

**SUBMISSION TO
THE SENATE COMMITTEE FOR RURAL
AND REGIONAL AFFAIRS AND
TRANSPORT**

**ANIMAL WELFARE BILL, 2003
PRIVATE MEMBERS BILL
Senator Andrew Bartlett**

**“A Bill for an Act to promote humane, responsible
and accountable care, protection and use of
domestic animals, livestock, wildlife and animals
kept for scientific purposes, and the standards
required to achieve this end, and for related
purposes”**

SUPPORT DOCUMENT – Live Exports

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**THE ANIMAL WELFARE BILL
PRIVATE MEMBERS' (Senator Andrew Bartlett) BILL
ANIMAL WELFARE 2003**

Purpose

To bring to the attention of the Committee information on the need for nationally uniform and enforced animal welfare legislation in line with community expectations (and the growing concerns of the community in this regard).

Scope of this paper

Topics covered in this submission include:

- ◆ An analysis of the current legislative framework
- ◆ The live export trade and animal transport
- ◆ Farm animals and intensive husbandry

Background/Context

a) An analysis of the current legislative framework

Animal welfare/cruelty matters are dealt with under State systems, leading to at best an approach which is fragmented and inconsistent, and at worst manifestly inadequate. **Of particular concern is that the States' legislation takes a fairly basic form, backed up by "Standards", or "Codes of Practice" which are virtually voluntary, and are completely unenforceable.** If animal welfare matters, than proper, consistent, national legislation should be in place and rigorously enforced. All systems should be transparent and accountable to the community.

This has led to the Commonwealth Government being able to abrogate its responsibilities to animals and their treatment. Matters are supposed to be enforced by the RSPCA (although there is provision in some of the State systems for "Special Constables", or the conferring of rights on "other organizations with similar aims and objectives" (Tasmania), which has been shown to be highly problematical.

This was demonstrated graphically by the "Four Corners" program on ABC TV on June 21, 2004, and the issues shown in that program have been well-known to concerned animal welfare groups and individuals for a considerable time.

The appropriateness of the RSPCA in this role has, in three states, at least, and in my experience in Tasmania, become questionable, because of "vested interests" in areas of intensive farming and live exports holding positions related to the management of the organization.

The National President, Dr Wirth, clearly stated on the “Four Corners” program that he has no control over the governance or activities (or lack thereof) in the States, therefore the States have been able to continue serving the “vested interests” with which they are involved in contravention of stated National RSPCA policy (e.g. the live export trade in Western Australia).

1. In Western Australia, there are two members on the Committee who allegedly have interests in the live export trade, in breach of the National RSPCA’s (and indeed the WA State RSPCA’s) stance against the trade. On “Four Corners”, it was further alleged that the President and CEO had deliberately withheld vital information from the Committee in relation to a legal challenge that the welfare group Animals Australia intended to bring against the live export trade.
2. In Tasmania, a shipment of about 57,000 sheep and lambs was sent from Devonport in January 2004. Several days before the ship was due to arrive, an executive from RSPCA NSW (Steve Coleman) was sent to Tasmania, and he held a “closed door meeting” with the live export agents, the ship’s agents, the feedlot owners and the Tasmania Police. Amongst the outcomes of this meeting was the determination of an exclusion zone, and an appeal to “protesters” “not to do anything to compromise the welfare of the animals”. Protesters accordingly remained outside the wharf area, stopping each truck for a maximum of 30 seconds and photographing “breaches of standards”. They also reported the breaches by mobile phone to RSPCA officers at the wharf, but none was acted upon.

It was reliably reported to me by (and there is photographic evidence from) protesters at the scene that there were “sheep down on trucks”, overcrowding, and “sheep with eyes hanging out”, as well as “lambs still crying for their mothers”. The AMIEU State Secretary, Grant Courtney, reported that there were lambs of between 6 and 12 weeks of age loaded, and that the RSPCA only attended for about 50% of the duration, and did not attend the feedlots at all, these reports being strongly denied by Steve Kons, the Minister for Primary Industry, Water and the Environment here in Tasmania, who also claimed that there were no breaches of Tasmanian Animal Welfare standards, even after being sent these photographs.



(Photographs by AACT (Against Animal Cruelty Tasmania) and Animal Rescue Tasmania), Devonport, January 2004

Not long after the departure of the “Al Shuwaikh” for Kuwait, I searched RSPCA Tasmania Inc.’s website and found that the Roberts Group, the live export agents, featured prominently as a “sponsor” of the RSPCA.

I have also now advised by RSPCA Inspector Andrerw Cook in Hobart that in Tasmania, DPIWE (the Department of Primary Industry, Water and the Environment) funds the RSPCA inspectors, a position which would appear to be a “conflict of interest”.

A comparative look at animal welfare legislation across the states reveals that both Queensland (2001) and Western Australia (2002) have both implemented new, stronger protection – but the legislation cannot be effectively policed, other than by animal welfare groups gathering the evidence and almost forcing the appropriate authorities to take action. And very often, the “action” taken by the judiciary is little more than the proverbial “slap on the wrist” (the cases of the individuals from the Defence Forces in Queensland who tortured kittens to death, and others who bit the tails off live mice in a “pub competition”).

An example of another atrocity inflicted upon farm animals is the “mulesing” of sheep.

“Mulesing

Flystrike, where blowflies lay their eggs on the moist areas of a sheep’s body and the growing maggots then feed on the sheep’s flesh, is a problem that is endemic in some of Australia’s sheep growing areas. If the ‘strike’ is not detected early, then the maggots will cause general systemic toxæmia and death. It has been estimated that 3 million Australian sheep die each year from flystrike.

*A number of preventative approaches are used by sheep farmers, including trying to reduce the number of blow flies in an area, and treating the sheep with chemical sprays. Perhaps the most well known method is the cutting off **(docking) of lamb’s tails** to prevent faecal and urine soiling and thus attraction of flies in later life.*

A further and perhaps most controversial preventative measure, is the practice of ‘mulesing’. During the 1940s Mr JWH Mules, a stockman, developed and introduced a method of slicing off flesh around the breech (hind quarters) of lambs to reduce or remove the wrinkles on Merinos which attracted moisture and thus flystrike.

Lambs are held in a ‘cradle’ and a modified set of shearing or dagging shears are used to cut a crescent-shaped piece of skin and flesh from each buttock, and from the sides and stump of the docked tail. The healed scar is free of wrinkles and wool, and is less likely to attract flies. Of course flystrike may still occur near the pizzle in males, or on the head or body of the sheep.



A lamb in a cradle after being mulesed. This procedure is LEGAL under present legislative provisions!

This bleeding and large wound, inflicted without any sedation or pain relief, causes **considerable acute suffering**, and the wound may take several weeks to heal. The behaviour of lambs immediately after the 'operation' indicates suffering – standing with their head down, nose almost touching the ground, back arched and body hunched.

Alternatives to this invasive and painful mutilation include breeding for sheep without wrinkles in the breech area, vaccination to increase sheep immunity to strike, chemical applications to kill the wool follicles in the breech area, biological and other control of blow flies, and the traditional methods of applied chemicals to repel flies, increased crutching to remove fly-attracting dags and increasing surveillance to detect flystrike before it effects the health of struck sheep. Considerable funding has been made available in recent years in a number of these areas of research (vaccine development, chemical applications), but none has yet reached fruition.

