

Australian Standards for the Export of Livestock Part 1: Reformatted

Stage: Consultation Draft

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NOTE: All legislative instruments and compilations are registered on the Federal Register of Legislative Instruments kept under the *Legislative Instruments Act 2003*. See www.legislation.gov.au

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Preface

The Export Standard for Australian Livestock (ASEL) builds on the existing regulatory framework for livestock exports and replaces the *Australian Standards for the Export of Livestock (ASEL) v2.3 2011* in its entirety.

This Standard is enacted by *Australian Meat and Live-stock Industry (Standards) Order 2005*, made under section 17 of the *Australian Meat and Live-stock Industry Act 1997*.

The objective of this Standard is to set out the requirements to ensure animals are fit to export and manage the risks to animals’ health and welfare throughout the export voyage.

Under this Standard all information applies to the export of livestock both by sea and by air. Where differences exist due to the means of export transportation, these will be clearly specified.

This edition is a general revision to collate the current regulatory requirements of *Australian Standards for the Export of Livestock (ASEL) v2.3 2011* and the export advisory notices (EANs) published since 2011, and to modernise the format of the Standard.

This edition also introduces the Live Export Inspection and Monitoring Team [LEIMT]. This team of people is independent of the supplier of the animals for export and also the shipper of the animals.

The purpose of LEIMT establishes arms length inspection and monitoring of the procedures from selecting the animals for export through to unloading at the port of destination. This ensure animals are fit to export through to managing the risks to animals’ health and welfare throughout the export voyage as best can be achieved.

This gives some comfort to Australians until live exports is phased out.

The cost for LEIMT is financed by levies on the exporter by the Commonwealth, State or Territory department.

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Scope and general

1.1 Scope

The scope of this Standard is to specify the:

- additional domestic activities required to prepare animals for the export voyage, beyond the requirements in other national Standards and/or state and territory legislation
- domestic facilities and resources to be used to prepare animals for export
- management of animals throughout the export voyage in order to maintain their health and welfare status
- minimum required on-board resources
- record keeping and reporting obligations, and
- chain of responsibility for the animal's health and welfare.

1.2 Application

This Standard is intended to be read in conjunction with relevant mandatory laws, regulations and guidelines for the treatment, preparation, transport and carriage of livestock from Australia, including:

- *Export Control Act 1982*
- *Export Control (Animals) Order 2004*
- *Australian Meat and Live-stock Industry Act 1997*
- *Australian Meat and Live-stock Industry (Export Licensing) Regulations 1998*
- Relevant state and territory legislation (e.g. animal welfare/ prevention of cruelty to animals/ farm practices relating to livestock etc.)
- National Model Codes of Practice for the Welfare of Animals and Australian Animal Welfare Standards and Guidelines including specifically; the Australian Animal Welfare Standards and Guidelines for the land transport of livestock
- Part 43 of the *Australian Commonwealth Marine Order (Cargo and cargo handling — livestock) 2006*
- International Air Transport Association (IATA) Live Animal Regulations
- *International Convention for the Prevention of Pollution from Vessels, 1973*, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78): Annex V: Prevention of pollution by garbage from vessels.
- *Chilled Meat Alternative evaluation*

Vessels used for the export of livestock must comply with international and Australian Standards, including Australian Certificate for the Carriage of Livestock (ACCL) requirements.

The transport of livestock must be undertaken in accordance with the Australian Animal Welfare Standards and Guidelines for the land transport of livestock (Land Transport Standards), any other requirements of state and territory legislation, ASEL, and importing country requirements. All livestock movements must comply with the National Livestock Identification System (NLIS) as required by Australian state and territory governments.

Exporters seeking to export some kinds of animals that do not meet the fit to export requirements under this Standard because their export is deemed higher risk but are otherwise in good health, may be exported with an appropriate risk management plan, approved by the department. Further details of the exceptions the department may consider are contained in Appendix M.

1.3 Compliance

This Standard must be complied with as part of:

- the conditions of a livestock export licence
- the registration of a premise to be used for holding and assembling livestock for export, and
- an exporter's approved arrangement for the export of livestock, particularly in the preparation of livestock in order to be granted an export ~~permit permit~~ and health certificate for the export consignment.

Failure to comply with this Standard may result in refusal to grant an export permit for affected consignment/s and/or performance management and compliance action including cancellation, ~~or~~ suspension or permanent disqualification of registration or licence. A single major failure attributed to non-compliance or repeat events of non-compliance will result in permanent disqualification.

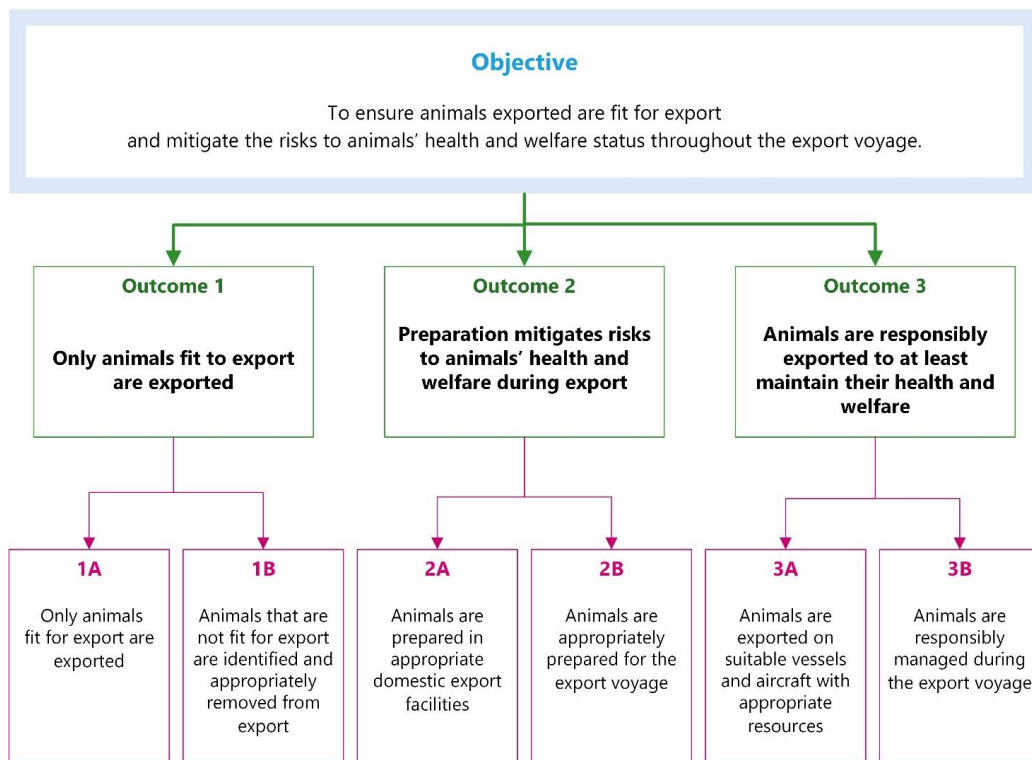
Non-compliance with any of the relevant mandatory laws, regulations and guidelines for the treatment, preparation, transport and carriage of livestock from Australia, would be considered to be material to the department's assessment of competency and integrity of a person or company to continue to hold an approved arrangement, premises registration and/or export licence.

