townsville (State of Queensland, Australia), 4 in Darwin (Northern Territory, Australia) and 1 in Seattle (United States of America). Only one deficiency was reported.

In 2024-2025, she was inspected 4 times in total, 1 in Fremantle (State of Western Australia, Australia) and 3 Darwin (Northern Territory, Australia), totalling 4 deficiencies.



<i>Girolando Express</i> IMO 9640750			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Propulsion and Auxiliary Machinery	1	Certificates et documents	1
		Working-Living Conditions	1
		Life saving appliances	1
		Fire safety	1
	1		4

On December 10, 2015, with 4,245 cattle on board, the *Girolando Express* suffered engine and steering problems while en route from Geelong (State of Victoria, Australia) to Huanghua (Hebei Province, China) and had to drop anchor off Port Phillip. After 4 days of repairs, the ship returned to Geelong to load a further consignment of animal feed.

On December 5, 2018, the *Girolando Express* loaded 3,253 head of cattle and 174 buffalo in Darwin (Northern Territory, Australia) bound for Panjang (Indonesia, arrival on December 9). One cow jumped into the sea from the loading ramp. She was recovered and euthanised. One cow and two buffalo died during the journey. There was no veterinarian on board.

On May 5, 2019, the *Girolando Express* left Townsville (State of Queensland, Australia) with 2,305 head of cattle bound for Thi Vai (Viet Nam, arrival on May 18). 14 died during the journey from respiratory diseases or injuries, representing a mortality rate of 0.61%. There was no veterinarian on board. The journey was extended by 3 days due to the vessel's reduced speed, and in Viet Nam, the animals waited for 24 hours in 32°C heat and 80% humidity before being unloaded. Animals on deck 5 were reported to be particularly affected by the heat and humidity. Two cattle died during the unloading delay on this deck.

On July 4, 2019, the *Girolando Express* left Darwin with 3,403 head of cattle bound for Jakarta (Indonesia, arriving on July 8). There was no veterinarian on board. The drinking troughs on the lower decks had been contaminated by debris falling from the upper decks and were rendered unusable for the entire journey. The cattle could only eat when the crew removed the debris. Feed supplies were insufficient for part of the voyage, resulting in restricted feeding over several days, particularly during the unloading process, which took 63 hours.

On August 5 and 6, 2019, the *Girolando Express* loaded 1,629 head of cattle and 809 buffalo in Darwin, bound for Viet Nam. The journey took 10 days for the buffalo, which were unloaded at Hon La, and 13 days for the cattle, which were unloaded at Phu My. There was no veterinarian on board. 5 cattle died during the voyage, representing a mortality rate of 0.31%, and 6 buffalo, a mortality rate of 0.74% which exceeded the threshold permitted by the Australian authorities for a 10-day journey (0.5%). Some animals died of disease, notably pneumonia, others from injuries caused by overcrowding. The captive-bolt device used for euthanasia reportedly malfunctioned. Similar equipment failures have been reported on other livestock voyages. It was necessary to resort to a lethal injection.



On September 12, 2019, the *Girolando Express* left Geraldton (State of Western Australia, Australia) with 1,742 head of cattle bound for Weifang (China, arrival on October 1). There was no veterinarian. On the 6th day, the vessel experienced mechanical issues. She continued on her way. On the 11th day, she dropped anchor and the crew carried out repairs themselves, resulting in a 24-hour delay. A large number of cattle had not been dehorned and some were aggressive. The animals housed on the decks close to the engine room suffered from the heat (rapid breathing, coughing, irritation...).

On December 2, 2019, the *Girolando Express* left Fremantle (State of Western Australia, Australia) bound for Weifang (China, arrival on December 15). Five animals died during the voyage, representing a mortality rate of 0.26%. There was no veterinarian on board. On the 11th and 12th days, the sea was rough and the animals ate very little. The largest cattle on deck 4 near the engine room suffered from the heat (30°C) before suffering from the cold on arrival (8°C).

ISM manager: Livestock Express BV (Netherlands) since October 27, 2019 (not negatively listed).

Ship risk profile: 0 points, standard risk ship.

Location, June 9, 2026: Jakarta (Java Island, Indonesia).



Gloucester Express

IMO 9733765



Gloucester Express, November 22, 2023, Fremantle (State of Western Australia, Australia)

© GERALDINenz

Gloucester Express. IMO 9733765. Length 135 m. 5,200 deadweight t. Built in 2016 in Dongguan (China) by COSCO Guangdong for the transport of livestock. 10 years old.

Portuguese flag since September 2023; white list. Previously registered in Singapore (2016). Classification society RINA (IACS, Italy) since November 2017, high performing. Previously Bureau Veritas (IACS, France).

Owned since November 26, 2025 by a single -ship company Livestock Carrier 8 BV registered in the Netherlands. The *Gloucester Express* is managed by Livestock Express BV (Netherlands) which is also acting as ISM manager and which reports a fleet of 11 vessels as ship and/or ISM manager including 11 livestock carriers, the *Friesian Express* (IMO 9803388), the *Gudali Express* (IMO 9764972), the *Greyman Express* (IMO 9733777), the *Gloucester Express*, the *Girolando Express* (IMO 9640750), the *Gelbray Express* (IMO 9621211), the *Ganado Express* (IMO 9621209), the *Galloway Express* (IMO 9621194), the *Brahman Express* (IMO 9238416), the *Shorthorn Express* (IMO 9167318), and the *Murray Express* (IMO 9103960). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776). Previous owner Murray Express BV.

No detentions.

The vessel was inspected at least 29 times since 2016 totalling 29 deficiencies.

In 2021-2023, she was inspected 11 times in total, 4 in Townsville (State of Queensland, Australia), 4 in Darwin (Northern Territory, Australia), 1 in Subic (Philippines) and 2 in Hong Kong (China) totalling 9 deficiencies.

In 2024-2025, she was inspected 4 times in Darwin (Northern Territory, Australia). Only one deficiency was reported.



Gloucester Express IMO 9733765			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Working-Living Conditions	3	Working-Living Conditions	1
Life saving appliances	3		
Fire safety	2		
Certificates and documents	1		
	9		1

On August 24, 2018, the *Gloucester Express* (5-deck vessel) left Geelong (State of Victoria, Australia) with 3,579 head of cattle bound for Dongying (China, arrival on September 12). A pregnant cow gave birth to a stillborn calf at full term (283 days). She was euthanised. Loading a cow that has been pregnant for more than 190 days is prohibited under Australian regulations. The incident was reportedly attributed to an error in pregnancy testing prior to loading. The cattle had to wait more than 12 hours after loading to be fed, in breach of the ASEL (Australian Standards for the Export of Livestock).

On September 28, 2018, the *Gloucester Express* left Fremantle (State of Western Australia, Australia) with 1,952 head of cattle bound for Huanghua (China, arrival on October 13). There was no veterinarian on board. Part of the water supply broke down during the voyage. The crew repaired it themselves. Due to a ventilation problem, engine exhaust fumes were inhaled by the cattle. The problem was only definitively resolved during modification works in January 2019. The pens had not been cleaned, even though the layer of mud on the floor was 10 cm thick. There was not enough sawdust to cover all the dirty floors.

On January 9, 2019, the *Gloucester Express* left Fremantle with 1,752 head of cattle bound for Huanghua (China, arrival on January 22). There was no veterinarian on board. Exhaust fumes were occasionally present on deck 5, the closest to the engine room and the hottest along with deck 4. The hatches were opened to ensure the air remained breathable. At the end of the voyage, some pens were muddy.

On April 6, 2019, the *Gloucester Express* left Portland (State of Victoria, Australia) with 3,649 head of cattle bound for Dongying (China, arrival on April 22). There was no veterinarian on board. Three animals died of respiratory diseases during the journey, and 2 suffocated whilst being unloaded. This time, all the decks were washed during the journey.

On June 22, 2019, the *Gloucester Express* left Darwin (Northern Territory, Australia) with 3,656 head of cattle bound for Jakarta (Indonesia, arrival on June 27). Three died during the journey, including 2 as a result of injuries sustained during loading. There was no veterinarian on board. Some pens were reported to be overcrowded at the start of the voyage and were later reorganised to comply with ASEL requirements. The animals were subsequently redistributed. Faces falling from the upper decks contaminated the water and feed in some pens in lower decks. The crew emptied the troughs containing contaminated water before refilling them with clean water.

ISM manager: Livestock Express BV (Netherlands) since January 18, 2016 (not negatively listed).

Ship risk profile: 0 points, standard risk ship.

Location, June 9, 2026: at anchor in Singapore.

Greyman Express

IMO 9733777



Greyman Express, December 8, 2025, Jakarta (Indonesia)

© Viktor

Greyman Express. IMO 9733777. Length 135 m. 5,488 deadweight t. Built in 2016 in Dongguan (China) by COSCO Guangdong for the transport of livestock. 10 years old.

Portuguese flag since August 2023; white list. Previously registered in Singapore (2016). Classification society RINA (IACS, Italy) since April 2017, high performing. Previously Bureau Veritas (IACS, France).

Owned since November 25, 2025 by a single -ship company Livestock Carrier 3 BV registered in the Netherlands. The *Greyman Express* is managed by Livestock Express BV (Netherlands) which is also acting as ISM manager and which reports a fleet of 11 vessels as ship and/or ISM manager including 11 livestock carriers, the *Friesian Express* (IMO 9803388), the *Gudali Express* (IMO 9764972), the *Greyman Express*, the *Gloucester Express* (IMO 9733765), the *Girolando Express* (IMO 9640750), the *Gelbray Express* (IMO 9621211), the *Ganado Express* (IMO 9621209), the *Galloway Express* (IMO 9621194), the *Brahman Express* (IMO 9238416), the *Shorthorn Express* (IMO 9167318), and the *Murray Express* (IMO 9103960). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776). Previous owner Bison Express BV (Netherlands).

No detentions.

The vessel was inspected at least 21 times since 2016 totalling 14 deficiencies as a livestock carrier.

In 2021-2023, she was inspected 5 times in total, 1 in Townsville, 1 in Portland and 1 in Darwin (Australia), and 2 in Talcahuano (Chile, 2 times). One deficiency was reported.

In 2024-2025, she was inspected 4 times in total, 2 in Townsville and 2 in Darwin (Australia). No deficiencies were reported.



<i>Greyman Express</i> IMO 9733777			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Certificates and documents	1		
	1		0

In June 2016, the *Greyman Express* travelled from Australia to Sihanoukville (Cambodia), bringing 2,760 heads of cattle. The journey marked the start of the cattle trade between Australia and Cambodia.

ISM manager: Livestock Express BV (Netherlands) since April 1, 2016 (not negatively listed).

Ship risk profile: 0 points, standard risk ship.

Location, June 9, 2026: Flores Sea, en route from Jakarta (Java Island, Indonesia) to Wyndham (State of Western Australia, Australia).



Gudali Express

IMO 9764972



Gudali Express, December 15, 2017, Fremantle (State of Western Australia, Australia)

© Brian Wayne Scott

Gudali Express. IMO 9764972. Length 135 m. 5,250 deadweight t. Built in 2016 in Dongguan (China) by COSCO Guangdong for the transport of livestock. 10 years old.

Portuguese flag since August 2023; white list. Previously registered in Singapore (2016). Classification society RINA (IACS, Italy) since May 2017, high performing. Previously Bureau Veritas (IACS, France).

Owned by a single -ship company Devon Express BV registered in the Netherlands. The *Gudali Express* is managed by Livestock Express BV (Netherlands) which is also acting as ISM manager and which reports a fleet of 11 vessels as ship and/or ISM manager including 11 livestock carriers, the *Friesian Express* (IMO 9803388), the *Gudali Express* (IMO 9764972), the *Greyman Express* (IMO 9733777), the *Gloucester Express* (IMO 9733765), the *Girolando Express* (IMO 9640750), the *Gelbray Express* (IMO 9621211), the *Ganado Express* (IMO 9621209), the *Galloway Express* (IMO 9621194), the *Brahman Express* (IMO 9238416), the *Shorthorn Express* (IMO 9167318), and the *Murray Express* (IMO 9103960). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776).

No detentions.

The vessel was inspected at least 23 times since 2016 totalling 14 deficiencies as a livestock carrier.

In 2021-2023, she was inspected 7 times in total, 2 in Portland (State of Victoria, Australia), 2 in Darwin (Northern Territory, Australia) and 3 in Townsville (State of Queensland, Australia), totalling 7 deficiencies.

In 2024-2025, she was inspected 5 times in total, 3 in Fremantle (State of Western Australia, Australia), 1 in Townsville (State of Queensland, Australia) and 1 in Darwin (Northern Territory, Australia). One deficiency was reported.



<i>Gudali Express</i> IMO 9764972			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Life saving appliances	3	Life saving appliances	1
Working-Living Conditions	1		
ISM	1		
Pollution prevention MARPOL Annex VI	1		
Safety of navigation	1		
	7		1

On May 11, 2018, the *Gudali Express* (5-deck vessel) left Fremantle (State of Western Australia, Australia) with 2,410 head of cattle bound for Hon La (Viet Nam, arrival on May 21). There was no veterinarian. No animal welfare issues were noted by the independent observer. However, there were communication difficulties between crew members of different nationalities.