Recent discussions include the idea of developing long-acting analgesia compounds to inject prior to mulesing and which may reduce the pain of the wound for up to 2 days afterwards. Such a practice could only be acceptable in the short term, whilst more acceptable and humane methods of are developed¹.

A paper by Katrina Sharman (Animal Law in Australia - Animal law and the Australian Constitution) points out:-

“A brief survey of Australia's anti-cruelty legislation suggests that there is little uniformity between the provisions. However some attempts to achieve model standards have been made, by encouraging each State and Territory to incorporate Model 'Codes of Conduct' or 'Codes of Practice in their anti-cruelty statutes.

“The Codes which were developed by the Agriculture and Resource Management Council of Australia and New Zealand (ARMCANZ), now subsumed by the Primary Industries Ministerial Council (PIMC) cover issues such as the welfare of pigs, sheep, goats, livestock, the farming of deer, the intensive husbandry of rabbits, the keeping of poultry at slaughtering establishments, the keeping of animals in sale yards, the sea and air transport of livestock and the care and use of animals for scientific purposes. However their legal status and effectiveness varies between States depending on how they are enshrined in each States' or Territories' legislation”

¹ Animals Australia website – Factsheet – “Surgical Mutilations”

“Example - Commonwealth Jurisdiction

“The import and export of live animals

“Notwithstanding the States’ plenary powers, the area of import and export of live animals tends to be administered by the Commonwealth. The Commonwealth department that deals with the import and export of live animals is the Department Of Agriculture, Fisheries and Forestry - Australia (AFFA). AFFA and its agencies are responsible for administering a number of laws which include the Quarantine Act 1981 (Cth), the Imported Food Control Act 1992 (Cth), the Export Control Act 1982 (Cth) and the Australian Meat and Livestock Industry Act 1997 (Cth). Although there are a number of operating groups within AFFA that regulate animal matters, the main group concerned with the import and export of live animals is the Australian Quarantine Inspection Service (AQIS).

“The kinds of animal law matters that AFFA and AQIS are involved with include:

- ◆ *administering the import and export of cats, dogs (including disability assistance dogs) and horses;*
- ◆ *issuing licenses and certifications for the live export of cattle, sheep and goats;*
- ◆ *implementing government policy with respect to live exports; and*
- ◆ *investigating the deaths of animals during shipment*

“Notwithstanding the role of AFFA, the live export of cattle, sheep and goats from Australia is largely self-regulated. The relevant industry body, which is responsible for accrediting exporters, is the Australian Livestock Export Corporation Ltd (LiveCorp). The accreditation scheme operated by LiveCorp is known as the Livestock Export Accreditation Programme (LEAP). Licenses are granted by AFFA to accredited exporters under the Australian Meat and Livestock Industry Act 1997 (Cth) and Australian Meat and Livestock Industry (Export Licensing) Regulations 1998 (Cth). The regulatory framework for the export of live animals has recently been subjected to considerable scrutiny due to the high incidence of sheep mortalities during voyages to the Middle East. It is possible that the existing framework will be subject to reform in the near future”².

The live export trade, however, is shielded by the Federal Government from a requirement to make various reports, including mortality reports, publicly available by “commercial in confidence” provisions; therefore the industry is neither transparent nor accountable to the Australian community as it conducts its affairs. And the Australian community is demanding that it should be.

One distinct shortfall in the present system was identified by the “Four Corners” program, which discussed a complaint that Animals Australia had lodged with authorities in Western Australia under its new legislation. Animals Australia had expert legal advice that its investigation of the treatment of sheep exported on board the “Al Kuwait” (also filmed by “Sixty

² “Animal Law in Australia” Sharman K

Minutes” and shown in March 2004) indicated that this constituted a breach of animal cruelty legislation in Western Australia. “Four Corners” claimed in June that the President and/or CEO of the RSPCA WA Inc. had deliberately withheld this vital information from the committee, strongly suggesting that a prosecution would not be successful. It was further alleged that such a prosecution could place in jeopardy funding that the RSPCA WA Inc. received from the WA State Government. The RSPCA’s approach to Animals Australia’s complaint led to it being removed from the RSPCA and lodged with the WA government instead.

b) The live export trade and animal transport

Nowhere is the legislative inconsistency in Australia more reflected than in the live export (and animal transport) trade/s. The industry claims that live animals are “essential” to importing countries for religious/cultural reasons, citing the halal and kosher requirements. Why then does Australia export live animals to countries (i.e. non-Muslim, non-Jewish) in which there are no such requirements, such as the largely Catholic countries of South America, the Philippines and others? And why is there a thriving export meat trade (chilled/frozen) which is infinitely more economically viable?

As well, the teachings of Islam are quite proscriptive about cruelty to animals. *“There is nothing in Islam which mandates killing a conscious animal”* (nor is it stated anywhere that the animal must be killed in the country of consumption – just how it is killed. During the embargo on live exports to Saudi Arabia in the 1990’s, tens of thousands of animals were sent to the United Arab Emirates, where they were “processed” and exported in chilled/frozen form to Saudi Arabia). *“The throat must be cut and the blood drained from the body — but Australia used to have a thriving Halal slaughtering industry, and every animal was killed in accordance with Australian regulations: they were stunned before killing, and they were stunned with the same type of bolt-gun used on non-Halal animals. The differences happened after death, not before”*.³

“The main counsel of Islam in the slaughter of animals for food is to do it in the least painful manner. All the Islamic laws on the treatment of animals, including the method of slaughter, are based in all conscience on “the spirit” of compassion, fellow-feeling and benevolence:

“Allah, Who is Blessed and Exalted, has prescribed benevolence toward everything and has ordained that everything be done in the right way; so when you must kill a living being, do it in the proper way - when you slaughter an animal, use the best method and sharpen your knife so as to cause as little pain as possible. (The Sahih Muslim, 2:156. Also Al-Taaj fi Jaami al-Usool, Vol. 3, p. 110, Cairo Edition. Also Al-Faruo min-al-Kafi, p. 2, and others.)

“Failure to stun animals before slaughter causes them pain and suffering. Muslims should give serious thought to whether this is cruelty (Al-Muthiah). If so, then surely the meat from them is unlawful (Haran), or at least, undesirable to eat (Makruh). Al-Azhar University in Cairo appointed a special

³ ECWA website

committee to decide whether the meat of animals slaughtered after stunning was lawful. The committee consisted of representatives of the four acknowledged Schools of Thought in Islam, i.e. Shafii, Hanafi, Maliki and Hanbali. The unanimous verdict (Fatwa) of the committee was: "Muslim countries, by approving the modern method of slaughtering, have no religious objection in their way. This is lawful as long as the new means are 'shar' (Ahadd) and clean and do 'cause bleeding' (Museelah al-damm). If new means of slaughtering are more quick and sharp, their employment is a more desirable thing. It comes under the saying of the Prophet(s) 'God has ordered us to be kind to everything' (Inna'l-laha Kataba-'l-ihsan 'ala kulle Shay'in). (The History of Azhar, Cairo; 1964; pp. 361-363)." ⁴

The Countries to which Australia exports live animals (from AFFA website) ⁵

Sheep

Saudi Arabia, Kuwait, United Arab Emirates, Jordan, Oman, Bahrain, Qatar, Egypt, Israel, Lebanon, territories administered by Palestine, Ukraine, Malaysia, Singapore, Mauritius, New Zealand, Vanuatu, Brunei, China, Japan, USA, Mexico, Argentina, Chile, and the Philippines.