An assessment notice is to be signed by a LEIMT and a copy given to the transport operator after each truck is unloaded.

1.4 Outcomes

The Standard is grouped into three core outcomes to achieve the objective:

- Animals are fit to export.
- Animals are appropriately prepared in order to mitigate the risks to their health and welfare during export.
- Animals are responsibly managed in order to maintain their health and welfare status during the export voyage.



Definitions

For the purposes of this Standard the definitions below apply.

Accredited stockperson

Stockpersons who are accredited by LiveCorp for the shipboard husbandry of livestock.

Accredited veterinarian

A veterinarian who is accredited under section 4A.07 of the *Export Control (Animals) Order 2004* to carry out duties in relation to the export of livestock. Otherwise known as an Australian Government Accredited Veterinarian (AAV). The AAV will be accredited as a member of LEIMT and able to comply with regulations of State and Territory departments which apply until the ship unties, and leaves the loading port.

Adverse effect

An abnormal, harmful or undesirable effect on an animal that causes anatomical or functional damage, irreversible physical changes, or increases in susceptibility to other biological, chemical, or environmental stresses.

AMSA

AMSA means the Australian Maritime Safety Authority established by the *Australian Maritime Safety Authority Act 1990*.

Animal welfare

As defined in the OIE Terrestrial Animal Health Code, animal welfare refers to the ability of an animal to cope with the conditions in which it lives. An animal is in a good state of welfare if (as indicated by scientific evidence) it is healthy, comfortable, well nourished, safe, able to express innate behaviour, and if it is not suffering from unpleasant states such as pain, fear, and distress.

Good animal welfare requires disease prevention and appropriate veterinary treatment, shelter, management and nutrition, humane handling and humane slaughter or killing. Animal welfare refers to the state of the animal; the treatment that an animal receives is covered by other terms such as animal care, animal husbandry, and humane treatment.

The concept of animal welfare involves the internationally recognised 'five freedoms', which are: freedom from hunger, thirst and malnutrition; freedom from fear and distress; freedom from physical and thermal discomfort; freedom from pain, injury and disease; and freedom to express normal patterns of behaviour.

Animals

A reference to animal or animals within this Standards is interchangeable with 'live-stock' as defined in the *Export Control (Animals) Order 2004*.

Appropriately segregated

Livestock of the following types must be segregated in different lines/pens:

- animals of different species
- animals of the same species sourced for different end purposes, i.e. feeder animals must be segregated from breeder animals of the same species
- young animals from older animals
- animals of a dissimilar size
- any animals covered by an ASEL management plan from those that aren't covered by an ASEL management plan
- camels of different sexes.

Approved premises

A place approved in accordance with section 3.06 of the *Export Control (Animals) Order 2004* for the preparation, quarantine or isolation of livestock for export by air.

Authorised Officer

A person appointed under section 20 of the *Export Control Act 1982* as an Australian Government Authorised Officer.

Blue Tongue Virus transmission zone

A published region in which the risk of bluetongue transmission is heightened, based on serological monitoring, surveys, and insect vector trapping information gathered through the National Arbovirus Monitoring Program (NAMP) – The NAMP Bluetongue Virus Zone Map is subject to change and can be viewed on the Animal Health Australia website.

Class

A group of livestock of the same species that share a common characteristic such as age, size or sex, or some other physiological characteristic such as pregnancy.

Competent pregnancy tester

A competent pregnancy tester, for a pregnancy test conducted in:

- the Northern Territory—is a person accredited by the relevant agency of the Northern Territory and a LEIMT member to conduct pregnancy tests, and
- Western Australia—is a person accredited by the relevant agency of Western Australia and a LEIMT member to conduct pregnancy tests.

Competent pregnancy testers may only diagnose pregnancy for feeder/slaughter cattle or buffalo by manual palpation and are not approved to use ultrasound diagnoses or the IDEXX pregnancy test. They cannot complete pregnancy testing of breeder or productive cattle or buffalo consignments for any market.

Competent stock handler

A person is competent to perform a requirement of this Standard if he or she has the requisite knowledge, skills, experience, attitude and behaviour to perform the requirement, and has the ability to manage and handle animals humanely, efficiently and capably at the relevant stage(s) of the livestock export chain.

Supporting evidence of competency includes any of the following:

- records of on-the job training
- relevant experience
- recognised training and staff training registers
- induction training
- supervisor sign-off for specific tasks, or
- demonstrable ability.

There will also be a LEIMT stock handler on each voyage.

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Curfew

Also known as 'empty out' time, is the deliberate and variable period of water and /or 'green' fresh feed deprivation before another procedure, such as weighing or transport. Any water curfew must be included in the total water - deprivation time with respect to transport journeys. LEIMT member to inspect records for each delivery. The delivery form to be completed by the driver of the truck which delivers the animals.

Disembarkation

The unloading of livestock, commencing at the ~~first~~ overseas port (and acceptance of the consignment, or part thereof, by the competent authority of the country). It commences with the unloading of the first animal and ends when the last animal is unloaded from the vessel. There can only be one delivery port for each voyage.

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Emaciated or Over-fat body condition

Livestock is in an emaciated or over-fat body condition if it is assessed by a competent LEIMT person member against the corresponding species scoring system within Appendix A, as having the following body scores:

| Species | Body condition | | |
|---------------------|----------------|---------------------------|-----------|
| | Emaciated | Fit to export (inclusive) | Over-fat |
| Cattle and buffalo | 0 to 1.99 | 2 to 6 | 6.01 to 7 |
| Pregnant cattle | 0 to 2.49 | 2.5 to 4 | 4.01 to 5 |
| Dairy cattle | 0 to 2.99 | 3 to 6 | 6.01 to 8 |
| All other livestock | 0 to 1.99 | 2 to 4 | 4.01 to 5 |

I leave others to accept or amend the criteria listed in the Table above.