On August 19, 2018, 3,661 head of cattle were loaded onto the *Gudali Express* in Broome (State of Western Australia, Australia) bound for Panjang and Belawan (Indonesia). One steer was trampled by the other cattle during loading. The vet supervising the operation halted the loading process and the steer survived.

On February 11, 2019, the *Gudali Express* left Port Hedland (State of Western Australia, Australia) with 3,552 head of cattle bound for Jakarta (Indonesia, arrival on February 15). One animal was trampled during loading but survived. There was no veterinarian. During the journey, the independent observer noted on several occasions that the water troughs were empty. During unloading, an Indonesian employee called in to help used his electric prod repeatedly and was called to order by the stockperson.

On February 21, 2019, the *Gudali Express* left Darwin (Northern Territory, Australia) with 30 crew members and 4,034 head of cattle bound for Jakarta (Indonesia, arrival on February 26). Two died during the journey. There was no veterinarian. Water troughs were repeatedly found empty and, on some occasions, contaminated with faeces. Unloading took longer than expected because each of the 14 trucks sent to collect the cattle could only carry 14 animals.

On March 11, 2019, the *Gudali Express* left Townsville (State of Queensland, Australia) with 3,743 head of cattle bound for Panjang (Indonesia, arrival on March 20). On the 8th day, the water troughs on decks 4 and 5 were mostly dry or soiled. Animals were observed drinking immediately and in large numbers as soon as the crew had resolved the problem. Exhaust fumes had also built up on these decks due to a ventilation issue. The hatches were immediately opened. Only one syringe was available for veterinary care, and the independent observer noted that it was simply rinsed in the water from the drinking troughs after use. Medicines were stored at room temperature, even after opening, and details of the treatments administered were not recorded by the stockperson despite instructions.



On June 22, 2019, the *Gudali Express* left Darwin with 2,339 head of cattle and 180 buffalo bound for Hai Phong (Viet Nam, arrival on June 30). Three animals fell whilst being loaded onto the ship. One of them was struck with an electric prod. There was no veterinarian. Some of the cattle refused to eat the pellets and lost a great deal of weight during the journey. The crew tried to encourage them by mixing the pellets with straw.

Stop Live Exports notes that cattle (number undisclosed) were loaded onto the *Gudali Express* on December 23, 2024 in Fremantle amid extreme temperatures ranging from 38 to 41 °C. The vessel was bound for Indonesia. According to observers, many of the animals were in distress. According to Stop Live Exports, significantly lower temperatures (approximately 32°C) were forecast for the following day.

ISM manager: Livestock Express BV (Netherlands) since November 28, 2016 (not negatively listed).

Ship risk profile: 0 points, standard risk ship.

Location, June 8, 2026: Indian Ocean, en route from Jakarta (Java Island, Indonesia) to Broome (State of Western Australia, Australia).



Mayar

IMO 9167057



Angus Express, November 20, 2015, Singapore (Singapore)

© martin klingsick

Mayar (ex-*Angus Express*, ex-*Stella Alnilam*, ex-*Alnilam Prima*, ex-*Alnilam*). IMO 9167057. Length 103 m. 4,200 deadweight t. Built in 1998 in Tuzla (Türkiye) by Gemak for the transport of livestock; completed by San Giogio del Porto – Genoa (Italy). 28 years old.

Saint Kitts and Nevis flag since November 2023; black list, medium risk. Previously registered in Panama (2022).

Classification society RINA (IACS, Italy) since September 2017, high performing. Previously Bureau Veritas (IACS, France).

Owned since October 13, 2023 by a single -ship company Levante Marittimo Co registered in the Marshall Islands. In 2010-2023, under the name *Angus Express*, she had been operated by Livestock Express BV. Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776).

3 detentions: in 2015 in Darwin (Northern Territory, Australia), in 2017 in Portland (State of Victoria, Australia), and in 2019 in Brisbane (State of Queensland, Australia) as a livestock carrier.

The vessel was inspected at least 83 times since 2000 totalling 170 deficiencies.

In 2021-2023, she was inspected 9 times in total, 6 in Brisbane (State of Queensland, Australia), 1 in Darwin (Northern Territory, Australia), and 2 in Portland (State of Queensland, Australia), totalling 8 deficiencies.

In 2024-2025, she was inspected once in Osman Digna (Sudan). No deficiencies were reported.



Mayar IMO 9167057			
Table of deficiencies 2021-2023		Table of deficiencies 2024-2025	
Life saving appliances	2		
Fire safety	2		
Working-Living Conditions	1		
ISM	1		
Pollution prevention MARPOL Annex I	1		
Safety of navigation	1		
	8		0

In November 2012, the *Angus Express* (average capacity: 2,000 head of cattle) departed from Galveston (United States of America) carrying 830 head of cattle bound for Russia (Black Sea) and a further unspecified number destined for Türkiye. Upon arrival, veterinarians noted numerous breaches of animal welfare standards. The feed was stored in the open air and was covered in mould. The pens, ventilation grilles, drinking troughs and the animals themselves were covered in excrement, to the extent that their ear tags – intended to ensure traceability – were illegible. Feed, bedding and animal care equipment were not kept separate for cattle destined for Türkiye and those destined for Russia.

On April 16, 2018, the *Angus Express*, returning from Singapore, approached the port of Broome (State of Western Australia) to load livestock. The captain informed the port authorities that the bow thruster was inoperable. Two tugs were booked to assist with berthing. On the 19th, it was learned that only one tug would ultimately be available. The second would not be free for another week. Following a risk assessment, and to prevent the cattle from waiting several days with limited fodder, it was nevertheless decided to bring the vessel into port the following day. As she was mooring, the *Angus Express* struck the quay fenders. The damage was considered minor.

ISM manager: Morgan Navigation Co SA (Lebanon) since November 21, 2023 (low/very low performing).

Ship risk profile: 2 points, standard risk ship.

Location, June 9, 2026: at anchor in Berbera (Somaliland). She sails in the Red Sea, between Berbera and Jeddah (Saudi Arabia) in an area affected by armed conflict and regional instability. Somaliland (177,000 km²) has been claiming its independence since 1991. With the exception of Israel, which recognised it as a State in December 2025, the international community considers Somaliland to be part of the Federal Republic of Somalia.



Murray Express

IMO 9103960



Murray Express, October 21, 2016, Brisbane (State of Queensland, Australia)

© John Wilson

Murray Express (ex-*Cimbria*). IMO 9103960. Length 73 m. 1,559 deadweight t. Built in 1995 in Svendborg (Denmark) by Svendborg Skibs for the transport of livestock. 31 years old.

Luxemburg flag since March 2018; white list. Previously registered in Panama (2004).

Classification society RINA (IACS, Italy) since October 2017, high performing. Previously Bureau Veritas (IACS, France).

Owned by a single -ship company Murray Express BV registered in the Netherlands. The *Murray Express* is managed by Livestock Express BV (Netherlands) which is also acting as ISM manager and which reports a fleet of 11 vessels as ship and ISM manager including 11 livestock carriers, the *Friesian Express* (IMO 9803388), the *Gudali Express* (IMO 9764972), the *Greyman Express* (IMO 9733777), the *Gloucester Express* (IMO 9733765), the *Girolando Express* (IMO 9640750), the *Gelbray Express* (IMO 9621211), the *Ganado Express* (IMO 9621209), the *Galloway Express* (IMO 9621194), the *Brahman Express* (IMO 9238416), the *Shorthorn Express* (IMO 9167318), and the *Murray Express*. Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776).

3 detentions: in 2011 in Geraldton (State of Western Australia, Australia), and in 2012 and 2014 in Brisbane (State of Queensland, Australia).

The vessel was inspected at least 39 times since 1998 totalling 72 deficiencies.

In 2021-2025, she was not inspected.



In February 1995, the *Cimbria* loaded 620 head of cattle in Cork (Ireland) bound for Jeddah (Saudi Arabia). Weather conditions during her crossing of the Bay of Biscay were poor, and 77 cattle died as a result of injuries and fractures or were euthanised. The Minister for Agriculture, Ivan Yates, had acknowledged that the vessel was not capable of coping with such sailing conditions, even though port state inspectors had allowed her to set sail. In 1996, Ireland adopted a new, stricter law on the transport of live cattle by sea following the widespread public concern caused by this incident: the Diseases of Animals (Carriage of Cattle by Sea) Order. The text stipulates, in particular, that livestock carriers are prohibited from leaving port if the weather forecast is unfavourable in the areas they will pass through during the first 4 days of the voyage.

On January 4, 2013, the *Murray Express* (4 decks) loaded 390 cattle in Brisbane (State of Queensland, Australia) bound for Shinmoji, Japan. The journey lasted 17 days. Seven cattle died of heat stress, representing a mortality rate of 1.79%, exceeding the "responsible mortality level" of 1% for journeys lasting more than 10 days. Heat-related mortality was recorded on all decks except deck 4, which was the coolest deck on the vessel. Temperatures ranged between 9 and 30°C and humidity between 52 and 85%. Following this event, additional fans were installed.

ISM manager: by Livestock Express BV (Netherlands) since May 1, 2015 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 8, 2026: Indian Ocean, en route from Port Louis (Mauritius) to Mombasa (Kenya).



Ocean Swagman

IMO 9360776



Ocean Swagman, December 14, 2019, Fremantle (State of Western Australia, Australia)

© GERALDINenz

Ocean Swagman (ex-*Stella Castor*, ex-*Castor*). IMO 9360776. Length 136 m. 7,850 deadweight t. Built in 2009 in Batam (Indonesia) by Nanindah Mutiara for the transport of livestock. Sistership to the *Ocean Outback* (now *Bahijah*). 17 years old. Capacity: 2,035 heads of cattle (400 kg).

Singapore flag since March 2010; white list. Previously registered in Italy (2009). Classification society RINA (IACS, Italy), high performing.

Owned by Heytesbury Singapore Pte Ltd registered in Singapore. The *Ocean Swagman* is managed by Wellard Ships Pte Ltd, the Singaporean subsidiary of Wellard (Australia). The two entities only declare this single vessel.

No detentions.

The vessel was inspected at least 59 times 2010 totalling 114 deficiencies.

In 2019-2020, she was inspected 4 times in total, 1 in Auckland (New Zealand), 1 in Darwin (Northern Territory, Australia), 1 in Portland (State of Victoria, Australia) and 1 in Townsville (State of Queensland, Australia), totalling 4 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.108).

In 2021-2023, she was inspected 8 times in total, 2 in Dongying (China), 1 in Fremantle (State of Western Australia, Australia), 1 in Portland (State of Victoria, Australia), 1 in Townsville (State of Queensland, Australia), 1 in Cartagena (Spain), 1 in Montevideo (Uruguay) and 1 in Rio Grande (State of Rio Grande do Sul, Brazil), totalling 4 deficiencies.

In 2024-2025, she was inspected 4 times in total, 1 in Portland (State of Victoria, Australia), 1 in Townsville, 1 in Fremantle (State of Western Australia, Australia) and 1 in Darwin (Northern Territory, Australia), totalling 4 deficiencies.



<i>Ocean Swagman</i> IMO 9360776			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Life saving appliances	3	Propulsion and Auxiliary Machinery	2
Certificates and documents	2	Fire safety	1
Alarms	1	Emergency systems	1
Emergency systems	1		
Safety of navigation	1		
	8		4

The *Ocean Swagman* suffered engine failure in January 2016. No animals were on board. After repairs in Montevideo, Uruguay, she resumed operations on March 5.

On November 30, 2018, the *Ocean Swagman* left Fremantle (State of Western Australia, Australia) with 4,251 head of cattle bound for Viet Nam (arrival on December 11). Five died during the voyage. There was no veterinarian on board. On the first night, the sea was very rough and the crew had to repair the fodder system. On the hottest days, the animals crowded around the ventilation fans. Some pens became muddy, even "boggy", particularly on deck 5.

In late January 2019, the *Ocean Swagman* loaded 3,470 head of cattle in Portland (State of Victoria, Australia) bound for Oman and the United Arab Emirates. The animals had never eaten pellets before embarkation and took several days to get used to this new diet.

On 11 March 2019, the *Ocean Swagman* left Portland with 5,012 head of cattle bound for Tianjin (China, arrival on March 28). Seven died during the voyage. A veterinarian was present. On the lower decks, not all the animals can access the feed at the same time. According to the observer, subordinate animals were sometimes unable to access feed before the troughs had been emptied. Animals that were not accessing sufficient feed were transferred to "hospital" pens. Ventilation on the lower decks, closest to the engine room, was reported to be inadequate, and crew members sprayed cattle with water during periods of elevated temperature. On several occasions, the independent observer notes empty water troughs, particularly on decks 6 and 7, and pens that are excessively damp due to water leaks or rain.

On May 1, 2019, the *Ocean Swagman* left Portland with 5,355 head of cattle bound for Jintang (China, arrival on May 19). Five died during the voyage. A veterinarian was present on board. One cow aborted on the 10th day. Around 500 animals suffered from extreme heat (panting). Some of the pens were very dirty.