Feeder cattle

Qatar, Egypt, Israel, Saudi Arabia, United Arab Emirates, Jordan, territories administered by Palestine, Mauritius, Kuwait, Mexico, China, India, Korea, Japan, Vietnam, Philippines, Indonesia, Malaysia, Brunei, New Caledonia, New Zealand, Papua New Guinea, Singapore, and the USA.

Breeding cattle

Israel, Kuwait, Indonesia, Japan, Malaysia, India, Philippines, Singapore, Hong Kong, New Zealand, Brunei, New Caledonia, USA, and Mexico.

The "**Cormo Express**" tragedy of 2003 focussed the attention of the Australian community on the plight of 57,000 suffering animals as they were stranded in the Middle East for months on a converted car transporter in appalling conditions.

Photo 1 from Australian Democrats website Photo 2 from Animals Australia



Note the baby lamb in photo 1, clearly born on the voyage, in contravention of the rule against exporting pregnant ewes. And all the animals are shoulder deep in manure



⁴ http://www.themodernreligion.com/an_main.htm

⁵ AFFA website

The National TV Program “Sixty Minutes” devoted no less than three programs to the horrific cruelty of the live export trade, one at the height of the “Cormo Express” tragedy, at a time when the Federal Government had absolutely no idea what to do with the rapidly dwindling numbers of surviving animals on the “Cormo Express”. And this was by no means the first scandal experienced by the Dutch owned freighter; the industry-- described "state of the art ship sailed from New Zealand in May 1990 and almost 10,000 sheep died en route to the Middle East as a result of inadequate ventilation causing heat stroke, heat exhaustion, pneumonia, other diseases and “inanition” (failure to eat), the euphemism that industry protagonists like to use for starvation. And the “Cormo Express” is by no means the worst of its type (see attachment 1 “Ships of Shame – S. Cass, 2004)

“Sixty Minutes” reported that, of all topics it has screened it has received the largest viewer response to this one.

Nowhere is the lack of consistency and enforcement of animal welfare better exploited than by the live export trade. Through its overseeing body LiveCorp, it makes various, often flawed and spurious, claims in relation to the need for live animals, and the degree of cruelty, and mortality rates involved in this evil trade. LiveCorp claims that the live animals are required for religious and cultural reasons, yet it has been shown by “Sixty Minutes” and other reports, films and photographs that animals sent are not killed according to those methods; they are slaughtered without pre-stunning, but there is little pretence in slaughterhouses that religious requirements are followed. For example, seldom is an animal killed by one cut with a sharp knife, seldom is an animal not killed while hundreds of animals, huddled in fear, look on, and seldom are the animals not brutalized throughout the export process, by transport and handling. Following is, in part, an examination of LiveCorp’s “Exploding the Myths” document:-

Exploding the Myths ⁶
Introduction

MYTH “The live export industry has a positive story to tell in relation to improvement and growth”

The live export industry’s story is nothing less than appalling. A litany of tragedies, disasters and atrocities includes:

- ◆ In 2001, 822,000 cattle were exported; 0.19% died, and there were 17 voyages which exceeded the cattle “reportable mortality level” The overall percentage of total livestock voyages resulting in “reportable cattle mortalities” was 3.7%
- ◆ In 2002, 972,000 cattle were exported: 0.23% died, and there were 11 voyages which exceeded the cattle “reportable mortality level”. The overall percentage of total livestock voyages which resulted in “reportable cattle mortalities” was 2.2%

⁶ *LiveCorp website*

- ◆ In 2001, 6,812,000 sheep were exported; 1.26% died, and there were 25 voyages which exceeded the sheep “reportable mortality level. The overall percentage of total livestock voyages which resulted in “reportable sheep mortalities was 5.4%
- ◆ In 2002, 6,063,000 sheep were exported; 1.24% died, and there were 13 voyages which exceeded the sheep “reportable mortality level”. The overall percentage of total livestock voyages which resulted in “reportable sheep mortalities” was 2.4%

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This means that approximately 164,808 animals – sheep and cattle – DIED – in just this two year period - in filthy, squalid conditions, of starvation, suffocation, crush injuries, disease and trauma, mostly on substandard “flag of convenience” ships – and it is a conservative estimate

And that is only part of the story. Australia also exports deer, goats, camels and horses, all of which fare worse than the sheep and cattle. Worse still is the fact that the suffering endured by these animals can never be quantified.

MYTH “The industry:-

- ◆ ***Generated an \$840m in direct export earnings in 2003***
- ◆ ***Provides an estimated 9000 jobs in rural and regional Australia***
- ◆ ***Has provided Australian livestock producers with increased marketing options, demand and improved returns for their livestock”***⁸

This data is extracted from a 2000 report by Hassall and Associates, commissioned by Meat and Livestock Australia for LiveCorp (“Economic contribution of the Live Export Industry”), and it is worth noting that Peter Frawley, the Chair of LiveCorp, is also a Director of Hassall and Associates. In fact, the live export trade merely benefits the few, because the producers represent only a small proportion of rural and regional Australia, and in general are not large employers. The lost jobs and fragmented rural and regional communities far outweigh industry claims about the industry supporting “9,000 jobs”. Many of these 9,000 jobs would probably still exist if the live export trade were to be banned.

This report has since been discredited by two more recent ones:- the Heilbron/Larkins Report, and another, commissioned by the Western Australian government by a taskforce headed by eminent professor in Agricultural Science, Professor Bob Lindner.

Heilbron’s report, “Impact of the Live Animal Export Sector on the Meat Processing Industry”,⁹ details:-

- ◆ The cost of the live export sector in terms of lost GDP (Gross Domestic Product - \$1.5 MILLION), plus \$270 MILLION in lost household

⁷ Website of the Department of Agriculture, Forestry and Fishing “Mortality Reports”

⁸ LiveCorp website

⁹ Article by Paul Murray in “The West Australian”, Meat Industry Processing Taskforce

income, and around 10,500 lost jobs (The AMIEU puts the figure at \$17,000) ¹⁰

- ◆ Interventions in the market favouring the live export industry distort the profitability figures; otherwise rising demand for Australian meat overseas would be met by a chilled/frozen carcass trade
- ◆ The distortions are double-edged; tariffs and non-tariffs favour live exports over local processing
- ◆ The live export trade is not complementary to the chilled meat trade, it in fact competes with it: government intervention means that the competition is not a “level playing field”
- ◆ During the period that live export shipments were withdrawn from Saudi Arabia, the frozen meat trade trebled, clear proof of its viability and acceptance. It has been reported that Saudi Arabia imported frozen carcasses/meat from animals imported into the United Arab Emirates
- ◆ The profits are illusory in terms of economic benefit to Australia, because they arise from government intervention causing market distortions (overseas and Australian governments)
- ◆ Claims of lack of refrigeration in importing countries have been shown to be demonstrably false, therefore the claims of the necessity for live animals are fallacies.
- ◆ New Zealand made a strategic decision to severely curtail its live export program, and has made economic gains including/proving:
 - ❖ Improved processing, productivity and efficiency can counteract and potentially more than offset the adverse impacts of ending live exports
 - ❖ The decision to end live exports can legitimately be made on strategic grounds
 - ❖ The decision can be made on the basis of cross-sectoral impacts of the live trade on a much larger and more economically significant processing sector

The report also states that the market incentives/distortions that support the profitability of the live export industry over the chilled trade are not intrinsic, but rather are created by government/s and the industry. It concludes that the responsibility for correcting them or otherwise rests with government/s or industry.