Euthanasia

The killing of an animal in a humane manner which causes immediate loss of consciousness and then rapid death of the animal while unconscious.

What are the International laws about disposing of dead animals into oceans.

Export Permit

A permit issued by the Secretary under the *Export Control (Animals) Order 2004* to export live animals from Australia.

Extended long haul voyage

A loaded voyage greater than thirty (30) days in length *is not permitted. [30 days is excessive given the extremes of weather as just one criteria.]*

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Extended long haul voyage management plan

Exporters require an approved extended long haul voyage management plan as part of their approved arrangement before they submit a Notice of Intention (NoI). Requirements for an extended long haul voyage management plan are specified in the Guidelines for Approved Arrangements available on the department's website. *[Will leave others to determine if voyages beyond 10 days meet animal welfare standards. A lot can go wrong. Risks increase with each day.]*

Extreme weather

Temperature and climatic conditions (e.g. *cyclones, typhoons, tropical storms, rough seas,* rain, hail, snow, wind, humidity and heat) that either individually or in combination, is likely to expose livestock to heat or cold stress, *significantly increased risk of injury or even the direct cause of death.*

Fit to export

Consistent with Outcome 1, to be fit to export, animals must:

- meet the importing country requirements. *Shipper's responsibility.*
- have the appropriate characteristics, i.e. does not meet any of the rejection criteria specified in this standard. *LEIMT member and relevant State department liase.*
- not be showing behavioural or physical signs of illness or disease, or a condition that could cause the decline of the animal's health and welfare during export preparation or the export voyage. *LEIMT Member and relevant State or Territory department to liase.]*.-

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Fodder

Any feed intended for consumption by livestock, including hay, pellets, or grain.

Goats

Goats are usually feral goats. Additional restrictions may apply in some Sections given the feral goats lack of, and fear of, human interaction and restraint. They might also present higher risks for human consumption in some circumstances. These issues with selecting feral goats are brought on by the vendor. Exporter to be aware of responsibilities being taken on.

Heat stress risk assessment (HSRA)

The agreed heat stress risk assessment for livestock export voyages from Australia by sea is performed by a software program developed by LiveCorp and Meat and Livestock Australia called 'HotStuff'. The latest version of the software approved by the department must be used.

Hospital pen

A designated area reserved for the sole purpose of special care of weak, sick or injured animals. Hospital pens/stalls need to comply with Provision 33 of Marine Orders 43.

IATA Live Animal Regulations

The International Air Transportation Association Live Animal Regulations current edition as in force.

Importing Country Requirement

A reference to importing country requirements is a reference to:

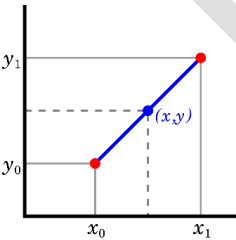
- the requirements of the relevant importing country protocol, and
- the requirements or conditions of the relevant import permit (including any waiver or variation of a requirement of the importing country protocol).

Land Transport Standards

The Australian Animal Welfare Standards and Guidelines for the Land Transport of Livestock. These Standards include penalties for animals that died on the journey or too seriously injured or stressed, to be exported. [Leave to others with expertise to review. Penalty to be at least five (5) times the price per head for each dead animal or those that have to be euthanised].

Linear interpolation

Linear interpolation is a method of finding new values for any function using two given value points. A graphical representation of linear interpolation is below:



Livestock

As defined under 'live-stock' in the *Export Control (Animals) Order 2004*.

Livestock Services

Any equipment, processes and systems necessary to ensure the health and welfare of livestock throughout the export, which may include but are not limited to feed and water supply systems, ventilation monitoring on aircraft and ships and the washing down of decks and disposal of faeces on a ship. LEIMT member to check and monitor.

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Longer haul voyage

Any loaded export journey greater than 10 days (inclusive) and not exceeding 30 days in length. [Will leave others to address this question, and Government to show proof that voyages beyond 10 days can meet Australian animalwelfare standards. 10 days might even be too much.]

Marine Orders 43

Marine Orders 43 means Part 43 of the Marine Orders with effect under subsection 343 (2) of the *Navigation Act 2012*.

Mortality

Mortality means, in respect of any species, the percentage determined by dividing the number of deaths of that species occurring while on the ship (including during loading and unloading) by the total number of that species loaded and multiplying the resultant figure by 100. Mortalities which occur after arrival in the port but before the animal can be discharged must be included in the daily and end of voyage reports.

LEIMT to prepare the daily and end of voyage reports. The reports are to be transmitted daily to the Australia control point. Shipper to continue to prepare these reports and countersign the daily reports prepared by the LEIMT member.

NLIS

NLIS (National Livestock Identification System) is Australia's system for the identification and tracing of livestock. It is a permanent, whole of life identification system that enables individual animals to be tracked from property of birth to slaughter for food safety, product integrity and market access purposes. NLIS provides the facility for livestock movements to be logged in a secure central database. Penalties apply for any breach of this process.

NoI

A Notice of Intention to export submitted by the exporter under the *Export Control (Animals) Order 2004*.

Notifiable incident

An incident that has the potential to cause serious harm to the health and welfare of animals must be reported by the LEIMT as soon after an incident as is reasonable. The only role for the LEIMT member is to advise the Captain he has reported the incident and to then observe, monitor and report the incident to the Australia control point.

For the export of livestock by sea, a notifiable incident includes, but is not limited to:

- ~~all~~ shipboard mortalities ~~ies, y rate, are equal to or greater than a reportable level~~
- disablement of ventilation, feeding and/or watering systems on a vessel carrying livestock, causing a serious adverse effect on animal welfare
- rejection of livestock at an overseas port or by an importing country government
- diagnosis or reasonable suspicion of an emergency disease in a consignment of livestock
- loss of a vessel (a marine casualty of a vessel) carrying livestock
- disablement of a vessel carrying livestock, such that assistance is required for return to port
- any other incident that has a serious adverse effect on animal health or welfare, and/or
- an act of terrorism or piracy.

For the export of livestock by air, a notifiable incident includes, but is not limited to: [There needs to be time limits for shipping company to report the incidents listed below].

- loss of aircraft
- breakdown of ventilation systems on an aircraft carrying livestock causing a serious adverse effect on animal welfare
- rejection of livestock at an overseas airport or by an importing country government
- a mortality rate equal to or greater than the reportable level, and/or
- any other incident that has an adverse effect on animal welfare.

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Ocean Conditions assessment

The calculations to be defined by others. It will be a compulsory assessment for each voyage. Ships go through numerous areas where weather conditions can change. Wave height, swell limits, duration of rough seas. The maximum height of vessels would be in the criteria.