On June 24, 2019, the *Ocean Swagman* left Darwin (Northern Territory, Australia) with 6,805 head of cattle bound for Bandar Lampung (Indonesia, arrival on July 1). There was no veterinarian on board. At the start of the journey, the floor of the pens was soaked with urine and splashes from the drinking troughs. The situation improved with the addition of sawdust. Three animals died as a result of fractures. A fourth animal was euthanised because the number of animals loaded exceeded the intended shipment count.



On September 1, 2019, the *Ocean Swagman* left Townsville (State of Queensland, Australia) with 4,465 head of cattle bound for Hon La (Viet Nam, arrival on September 13). Five died during the voyage. There was no veterinarian on board. The independent observer noted that the railings were poorly secured in some pens. This posed a risk of injury. The crew carried out repairs. Once again, at the start of the voyage, the floor of the pens was soaked with urine and splashes from the drinking troughs. The situation improved with the addition of sawdust and good ventilation.

In January 2024, the *Ocean Swagman* loaded 7,244 head of cattle in Portland bound for Huanghua (Hebei Province, China), a 23-day voyage. 12 died during the journey. During the last 3 days, only the animals in the "hospital" were given hay and chaff, even though Australian regulations require that the feed ration for all animals must contain at least 1% of these. The animals suffered from significant temperature fluctuations between departure (around 20°C), crossing the equator (30°C, deck 7) and arrival in China (0°C, decks 5 and 6). The exporter had not put in place an emergency plan to deal with the weather conditions, despite this being required by the ASEL (Australian Standards for the Export of Livestock).

ISM manager: Welltech Marine Pte LTD (Singapore) since October 27, 2016 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: Cartagena (Spain).



S. Aras

IMO 9232852



Ocean Drover, May 16, 2018, Novorossiysk (Krasnodar Krai, Russia)
© Yevgeniy B.

S. Aras (ex-*Ocean Drover*, ex-*Becrux*). IMO 9232852. Length 176 m. 13,462 deadweight t. Built in 2002 in Pula (Croatia) by Uljanik for the transport of livestock. 24 years old.

Marshall Islands flag since August 2025; white list. Previously registered in Singapore (2018). Classification society RINA (IACS, Italy) since the beginning, high performing.

Owned by Meteors Shipping SA registered in the Marshall Islands. The *S. Aras* is managed by GKT Maritime Denizcilik Sanayi (Türkiye). The two entities only declare this single vessel.

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

The vessel was inspected at least 76 times since 2002 totalling 215 deficiencies.

In 2019-2020, she was inspected 4 times in total, 1 in Fremantle (State of Western Australia, Australia), 2 in Townsville (State of Queensland, Australia) and 1 in Rio Grande (State of Rio Grande do Sul, Brazil) totalling 4 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.106).

In 2021-2023, she was inspected 11 times in total, 3 in Rio Grande (State of Rio Grande do Sul, Brazil), 2 in Montevideo (Montevideo Department, Uruguay), 2 in Fremantle (State of Western Australia, Australia), 2 in Portland (State of Victoria, Australia), 1 in Sao Sebastiao (State of Sao Paulo, Brazil) and 1 in Cartagena (Spain), totalling 2 deficiencies.

In 2024-2025, she was inspected 8 times in total, 1 in Fremantle (State of Western Australia, Australia), 5 in Sao Sebastiao (State of Sao Paulo, Brazil) and 2 in Rio Grande (State of Rio Grande do Sul, Brazil). No deficiencies were reported.



S. Aras ex-Ocean Drover (until August 2025) IMO 9232852			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Structural Safety	2		
Certificates and documents	1		
Working-Living Conditions	1		
Life saving appliances	1		
Fire safety	1		
	6		0

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. Authorities prevented the unloading of the sheep for more than 10 days due to suspected scabby mouth disease.

In January 2014, the *Ocean Drover* en route from Western Australia to Aqaba (Jordan) suffered a main engine failure. Repairs carried out by the ship's engineers reportedly took approximately 72 hours. 42,000 sheep and 6,000 cows were on board. A total of 165 cattle and 1,654 sheep died during the voyage. According to voyage reports, mortality was particularly high on days 28 and 29, when the vessel was anchored off Djibouti to take on additional fodder..

On October 9, 2014, the *Ocean Drover* was berthed in Fremantle (State of Western Australia, Australia) preparing to load. A fire broke out in the accommodation block and spread to cargo decks.. Four of the 50 crew members were injured. The ship was towed to Singapore to be repaired and has resumed trading.

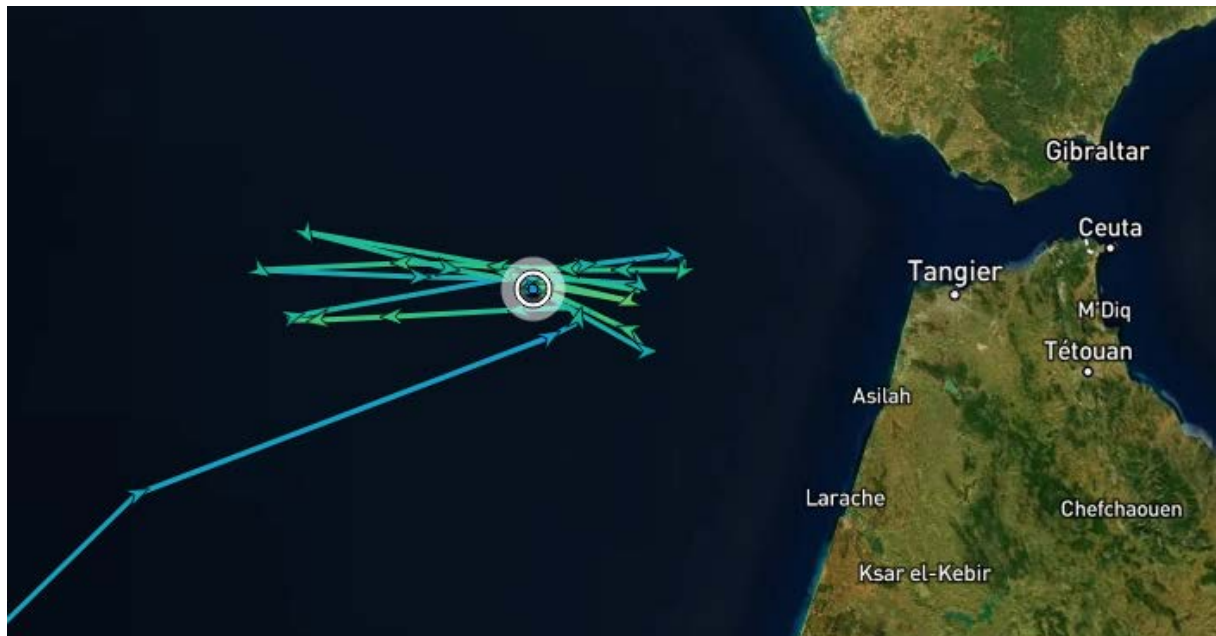


October 9, 2014, Fremantle (State of Western Australia, Australia)

© Brian Wayne Scott



The *S. Aras* reached Iskenderun (Türkiye) on November 14, 2025, made a technical stopover in Cartagena (Spain) on November 27, loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on December 13, reached Jorf Lasfar (Morocco) on December 27 (14 days' voyage), made a technical stopover in Cartagena (Spain) on January 2, 2026, in Algeciras (Spain) on January 5, loaded livestock in Sao Sebastiao (State of Sao Paulo, Brazil) on January 26, reached Jorf Lasfar (Morocco) on February 8 (13 days' voyage) and is sailing for Cartagena (Spain).



On February 11 and 12, she conducted several back-and-forth manoeuvres in international waters off the Moroccan coast for reasons that could not be determined. While no explanation was available, such offshore operations may include activities authorised under MARPOL, including the disposal of animal carcasses under specific conditions. Marine Traffic Screenshot February 12, 2026

ISM manager: Welltech Marine Pte Ltd (Singapore) since December 4, 2016 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: Atlantic Ocean, en route from São Sebastião (State of São Paulo, Brazil) to Jorf Lasfar (Morocco).



Shorthorn Express

IMO 9167318



Shorthorn Express, April 2025, arriving in Cartagena (Spain)

© Animal Welfare Foundation | Tierschutzbund Zürich

Shorthorn Express. IMO 9167318. Length 117 m. 4,422 deadweight t. Built in 1998 in Waterhuizen (Netherlands) by Van Diepen for the transport of livestock. 28 years old.

Portuguese flag since May 2026; white list. Previously registered in Luxemburg (2019).

Classification society RINA (IACS, Italy) since September 2017, high performing. Previously Bureau Veritas (IACS, France).

Owned by a single ship company Westerschelde Shipping BV registered in the Netherlands. The *Shorthorn Express* is managed by Livestock Express BV (Netherlands) which reports a fleet of 11 livestock carriers as ship manager and ISM manager, the *Shorthorn Express*, the *Ganado Express* (IMO 9621209), the *Galloway Express* (IMO 9621194), the *Murray Express* (IMO 9103960), the *Brahman Express* (IMO 9238416), the *Gelbray Express* (IMO 9621211), the *Girolando Express* (IMO 9640750), the *Gloucester Express* (IMO 9733765), the *Greyman Express* (IMO 9733777), the *Gudali Express* (IMO 9764972) and the *Friesian Express* (IMO 9803388). Livestock Express BV, a subsidiary of Vroon BV (Netherlands), was sold on May 11, 2026 to Heytesbury, an Australian agribusiness group that raises approximately 165,000 head of cattle across 2.7 million hectares in Western Australia and the Northern Territory and which already owns the *Ocean Swagman* (IMO 9360776).

No detentions.

The vessel was inspected at least 79 times since 2000 totalling 110 deficiencies.

In 2019-2020, she was inspected 9 times in total, 5 in Darwin (Northern Territory, Australia), 1 in Fremantle (State of Western Australia, Australia), 1 in Panjang (West Sumatra Province, Indonesia), 1 in Philadelphia (State of Pennsylvania, United States of America) and 1 in Waterford (Ireland), totalling 24 deficiencies (see report "78 EU-approved livestock carriers", 2021, p.164).

In 2021-2023, she was inspected 10 times in total, 1 in Cartagena (Spain), 2 in Haifa (Israel), 1 in Imbituba (State of Santa Catarina, Brazil), 3 in Philadelphia (State of Pennsylvania, United States of America), 1 in Rasa (Croatia) and 2 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), totalling 7 deficiencies (see report "64 EU-approved livestock carriers", 2024, p.149-150).

In 2024-2025, she was inspected 8 times in total, 1 in Setubal (Portugal), 5 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil), 1 in Rio Grande (State of Rio Grande do Sul, Brazil) and 1 in Sao Sebastiao (State of Sao Paulo, Brazil), totalling 3 deficiencies.

Shorthorn Express IMO 9167318			
Table of deficiencies 2019-2023		Table of deficiencies 2024-2025	
Fire safety	6	Radio Communications	1
Structural Conditions	5	Certificates and documents	1
Life saving appliances	4	Structural Conditions	1
Maritime Labour Convention-2006	3		
ISM	2		
Working-Living Conditions	2		
Propulsion and Auxiliary Machinery	2		
Pollution prevention MARPOL Annex I	2		
Alarms	1		
Emergency systems	1		
Safety of navigation	1		
Ballast Water Management Plan	1		
Water/Weathertight conditions	1		
	32		3

In June 2024, while travelling from Portugal to Haifa (Israel) with 12,000 sheep on board, the *Shorthorn Express* was reportedly targeted by a Houthi drone attack. Vroon BV has denied this claim. On January 15, 2025, the *Shorthorn Express* loaded 1,967 pregnant heifers in Waterford, Ireland, bound for Algeria. According to the NGO Ethical Farming Ireland, two heifers died and two gave birth on board, even though Irish law prohibits the transport of females whose gestation period exceeds 90%. The gestation period for a cow is 9 months.

The *Shorthorn Express* loaded livestock in Montevideo (Montevideo Department, Uruguay) on November 9, 2025, reached Casablanca (Morocco) on November 25 (14 days' voyage), entered the port of Rio Grande (State of Rio Grande do Sul, Brazil) on December 11 without docking there, turned back, loaded livestock in Montevideo on December 14, made a technical stopover in Cartagena (Spain) on December 30, reached Ashdod (Israel) on January 5, 2026 (22 days' voyage), made a technical stopover in Valletta (Malta) on January 11, in Cartagena (Spain) on January 14, reached Rio Grande (State of Rio Grande do Sul, Brazil) on January 30, loaded livestock in Montevideo (Montevideo Department, Uruguay) on February 1 and is sailing for Cartagena (Spain) for a technical stopover. Expected arrival date: February 18.

ISM manager: Livestock Express BV (Netherlands) since May 1, 2015 (not negatively listed).

Ship risk profile: 1 point, standard risk ship.

Location, June 9, 2026: at anchor in Cartagena (Spain).



3. Indonesian-Flagged Livestock Carriers

Asia Raya

IMO 8421250



Asia Raya, combined cargo, passenger and livestock carrier, June 10, 2021

© Arif Wicaksono

Asia Raya (ex-*Rimba Hijau*, ex-*Tosho Maru No. 3*). IMO 8421250. She is still registered as a general cargo ship. Length 64 m. 1,050 deadweight t. Built in 1985 in Osaka (Japan) by Daiko. 41 years old.