Another significant point is the impact of the live export trade on the rural community. Whilst there may be benefits for the rural producers themselves as a result of live export, the negative impact of the animals being processed

¹⁰ AMIEU website

overseas has not ever been fully acknowledged in the debate. Abattoir closures and the associated departure of rural community members seeking employment elsewhere affect a wide range of local businesses and the sustainability of rural townships.

The second report, revealed by Western Australian journalist Paul Murray was commissioned by the Western Australian Agriculture Minister Kim Chance. A taskforce was established headed by eminent professor of Agricultural Science Bob Lindner.

Lindner firstly points out that the Keniry enquiry did not deliver the outcomes that the Federal Government sought (in fact, the Federal Government is set to ignore some of the critical findings of the Keniry Report as it did with the IRG's of 1999-2000, and 2002, as well as the Senate Select Committee's findings in the mid 1980's).

Western Australian journalist Paul Murray in "The West Australian" describes the views of pastoralists and their peak body ("People will be going broke ... walking off stations", "there will be feral cattle everywhere"), and debunks them. He concurs with other reliable sources that indicate:-

- ◆ "The live export trade forces up the price of meat locally
- ◆ Muslim countries happily accept Australian frozen/chilled meat
- ◆ When the market to Saudi Arabia was closed down in the early 1990's, Australian sheep meat exports trebled
- ◆ An Australian Bureau of Agriculture and Resource Economics study found that during the embargo on Saudi Arabia, Australian live sheep were sent to the United Arab Emirates, processed there, then exported to Saudi Arabia
- ◆ Pastoralists did not "walk off their stations" when there was a slump in live cattle exports during the Asian economic crisis of 1997/1998"

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Lindner's report claims that competition between the live export trade and local processing forces up domestic meat prices, and that the government weighs in significantly on the side of live exports in the form of financial support.

"In August 2001, the Federal Government made a contribution to the live export sector equivalent to 40% of AQIS fees for live animal exports. The net effect has been to reduce charges to the live export sector by about 40% while maintaining AQIS policy that fees be set on a 100% cost recovery basis. Since the introduction of this subsidy, it is estimated that inspection charges for all live animal exports from Western Australia have been subsidised by an annual amount of \$400,000.

By contrast, the larger abattoirs in Western Australia each pay more than \$400,000 per annum for AQIS meat inspection services" ¹²

Further, the industry's ongoing contention that the animals must be slaughtered in countries of destination lacks credibility. These countries are

¹¹ Paul Murray, "The West Australian"

¹² Paul Murray, "The West Australian"

wealthy, and have supermarkets and fast food outlets as other countries do. The argument is misleading to the community baseless.

MYTH “Since the mid 1970’s, the trade has developed from the ad-hoc supply of livestock to a few overseas markets to a sophisticated industry making a major contribution to Australia’s agriculture”¹³

Sophisticated? In 1985, the Senate Select Committee stated that, if assessed in the context of animal welfare alone, the trade should be **banned. And since then, little if anything has improved.**

In these days of supposedly enlightened views on animal welfare, the trade’s treatment of animals has gone from bad to worse, and its history is a litany of disasters and stories of appalling cruelty and suffering, the latest being last year’s “Cormo Express” tragedy.

Truck after truck heading for wharves (and saleyards, for that matter) is clearly overloaded, with animals crushed, heads and limbs painfully jammed through bars in truck frameworks. Sheep are dead on arrival from crush injuries and suffocation.



Photo: AAQ



*Photo: AACT, Animal Rescue, Tasmania
January 2004*

Ships used to transport animals overseas can be 40 years old, are almost always not purpose-built (for example, the “Cormo Express” is an old car transporter), and usually sail under “flags of convenience”, which means they would not be of a standard at which Australia would register them. Many have records of detentions in Australian ports for significant defects – more often than not to do with ventilation systems.



The “Al Khaleej” – 40 years old, and only scuttled last year

Photo: liveexportshame.com

¹³ *LiveCorp website*

The supposed improvements in animal welfare outcomes are clearly belied by the statistics and photographic evidence.

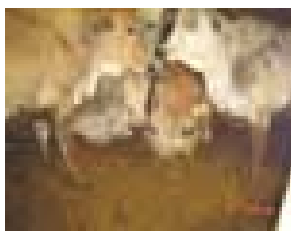


The “Corriedale Express”, now 34 years old and a converted freighter. Recently detained in Australia for “defects”

(Photos: “Fairplay Intrnational Register of Shipping)



*The “Bader III”
See attachment 3 – Inspection Report by Trish Brown*



Australian on cattle transports - Photos by Animals Angels and liveexportshame.com

This is the evidence of the live export industry’s supposed commitment to “improving animal welfare conditions and quality assurance. These photos were taken in 2003, by Animals Angels (see attachment 4, Animals Angels’ reports on cattle transporters)

MYTH “Australia is the largest export supplier of quality livestock to world markets. The industry has pioneered quality assurance and best practice improvements and is the recognized world leader in the humane handling and management of livestock in the export process”¹⁴

These are examples of LiveCorp’s “best practices” in the “humane handling and management of animals”. Electric prods used extensively (including on the faces of sheep), sheep forced up unsuitable and inappropriate ramps upon which they slip and fall, causing torn pelvic muscles, hip dislocations and broken legs (and still they are forced on with prods), (see “Cruelty Report also).



Photo: AACT/Animal Rescue Tasmania 2004



*Photo: Australian Vegetarian Society
© Mark Berriman*

¹⁴ *LiveCorp website*

There is clear evidence of severe overcrowding on trucks, animals' heads and limbs jammed painfully through bars, and sheep stacked on top of one another.

Next, they are loaded onto substandard ships, crewed by sailors from third world countries to whom the animals clearly matter very little.

As a general rule, each sheep is allowed 0.3 of a metre. This density/level of over-crowding does not provide room for animals to lie down, as ruminant animals must. They must spend the duration of the voyage standing, in rising levels of excrement and urine. If they have cuts or other injuries, they will most likely become infected. They will suffer extreme eye and respiratory distress from the ammonia fumes which arise from the excrement and urine in which they are forced to stand. Animals which fall from illness, weakness, starvation or suffocation will probably be left where they fell, or will be thrown into an on-board "mincer". Numerous reports tell of blind, terrified, confused animals being unloaded from ships, and beaten with sticks containing nails for their terror and confusion. Animals too weak or ill to walk are unloaded by chains around their leg/s , or hooks in their chests with cranes

Conditions at destination ports are notoriously and desperately inadequate, and the treatment of the animals appalling

As "Sixty Minutes" showed, with spine chilling clarity the animals are frequently "hog-tied" with wire, thrown onto the back of trucks or into the boots of cars, and taken to the markets or the slaughterhouses from hell for the last journey of their lives. Having their throats cut may be the final blessing, after weeks of torture. Islam speaks of animals being "unmarked" before slaughter, all recent reports and footage reveal that this really is of no consideration at all.