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Portable livestock unit (PLU)

A portable livestock unit, and includes a box, platform, containers or other arrangement used to form pens or stalls for the carriage of livestock. Portable livestock units need to comply with Provision 34 of Marine Orders 43.

Prepared for export

Includes actions taken from sourcing through to the completion of loading the animals onto the vessel or aircraft. LEIMT sign off at each step before the process can continue to next step. Liase with State department. Any decision by the State or Territory department is final.

Pregnancy test

A valid pregnancy test is that which has been completed in accordance with the species pregnancy test requirements within the testing criteria section of this Standard.

Registered premise

A place registered for the preparation of livestock for export by sea in accordance with the *Export Control (Animals) Order 2004*.

Registered veterinarian

A qualified veterinarian who is currently registered with a State or Territory Veterinary practitioners' registration board or equivalent, as defined in the *Export Control (Animals) Order 2004* and is member of LEIMT.

Reportable Level for a Voyage

With respect to the reportable mortality level for a voyage for a species, the percentage listed below or three animals, whichever is the greater number of animals:

- sheep and goats: 12 per cent;
- cattle and buffalo, voyages ≥ 10 days: 0.51 per cent;
- cattle and buffalo, voyages < 10 days: 0.255 per cent;
- camelids: 12 per cent;
- deer: 12 per cent.

Mortality reports are submitted daily during voyages by the LEIMT member

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RFID

RFID or radio-frequency identification device are tags or bolus implanted within the animal which contain electronically stored information used for individual identification purposes.

Sea Load Plan

A valid Load Plan for export by sea must be compliant with relevant ship safety standards and submitted to, and authorised by the State or Territory department, before the vessel can depart and include details of:

- suitably competent person appointed by the exporter to be responsible for overseeing the handling, husbandry and welfare of the livestock for export, and to ensure that loading facilities and livestock handling standards at the port are satisfactory during unloading from the land transport, inspection and loading onto the vessel
- All personnel handling and caring for livestock or who are otherwise responsible for animals during the voyage must be able to demonstrate an adequate level of experience and skill to allow them to undertake their duties
- the net available pen area on the ship (excluding the area of the hospital pens) according to the vessel's record of equipment for the carriage of livestock
- the number of livestock that may be loaded on the vessel, stocking densities and pen group weight range tolerances for the species based on the minimum pen area per head for the relevant livestock species and class as specified in Appendix H.

The valid Sea Load Plan must also give due consideration to:

- the requirements of Marine Orders 43, in particular Part 33 (hospital pens) Part 8 (Restrictions on carriage of livestock)
- differences in handling, holding and husbandry needs of each livestock species, number of animals, sex, class, reproductive status, weight, breed, origin, preparation and transport history
- pen layout, available pen area for the particular consignment, ventilation, vessel characteristics, port rotation, discharge sequence and stability
- contingency for failure of the ventilation system during loading
- ensuring the livestock are Appropriately Segregated on-board
- separation of cattle or buffalo from other species by a passageway, an empty pen or an effective impermeable barrier, to the satisfaction of an accredited stock person or accredited veterinarian
- location of livestock in relation to health and welfare (there must be no penning or location of livestock on or in any part of a vessel where the livestock, livestock fittings, livestock equipment or carrying arrangements could substantially compromise the animal's health and/or welfare)
- any relevant HSRA stocking density outputs
- CCTV monitoring is operational
- contingency plans and
- Ocean conditions assessment meets standards-

Shorter haul voyage

Voyages no greater than ten (10) days (exclusive) in voyage length, i.e. the voyage is 1-9 days in length.

Spay declaration

A valid spay declaration for feeder or slaughter cattle or buffalo, is a written declaration by the vendor certifying either the animal has been spayed:

- not less than 280 days before export, or
- using the Willis dropped ovary technique not less than 30 days before export.

Sufficient personnel

The number of people required to ensure good animal welfare outcomes. LEIMT members on the voyage are in addition to ship personnel.

Unfit to export

Consistent with the rejection criteria from the ASEL S1A.2.1 and animals that do not meet test results or other eligibility criteria for importing country requirements are not fit to export. LEIMT staff to decide.

Voyage

In maritime law, the time of a vessel's transit from one place to another.

Water deprivation time

LEIMT staff to determine compliance. A non-compliance Notice will be raised against the party (s) at fault. Penalties apply.

The time that animals can be deprived of access to adequate water of a quality to maintain good health and welfare. Water deprivation time is the total continuous period of water deprivation, starting when all animals last had access to water. Each of the below must be included when calculating the total water deprivation time with respect to transport journeys:

- time off water during mustering and when yarded after mustering
- curfew
- all time on the transport vehicle, whether moving or stationary, and
- any time without water after unloading, such as at a saleyard, spelling centre or registered or approved premise.
- factor in hot weather conditions. (32+ C is my recommendation)

Outcome 1—Animals are fit to export

1A. Only animals fit to export are sourced and prepared for export

1A.1 Inspection of animals prior to export

Animals must be inspected regularly to ensure they are, and remain, fit to export. All animals must be inspected on-farm, and in accordance with the inspection requirements of the Land Transport Standards and as per either 1A.1.1 or 1A.1.2 depending on the intended mode of transport for export. Animals that are not fit to export must, in accordance with part 1B, not be sourced or prepared for export.

1A.1.1 Inspection for export by sea

- (a) In addition to the inspection requirements of the Land Transport Standards, at a minimum, livestock to be exported by sea must be inspected by ~~an LEIMT member~~~~a competent person~~ familiar with the requirements of the consignment (unless otherwise specified) to determine if the animals remain fit to export:
- (i) upon the animals being unloaded into a registered premise
 - (ii) daily whilst the animals are in the registered premise by ~~an LEIMT member~~~~a competent stock person~~
 - (iii) prior to inspection by ~~an LEIMT member~~~~a authorised officer~~, and
 - (iv) immediately prior to the animals being loaded onto the vessel.
- (b) If goats are to be exported by sea on a short haul voyage, they must be inspected at the registered premises by an ~~authorised officer~~~~LEIMT member~~ on at least two (2) occasions during preparation to confirm the goats have been held in the registered premise for five (5) days and fed appropriately as per Appendix D.

1A.1.2 Inspection for export by air

In addition to the inspection requirements of the Land Transport Standards, to be exported by air livestock must be inspected by a competent person familiar with the requirements of the consignment (unless otherwise specified) to determine if the animals remain fit to export at a minimum:

- (a) upon the animals being unloaded into a registered premise
- (b) daily whilst the animals are in the registered premise, and
- (c) once loaded, immediately prior to the departure of the aircraft.