Indonesian flag since June 2003; flag performing not ranked. Previously registered in Belize (2000). Classification society Biro Klasifikasi Indonesia (non-IACS, Indonesia), not ranked. Biro Klasifikasi Indonesia is known for going along end-of-life ships on their final voyages to Bangladesh, Pakistan, and India.

Owned by Suasana Baru Line PT registered in Indonesia which reports a fleet of 4 general cargo ships.

There is no record of inspections.

On May 15, 2015, the *Asia Raya* left the port of Tenau in Kupang (Timor Island, Indonesia) with 634 cows on board, 14 crew members and 24 cattle handlers. There were no passengers on board. The *Asia Raya* was bound for Samarinda (Borneo Island, Indonesia). Whilst 5 miles from the port of departure, water ingress was detected. As was often the case, the radio communication equipment with land was out of order. To alert the rescue services, members of the crew set off distress flares. Some of the flares landed on stored hay and ignited a fire. At least 200 cattle died in the fire. One of the cattle handlers, Yosep Haki, drowned during the evacuation, whilst the 37 other men on board were rescued without serious injury by the emergency services from Kupang. Once the fire had been brought under control, the *Asia Raya* was towed to Tenau and the surviving cows were unloaded.

ISM manager: unknown since November 1, 1997.

Ship risk profile: 1 point, standard risk ship.

No AIS record since January 28, 2026. She was then off Surabaya (Java Island, Indonesia).

Prior to the construction and commissioning of the *Camara Nusantara* series, livestock—consisting mainly of cattle—was transported on general cargo ships between the island of Timor and the West and East lesser Sunda islands on the one hand, and the islands of Java and Borneo on the other. Animal welfare was not considered a priority.

Camara Nusantara 1

IMO 9796602



Camara Nusantara 1, November 28, 2023, Java Sea (Indonesia)

© Gerolf Drebes

Launched in December 2015, the *Camara Nusantara 1* is designed for the transport of livestock and is, relatively speaking, modelled on the livestock carriers operating out of Australia, most of which were built in Northern Europe and Asia. The *Camara Nusantara 1* transports cattle from the West and East lesser Sunda (population 11 million) to the island of Java (population 157 million), a journey of around 5 days. She was followed by 2 sister ships, the *Camara Nusantara 2* and the *Camara Nusantara 5*, and by 3 livestock carriers of the same length but with a higher deadweight tonnage: the *Camara Nusantara 3*, the *Camara Nusantara 4* and the *Camara Nusantara 6*.

Camara Nusantara 1. IMO 9796602. Length 70 m. 642 deadweight t. Built in 2015 in Bangkalan (Indonesia) by Adiluhung. 11 years old. Capacity: 550 cows.

Indonesian flag since December 2015; flag performing not ranked.

Classification society Biro Klasifikasi Indonesia (non-IACS, Indonesia), not ranked. Biro Klasifikasi Indonesia is known for going along end-of-life ships on their final voyages to Bangladesh, Pakistan, and India.

Owned by the Directorate General of Sea Transportation (Indonesia). She is managed by the national company Pelayaran Nasional Indonesia (Pelni) which reports a fleet of 80 vessels, including 35 passenger/general cargo ships, 26 passenger ships, 10 general cargo ships, 4 passenger/Ro-Ro ships, 3 container ships, a work/repair vessel and the livestock carrier *Camara Nusantara 1*.



There is no record of inspections in the memoranda of understanding, nor even in the Tokyo Memorandum, which was signed by Indonesia, Malaysia, Papua New Guinea, the Philippines, Singapore, Thailand, Viet Nam, China, Hong Kong (China), Japan, the Republic of Korea, Australia, Fiji, New Zealand, Vanuatu, Canada, Chile, the Marshall Islands, Mexico, Panama, Peru and Russia.

ISM manager: Pelni (Indonesia) since April 19, 2022 (not negatively listed).

Ship risk profile: 0 points, standard risk ship.

Location, June 9, 2026: Kupang (Timor Island, Indonesia).

On April 29, 2020, a statement from Pelni confirmed that the *Camara Nusantara 1* was loading livestock in Kupang and Waingapu (in the Lesser Sunda Islands) and unloading it in Surabaya and Jakarta (on the island of Java). Yahya Kuncoro, Pelni's secretary general, emphasised that the service is regular and that livestock farmers and cooperatives can therefore plan ahead for the cattle's departure. Pelni and the government were concerned about the stagnation in traffic. Farmers and cooperatives considered the cumulative transport costs too high and therefore continued to use less specialised cargo vessels. The press release emphasises that on the general cargo ships, cattle lose more than 13% of their weight during voyages between the Lesser Sunda Islands and the island of Java, and that, over the same distance, the weight loss of cattle on board the *Camara Nusantara 1* is only 8%. Pelni attributed the lower reported weight loss to the vessel's specialised livestock transport design and consideration of animal welfare. Upon departure from Kupang, the cattle have an average weight of 250 to 350 kg. "Until the first quarter of 2020, Pelni has transported a total of 770 head of cattle and it is projected that the supply of cows from Lesser Sunda Islands to DKI Jakarta will continue to grow considering that ahead of the Eid-ul-Fitr period the need for livestock will also increase," the statement continues.



© Pelni





Schematic drawing of the *Camara Nusantara 1* regular line
Average journey time from Kupang to Jakarta: 5 days



Camara Nusantara 2

IMO 9848390



Camara Nusantara 2, April 28, 2021, Trisakti Port (Banjamarsin, Borneo Island, Indonesia)

© iwan afwan

Camara Nusantara 2. IMO 9848390. Length 70 m. 642 deadweight t. Built in 2017 in Bangkalan (Indonesia) by Adiluhung. 9 years old.

Indonesian flag since December 2017; flag performing not ranked.

Classification society Biro Klasifikasi Indonesia (non-IACS, Indonesia), not ranked. Biro Klasifikasi Indonesia is known for going along end-of-life ships on their final voyages to Bangladesh, Pakistan, and India.

Owned by the Directorate General of Sea Transportation (Indonesia). It is also her registered manager.

There is no record of inspections in the memoranda of understanding, nor even in the Tokyo Memorandum, which was signed by Indonesia, Malaysia, Papua New Guinea, the Philippines, Singapore, Thailand, Viet Nam, China, Hong Kong (China), Japan, the Republic of Korea, Australia, Fiji, New Zealand, Vanuatu, Canada, Chile, the Marshall Islands, Mexico, Panama, Peru and Russia.

ISM manager: unknown since January 10, 2018.

Ship risk profile: 0 points, standard risk ship.

Location, June 9, 2026: Kupang (Timor Island, Indonesia).





Schematic drawing of the *Camara Nusantara 2* lines
 Average journey time from Kupang to Samarinda: 7 days
 Average journey time from Kupang to Surabaya: 4 days

Academics from the Faculty of Animal Science at the Bogor Institute of Agriculture have monitored at least two livestock shipments between the port of Tenau in Kupang (on the island of Timor) and the port of Tanjung Priok in Jakarta (on the island of Java). Their findings were published in 2021. They highlight the following difficulties:

- The bedding consists of sand and rice straw. It does not fully cover the floor of the pens. The cattle slip and are at high risk of dislocation and bruising. These risks are exacerbated by a metal floor to which the cattle are unaccustomed and by the movement of the ship.



Cattle with a dislocation

- Whether during loading or unloading, the animals are subjected on average to 5 acts of brutality, including kicking, whipping, electric prodding and tail bending. This comment by Indonesian academics confirms the *Jawan's* voyage report from March 2019 between Australia and Indonesia (see *Jawan* profile). The Australian observer had noted on arrival at the port of Tanjung Priok that Indonesian staff were mistreating cattle that were reluctant to disembark, and that two of them had had their tails broken.
- Disturbed by the large number of staff and the movement of the livestock trucks, the animals remain frozen for several seconds during loading and unloading before slipping in the ramps three or four times.
- The fences of the stalls are not suitable for small cattle or those with large horns. Almost every day during the journey, some of them get their heads stuck between the bars. They often injure themselves before they can be freed.



Attempt to free a bull that had become entangled by his horns in the fencing

- There is a pen set aside for sick animals (a "hospital"), but it is used to store feed.
- Only 13–14% of the animals on board ate and drank a ration appropriate to their size and age. This widespread loss of appetite is thought to be due to a difference in quality between the feed provided on the farm and that provided on the ship.

Sources of information and photo credits:

- Wibawanti, S. D., Afnan, R., & Priyanto, R. (2021). Indonesia's 1st livestock vessel: deep insight of it is facility. *Jurnal Ilmu-Ilmu Peternakan*, 31(1), 1-9. <https://doi.org/10.21776/ub.jiip.2021.031.01.01>
- Wibawanti, S. D., Yamin, M., Afnan, R., & Priyanto, R. (2021). Cattle's Physiology and Behavior Responses Which Transported by Camara Nusantara Vessel. *Animal Production*, 23(3), 187-296. <https://doi.org/10.20884/1.jap.2021.23.3.13>



Camara Nusantara 3

IMO 9852016



Camara Nusantara 3, November 12, 2019, Barito River (Borneo Island, Indonesia)

© iwan afwan

Camara Nusantara 3. IMO 9852016. Length 70 m. 897 deadweight t. Built in 2018 in Batam (Indonesia) by Bahtera Bahari. 8 years old.

Indonesian flag since April 2018, flag performing not ranked.

Classification society Biro Klasifikasi Indonesia (non-IACS, Indonesia), not ranked. Biro Klasifikasi Indonesia is known for going along end-of-life ships on their final voyages to Bangladesh, Pakistan, and India.

Owned by the Directorate General of Sea Transportation (Indonesia). She is managed by Indonesian company Subsea Lintas Globalindo which reports a fleet of 8 vessels including 3 general cargo ships, 3 passenger/general cargo ships and 2 livestock carriers, the *Camara Nusantara 3* and the *Camara Nusantara 4*.

There is no record of inspections in the memoranda of understanding, nor even in the Tokyo Memorandum, which was signed by Indonesia, Malaysia, Papua New Guinea, the Philippines, Singapore, Thailand, Viet Nam, China, Hong Kong (China), Japan, the Republic of Korea, Australia, Fiji, New Zealand, Vanuatu, Canada, Chile, the Marshall Islands, Mexico, Panama, Peru and Russia.

ISM manager: unknown since October 1, 2024.

Ship risk profile: 0 points, standard risk ship.

Location, June 8, 2026: Bima (Sumbawa Island, Indonesia).





Schematic drawing of the *Camara Nusantara 3* lines
 Average journey time from Bima to Banjarmasin: 3 days
 Average journey time from Bima to Jakarta: 5 days



Camara Nusantara 4

IMO 9854973



Camara Nusantara 4, livestock carrier, November 10, 2018, Balikpapan (Borneo Island, Indonesia)

© Pak Agen

Camara Nusantara 4. IMO 9854973. Length 70 m. 897 deadweight t. Built in 2018 in Batam (Indonesia) by Bahtera Bahari. 8 years old.

Indonesian flag since March 2018; flag performing not ranked.

Classification society Biro Klasifikasi Indonesia (non-IACS, Indonesia), not ranked. Biro Klasifikasi Indonesia is known for going along end-of-life ships on their final voyages to Bangladesh, Pakistan, and India.

Owned by the Directorate General of Sea Transportation (Indonesia). She is managed by Indonesian company Subsea Lintas Globalindo which reports a fleet of 8 vessels including 3 general cargo ships, 3 passenger/general cargo ships and 2 livestock carriers, the *Camara Nusantara 3* and the *Camara Nusantara 4*.

There is no record of inspections in the memoranda of understanding, nor even in the Tokyo Memorandum, which was signed by Indonesia, Malaysia, Papua New Guinea, the Philippines, Singapore, Thailand, Viet Nam, China, Hong Kong (China), Japan, the Republic of Korea, Australia, Fiji, New Zealand, Vanuatu, Canada, Chile, the Marshall Islands, Mexico, Panama, Peru and Russia.

ISM manager: unknown since April 5, 2018.

Ship risk profile: 0 points, standard risk ship.

Location, June 9, 2026: at anchor in Kupang (Timor Island, Indonesia).





Schematic drawing of the *Camara Nusantara 4* line
Average journey time from Kupang to Samarinda: 7 days



Camara Nusantara 5

IMO 9848405



Camara Nusantara 5

© Kementerian Perhubungan

Camara Nusantara 5. IMO 9848405. Length 70 m. 642 deadweight t. Built in 2018 in Bangkalan (Indonesia) by Adiluhung. 8 years old.

Indonesian flag since January 2018; flag performing not ranked.

Classification society Biro Klasifikasi Indonesia (non-IACS, Indonesia), not ranked. Biro Klasifikasi Indonesia is known for going along end-of-life ships on their final voyages to Bangladesh, Pakistan, and India.

Owned by the Directorate General of Sea Transportation (Indonesia). She is managed by the national company ADSP Indonesia Ferry which reports a fleet of 168 vessels including 116 passenger/Ro-Ro ships, 49 passenger ships, a Ro-Ro, a container ship and the livestock carrier *Camara Nusantara 5*.