*Photo 1: sheep being dragged
By one leg (Animals Australia)
Kuwait*



*Photo 2: Injured goat, with a
horn torn off (Farm Sanctuary)*



*Photo 3: Terrified sheep being
beaten (Animals Australia)
Kuwait*

"Codes of Practice", "Best Practice" – even fundamental animal welfare legislation is ignored in the live export trade. Nothing is enforced; the RSPCA does not routinely attend loadings, nor does AQIS (in fact AQIS has not done so in Fremantle for six years).

All calls for "transparency" and "accountability" over the many years have fallen upon the deaf ears of the industry and governments. .

"Reportable voyages" are those upon which there are "higher than acceptable" mortalities rates (why are mortalities acceptable?); that is, 2% for sheep and 0.5, or 1.0% for cattle depending on the length of the voyage.

There are very few reports available, despite the number of “reportable voyages” being readily available.

Only nine reports in total are publicly available, despite the number of voyages which reached the “trigger point/s” in mortality rates. And the mortality rates provided by the industry cannot be relied upon, as one Veterinary Officer confirmed to “Sixty Minutes; he was required to falsify records because the Ship’s Master was holding his Passport and ticket back to Australia.

**LIVECORP states that it is a ‘myth’ that:
 “The live export trade is cruel, and animals frequently die in transit”¹⁵**

The Truth is that it must be remembered that for all the tens of thousand of animals who die on export journeys, many more tens of thousands suffer terribly cruelty, pain, injury and misery. Below is merely the death toll.

Live Cattle Exports

Cattle Export Statistics: 1995 – 2003

Cattle exported from Australia to **South East Asia** region (mainly Philippines and Indonesia)

	1995	1996	1997	1998	1999	2000	2001	2002	2003
Cattle No. exported	430,653	505,777	678,585	299,501	462,540	586,569	468,381	630,711	587,716
Death rate overall (%)	0.11	0.05	0.09	0.16	0.34	0.11	0.08	0.07	0.05
Death rate range (%)	0.0-8.5	0.0-1.2	0.0-1.7	0.0-8.8	0.0-74.7	0.0-5.3	0.0-5.0	0.0 - 8.5	0.0 - 2.2
No. cattle deaths	473	252	610	479	1,572	645	375	441	294

Total **REPORTED** cattle dead on these voyages: 5,141

Cattle exported from Australia to the **Middle East** region (mainly to Egypt)

	1995	1996	1997	1998	1999	2000	2001	2002	2003
Cattle No. exported	14,577	65,066	137,869	262,432	316,964	274,639	287,447	268,936	106,080
Death rate overall (%)	0.67	0.65	0.67	0.69	0.35	0.42	0.33	0.61	0.45
Death rate range (%)	0.0-2.1	0.0-5.0	0.0-4.2	0.0-41.5	0.0-3.3	0.0-8.0	0.0-5.0	0.0 - 35	0.0 - 2.0
No. cattle deaths	97	422	923	1,810	1,109	1,153	948	1,641	477

¹⁶ Total **REPORTED** cattle dead on these voyages: 7540

And it is widely known, and was exposed on “Sixty Minutes”, that these figures are not necessarily true.

¹⁵ LiveCorp (“Exploding the Myths” document)

¹⁶ Animals Australia website

Mortality events - cattle

1996

The “Guernsey Express” sank after taking water on its way to Osaka Japan. **1592** cattle **drowned**.

1998

The 'Anomis' arrived in Malaysia from Geraldton WA in January with over 2,400 goats and cattle but could not unload due to a financial dispute between the exporter, shipper and importer. The ship was **held up for over two weeks** and some **283** goats and **154** cattle are reported to have died.

1998

The MV 'Charolais Express' hit heavy weather on route from Bunbury (WA) to Jordan in July. 346 cattle, of the 1,200 loaded, are reported to have died due to **inadequate ventilation**. Fifty cattle then died in a Jordanian port, and a further 174 were **injured or ill** and were subsequently rejected by Jordan, then by Yemen, and ultimately disposed of at sea.

1999

The 'Temburong', **829** cattle **suffocate** when power loss causes ventilation failure on the ship during the voyage from Darwin to Irian Jaya in January. The formal report recommended improved management of back-up power sources (www.amsa.gov.au).

1999

Some 800 cattle were loaded onto the 'Kalymnian Express' in December 1999 in Western Australia bound for Indonesia. Over 300 cattle died of **injuries**, or were destroyed later due to their injuries, when the ship **met a cyclone** off the north west coast of Western Australia.

2000

Two shipments of cattle to Korea were rejected at their destination when local farmers believed the trade would threaten their local 'Hanwoo' cattle industry. Six cattle **were beaten to death** while the remainder had to be held in quarantine and on board ship until the Korean Government were able to move them to slaughter.

2002

99 cattle died on the MV “Norvantes” en route to Jakarta in February when the ship **hit bad weather**. The vessel left Darwin carrying 1,169 cattle.

The Israeli Government reported that in July, cattle and sheep on the M.V. “Maysora” arrived from Australia and **experienced heat, unloading and transport delays**, and were delayed at border-crossings. Some **200** cattle died, most after arrival. Israel temporarily halted all imports of Australian cattle for several weeks until the delays and transport problems were said to be 'resolved'.

The MV “Becrux”, on its maiden voyage and boasting the ability to provide the highest standard of animal welfare and comfort, carried 1,995 cattle and 60,000 sheep from Portland Victoria to Saudi Arabia in July. **880** cattle and **1,400** sheep died after the vessel met extreme temperatures (45 degrees) and

humidity in the Arabian Gulf. The remaining animals were rejected by Saudi officials and had to remain on board until another buyer was found to accept them (in the U.A.E).

Live Sheep Export Disasters

Year	Total Exported	Deaths**	% Mortality
1981	4,357,345	102,630	2.36
1982	5,787,660	129,233	2.23
1983	6,127,916	126,046	2.06
1984	6,537,387	132,821	2.03
1985	7,088,209	133,990	1.89
1986	6,557,410	127,515	1.94
1987	8,439,069	138,543	1.64
1988	7,013,427	120,962	1.72
1989	5,116,343	110,085	2.15
1990	4,153,703	81,607	1.96
1991	3,972,000	83,226	2.10
1992	4,583,938	137,432	2.99
1993	5,108,722	129,414	2.53
1994	5,458,746	109,000	2.00
1995	5,784,207	98,654	1.95
1996	5,593,465	152,930	2.79
1997	5,122,981	68,136	1.33
1998	4,928,965	75,413	1.53
1999	5,051,772	67,693	1.34
2000	5,436,202	71,214	1.31
2001	6,712,332	84,575	1.26
2002	5,943,557	73,700	1.24
2003	4,546,211	45,462	1.00

17 THAT IS A TOTAL REPORTED MORTALITY OF 2,400,281 sheep! And as “Sixty Minutes” showed, the “reported” figures are not necessarily the true mortality rate. They also do not account for animals who have died in feedlots, or on transports either in Australia or overseas.

¹⁷ *Animals Australia website*

1980 The total cargo of **40,605** sheep perish in a **fire** aboard the “Farid Fares”.

1980 **Disease** outbreak causes the death of **2,713** sheep on the “Al Kahleej” .