1A.2 Animals must meet the importing country requirements

Livestock sourced for export must meet the requirements set out in the applicable importing country protocol and import permit, such as sex, breed, and property clearances etc. Upon inspection ~~by a LEIMT member~~, any animal that does not meet the importing country requirements is not fit to export. Animals that are not fit to export must, in accordance with part 1B, be removed from the export consignment.

1A.3 Animals have a suitable health and welfare status for export

Livestock must be of a suitable health and welfare status in order to be fit to export. Upon inspection ~~by a competent State or Territory representative~~, any animal that meets the rejection criteria within this Standard is not fit to export. In addition, any livestock showing behavioural or physical signs of illness or disease, or a condition that could cause the decline of the animal's health and welfare during export preparation or on the export voyage, is not fit to export. Animals that are not fit to export must, in accordance with outcome 1B, be removed from the export consignment.

1A.3.1 Rejection criteria—All livestock

Any animal that meets any of the following rejection criteria is not fit to export: ~~Refer Penalties for trying to load these animals onto a ship for export. Section 1A.3.1 to 1A3.7~~

(a) Livestock must not be sourced or prepared for export if they are showing signs consistent with any of the following rejection criteria:

- (i) emaciated or over-fat body condition in accordance with the body scores in Appendix A
- (ii) anorexia (inappetence)
- (iii) unwell, lethargic, dehydrated
- (iv) uncoordinated, collapsed, weak
- (v) ill-thrift
- (vi) un-healed de-horning or tipping wounds
- (vii) lactating, unless with calves at foot and being transported by air
- (viii) lameness or abnormal gait
- (ix) abnormal soft tissue or bony swellings
- (x) dysentery or profuse diarrhoea
- (xi) bloat
- (xii) neurological symptoms (head tilt, circling, Incoordination)
- (xiii) abnormal or aggressive behaviour/intractable or violent
- (xiv) generalised and extensive buffalo fly lesions
- (xv) generalised skin disease
- (xvi) generalised papillomatosis or generalised ringworm, dermatophilosis
- (xvii) visible external parasites
- (xviii) significant lacerations
- (xix) discharging wounds or abscesses
- (xx) cutaneous myiasis (flystrike)
- (xxi) ballanitis (pizzle rot)
- (xxii) blood/discharge from reproductive tract (vulva/prepuce)
- (xxiii) blindness in one or both eyes
- (xxiv) cancer eye
- (xxv) keratoconjunctivitis (including pink eye)
- (xxvi) scabby mouth
- (xxvii) excessive salivation
- (xxviii) nasal discharge, the cause of which may affect the health or welfare of the livestock
- (xxix) severe coughing, or
- (xxx) respiratory distress—difficulty in breathing.

(b) In addition to the above, all livestock with horns must not be sourced or prepared for export if they have any of the following:

- (i) untipped sharp horns (horns must be blunt)
- (ii) horns that are turned in so as to cause damage to the head or the eyes
- (iii) horns that would endanger other animals during transport, or
- (iv) horns that would restrict access to feed or water during transport.

- (c) Female livestock must not be treated with a prostaglandin drug within 14 days of export, and not during the 60 day period before export unless they have been pregnancy tested immediately before prostaglandin treatment and declared to be in the first trimester of pregnancy or not detectably pregnant.
- (d) Mobs with unusual mortalities over the whole period of pre-export isolation are not fit to export and the whole mob must be rejected.
- (e) In addition, for export by air, all eligible pregnant livestock or livestock that have given birth in the last 48 hours are not fit to export ~~unless accompanied by a veterinary certificate certifying the animal is fit to travel and there is no evidence of imminent parturition.~~
- (f) Animals intended to be exported for human consumption, which includes feral goats, feral camels and other like species, must comply with Australian food safety requirements, including standards for chemical residues or environmental contaminants.

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1A.3.2 Rejection criteria—Cattle

Further to 1A.3.1:

- (a) All cattle must have been weaned for at least 14 days prior to sourcing for export.
- (b) If horned, cattle must have horns no longer than 12 cm.
- (c) For export by sea, cattle must have an individual liveweight between 200 kg and 650 kg inclusive. In addition:
 - (i) female feeder or slaughter cattle must be determined not to be detectably pregnant by a valid pregnancy test or accompanied by a valid spay declaration.
 - (ii) female breeder cattle must not be more than ~~190~~ 140 days pregnant at the scheduled date of departure and tested in accordance with the requirements of a valid breeder pregnancy test.
 - (iii) *Bos taurus* cattle from an area of Australia south of latitude 26° south must not be sourced for export to the Middle East from May to October unless an agreed livestock heat stress risk assessment indicates the risk is manageable as per the testing criteria specified in this Standard.
 - (iv) *Bos taurus* cattle with a body condition score of five (5) or more must not be sourced for export from or through any area north of latitude 26° south from 1 October to 31 December (inclusive).
- (d) For export by air, cattle have a liveweight of more than 150 kg prior to sourcing for export. In addition:
 - (i) female breeder cattle must not be more than ~~220~~ 140 days pregnant at the scheduled date of departure and tested in accordance with the requirements of a valid pregnancy test.

1A.3.3 Rejection criteria—Buffalo

Further to 1A.3.1:

- (a) all buffalo must have been weaned for at least 14 days prior to sourcing for export.
- (b) if horned, buffalo must have horns no longer than the spread of the ears.
- (c) For export by sea, buffalo must have an individual liveweight between 200 kg and 650 kg inclusive. In addition:
 - (i) female feeder or slaughter buffalo must have been determined not to be detectably pregnant by a valid pregnancy test or accompanied by a valid spay declaration
 - (ii) female breeder buffalo must be no more than ~~220~~ 140 days pregnant at the scheduled date of departure and tested in accordance with the requirements of a valid pregnancy test.
- (d) For export by air, all female breeder buffalo must be no more than ~~250~~ 140 days pregnant at the scheduled date of departure and tested in accordance with the requirements of valid pregnancy test.