There is no record of inspections in the memoranda of understanding, nor even in the Tokyo Memorandum, which was signed by Indonesia, Malaysia, Papua New Guinea, the Philippines, Singapore, Thailand, Viet Nam, China, Hong Kong (China), Japan, the Republic of Korea, Australia, Fiji, New Zealand, Vanuatu, Canada, Chile, the Marshall Islands, Mexico, Panama, Peru and Russia.

ISM manager: ADSP Indonesia Ferry (Indonesia) since January 9, 2019 (not negatively listed).

Ship risk profile: 0 points, standard risk ship.

Location, June 4, 2026: Balikpapan (Borneo Island, Indonesia).





Schematic drawing of the *Camara Nusantara 5* lines

Average journey times:

Kupang – Banjarmasin – Asam Asam – Muara Satui: 6 days

Muara Satui – Kwandang: 3 days

Kwandang – Tarakan: 3 days

Muara Satui – Tarakan: 8 days

Tarakan – Balikpapan: 2 days

Balikpapan – Kwandang: 2 days



Camara Nusantara 6

IMO 9855094



Camara Nusantara 6, May 20, 2019, Barito River (Borneo Island, Indonesia)

© iwan afwan

Camara Nusantara 6. IMO 9855094. Length 70 m. 897 deadweight t. Built in 2018 in Batam (Indonesia) by Bahtera Bahari. 8 years old.

Indonesian flag since March 2018; flag performing not ranked.

Classification society Biro Klasifikasi Indonesia (non-IACS, Indonesia), not ranked. Biro Klasifikasi Indonesia is known for going along end-of-life ships on their final voyages to Bangladesh, Pakistan, and India.

Owned by the Directorate General of Sea Transportation (Indonesia). It is also her registered manager.

There is no record of inspections in the memoranda of understanding, nor even in the Tokyo Memorandum, which was signed by Indonesia, Malaysia, Papua New Guinea, the Philippines, Singapore, Thailand, Viet Nam, China, Hong Kong (China), Japan, the Republic of Korea, Australia, Fiji, New Zealand, Vanuatu, Canada, Chile, the Marshall Islands, Mexico, Panama, Peru and Russia.

On April 4, 2021, the *Camara Nusantara 6*, whilst at anchor, on ballast, at the mouth of the Tenau River in very strong winds, was struck by a drifting car ferry. The collision, which had been anticipated following radio communication between the 2 vessels, does not appear to have caused any structural damage, and the crews were unharmed.

At around 5.10 a.m on May 1, 2026, Prasetyo Adi Wibowo, a member of the crew, fell overboard. Search operations involving fellow crew members, the Banjarmasin Maritime Safety Agency and the river police continued for approximately 48 hours before the body of the missing seafarer was found one nautical mile from the *Camara Nusantara 6*. After commending the efforts of the Indonesian Navy, the river police, the Maritime Safety Agency and the Regional Disaster Management Agency, search and rescue operations coordinator Putu Sudayana reiterated the basic safety guidelines for the marine environment. "We continue to urge all ship operators and workers in the maritime sector to always prioritise safety procedures, particularly the wearing of personal protective equipment such as life jackets when working on board, in order to prevent such accidents in the future."



ISM manager: unknown since April 6, 2018.

Ship risk profile: 0 points, standard risk ship.

Location, June 9, 2026: leaving Kupang (Timor Island, Indonesia).



Schematic drawing of the *Camara Nusantara 6* lines

Average journey time:

Kupang – Jakarta: 7 days

Kupang – Banjarmasin: 4 days

Kupang – Wini – Samarinda: 5 days



4. Ghost Fleet

Albaraka 1

IMO 6518449



Atlantic Sea, general cargo ship, 1978-1989, Rotterdam (Netherlands) © Mike Griffiths



Amna, general cargo ship, 1989-1995, Bosphorus Strait © Louis Bosschaart

Albaraka 1 (ex-*Muhaisani*, ex-*Albarka-3*, ex-*Amna*, ex-*Atlantic Sea*, ex-*Okdine*, ex-*Nordfeld*, ex-*Fryken*). IMO 6518449. Ex-general cargo ship converted in 2002 at the age of 47. Length 72 m. 1,245 deadweight t. Built in 1965 in Schacht-Audorf (Germany) by Krogerwerft. 61 years old.

Unknown flag since July 2014. Previously registered in Moldova (2009).

Classification society Korea Classification Society (non-IACS, North Korea) since February 2003, not ranked. Korea Classification Society has been associated with vessels that were later sent for recycling in India, Pakistan, and Türkiye.

Owned by a single ship company Starship Management Group registered in the Marshall Islands.

There is no record of inspections.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

No AIS record since November 11, 2010. She was then in Jeddah (Saudi Arabia).



Amal

IMO 6515409



Arosandra, general cargo ship, May 30, 1984, Hull (United Kingdom)
© Patrick Hill



Amal, livestock carrier, April 19, 2012, Suez (Egypt)
© Michael Standen

Amal (ex-Bassma, ex-Arosandra, ex-Hannes Lunstedt). IMO 6515409. Ex-general cargo ship converted in 2010 at the age of 45. Length 66 m. 1,145 deadweight t. Built in 1965 in Neuenfelde (Germany) by Sietas. 61 years old.

No AIS record since August 11, 2022. She was then in Suez in the Canal.

Unknown flag since June 2022. Previously registered in Tanzania (2018).
Unknown classification society.

Owned by a single -ship company Darwish IMR registered in Cairo (Egypt). The *Amal* is managed by Alfawatem Shipping (Egypt). The two entities only declare this single vessel.

2 detentions: in 2012 in Safaga (Egypt) and in 2014 in Suez (Egypt) as a livestock carrier.

The vessel was inspected at least 7 times since 2012 totalling 35 deficiencies as a livestock carrier.

In 2021-2025, she was not inspected.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

ISM manager: unknown since November 1, 1997.

Ship risk profile: 1 point, standard risk ship.



Amer I

IMO 6717198



Biscaya Star, general cargo ship, June 18, 1983, Rendsburg (Germany)
© Frits Olinga

Amer I (ex-*Activ*, ex-*Biscaya Star*, ex-*Uwe Kahrs*, ex-*Weserdeich*). IMO 6717198. Ex-general cargo ship converted in 1993 at the age of 26. Length 69 m. 1,425 deadweight t. Built in Brake (Germany) by Luhning. 59 years old.

Unknown flag since 2008. Previously registered in Lebanon (1994).
Unknown classification society.

Owner unknown since 2008.

There is no record of inspections.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

ISM manager: unknown since November 1, 1997.

No AIS record.



Awad I

IMO 6522933



Granitz, general cargo ship
© PWR

Awad I (ex-*Juliana*, ex-*Granitz*). IMO 6522933. Ex-general cargo ship converted in 1990 at the age of 24. Length 48 m. 615 deadweight t. Built in 1966 in Foxhol (Netherlands) by Bijlholt. 60 years old.

Unknown flag since 2008. Previously registered in Lebanon (1966).

Classification society Deutsche Schiffs (non-IACS, Germany) withdrawn in 1994. Current classification society unknown.

Owned by a single -ship company Gaby Am registered in Lebanon.

There is no record of inspections.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

ISM manager: unknown since November 1, 1997.

No AIS record.



Baldur

IMO 7607182



Baldur, combined cargo and livestock carrier, August 9, 2011, Napier (New Zealand)

© Brent

Baldur (ex-*Thorhallur Danielsson*, ex-*Erlingur*). IMO 7607182. Ex-fishing vessel converted into combined cargo and livestock carrier in 2009 at the age of 34. Length 42 m. 348 deadweight t. Built in 1975 in Kristiansand N (Norway) by Sterkoder. 51 years old.

Unknown flag since August 2015. Previously registered in New Zealand (1993).

Unknown classification society.

Allegedly owned by a single -ship company Chatham Islands Asset Holdings, registered in New Zealand. The *Baldur* is allegedly managed by Chatham Islands Shipping Ltd (New Zealand) which reports a fleet of 2 vessels including 1 livestock carrier, the *Baldur*.

There is no record of inspections.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

On May 9, 2009, the *Baldur* made her first livestock delivery (1,300 lambs) to Napier (North Island) after two weeks of conversion work in Nelson (New Zealand). She is used to connect Napier to the Chatham Islands. In 2015, she was used for the Tuvalu Solar Power Project to transport solar panels to the atolls of Vaitupu and Nanumea. She was then described as a 'former livestock carrier'.

ISM manager: unknown since November 1, 1997.

No AIS record since February 2, 2023. She was en route from Nelson (South Island, New Zealand) to Suva (capital city of Fiji Islands).



Basem I

IMO 7619525



Merchant Venture, Ro-Ro, August 9, 1992, Dublin (Ireland) © Robbie Cox



Sunlight Bey, livestock carrier, May 1, 2011, Puerto Cabello (Venezuela) © Captain Ted

Basem I (ex-*Shahbaa 1*, ex-*Sunlight Bey*, ex-*Warsan*, ex-*Merchant Isle*, ex-*Merchant Venture*, ex-*Argentea*, ex-*Med Adriatico*, ex-*Farman*). IMO 7619525. Ex-Ro-Ro converted in 2008 at the age of 29. Length 119 m. 3,671 deadweight t. Built in Viana do Castelo (Portugal) by Viana do Castelo. 47 years old.

Unknown flag since July 2019. Previously registered in Togo (2014).

Classification society Dromon Bureau of Shipping (non-IACS, Cyprus) withdrawn in May 2016, medium performing. Previously International Naval Surveys Bureau (non-IACS, Greece). Dromon Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Türkiye, and Pakistan. Current classification society unknown.

Owned by a single -ship company Alia Shipping Co Ltd-SVC registered in St Vincent & The Grenadines. The *Basem I* is managed by Coral Technical Services (Jordan) which reports a fleet of 8 vessels as ship and/or ISM manager including 7 livestock carriers, the *Aliman* (IMO 9152806), the *Barakat* (IMO 8702343), the *Bashar One Transport* (IMO 8506361), the *Abu Yasser II* (IMO 7712585), the *Basem I* (IMO 7619525), the *Albaraka I* (IMO 7388231), and the *Al Mabrouka-10* (IMO 6817003).

4 detentions: in 2003 in Birken Head (United Kingdom) as a Ro-Ro and in 2008 in Las Palmas (Spain) for serious deficiencies relating, for example, to fire prevention and fire-fighting, compliance with Annex I of the MARPOL Convention, and propulsion safety, in 2008 and in 2009 in the port area of Vila do Conde in Barcarena (State of Pará, Brazil) as a livestock carrier.

As the *Sunlight Bey*, the vessel was banned by Spain from July 28, 2008 to March 13, 2009, for failing to carry out structural repairs at the designated repair yard.

The vessel was inspected at least 16 times since 1998 totalling 104 deficiencies, including 2 times (totalling 8 deficiencies) as a Ro-Ro cargo ship and 14 times (totalling 96 deficiencies) as a livestock carrier.



She was not inspected between 2021-2025.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

ISM manager: unknown since July 1, 2014.

No AIS record since April 14, 2018. She was at anchor in Berbera (Somaliland). Somaliland (177,000 km²) has been claiming its independence since 1991. With the exception of Israel, which recognised it as a State in December 2025, the international community considers Somaliland to be part of the Federal Republic of Somalia.



Capitaine II

IMO 5073612



Levensau, general cargo ship, between 1971 and 1980 © Holger Jashob

Capitaine II (ex-*Al Kawasser II*, ex-*Al Haj Amin 2*, ex-*Pinar Livestock*, ex-*Tweit VI*, ex-*Hussein I*, ex-*Ahmad II*, ex-*Rayes 1*, ex-*Levensau*, ex-*City of Cork*). IMO 5073612. Ex-general cargo ship converted in 1992 at the age of 32. Length 81 m. 1928 deadweight t. Built in 1960 in Arnhem (Netherlands) by Arnhemsche. 66 years old.

Unknown flag since 2014. Previously registered in Lebanon (1960).
Classification society unknown.

Owned by a single -ship company Kalawi R registered in Lebanon.

There is no record of inspections.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

ISM manager: unknown since November 1, 1997.

No AIS record.



Charolais Express

IMO 7368736



Langenuen, general cargo ship, April 1, 1984,
Liverpool (United Kingdom) © Paul Tunney



Carabao I, livestock carrier, June 30, 1999,
Manila (Philippines) © Ray Smith

Charolais Express (ex-*Carabao I*, ex-*City of Dubai*, ex-*Langenuen*, ex-*Berglift*, ex-*Stril Lift*, ex-*Langenuen*). IMO 7368736. Ex-general cargo ship converted in 1994 at the age of 20. Length 70 m. 2,337 deadweight t. Built in 1974 in Haugesund (Norway) by Haugesunds Slip. 52 years old.

Philippines flag since October 2004; grey list. Previously registered in Panama (July 2004). Classification society Det Norske Veritas (IACS, Norway) withdrawn in December 2005, high performing. Current classification society unknown.

Owned by SMC Shipping & Lighterage Corp registered in the Philippines which reports a fleet of 50 vessels of which 17 were built before 1990. The *Charolais Express* is the only livestock carrier.