1981 **631** sheep die in the **transfer** from the “Al Kahleej” to the “Al Shuuwaikh”.

1982 **8,764** sheep perished onboard the “Persia” from **ventilation breakdown**.

1982 **15,000** sheep die from **exposure** in Portland feedlots while waiting loading.

1983 **Ventilation breakdown** in the “Mukairish Althaleth” causes the **death of 70 sheep each day**.

1985 **15,000** sheep die of **heat** exhaustion on board the “Fernanda F”.

1990

Many Australian shipments **rejected** due to claims of scabby mouth and other diseases, by Saudi Arabia. **Death rates** on board soared to an average of **6%** as sheep waited on board ships languishing outside ports or en route to alternative ports.

1990

One **rejected** ship, the “Mawashi AI Gasseem” was forced to stay on the water for 16 weeks before a country would accept its remaining sheep.

1990

The "state of the art" “Cormo Express” left New Zealand in May 1990 and almost **10,000** sheep died en route to the Middle East due to **inadequate ventilation** causing **heat stroke**, pneumonia, other diseases and failure to eat. (Author’s Note: “state of the art” is in fact a converted car transporter)

1991

At the end of the Iran/Iraq war, Australian sheep arrived in war-devastated Kuwait and some **30,000** sheep died from **heat stroke** and **dehydration** due to poor infrastructure and feedlot facilities.

1992

Published figures show increased on-board death rates, rising to almost 3 per cent, the rise being attributed mainly due a large number of ships **unloading** at more than one Middle East port.

1996

67,488 sheep died when **fire** broke out on board the “Uniceb”; 8 days elapsed before any rescue attempt was made.

2002

The MV “Becrux”, (again) on its maiden voyage boasting the ability to provide

the highest standard of animal welfare, carried 60,000 sheep and 1,995 cattle from Portland Victoria to Saudi Arabia. **1,400** sheep died along with **880** cattle after the vessel met **high temperatures** (45 degrees) and **humidity** in the Arabian Gulf.

2002

In July and August 4 shipments of sheep recorded high death rates during export to the Middle East, and a total of 15,156 sheep and discharge phase. "Cormo Express": 1064 sheep, "Express": 6119 sheep died, "Al Shuwaikh": 5,800 sheep, "Messilah": 2173 sheep died.



Photo 1 – Sheep, the dead and the dying – in manure, Animals Australia,

Photo 2 – Cattle, the dead and the dying – in manure, liveexportshame.com,

Photo 3 – gasping for air, as reported by Vet Tony Hill on "Sixty Minutes", photo: CIWF,

Photo 4 Dead on the wharf, CIWF



2003

The Cormo Express with 57,000 sheep on board is rejected by Saudi Arabia for alleged scabby mouth. In the 11 weeks to follow it is rejected by 50 further countries during which **5,581** sheep perished. Finally Eritrea accepted the sheep as a gift along with 1 million dollars.¹⁸



Sheep in Eritrea – nothing to eat but dust

(Photos: liveexportshame.com)

It is further estimated that another 3% of animals die in feedlots on foreign soil, of heat exhaustion, starvation, and trauma.

¹⁸ Figures from Animals Australia

Stress factors for animals in transport

- ◆ Overcrowding on trucks, leading to suffocation and crush injuries; the sad sight of animals' heads and limbs jammed against, and between bars on truck frameworks – they are distressed and terrified.
- ◆ Food and water deprivation and heat stress: animals frequently are left without food and water on transports for periods of days (in spite of regulations and “codes of practice”), and left for long periods in hot sun on trucks both in Australia and in overseas destinations. When trucks (and ships) are stationary, this stress is severely exacerbated).
- ◆ Much-reported beating of animals, terrified and confused, trying to move between trucks and ships and the use of electric prods and goads
- ◆ Once on ships, more overcrowding to the extent that animals cannot lie down, rest or sleep; sheep are generally allowed 0.3 of one metre.
- ◆ A large proportion of animals cannot adjust to pelletized food, and simply starve to death (euphemistically described by the industry as inanition, or “shy feeding”)
- ◆ Many, if not most, ships are substandard, not purpose built and sail under “flags of convenience”, usually meaning that they are not of the standard required to be registered in Australian ports. Many of them have records of “detentions” in Australian ports, often for major defects (see attachment 1 “The Ships of Shame”).¹⁹
- ◆ Often the animals cannot get to the food and water, or it contaminated by the excrement of the animals on the decks above them. Once they are “down”, they cannot get to their feet and are trampled, or suffocated, and left to die
- ◆ For the duration of the voyage, they are forced to stand in mounting piles of urine and excrement (they cannot lie down because of overcrowding). Cuts and other injuries become septic, terribly painful and the animal then develops septicaemia. It is also often unable to walk, frequently resulting in beatings to force it to its feet.
- ◆ These ships have numerous records of “ventilation breakdowns”. Animals have been shown in various footage gasping for air, and pushing and crowding whatever air vents are available to them. Temperatures rise to the high 30's and even 40's and heat exhaustion kills tens of thousands
- ◆ The fumes from the rising levels of urine and faeces cause the animals severe respiratory and eye distress (often the animals unloaded at their destinations are blind, terrified, confused, weak and unable to find their way, and this attracts more beatings)

¹⁹ *Detention information from the “Fairplay International Register of Shipping”*

- ◆ On landing, they are often “hog tied” with wire, and thrown into the boots of cars or the back of trucks to be taken to horrific markets, or the slaughterhouses from hell. “Sixty Minutes” has recently shown animals being dragged to slaughter by one leg, causing hip dislocations and broken legs
- ◆ The program also showed other sheep, huddled and terrified, watching the butchery – other animals’ throats slashed, and being thrown upon other dying animals to bleed to death. (The “Sixty Minutes” report of the slaughter in a Kuwait market noted that the animal was still writhing four minutes later).
- ◆ CIWF (Compassion in World Farming) Reports:

“Animals who are injured or too weak to walk are often cruelly treated on arrival in Beirut. When an animal has a broken or injured leg or hip and cannot walk off the ship, a rope is fastened to one or both of the animal’s front legs. A crane then hoists it up from the ship’s hold and swings it across – dangling in mid-air - to a waiting truck. Most animals are ritually slaughtered in the Middle East, i.e. they are not stunned (rendered unconscious) before throat-cutting. Often it takes several minutes for them to die.

A CIWF investigator comments:- “the site was like a bloodbath ... sheep being hog-tied (front and back legs tied together with string), dragged out of pens to be killed. On several occasions, sheep throat being cut with a sawing motion, sheep thrashing around with their throats cut ... they make an awful, throaty, choking noise as their life drains away”²⁰

And the industry tells us that the cruelty is a “myth”.

**LIVECORP says that it is a ‘myth’ that
 “The live export trade has high mortalities”²¹
 This is a myth? The mortality statistics peak for themselves**

**In the five years up to 2003, 372,595 sheep and 10,173 cattle have
 DIED ON THESE JOURNEYS**

And these statistics do not account for other animals exported; deer, camels, goats and horses. Goats fare particularly badly, with an estimated 50% mortality rate. And we do not even know that these are the **real** mortality figures.