1A.3.4 Rejection criteria—Sheep

Further to 1A.3.1:

- (a) all sheep much have been weaned for at least ~~14~~ 28 days prior to sourcing for export.
- (b) if horned, sheep must have horns no longer than one full curl.
- (c) all female feeder or slaughter sheep over 40 kg and all Damara female sheep must be determined to be not detectably pregnant and tested in accordance with the requirements of a valid pregnancy test.
- (d) For export by sea, all sheep that do not conform with (i),(ii) and (iii) must not be loaded onto the ship ∴
 - (i) to be a liveweight of more than 28 kg
 - (ii) have fibre not more than 25 mm in length
 - (iii) either be:
 - A. 10 days or more off shears when sourced, or
 - B. be shorn during the 10 day period before export and accommodated in sheds on the registered premises.
 - (iv) if female breeder sheep, must not be more than 100 days pregnant at the scheduled date of departure and tested in accordance with the requirements of a valid pregnancy test.

- (v) not be sourced for export from or through the ports of Darwin, Weipa, Broome, or Wyndham from 1 November to 31 May in the following year (inclusive).
- (e) For export by air sheep must have a liveweight of more than 20 kg. In addition:
 - (i) all female breeder sheep over 40 kg must not be more than 115 days pregnant at the scheduled date of departure and tested in accordance with the requirements of a valid pregnancy test.

1A.3.5 Rejection criteria—Goats

Further to 1A.3.1, all goats must provide the State or Territory department with documents to satisfy 1A.3.1 and 1A.3.5 (a) to (g) and have:

- (a) been weaned for at least 14 days prior to sourcing for export.
- (b) if horned:
 - (ii) horns no longer than 15 cm long, or
 - (iii) if the ends of the horns are no further than 20 cm apart, horns no longer than 22 cm.
- (c) become conditioned to being handled and to eating and drinking from troughs for a minimum of 21 days prior to transfer to the registered or approved premises.
- (d) if female feeder or slaughter goats, must be determined not to be detectably pregnant and tested in accordance with the requirements of a valid pregnancy test.
- (e) For export by sea, all goats must:
 - (i) have a liveweight of more than 22 kg, and
 - (ii) if female breeder goats, be determined to be no more than 100 days pregnant at the scheduled date of departure and tested in accordance with the requirements of a valid pregnancy test.
- (f) For export by air goats must:
 - (i) have a liveweight of more than 14 kg, and
 - (ii) if female breeder goats, must not be more than 115 days pregnant at the scheduled date of departure and tested in accordance with the requirements of a valid pregnancy test.

1A.3.6 Rejection criteria—Camelids

Further to 1A.3.1:

- (a) all female feeder or slaughter camelids must have been determined not to be detectably pregnant and tested in accordance with the requirements of valid pregnancy test.
- (b) all camels must meet transport and shipping height requirements of the intended transport (i.e. camels standing in their natural position do not touch any overhead structures).
- (c) all camels must have become conditioned to being handled and to eating and drinking from troughs for a minimum of 14 days prior to transfer to the registered or approved premises.
- (d) For export by sea:
 - (i) all female breeder alpaca and llamas must not be more than 228 +/- 2 days pregnant at the scheduled date of departure and tested in accordance with the requirements of valid pregnancy test.
 - (ii) no bull camels may be sourced between 1 May and 30 September if they are more than five (5) years of age and are in rut.
- (e) For export by air alpacas and llamas must:
 - (i) have a liveweight of more than 12 kg, and
 - (ii) be at least three (3) months old.
- (f) For export by air, all female camels must not be more than 250 days pregnant at the scheduled date of departure and tested in accordance with the requirements of valid pregnancy test.

1A.3.7 Rejection criteria—Deer

Further to 1A.3.1, all deer must:

- (a) have been weaned for at least two (2) months prior to sourcing.
- (b) be at least six (6) months old.
- (c) not have unhealed velveting wounds.
- (d) not have broken antlers.
- (e) have become conditioned to being handled and to eating and drinking from troughs for a minimum of 14 days prior to transfer to the registered or approved premises.
- (f) For export by sea, all deer must:
 - (i) have had hard antlers longer than five (5) cm removed leaving only buttons
 - (ii) not have in velvet antlers longer than 10 cm
 - (iii) not be in the first week after velveting
 - (iv) if over 12 months old, are not in rut, and
 - (v) if female, have been tested in accordance with the requirements of a valid pregnancy test and determined to be not detectably pregnant, or in the case of breeders, must not be more than 140 days pregnant at the scheduled date of departure.
- (g) For export by air, all deer must:
 - (i) not be in velvet or hard antler
 - (ii) not be in the first week after velveting
 - (iii) be outside the roar and rut periods if over twelve (12) months old, and
 - (iv) if female breeder deer, have been tested in accordance with the requirements of a valid pregnancy test and must be no more than the following number of days pregnant at the scheduled date of departure:
 - A. Axis, Fallow and Sika—170 days
 - B. Rusa, Red and Reindeer—185 days.

1B. Incorrectly selected animals and those that are no longer fit to export are identified and removed at the earliest appropriate time

1B.1 Animals that become unfit to export are clearly identified, not exported and treated humanely

- (a) Livestock sourced for export that become sick, injured or otherwise unfit to export during export preparation must:
- (i) be clearly identified as unfit to export
 - (ii) be excluded from further preparation for export, and
 - (iii) have arrangements made for their prompt and humane handling, treatment, or euthanasia and disposal in accordance with relevant state or territory legislation.
- (b) LEIMT Veterinary advice must be sought for any sick or injured livestock in the registered or approved premise if the cause of a sickness or injury is not obvious, or if action taken to prevent or treat the problem is ineffective.
- (c) Investigation by a registered LEIMT veterinarian must be conducted if mortalities in any one paddock or shed of the registered premise exceed 0.~~054~~ per cent or ~~two~~three (23) deaths, whichever is the greater, on any one (1) day for cattle and buffalo, or 0.~~125~~ per cent or ~~two~~three (23) deaths, whichever is the greater, on any one (1) day for any other species of livestock.
- (d) Animals that are unfit to export because the animal:
- (i) does not meet test results or other eligibility criteria for importing country requirements must be immediately removed from the consignment.
 - (ii) is identified as unfit to export for any reason other than failure to meet importing country requirements, must be removed from the consignment prior to the authorised officer's inspection.
 - A. In circumstances where removing animals unfit to export from a consignment prior to inspection by an authorised officer will not result in the best animal welfare outcome, the rejected animals must be distinctively identified but may remain in the consignment if a valid reject plan is provided to the State or Territory department's authorised officer prior to inspection.
- (e) Any animals identified by the authorised officer as unfit to export, must be removed from the consignment before animals are loaded onto trucks, if not earlier.
- (f) Any dead livestock must be removed from the consignment and carcasses disposed of in accordance with relevant health and environmental legislation and details of the number and cause of death be recorded in a written report and handed to the State or Territory department's authorised officer.
- ~~(f)~~(g) . If the dead livestock is identified:
- (i) at port or airport, any dead livestock must be removed from the port/airport
 - (ii) at the registered premises:
 - A. the dead livestock must be removed daily, and
 - B. animals must not be able to access the area used for disposal of carcasses.
- (h) Animals that are surplus to requirements must be handled appropriately and in a humane manner that prevents injury and minimises stress. An action plan is to be provided to the State or Territory department's authorised officer.
- ~~(g)~~(i) All animals which come under (a) to (g) must be reported to the State or Territory department in writing by no later than the close of business on the next day.