No detentions.

The vessel was inspected at least 12 times since 2000, in Darwin, Townsville, Karumba (Australia) and in Zamboanga (Philippines), totalling 79 deficiencies as a livestock carrier. The last inspection took place on August 21, 2003

In 2021-2025, she was not inspected.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

In July 1998, the *Charolais Express* set sail from Bunbury (State of Western Australia, Australia) bound for the Middle East with 1,200 head of cattle on board. 346 died during the voyage due to poor ventilation system and bad weather. 50 cattle died whilst being unloaded in Jordan. Another 174, who were sick or injured, were not permitted to disembark by the authorities. The *Charolais Express* attempted to unload them in Yemen, but the animals were also refused permission to disembark there. They were eventually disposed of at sea after they died.

ISM manager: unknown since February 25, 2005.

No AIS record.

Jarallah

IMO 7129726



Mirow, general cargo ship, April 10, 1976, Brunsbuettel (Germany) © Malcolm Cranfield



Albarka-2, livestock carrier, June 21, 1995, Port Suez (Egypt) © Malcolm Cranfield

Jarallah (ex-*Albarka-2*, ex-*Saad N*, ex-*Miro*, ex-*Mirow*). IMO 7129726. Ex-general cargo ship converted between 1991-1993 at the age of 19-21. Length 58 m. 718 deadweight t. Built in 1972 in Boizenburg (Germany) by par VEB Elbewerften B/R. 54 years old.

Unknown flag since June 2018. Previously registered in Moldova (2007). Classification society Korea Classification Society (non-IACS, North Korea) since July 2004, not ranked. Previously Deutsche Schiffs (non-IACS, Germany). Korea Classification Society is known for going along end-of-life ships on their final voyages to Pakistan, India, and Türkiye.

Owned by a single-ship company Aljaabri SS registered in Saudi Arabia. The *Jarallah* is managed by Phoenicia Maritime LLC (Syria) which reports a fleet of 4 vessels as ship and/or ISM manager. The *Jarallah* is the only livestock carrier.

There is no record of inspections.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

On October 2, 1974, in the foggy conditions at the port of Hamburg (Germany), the *Mirow* collided with the Greek cargo ship *Panagiotis Xilas*. She sank. She was refloated and repaired by the German shipbuilding company Blohm + Voss.

ISM manager: unknown since November 1, 1997.

No AIS record.



KK Express

IMO 7904695



KK Express, January 8, 2000, Darwin (Northern Territory, Australia)

© Lars Staal

KK Express (ex-*Desa*). IMO 7904695. Length 82 m. 1,807 deadweight t. Built in 1980 in Labuan (Malaysia) by Sabah SY for the transport of livestock. 46 years old.

Unknown flag since June 2021. Previously registered in Panama (1997).
Classification society unknown.

Unknown owner since June 2025. Previously J&A Maritimes Serv Pte Ltd, registered in Singapore.

ISM manager: unknown since June 30, 2025.

There is no record of inspections.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

No AIS record.



Makkah II

IMO 7029160



Owenglas, general cargo ship, May 5, 1989, Portsmouth (United Kingdom) © simonwp



Makkah II, livestock carrier, March 17, 2014, Jeddah (Saudi Arabia) © Andreas Schlatterer

Makkah II (ex-*Abu Yasser 1*, ex-*Ahmad N*, ex-*Al Muhaisni 1*, ex-*Arwa II*, ex-*Al Nasser-1*, ex-*Safad*, ex-*Owenglas*, ex-*Irish Coast*, ex-*Owenglas*). IMO 7029160. Ex-general cargo ship converted in 1991 at the age of 21. Length 79 m. 1,521 deadweight t. Built in Hoogezand (Netherlands) by Bodewes. 56 years old.

Unknown flag since June 2021. Previously registered in Panama (2013).

Classification society Korea Classification Society (non-IACS, North Korea) since May 2003, not ranked. Korea Classification Society is known for going along end-of-life ships on their final voyages to Pakistan, India, and Türkiye.

Unknown owner since December 1, 2022.

No detentions.

The vessel was inspected at least 4 times, in Osman Digna (Sudan) in 2018, totalling 12 deficiencies as a livestock carrier.

In 2021-2025, she was not inspected.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

ISM manager: unknown since December 12, 2013.

No AIS record since November 27, 2019. She was off Sawakin (Sudan).



Saed I

IMO 6505492



Nes Puk, general cargo ship, August 18, 1983,
Delfzijl (Netherlands) © Frits Olinga



Albaraka III, livestock carrier, June 15, 2012,
Jeddah (Saudi Arabia) © Andreas Schlatterer

Saed I (ex-*Albaraka III*, ex-*Jihan A*, ex-*Ibrahim*, ex-*Johannes*, ex-*Puk*, ex-*Nes Puk*, ex-*Johannes*). IMO 6505492. Ex-general cargo ship converted in 1993 at the age of 29. Length 69 m. 1,003 deadweight t. Built in 1964 in Emden (Germany) by Schulte & Bruns. 62 years old.

Unknown flag since 2014. Previously registered in Togo (2012).

Classification society Dromon Bureau of Shipping (non-IACS, Cyprus) withdrawn in July 2014, medium performing. Dromon Bureau of Shipping is known for going along end-of-life ships on their final voyages to India, Türkiye, and Pakistan. Current classification society unknown.

Owner unknown since December 2015. Previously Rabunion Maritime Agency SARL (Lebanon).

5 detentions: in 1999 and 2001 in Sete (France), in 2003 in Eleusis (Greece), in 2005 in Sète and in 2007 in Constanta (Romania) as a livestock carrier.

The vessel was inspected at least 7 times since 1999 totalling 126 deficiencies, all as a livestock carrier.

The *Saed I* was not inspected between 2021 and 2025.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

No AIS record.

ISM manager: unknown since November 1, 1997.

No AIS record.



Zena

IMO 5016626



Christa, general cargo ship, between 1976 and 1980, Goole (United Kingdom)
© PWR

Zena (ex-*Zeina*, ex-*Hiam D*, ex-*Salta*, ex-*Christa*, ex-*Andreas Boye*). IMO 5016626. Ex-general cargo ship. Converted in 1980 at the age of 18. Length 44 m. 457 deadweight t. Built in 1962 in Ringkøbing (Denmark) by Nordsovaerftet. 64 years old.

Unknown flag since June 2009. Previously registered in Syria (1992).
Unknown classification society.

Owned by a single -ship company Abu Bakr A registered in Syria in Arwad port.

There is no record of inspections.

According to Equasis, the vessel remains listed as active, although publicly available information regarding her recent activities is limited and her current operational status could not be independently verified.

ISM manager: unknown since November 1, 1997.

No AIS record.



XIII. Animal victims of armed conflict



Haji Ali, September 18, 2023, Salaya Port © Ali Sanghar

The MSV (mechanized sailing vessel) *Haji Ali*, a 57-metre-long dhow flying the Indian flag and based in Salaya (State of Gujarat, India), owned by Sultan Ahmed Sanghar and Rohan Joshi, was reportedly struck by what Omani authorities described as an "unidentified explosive object" on Wednesday, May 13, 2026 at 3.30 a.m. off the coast of Limah (Oman) and caught fire. At the bottom of her single hold were hundreds of sheep and goats and/or their young from Berbera (Somaliland) bound for Sharjah (United Arab Emirates). Somaliland (177,000 km²) has been claiming its independence since 1991. With the exception of Israel, which recognised it as a State in December 2025, the international community considers Somaliland to be part of the Federal Republic of Somalia.

Based on the reported dimensions of the vessel, the figure of 4,000 animals appears excessive; however, the actual number on board could not be independently verified. The wooden dhow, made of sal wood (*Shorea robusta*), sank to a depth of between 1,000 and 2,000 metres, and the animals were presumed to have died as a result of the fire and sinking. The 14 crew members who left the vessel in a lifeboat were rescued by the Omani emergency services.

For several centuries, dhows historically played a central role in the maritime trade between India, East Africa and the countries of the Arabian-Persian Gulf. They are concentrated in the port of Salaya and other ports along the Gulf of Kutch. The port of Salaya also specialises in the construction of dhows. Between late September and late May, they load various goods bound for Berbera, such as foodstuffs, vehicles, tyres, car parts, plywood, plastic chairs, clothing or refrigerators. According to some sources (2010s), they also shipped bags of asbestos to Somalia. Berbera is a major port for the export of livestock. This trade dates back to the British occupation (1887–1960). British troops expanded the port to export goats and sheep to their garrisons in Yemen.

This practice continues, as some Indian dhows load small livestock or camels into their holds at Berbera for delivery to countries bordering the Arabian-Persian Gulf. They also transport charcoal and, according to available reports, shark fins and sea cucumbers. Indian dhows then depart from the Arabian-Persian Gulf bound for Berbera carrying a variety of goods, often second-hand.

The distance between Salaya and Berbera is 3,000 km, or over 1,600 nautical miles. The distance between Berbera and the Arabian Gulf is also 3,000 km. The *Haji Ali* was damaged during her last voyage in the Gulf of Oman. Indian dhows return to their home ports in early June to avoid the monsoon and extreme sea conditions. Until September, the dhows undergo maintenance. Although they now face competition from container ships and converted livestock carriers, they continue to play a significant role in regional maritime trade in the Indian Ocean and the Arabian Sea, including livestock trade.

Appendices

Appendix 1: List of the 159 maritime livestock carriers (by IMO number)

The report sorts the livestock carriers by name. Appendix 1 sorts them by IMO number to identify ships in case of renaming

IMO number	Name of ship
5016626	<i>Zena</i>
5073612	<i>Capitaine II</i>
6421581	<i>Masturah</i>
6422303	<i>Alfa Livestock</i>
6505492	<i>Saed I</i>
6515409	<i>Amal</i>
6518425	<i>Lady Maria</i>
6518449	<i>Albaraka 1</i>
6519144	<i>Karim Allah</i>
6522933	<i>Awad I</i>
6609779	<i>Abeer K</i>
6702272	<i>Mahmoud. A</i>
6717198	<i>Amer I</i>
6817003	<i>Al Mabrouka-10</i>
6829082	<i>Maysa</i>
6927092	<i>LSS Success</i>
7015509	<i>Princess Aya</i>
7021821	<i>Unimar Livestock</i>
7029160	<i>Makkah II</i>
7041053	<i>Pacific M</i>
7052179	<i>Captain Salim</i>
7104972	<i>Freedom</i>
7113624	<i>Mariona</i>
7128760	<i>Nabolsi I</i>
7129726	<i>Jarallah</i>
7209411	<i>Al Haja Fatima</i>
7211907	<i>Abdulrahman King</i>
7222982	<i>Mariona Star</i>
7223041	<i>Miral 1</i>
7303231	<i>Dragon</i>
7304912	<i>Adel II</i>
7310507	<i>Fidelity</i>
7311329	<i>Spiridon II</i>
7326893	<i>Mawashi Express</i>
7349871	<i>Harmony Livestock</i>
7367976	<i>Al-Awad 1</i>
7368736	<i>Charolais Express</i>
7368815	<i>Britta K</i>

IMO number	Name of ship
7388231	<i>Albaraka I</i>
7396630	<i>Tuleen</i>
7405089	<i>Princess Hiyam</i>
7406772	<i>Elena</i>
7407324	<i>Elevation</i>
7422544	<i>Anakin</i>
7434949	<i>Julia Ak</i>
7504122	<i>Merinos Livestock</i>
7504158	<i>Trust 1</i>
7504598	<i>Golden Rio</i>
7510858	<i>Apus</i>
7527306	<i>Boi Branco</i>
7529940	<i>Norland</i>
7601073	<i>Darla</i>
7607182	<i>Baldur</i>
7607417	<i>Hajh GHSN J</i>
7607429	<i>Sidra</i>
7611547	<i>Saskia</i>
7614848	<i>Helen</i>
7615036	<i>Leader</i>
7615309	<i>White Pearl</i>
7619525	<i>Basem I</i>
7622041	<i>Aljabera</i>
7639616	<i>Jersey</i>
7703259	<i>Gamma Star</i>
7708807	<i>Taiba</i>
7711866	<i>Sea Rose 1</i>
7712585	<i>Abu Yasser II</i>
7721146	<i>Al Fahad 1</i>
7802079	<i>Lily J</i>
7808463	<i>Sarah M</i>
7819113	<i>Yosor</i>
7819876	<i>Al Khdair</i>
7901693	<i>Julia L.S.</i>
7903029	<i>Neameh</i>
7904695	<i>KK Express</i>
7910888	<i>Dalal F</i>
7924425	<i>Saphira</i>
7931985	<i>Victory</i>