Goat exports and mortalities

Goats	No. Voyages	No. exported	Mortalities	Mortalities % overall
2000	35	752,000	1,435	0.19
2001	67	63,362	1,236	1.95
2002	59	104,307	1,757	1.68
2003	49	49,000	388	0.79
2004 to 07/04	20	14,518	87	0.59

22

²⁰ CIWF (Compassion in World Farming) website

²¹ LiveCorp website

And they are terrible deaths that these animals suffer. They die from trauma, suffocation, crush injuries, diseases (such as salmonellosis), inanition (starvation) because they cannot eat, cannot reach the food, or it is contaminated, and from heat exhaustion. Many animals die before even reaching the ships because of the cruel handling they endure, crushed on board trucks *in Australia*.

On the ships, the ammonia fumes from rising piles of excrement and urine (leaving them little headroom (see “Sixty Minutes” Report on the “Cormo Express”) suffocate and/or blind thousands of animals. And because they are crushed so densely into pens, stress and heat exhaustion from ventilation failures on substandard ships claim thousands more. Footage has been seen of sheep gasping for air in the Middle East. And these poor creatures who die on transports are the lucky ones, spared from facing the brutal handling and horrific slaughter practices of importing countries.

Shipping Disasters

1980	40605 sheep die, burned to death on the “Farid Fares”
	2713 sheep die in a disease outbreak on the “Al Khaleej”
1981	635 sheep die during transfer from the “Al Khaleej” to the “Al Shuwaikh”
	8764 sheep die because of ventilation failure on the “Persia”
1983	15000 sheep die of exposure in a Portland feedlot
1984	70 sheep A DAY die as a result of ventilation failure on the “Mukairish Althaleth”
1985	15000 sheep die of heat exhaustion on the “Fernanda F”
	1989-1990 Many shipments are rejected by Saudi Arabia, and death rates on waiting ships soared to 6%
1990	The “Mawashi Al Gasseem” was on the water for 16 weeks waiting for a country to take its cargo
1991	The “state of the art” “Cormo Express’ proved to have inadequate ventilation, and 10,000 sheep from New Zealand died from pneumonia, inanition and heat exhaustion
1991	At the end of the Iran/Iraq war, 30,000 sheep died from heatstroke and dehydration as a result of poor infrastructure
1991	Published studies reveal that on average, 3% of sheep on feedlots in the Middle East die during the three week holding period
1996	97,488 sheep die when fire breaks out on the “Uniceb”. It is nine days before any rescue or salvage attempt is made, and the animals are left to burn to death confined in their pens.
2002	The “state of the art” in animal transport, the “Becrux”, left Portland with 1995 cattle and 60,000 sheep. 1400 sheep and 880 cattle died in 45 degree-plus temperatures
2002	Four separate sheep shipments resulted in such high mortalities that they were the subject of four separate enquiries each)
	The “Cormo Express” 1064
	The “Corriedale Express” 6119
	The “Al Shuwaikh” 5800

²² National livestock exports mortality summary 2003

The “Al Messilah” 2173
The “Al Shuwaikh’s” *very next voyage* had a death toll of 2304

The “Norvantes” lost 8.47% of its cattle on board between Darwin and Jakarta 9 and the “independent third party (AQIS) veterinarian” had cattle of his own included on the consignment. The ship put out to sea in the full knowledge of extremely rough conditions.

On its maiden voyage, the “state of the art” “Becrux” lost 880 of its cattle (44.1%) and 1418 of its sheep (2.03%)

And the industry clearly finds this level of mortality events “acceptable”. The industry also claims to be tightly regulated by various government entities. Amongst its claims are ship regulations; ships used in the livestock export trade, are, more often than not, old, clearly not purpose-built (the “Cormo Express” is an old car transporters, and most others had long lives as old freighters before conversion), and sail under “flags of convenience”, which generally means that they would fail registration standards in Australia. Many have records of “detentions” in Australian ports; that is, not being allowed to sail until defects are remedied.

Deaths which can be attributed to ship standards include:

- ◆ A total of 108,093 sheep have died in fires on the “Farid Fares” and the “Uniceb”.
- ◆ An unknown number (but tens of thousands) of sheep have died as a result of ventilation failure causing respiratory distress, heatstroke, and heat exhaustion. Ships with histories of ventilation system defects include the “Persia”, the Mukairish Althaeth, the “Fernanda F”, the “Cormo Express”, the “Becrux”, and the “Al Shuwaikh”.

SUMMARY

Any form of regulation of the industry in any shape or form has demonstrably failed, since it has basically been allowed to regulate itself, as was noted by Dr Keniry in his findings of 2003. Expert report after expert report has called for more “transparency” and more “accountability”, yet the Federal government continues to blindly support the industry in its “greed at all costs” practices. Reports from “reportable voyages” are not available to the public. There is no way of knowing how true the reported mortality figures really are. Claims by the industry that it is improving standards of animal welfare – at ANY stage of the live export process – have been shown to be false, time and time again.

Even the **FUNDAMENTALS** of animal welfare are not enforced – by any regulatory authority, much less “codes of practice”, or “best practice procedures”.

This just one area of wilful and abhorrent animal cruelty which requires a national framework of legislation, which is adequately funded, resourced, and enforced – and from which industry cannot hide.

The present, fragmented, ill-enforced, state by state system, currently regulated by what must be seen as a questionable RSPCA at least partly controlled by “vested interests”, with “paper tiger” legislation supported by “voluntary” and unenforceable “standards” and “codes of practice” fails the animals – horrendously - time and time again.

In a “state-by state” system such as this, animals are frequently transported across state borders; therefore there is no way of knowing what, if any, standards are being upheld. Senator Bartlett points out quite rightly in his speech that the live export (and animal transport) industries are consistently breaching even those minimum standards that exist.

If the people in charge of all these animals will not “do the right thing” for moral reasons, then they must be forced to by legislation.

The live export/animal transport/farm animals sectors industry MUST be made accountable to the Australian community; reports must be made available, and real transparency must be a regulatory requirement. This requires a properly resourced and enforced NATIONAL system of consistency.

The Australian culture may be a “meat-eating” one, but the community in Australia and at the international level is now showing itself to be questioning the systems that govern how animals are cared for before they are slaughtered.

And protests, demonstrations, and petitions to governments are clearly showing that the majority of Australians to NOT support the live export trade on moral grounds. The community is also becoming aware of the economic costs of the trade, and the fact that it exists for the greed of the few, and the disadvantage of many.

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ATTACHMENT 1 “The Ships of Shame

This section shows you the sorts of ships that animals are loaded onto, in their millions, many to die miserable deaths.

The voyages of the “Charolais Express” and the “Temburong” triggered the 1999-2000 Independent Reference Group’s enquiry. The recommendations of the IRG included meeting community expectations relating to animal welfare concerns, and a DEMAND for “transparency” (from farm to destination) required of the live export industry.

1996 The “Guernsey Express” sinks and 1592 cattle are drowned. Transparency? There has been no report made available.

1998 The “Anonis” carries 2400 goats and cattle to Malaysia, where they are rejected. An estimate of 283 goats and 154 cattle died in the two weeks. Transparency? No report made available

1998 The “Charolais Express” encounters heavy weather en route to Jordan. 345 out of the 1200 cattle died of suffocation from ventilation failure, then are rejected at the Jordanian destination. The “Charolais Express” sailed under the Philippines flag of convenience. A further 174 cattle were ill and/or injured, and were disposed of at sea (what about Minister Truss’ claim of the “London Convention” prohibiting the disposal of dead animals at sea? The 7.30 Report, during the “Cormo Express” fiasco) Transparency? No report made available.