Outcome 2—Animals are appropriately prepared in order to mitigate the risks to their health and welfare during export.

2A. Domestic export facilities and resources are appropriate to prepare the animals for export.

2A.1 The location of the premises is appropriate

The location of the premises used to hold and assemble livestock prior to transport to the vessel or aircraft, must not be more than eight (8) hours journey time from the port of embarkation, with the exception of camels for export through northern ports.

2A.2 Premises meet appropriate operational and design specifications for the type and species of livestock being prepared for export.

Premises registered for the preparation of livestock for export must meet the following, and be aware there can be unannounced inspections by officers from State or Territory departments:

- (a) To ensure adequate supply of feed and water:
 - (i) feeders, self-feeders and water troughs must allow for complete cleaning of all surfaces and prevent spoilage of feed during inclement weather, and minimise faecal contamination and injuries
 - (ii) all fodder must be placed in troughs so that animals do not eat from the ground/floor
 - (iii) all pelletised livestock feed at the registered premises must be stored in a manner that maintains the integrity and nutritional value of the feed, and protects it from weather, pests and external contaminants (including chemical spray drift) and from direct access by animals
 - (iv) feed trough allowance for sheep and goats held in paddocks at the registered premises is to be calculated on a paddock by-paddock basis and must be:
 - A. for ration feeding, no less than five (5) cm length of feed trough per head
 - B. for ad libitum feeding, no less than three (3) cm length of feed trough per head
 - C. during any or all of May, June, July, August, September and October feeding must occur from fully sheltered feed troughs, with the exception of areas of Australia north of latitude 26° south.
 - (v) the quantity of feed available should meet at least the minimum daily feed requirements, which are:
 - A. cattle/buffalo — 2.5 per cent of their bodyweight, of a quality feed able to meet daily maintenance requirements
 - B. sheep and goats — 3 per cent of their bodyweight per day for sheep younger than 4 tooth and 2 per cent of their bodyweight per day for 4 tooth or older, of a quality feed able to meet daily maintenance requirements, and
 - C. deer — 2 per cent of their bodyweight per day of a quality feed able to meet daily maintenance requirements.
 - (vi) all livestock in the registered premises must have access to drinking water at all times (unless under curfew or being handled)
 - (vii) water troughs must be:
 - A. positioned apart from hay and feed sources to prevent fouling, and
 - B. kept clean.
 - (viii) water quality must be suitable for the livestock and there must be sufficient storage and delivery capability or a contingency plan to ensure continuity of supply to all animals at peak demand for two (2) days.
- (b) To ensure adequate shelter the registered premises must be either constructed or located in such a manner as to provide animals with protection from extreme climatic conditions by means of:
 - (i) shade

- (ii) windbreaks
 - (iii) shelter, or
 - (iv) other means approved by the department.
- (c) Livestock handling facilities and sheds at registered premises must comply with the following:
- (i) Sheds must be constructed with sufficient drainage and ventilation to ensure that sheds are free draining.
 - (ii) Sheds with slatted or mesh floors must be designed and maintained to prevent entrapment of feet.
 - (iii) Facilities must be designed and maintained to facilitate livestock handling, inspection and removal of individual animals with a minimum of stress and injury to the animals.
 - (iv) Floors of yards, sheds, pens and loading ramps must have non slip surfaces.
- (d) To control drainage, surface water, groundwater and effluent run-off, the premises must be located or constructed in such a manner that:
- (i) surface water and livestock effluent are directed away from laneways, livestock handling areas, livestock confinement areas and feed storage areas
 - (ii) the livestock confinement area of the registered premises is free draining and remains firm under foot, and
 - (iii) the surfaces around feeders and water troughs are evenly graded and compacted to form a hard, durable surface that readily sheds surface water.
- (e) Fencing at registered premises must:
- (i) be appropriate to hold livestock and to prevent the unauthorised entry or escape of livestock
 - (ii) be maintained in a good state of repair
 - (iii) be inspected before the entry of each consignment and twice a week while livestock are in the registered premises, and
 - (iv) be consistent with the importing country requirements.
- (f) Access to registered premises must be controlled at all times. The operator of the registered premises must have arrangements in place at the premises to restrict unauthorised entry and access to the feed when livestock are being prepared for export, ensuring that:
- (i) all entry points to premises being clearly signed
 - (ii) only those persons necessary for the day to-day operation of the premises and state and territory government officials having direct access to the area of the premises, and
 - (iii) all non-employees reporting to reception for appropriate biosecurity checks relevant to the requirements of the premises.
- (g) Unloading facilities must be designed, constructed and maintained to enable safe and efficient unloading of livestock.
- (h) Penalties apply for individual breaches. Frequent or serious breaches may result in suspension of, or permanent loss of licence for the relevant person or entity.

2B. Animals are responsibly managed in order to prepare them for the export voyage

2B.1 Animals have ready access to feed and water

To ensure animals have ready access to feed and water:

- (a) All livestock at the registered premises must be offered water and feed as soon as possible and no more than 12 hours after arrival.
- (b) Animals must not be deprived of water beyond the maximum limits specified for each species and class of animal in Appendix B. If animals are deprived of water, the corresponding rest time must be provided and all animals offered appropriate feed and water.
- (c) If animals of any species become dehydrated, precautions need to be taken to ensure that they do not gorge themselves when given access to water.

2B.2 Animals are managed by sufficient competent personnel

To ensure animals are managed by sufficient competent personnel:

- (a) Operators of registered premise must employ sufficient competent personnel for the effective day-to-day operation of the premises and management of the livestock.
- (b) For export by sea:
 - (i) sufficient personnel must be available at loading the vessel to ensure that livestock husbandry and welfare needs are addressed, and
 - (ii) a suitably competent person must be appointed by the exporter to be responsible for overseeing the handling, husbandry and welfare of the livestock for export, and to ensure that loading facilities and livestock handling standards at the port are satisfactory during unloading from the land transport, inspection and loading onto the vessel.
 - (iii) LEIMT member(s) will observe, monitor and report any breaches. They will also advise the relevant personnel of issues as they occur. Corrective actions to be taken by the exporter as directed.