IMO number	Name of ship
8003931	<i>Alfa Bro</i>
8009076	<i>Gulf Livestock 2</i>
8017970	<i>Alkhudair Star</i>
8129254	<i>Uranus L</i>
8200565	<i>North Star 1</i>
8200577	<i>Express M</i>
8204250	<i>Nabolsi</i>
8215807	<i>Karazi</i>
8300157	<i>Mira</i>
8300327	<i>Falcon-UA</i>
8303989	<i>Ghena</i>
8310542	<i>Maysora</i>
8312643	<i>Goodness 1</i>
8417625	<i>Polaris-2</i>
8421250	<i>Asia Raya</i>
8506361	<i>Bashar One Transport</i>
8514784	<i>Almajd</i>
8601680	<i>Uranus III</i>
8614273	<i>Tulip</i>
8616623	<i>Finola M</i>
8701387	<i>Goodness 2</i>
8702343	<i>Barakat</i>
8806242	<i>Atlantic Rose</i>
8807351	<i>Icon I</i>
8813037	<i>Al Farouk</i>
8815308	<i>Tuwiq 3</i>
8901860	<i>Anna Marra</i>
8911073	<i>Adel</i>
8917742	<i>Omega Star</i>
9004413	<i>W M F Express</i>
9005429	<i>Nada</i>
9042295	<i>Barkly Pearl</i>
9045089	<i>Blue Ocean A</i>
9045156	<i>Epsilon K</i>
9046356	<i>Hajh Amina</i>
9046368	<i>Freesia</i>
9057214	<i>Uranus II</i>
9064839	<i>Rami M</i>
9074913	<i>Dareen</i>
9074925	<i>Saleh</i>
9103960	<i>Murray Express</i>
9109079	<i>Blue Diamond TK</i>

IMO number	Name of ship
9113719	<i>Alondra</i>
9115377	<i>Kamadhenu</i>
9115949	<i>Adriatic Rose</i>
9141041	<i>Osama Bey</i>
9142590	<i>Devon V</i>
9144469	<i>Diamantina</i>
9152806	<i>Aliman</i>
9167057	<i>Mayar</i>
9167318	<i>Shorthorn Express</i>
9174763	<i>Orchid</i>
9174775	<i>Jouri</i>
9175901	<i>Cattle Force</i>
9186390	<i>Queensland</i>
9190987	<i>Danube 1</i>
9232852	<i>S. Aras</i>
9237931	<i>Limousine Express</i>
9238416	<i>Brahman Express</i>
9262895	<i>Jawan</i>
9281138	<i>Ayed 1</i>
9318917	<i>Fu Yun</i>
9336282	<i>Balha One</i>
9360776	<i>Ocean Swagman</i>
9360788	<i>Bahijah</i>
9397092	<i>Nine Eagle</i>
9441740	<i>Polaris 3</i>
9590931	<i>Al Kuwait</i>
9621194	<i>Galloway Express</i>
9621209	<i>Ganado Express</i>
9621211	<i>Gelbray Express</i>
9640750	<i>Girolando Express</i>
9733765	<i>Gloucester Express</i>
9733777	<i>Greyman Express</i>
9764972	<i>Gudali Express</i>
9796602	<i>Camara Nusantara 1</i>
9803388	<i>Friesian Express</i>
9848390	<i>Camara Nusantara 2</i>
9848405	<i>Camara Nusantara 5</i>
9852016	<i>Camara Nusantara 3</i>
9854973	<i>Camara Nusantara 4</i>
9855094	<i>Camara Nusantara 6</i>

Appendix 2: non-exhaustive list of livestock carriers sinking

- 1975: sinking of the *Youssef*, ex-*Jo-Frey*, a Lebanese livestock carrier, following a collision with the passenger ship *Achille Lauro* at the entrance to the Dardanelles Strait. She had just left Romania and was bound for Lebanon. The number of animals that died is unknown. One crew member was killed.



Jo-Frey
© DR

- 1980: sinking of the *Star of Shaddia* in the Red Sea. 12,000 sheep.
- 1980: sinking of the *Farid Fares* following a fire off Kangaroo Island (Australia). 40,605 sheep.
- 1996: sinking of the *Guernsey Express* during a typhoon off the coast of Japan. 1,592 head of cattle.
- 1996: sinking of the *Uniceb* following a fire in the Indian Ocean. 67,488 sheep and one crew member.
- 2009: sinking of the *Danny F II* off the coast of Lebanon. 10,200 sheep, 18,000 cattle and 43 crew members.
- 2015: sinking of the *Haidar* in Brazil. 5,000 cattle.
- 2015: sinking of the *Albaraka II* in the Gulf of Aden. 3,000 animals and 2 crew members.
- 2019: sinking of the *Queen Hind* in Romania. 14,420 sheep.
- 2020: sinking of the *Gulf Livestock 1* off the coast of Japan. 5,867 head of cattle and 41 crew members.
- 2022: sinking of the *Al Badri 1* (ex-*Ester I*, a ro-ro vessel) in Sudan. 15,000 sheep.



Sinking of the *Al Badri 1* at Suakin, Sudan, 2022
© Aobshaar

- 2026: sinking of the *Haji Ali* off the coast of Oman.

Appendix 3: non-exhaustive list of mass deaths caused by ventilation failures and heat stress on board livestock carriers

- 1982: 8,764 sheep on board the *Persia* (ventilation failure).
- 1985: 15,000 sheep on board the *Fernanda F* (heat stress).
- 1990: 10,000 sheep on board the *Cormo Express* (ventilation failure).
- 2002: 1,400 sheep and 880 cattle on board the *Becrux* (heat and humidity).
- 2010: 2,750 cattle on board the *Gracia del Mar* (ventilation failure).
- 2012: 2,008 cattle on board the *Pearl of Para* (ventilation failure, heat and humidity).
- 2013: 4,179 sheep on board the *Bader III* (heat stress).
- 2017: 2,400 sheep on board the *Awassi Express* (heat stress)

Appendix 4: Classification societies of the 159 livestock carriers, number of supervised livestock carriers and performance of the classification society according to Paris MoU 2024 annual report

Classification society	Ships		Performance
International Naval Surveys Bureau (Greece)	23	14.5%	medium
RINA (IACS, Italy)	23	14.5%	high
Bureau Veritas (IACS, France)	14	8.8%	high
Capital Register of Shipping (United States of America)	10	6.2%	not ranked
Biro Klasifikasi Indonesia (Indonesia)	7	4.4%	not ranked
Dromon Bureau of Shipping (Cyprus)	7	4.4%	medium
International Register of Shipping (IS) (United States of America)	7	4.4%	low
Columbus American Register (Greece)	6	3.8%	not ranked
Phoenix Register of Shipping (Greece)	5	3.1%	medium
Vega Register (Türkiye)	4	2.5%	not ranked
Cosmos Marine Bureau Inc (South Korea)	3	1.9%	not ranked
Indian Register of Shipping (IACS, India)	3	1.9%	medium
Korea Classification Society (North Korea)	3	1.9%	not ranked
Maritime Bureau of Shipping (Cyprus)	3	1.9%	not ranked
China Classification Society (IACS, China)	2	1.3%	high
Det Norske Veritas (IACS, Norway)	2	1.3%	high
Guardian Bureau of Shipping (Syria)	2	1.3%	not ranked
Hellas Naval Bureau of Shipping (Greece)	2	1.3%	low
Intertek Maritime Bureau (Panama)	2	1.3%	not ranked
Macosnar Corporation (Panama)	2	1.3%	medium
Overseas Marine Certification Services (Panama)	2	1.3%	medium
Croatian Register of Shipping (IACS, Croatia)	1	0.5%	medium
International Classification Bureau (Panama)	1	0.6%	not ranked
International Maritime Bureau (Türkiye)	1	0.6%	not ranked
Lloyd's Register (IACS, United Kingdom)	1	0.6%	high
Maritime Lloyd Georgia (Georgia)	1	0.6%	not ranked
Med Lloyd Classification (Türkiye)	1	0.6%	not ranked
Nippon Kaiji Kyokai (IACS, Japan)	1	0.6%	high
Polish Register of Shipping (IACS, Poland)	1	0.6%	high
Qualitas Register of Shipping (Panama)	1	0.6%	not ranked
Russian Maritime Register of Shipping (Russia)	1	0.6%	high
unknown	17	10.7%	

IACS/non-IACS classification societies responsible for monitoring the 159 maritime livestock carriers

Classification society	Ships	
IACS	48	30.2%
non-IACS	94	59.1%
of which not ranked	45	28.2%

Appendix 5: Classification societies of the 134 converted livestock carriers, number of supervised livestock carriers and performance of the classification society according to Paris MoU 2024 annual report

Classification society	Ships		Performance
International Naval Surveys Bureau (Greece)	23	17.2%	medium
Bureau Veritas (IACS, France)	14	10.5%	high
Capital Register of Shipping (United States of America)	10	7.5%	not ranked
Dromon Bureau of Shipping (Cyprus)	7	5.3%	medium
International Register of Shipping (IS) (United States of America)	7	5.3%	low
Columbus American Register (Greece)	6	4.5%	not ranked
RINA (IACS, Italy)	6	4.5%	high
Phoenix Register of Shipping (Greece)	5	3.7%	medium
Vega Register (Türkiye)	4	3%	not ranked
Cosmos Marine Bureau Inc (South Korea)	3	2.3%	not ranked
Indian Register of Shipping (IACS, India)	3	2.3%	medium
Korea Classification Society (North Korea)	3	2.3%	not ranked
Maritime Bureau of Shipping (Cyprus)	3	2.3%	not ranked
Det Norske Veritas (IACS, Norway)	2	1.5%	high
Guardian Bureau of Shipping (Syria)	2	1.5%	not ranked
Hellas Naval Bureau of Shipping (Greece)	2	1.5%	low
Intertek Maritime Bureau (Panama)	2	1.5%	not ranked
Macosnar Corporation (Panama)	2	1.5%	medium
Overseas Marine Certification Services (Panama)	2	1.5%	medium
Biro Klasifikasi Indonesia (Indonesia)	1	0.7%	not ranked
China Classification Society (IACS, China)	1	0.7%	high
Croatian Register of Shipping (IACS, Croatia)	1	0.7%	medium
International Classification Bureau (Panama)	1	0.7%	medium
International Maritime Bureau (Türkiye)	1	0.7%	not ranked
Lloyd's Register (IACS, United Kingdom)	1	0.7%	high
Maritime Lloyd Georgia (Georgia)	1	0.7%	not ranked
Med Lloyd Classification (Türkiye)	1	0.7%	not ranked
Nippon Kaiji Kyokai (IACS, Japan)	1	0.7%	high
Polish Register of Shipping (IACS, Poland)	1	0.7%	high
Qualitas Register of Shipping (Panama)	1	0.7%	not ranked
Russian Maritime Register of Shipping (Russia)	1	0.7%	high
unknown	16	11.9%	

IACS/non-IACS classification societies responsible for monitoring the 134 maritime livestock carriers

Classification society	Ships	
IACS	30	22.3%
non-IACS	88	65.8%
of which not ranked	39	28.4%

Appendix 6: Classification societies of the 25 livestock carriers built for the transport of livestock, number of livestock carriers and performance of the classification society according to Paris MoU 2024 annual report

Classification society	Ships		Performance
RINA (IACS, Italy)	17	68%	high
Biro Klasifikasi Indonesia (Indonesia)	6	24%	not ranked
China Classification Society (IACS, China)	1	4%	high
unknown	1	4%	

IACS/non-IACS classification societies responsible for monitoring the 25 maritime livestock carriers

Classification society	Ships	
IACS	18	72%
non-IACS	6	24%

Appendix 7: Ports of inspection of the 159 global livestock carriers. January 2024-December 2025

(*) inspection of converted livestock carriers

(**) inspection of livestock carriers built for the transport of livestock

EU ports

Algeciras (Spain) (*)
 Cartagena (Spain) (*) (**)
 Ceuta (Spain) (*)
 Chioggia (Italy) (*)
 Constanta (Romania) (*)
 Elefsis (Greece) (*)
 Galati (Romania) (*)
 Island of Rhodes (Greece) (*)
 Kalamata (Greece) (*)
 Kalymnos (Greece) (*)
 Koper (Slovenia) (*)
 La Coruña (Spain) (*)
 Valletta (Malta) (*)
 Las Palmas (Spain) (*)
 Lavrio (Greece) (*)
 Piraeus (Greece) (*) (**)
 Marseille (France) (*)
 Midia (Romania) (*)
 Patras (Greece) (*)
 Puebla del Caramiñal (Spain) (*)
 Rasa (Croatia) (*)
 Sète (France) (*)
 Setúbal (Portugal) (*) (**)
 Sines (Portugal) (*) (**)
 Tarragona (Spain) (*)
 Varna (Bulgaria) (*)
 Waterford (Ireland) (*)

Black Sea non-EU ports

Batumi (Georgia) (*)
 Izmail (Ukraine) (*)
 Poti (Georgia) (*)
 Reni (Ukraine) (*)
 Chornomorsk (Ukraine) (*)

Australian ports

Brisbane (**)
 Broome (*) (**)
 Darwin (*) (**)
 Fremantle (*) (**)
 Geraldton (*)
 Portland (*) (**)
 Townsville (*) (**)

Mediterranean non-EU ports

Abu Qir (Egypt) (*)
 Alexandria (Egypt) (*)
 Algiers (Algeria) (*)
 Bar (Montenegro) (*)
 Beirut (Lebanon) (*)
 Bizerte (Tunisia) (*) (**)
 Damietta (Egypt) (*)
 Iskenderun (Türkiye) (*)
 Istanbul (Türkiye) (*)
 Karadeniz Ereğlisi (Türkiye) (*)
 La Goulette (Tunisia) (*)
 Mersin (Türkiye) (*)
 Mostaganem (Algeria) (*)
 Oran (Algeria) (*)
 Radès (Tunisia) (*)
 Safaga (Egypt) (*)
 Suez (Egypt) (*)
 Tripoli (Lebanon) (*)
 Yalova (Türkiye) (*)