1999 On board the “Temburong”, a 23 year old a Japanese freighter, 829 cattle suffocate due to a ventilation failure as a result of power loss. Is this a suitable vessel to carry livestock? It is one of LiveCorp’s “state of the art” ships. Transparency? No report made available.

In 1999 The Kalymnian Express sailed from Western Australia to Indonesia carrying 800 cattle. **DEATH TOLL: 300.** The ship was built in 1964, and was sailing under the Panamanian flag when it was detained in Darwin for major defects in 1998. Is this a suitable vessel for carrying livestock?



2000 Two shipments of cattle to Korea were rejected because local feeling was that domestic industry would be affected. SIX CATTLE WERE BEATEN TO DEATH.

In 2002, aboard the “**Norvantes**”, a Panamanian registered, 40 year old freighter travelling from Darwin to Jakarta, 99 out of 1169 cattle died when the ship struck heavy weather. The report on the voyage clearly states that **the veterinarian employed to supervise the consignment had HIS OWN CATTLE on board. Accountability? Transparency? And another “state of the art” Another suitable vessel for carrying livestock?**



2002 The Israeli Government reported that in July, cattle and sheep on the Bahamas registered “**Maysora**” arrived from Australia, and experienced heat, unloading and transport delays, and were delayed at border-crossings. Some 200 cattle died, most after arrival. Israel temporarily halted all imports of Australian cattle for several weeks until the delays and transport problems were said to be 'resolved'.

2002 The “**Becrux**”, on its maiden voyage and claiming to have the capacity to provide the highest standard of animal welfare (but sailing under the Panamanian flag of convenience), carried 60,000 sheep and 1,995 cattle from Portland Victoria to Saudi Arabia . 1,400 sheep died along with 880 cattle after the vessel met high temperatures (45 degrees) and humidity in the Arabian Gulf.

SHEEP

1980 40,605 sheep die in a fire on board the “**Farid Fares**”. This ship was **32 years old**, with **three records of “detention”** in Fremantle and Darwin for various defects. It sails under a Caribbean “flag of convenience”. Another of the industry’s “state of the art” ships. Transparency? No report made available.



This monstrosity is the “Al Khaleej”, 40 years old and only scrapped last year! In 1980 Disease results in 2,713 sheep dying aboard the “Al Khaleej” State of the Art? Suitable for transporting animals? Transparency? No report made available.

1981 635 sheep die in the transfer from the "Al Khaleej" to the "Al Shuwaikh".

M/V "Al Shuwaikh" the subject of TWO reportable voyages in 2002, and a record of detention in Australia for major defects The bow section is littered with dead and dying animals.



1981 8,764 sheep die on the "Persia" as a result of a ventilation breakdown

1983 15,000 sheep die of exposure at a feedlot in Portland, Victoria

1984 70 sheep A DAY die because of a ventilation breakdown on the "Mukairish Althaleth"

1985 15,000 sheep die of heat exhaustion on the "Fernanda F"

1989-1990 - Saudi Arabia rejects a large number of sheep consignments

1990 The "Mawashi Al Gasseem" is at sea for 16 weeks following rejection of its live cargo

1990 10,000 sheep die on board the "state of the art" "Cormo Express" from heat exhaustion (inadequate ventilation), heatstroke, pneumonia, "inanition" (starvation), and other trauma. State of the Art? The "Cormo Express", owned by Dutch company Vroom, sails under the **Philippines flag of convenience**, and is a **converted car transporter**. Transparency? No report available.



1991 At the end of the Iran/Kuwait war, 30,000 sheep die of heatstroke and dehydration at feedlots as a result of poor infrastructure and feedlot facilities

1992 Published figures show increased on-board death rates, rising to almost 3 per cent, the rise being attributed mainly due a large number of ships unloading at **more than one Middle East port**.

1996 67,488 sheep died, burned to death and drowned, when fire broke out on board the “Uniceb”. NINE DAYS elapsed before any rescue attempt was made.



**THESE WERE THE EVENTS WHICH PRECEDED THE
CONVENING OF THE GOVERNMENT’S OWN
INDEPENDENT REFERENCE GROUP ... WHOSE
RECOMMENDATIONS THE GOVERNMENT IGNORED**

IN 2002, Minister Truss RE-convened the Independent Reference Group in the face of further disastrous voyages in July and August of that year.

Investigations were carried out by AFFA, AMSA and AQIS into the excessive mortalities on the “Corriedale Express”, the “Cormo Express” (already with a history), the “Al Shuwakh” and the “Al Messilah”

The “Corriedale Express”, now 34 years old and a converted freighter is also owned by Vroom and sails under the Philippines flag of convenience. In the two month period of July/August 2002, 6119 (11%) sheep died on this voyage largely as a result of “livestock generator failure” (i.e. heat exhaustion). Detained in Australia for defects in 2004. Another suitable vessel for carrying livestock?



The “Al Shuwaikh” again. **5,800 sheep died** on Voyage 20 (6.8%) and then, on Voyage 21, **2,304 sheep died**. TWO reportable voyages in succession. The “Al Shuwaikh” was launched in 1985 and **has a record of detention in Fremantle** for defects - “engine room ventilation fire damper inoperative”

The “Cormo Express” again. 1,064 sheep and seven cattle died on this voyage in July/ August 2002. The veterinarian on board reported that the majority of deaths were from smothering, as the animals tried to get to the “sometimes inadequate” feed provided, others from the insufficient ventilation. This vessel is clearly incapable of meeting minimum animal welfare needs in transport. (See “Sixty Minutes” Report #2)



2,173 sheep died on the Kuwaiti registered, 24 year old “Al Messilah” in July/ August 2002, the main reasons given being salmonellosis and “shy feeding”, otherwise known as inanition (starvation, in fact). It was identified that the disease was already present from the time the animals were in the feedlots at Portland. Still they were loaded for export.

These four ships, together with the “Becrux” and the “Norvantes” were the reason for re-convening the Independent Reference Group in 2002. But there were many other, unreported tragedies. And we do not know how true the reported figures really are. Some voyages may not have reached the “trigger point” requiring reports, others have, yet no reports are available. Australians should be asking “why not?”

State of the Art? Or Ships of Shame.

These are some of the vessels used to transport animals in unspeakable conditions ...



The "Carabao 1" – built in 1974 and sailing under the flag of Singapore

Death toll unknown



The "Dealco 1" – built in 1972, registered in Singapore

Death toll unknown

The "Janet 1" built in 1979, registered in Singapore

True death toll unknown



The "Norvantes" 40 years old and Registered in Panama

99 cattle died



The "Bader III"

Built in 1977 and registered in the Bahamas. Death toll unknown, see Trish Brown's report



The "Amelia" Built in 1977, it has a record of detention in Australia for defects. Death toll unknown



The "Farid F" Built in 1972, registered in the Caribbean, three detention records in Australia for defects

Death toll 44,685 sheep by fire



The "Falcon"

Over 30 years old, 2 detention records in Australia for defects. Death toll unknown



The "Finola"

Built in 1987

Death toll unknown



The "Friesian Express"

Built in 1970, registered in the Philippines, with a record of detention for defects.

Death toll unknown

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