US ports

Galveston (**)
 Philadelphia (*)
 Seattle (**)

African ports

Dakar (Senegal) (*)
 Cape Town (South Africa) (**)
 Owendo (Gabon) (*)
 Port Harcourt (Nigeria) (*)
 Warri (Nigeria) (*)

South American ports

Belem (Brazil) (*)
 Cartagena (Colombia) (*)
 Imbituba (Brazil) (*)
 Mazatlan (Mexico) (*)
 Montevideo (Uruguay) (*)
 Puerto Cabello (Venezuela) (*)
 Puerto Montt (Chile) (*)
 Rio de Janeiro (Brazil) (*)
 Rio Grande (Brazil) (*) (**)
 Roatan (Honduras) (*)
 Santos (Brazil) (*)
 Sao Sebastiao (Brazil) (*) (**)
 Talcahuano (Chile) (**)
 Vila do Conde (Brazil) (*) (**)

Red Sea ports

Aqaba (Jordan) (*)
 Osman Digna (Sudan) (*) (**)
 Port-Soudan (Sudan) (*)

Asian ports

Hai Phong (Viet Nam) (*) (**)
 Nghe An (Viet Nam) (*)
 Osaka (Japan) (*)
 Qingdao (China) (*)
 Subic (Philippines) (**)

Appendix 8: Number of detentions throughout the ship's operational life, years of detention and year of the conversion to livestock carrier

0 detentions (23 ships, 17.2%)

Name	Year of conversion
<i>Adel II</i>	2009
<i>Albaraka I</i>	2013
<i>Asia Raya</i>	X
<i>Captain Salim</i>	1979
<i>Danube 1</i>	2026
<i>Elevation</i>	2010
<i>Ghena</i>	2010
<i>Hajh Amina</i>	2019
<i>Makkah II</i>	1991
<i>Nabolsi</i>	2012
<i>Orchid</i>	2020
<i>Queensland</i>	2017
<i>Rami M</i>	2021
<i>Tuwiq 3</i>	2026
<i>Uranus III</i>	2025
<i>Albaraka 1</i>	2002
<i>Amer I</i>	1993
<i>Awad I</i>	1990
<i>Baldur</i>	2009
<i>Capitaine II</i>	1992
<i>Charolais Express</i>	1994
<i>Jarallah</i>	1991
<i>Zena</i>	1980



1-2 detentions (39 ships, 29.1%)

Name	Years of detention	Year of conversion
<i>Abu Yasser II</i>	2001	2004
<i>Al Fahad 1</i>	2012	2011
<i>Almajd</i>	2004	2026
<i>Alondra</i>	2009	2017
<i>Barakat</i>	2015	2016
<i>Cattle Force</i>	2010	2022
<i>Epsilon K</i>	2002	2025
<i>Finola M</i>	2017	1997
<i>Freesia</i>	2023	2020
<i>Gulf Livestock 2</i>	2019	2014
<i>Jouri</i>	2007	2020
<i>Lily J</i>	2014	2016
<i>Nine Eagle</i>	2017	2011
<i>Norland</i>	2004	2010
<i>Osama Bey</i>	1998	2025
<i>Polaris-2</i>	2015	2010
<i>Polaris 3</i>	2014	2020
<i>W M F Express</i>	2020	2009
<i>Al Farouk</i>	2003, 2013	1999
<i>Amal</i>	2012, 2014	2010
<i>Balha One</i>	2006, 2020	2017
<i>Blue Diamond TK</i>	2011, 2017 (2)	2015
<i>Boi Branco</i>	1998, 2004	2010
<i>Dareen</i>	2014, 2020	2011
<i>Gamma Star</i>	2003, 2015	2017
<i>Golden Rio</i>	2008, 2011	1998
<i>Goodness 1</i>	1999, 2016	2015
<i>Goodness 2</i>	2007, 2013	2010
<i>Icon I</i>	2019, 2020	2021
<i>Jawan</i>	2016, 2025	2015
<i>Kamadhenu</i>	2011, 2018	2011
<i>Karazi</i>	2010, 2019	2013
<i>Limousine Express</i>	2016, 2025	2024
<i>Mahmoud. A</i>	2005, 2009	1992
<i>Masturah</i>	1999, 2005	1985
<i>Mawashi Express</i>	2010, 2013	1982
<i>Nada</i>	2013, 2014	2011
<i>Saleh</i>	2006, 2021	2011
<i>Sarah M</i>	2003, 2019	2014
<i>Tulip</i>	2014, 2019	2019



3-9 detentions (59 ships, 44%)

Name	Years of detention	Year of conversion
<i>Aliman</i>	2018 (2), 2023	2016
<i>Alkhudair Star</i>	2010, 2011, 2015	2017
<i>Atlantic Rose</i>	2006, 2011, 2015	2020
<i>Ayed 1</i>	2020, 2021, 2024	2024
<i>Barkly Pearl</i>	2012, 2013, 2015	2011
<i>Hajh GHSN J</i>	2011, 2012, 2014	2016
<i>Nabolsi I</i>	2007, 2012, 2021	1996
<i>North Star 1</i>	2014 (2), 2025	2010
<i>Saphira</i>	2002, 2003, 2011	1997
<i>Abdulrahman King</i>	2011, 2013, 2017, 2018	2015
<i>Anna Marra</i>	2014, 2016, 2017, 2023	2011
<i>Blue Ocean A</i>	2008, 2016, 2026	2013
<i>Britta K</i>	1998, 2001, 2022 (2)	2006
<i>Diamantina</i>	2004, 2006, 2011, 2015	2013
<i>Dragon</i>	2007, 2009, 2014, 2017	1982
<i>Freedom</i>	1999, 2003, 2011, 2025	1998
<i>Fu Yun</i>	2013, 2018, 2021 (2)	2017
<i>Harmony Livestock</i>	2008 (2), 2010, 2024	2012
<i>LSS Success</i>	2001, 2014, 2015, 2017	1998
<i>Nader-A</i>	2015, 2016, 2021, 2024	2013
<i>Omega Star</i>	2004, 2008, 2013, 2016	2017
<i>Pacific M</i>	2007, 2011, 2016, 2017	1984
<i>Unimar Livestock</i>	2006, 2007, 2010, 2013	1983
<i>Basem I</i>	2003, 2008 (2), 2009	2008
<i>Al-Awad 1</i>	1998, 2004 (2) 2007, 2018	2012
<i>Bashar One Transport</i>	2001, 2013, 2021, 2025, 2026	1999
<i>Dalal F</i>	2009, 2010, 2012 (2), 2013	2016
<i>Falcon-UA</i>	2000, 2004, 2005, 2006, 2024	2023
<i>Karim Allah</i>	2000 (2), 2001 (2), 2002	2001
<i>Mariona</i>	2006, 2007, 2008, 2014, 2015	1990
<i>Maysora</i>	2003, 2011, 2015, 2016, 2018	2001
<i>Neameh</i>	2006, 2016 (2), 2023, 2025	2012
<i>Saed I</i>	1999, 2001, 2003, 2005, 2007	1993
<i>Adel</i>	2008, 2011 (3), 2012, 2015	2025
<i>Alfa Bro</i>	2013 (2), 2015 (2), 2018, 2019	2024
<i>Apus</i>	2001, 2004 (2), 2007, 2008, 2009	1994
<i>Darla</i>	2002, 2011 (2), 2018, 2020, 2024	2016
<i>Express M</i>	2009, 2018, 2019, 2020, 2022, 2024	2010
<i>Fidelity</i>	2004, 2009, 2011, 2015, 2016, 2018	1985
<i>Julia Ak</i>	1999, 2000, 2001, 2012, 2018, 2020	2010
<i>Lady Maria</i>	2003 (2), 2005, 2015, 2024 (2)	2010
<i>Merinos Livestock</i>	1999, 2015, 2016, 2017, 2018 (2)	2023
<i>Trust 1</i>	2001, 2002, 2008, 2010, 2011, 2018	2015
<i>Yosor</i>	2010, 2011, 2012 (2), 2013, 2014	2011
<i>Helen</i>	1998, 1999, 2006 (2), 2007, 2009, 2014	2011
<i>Leader</i>	2007 (2), 2008, 2012, 2015, 2016, 2017	2019
<i>Mira</i>	2004, 2005 (2), 2012, 2015, 2018, 2020	2014

<i>Miral 1</i>	2001, 2005, 2007, 2008 (2), 2015 (2)	2012
<i>Victory</i>	2003, 2004, 2007 (2), 2009, 2010 (2)	2012
<i>Al Haja Fatima</i>	2000 (2), 2001 (2), 2002, 2003, 2004, 2014	2019
<i>Julia L.S.</i>	1999, 2009, 2010 (2), 2011, 2017 (2), 2018	2016
<i>Maysa</i>	2003, 2010, 2011, 2012, 2013, 2015 (2), 2019	1991
<i>Princess Hiyam</i>	1999, 2004, 2007 (2), 2008, 2009, 2012, 2017	2012
<i>Uranus L</i>	1998, 2002, 2005 (2), 2017, 2018, 2019, 2024	1985
<i>White Pearl</i>	2004, 2005 (4), 2006 (2), 2011	2010
<i>Al Mabrouka-10</i>	2001, 2006, 2008 (2), 2009, 2010, 2014, 2015, 2017	1994
<i>Sea Rose 1</i>	1999 (2), 2001 (3), 2007, 2008, 2015, 2024	2011
<i>Taiba</i>	2001, 2003, 2005, 2006 (2), 2010 (2), 2016, 2018	2010

10 detentions or over (13 ships, 9.7%)

Name	Years of detention	Year of conversion
<i>Elena</i>	2002, 2007, 2013, 2015 (2), 2016 (2), 2019, 2020, 2023	2011
<i>Sidra</i>	2003, 2004, 2005, 2007 (2), 2009, 2021, 2022, 2023, 2024	2012
<i>Tuleen</i>	2003, 2004, 2008, 2009, 2010, 2011, 2017, 2018 (2), 2021	2012
<i>Alfa Livestock</i>	1998, 1999, 2000 (2), 2001 (3), 2007, 2015, 2016, 2023	2010
<i>Spiridon II</i>	2009 (2), 2010 (2), 2012 (2), 2013 (2), 2015, 2018, 2020, 2022	2011
<i>Anakin</i>	2006 (3), 2007 (4), 2008 (3), 2009, 2011, 2026	2011
<i>Jersey</i>	1998, 2005, 2007, 2008 (2), 2009, 2011, 2012, 2014 (2), 2015, 2016 (2)	2012
<i>Al Khdair</i>	1999, 2003, 2004, 2005 (2), 2006, 2007, 2008, 2009, 2012, 2015 (2), 2017, 2022, 2025	2016
<i>Aljabera</i>	1998, 2000, 2001 (2), 2005, 2007, 2009 (2), 2010, 2012 (2), 2013, 2018, 2023, 2025	2008
<i>Mariona Star</i>	1999, 2000, 2001 (2), 2004, 2005, 2006, 2007, 2008 (2), 2009 (3), 2012, 2017, 2021	2013
<i>Uranus II</i>	1999, 2005, 2006, 2008 (2), 2010 (2), 2012, 2013, 2014, 2018 (2), 2019, 2020, 2021, 2024	2019
<i>Abeer K</i>	1999 (2), 2001, 2003 (2), 2004 (2), 2005, 2006, 2007, 2010, 2012, 2013, 2014, 2019, 2020 (2)	1980
<i>Princess Aya</i>	1998, 2004, 2005, 2007 (3), 2008 (5), 2009 (2), 2010, 2013, 2014, 2019, 2021, 2024 (2)	2011

Appendix 9: Number of detentions throughout the ship's operational life, years of detention

0 detention (17 ships, 68%)

Name
<i>Al Kuwait</i>
<i>Brahman Express</i>
<i>Camara Nusantara 1</i>
<i>Camara Nusantara 2</i>
<i>Camara Nusantara 3</i>
<i>Camara Nusantara 4</i>
<i>Camara Nusantara 5</i>
<i>Camara Nusantara 6</i>
<i>Friesian Express</i>
<i>Galloway Express</i>
<i>Ganado Express</i>
<i>Gloucester Express</i>
<i>Greyman Express</i>
<i>Gudali Express</i>
<i>Ocean Swagman</i>
<i>Shorthorn Express</i>
<i>KK Express</i>

1-2 detentions (5 ships, 20%)

Name	Years of detention
<i>Bahijah</i>	2013
<i>Devon V</i>	2012
<i>Girolando Express</i>	2018
<i>Adriatic Rose</i>	2014, 2023
<i>Gelbray Express</i>	2017, 2018

3 detentions (3 ships, 12%)

Name	Years of detention
<i>Mayar</i>	2015, 2017, 2019
<i>Murray Express</i>	2011, 2012, 2014
<i>S. Aras</i>	2011, 2014, 2016

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