2B.3 Animals are appropriately segregated

Livestock must be appropriately segregated and held, assembled, presented for export in the registered premise in accordance with the approved Nol.

2B.4 Animals have an appropriate amount of space

Livestock in the registered premise must be provided with the appropriate amount of space in accordance with the relevant registered premise stocking density in Appendix C.

2B.5 Animals are appropriately prepared for the export voyage

To ensure animals are appropriately prepared for the export voyage:

- (a) Livestock must be prepared for the voyage in the registered premise in accordance with the relevant registered premise hold times and corresponding feed requirements in Appendix D.
- (b) Animals must not be deprived of water past the maximum water deprivation times in Appendix B and corresponding minimum rest periods must be observed for all land transport of livestock for export.

2B.6 Animals are loaded and unloaded safely

In addition to the requirements of the Land Transport Standards, to ensure animals are loaded and unloaded safely:

- (a) Livestock must be expediently loaded and unloaded by a sufficient number of competent stock handlers in a manner that prevents injury, minimises stress and ensures that livestock husbandry and welfare needs are addressed. LEIMT to observe, monitor and report any breaches. LEIMT member to also make the competent stock handler aware of an issue.
- (b) During every specified rest period required within Appendix B and the Land Transport Standards, sheep and goats of all ages must:
 - (i) be unloaded
 - (ii) have access to food and adequate water of a quality to maintain good health, which may be withdrawn during the curfew period of up to a maximum of eight (8) hours before reloading, and
 - (iii) have enough space for exercise and rest.
- (c) Dogs must be muzzled at port and the number of dogs used should be the minimum necessary to complete the task.
- (d) Animals must not leave the registered premises until AMSA, Department of Agriculture and Water Resources (sea ports) and the Master of the vessel have determined that the vessel is in a fit state for the vessel to load stock before departing.
- ~~(d)~~
- (e) For export by sea:
 - (i) Deer must be loaded onto the ship through raceways with solid walls, such as plywood, preferably at least two (2) meters high
 - (ii) When camels are loaded onto the ship, the clearance between the hump and the deck of the ship must be at least 100 millimetres.

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Outcome 3—Animals are responsibly managed in order to mitigate risks to their health and welfare during the export voyage

3A. Animals are exported on suitable vessels and aircraft with appropriate resources.

3A.1 If animals are to be exported in portable livestock units, they are appropriate

- (a) Portable Livestock Units (PLUs) must not be used to transport livestock from a port of loading to a port of discharge if there is a regular service between those ports of vessels that:
 - (i) are permanently equipped for the carriage of livestock, and
 - (ii) have valid Australian certificates for the carriage of livestock (ACCLs).
- (b) If PLUs are used to transport livestock, the voyage must not be more than 10 days.
- (c) If a vessel that is not permanently equipped for the carriage of livestock is to be used for the export of livestock of a particular species from a port in Australia:
 - (i) the livestock must be carried in a PLU approved under Marine Orders 43
 - (ii) the PLUs, the voyage and the vessel must conform to the requirements within Appendix E, and
 - ~~(iii)~~ (iv) approval is for a one off event. Vessels in regular service between those ports must be used. Only one exemption approval may be given in a twelve (12) months period from any port.

3A.2 Animals are accompanied by appropriate veterinary medicines and equipment

Vessels must:

- (a) carry appropriate veterinary medicines and equipment sufficient for the species and number of livestock carried, as specified in Appendix F
- (b) store veterinary medicines accordance with veterinary directions and manufacturer's recommendations, and
- (c) carry appropriate restraint equipment as specified in Appendix F.

3A.3 Animals are accompanied by adequate supplies of feed, water and bedding

3A.3.1 Water

At the time of departure, vessels must hold or be able to produce the quantity of water to meet the anticipated needs of the animals plus the statutory reserve amounts, as specified in Appendix G, taking into consideration the livestock species, class, age and expected weather conditions.

3A.3.2 Feed

At the time of departure, the vessel must hold at least the quantity of feed to meet the anticipated needs of the animals including for any of the contingency / extreme weather plans:

- (a) The vessel must also hold the statutory reserve amounts, as specified in Appendix G.
- (b) Non-pelleted feed must not contain more than 30 per cent by weight of wheat, barley or corn. If the animals have adapted to feed with a greater percentage of wheat, barley or corn for at least than two (2) weeks prior to loading, this feed may be used on-board.
- (c) Fodder for cattle exported from an Australian port south of latitude 26° south must include at least 1 per cent of the required feed as chaff and/or hay.
- (d) Pelleted feed must be accompanied by a manufacturer's declaration that states it is manufactured in accordance with national pellet standards.
- (e) Pelleted feed for sheep, goats and camelids must also meet the nutritional requirements in Appendix G.
- (f) Feed from a previous voyage ~~may must not~~ remain in a feed storage tank. ~~provided that:~~
 - ~~(i) each tank is completely emptied at least once every 90 days~~
 - ~~(ii) all feed that is no longer suitable for livestock consumption is emptied in its entirety before further suitable feed is loaded, and~~
 - ~~(iii) records are maintained of the emptying of feed storage tanks.~~
- (g) For deer, where concentrates are fed, the concentrates should be included at a ratio of 1:4 with the roughage.
- (h) For all voyages travelling through the Suez Canal, the statutory reserve of additional fodder that must be loaded must be increased to at least seven (7) days.

3A.3.3 Bedding

For export by sea, bedding must be provided in accordance with the following specifications:

- (a) Cattle and buffalo on voyages of ten (10) days or more must be provided with sawdust, rice hulls or similar material to be used exclusively for bedding at a rate of at least seven (7) tonnes or 25 m³ for every 1000 m² of cattle pen space. [Question: Is a 25mm thickness enough. I think 150mm or 6 times as much was more like the quantity.]

NOTE: This does not apply to cattle and buffalo loaded from Brisbane or a port north of latitude 26° south and exported to Southeast Asia or Japan. [What bedding is used in its place.]

- (b) Deer and camelids on all voyages must be provided with straw, shavings or sawdust to be used at a rate of at least seven (7) tonnes or 25 m³ for every 1000 m² of deer pen space before animals are loaded. [Question: Is 25mm thickness enough. I think 150mm or 6 times as much was more like the quantity.]

~~(b)~~

- (c) For export by air: feed, water and bedding must be provided by the exporter in accordance with the requirements within the IATA Live Animal Regulations.

3A.4 Stocking density and penning arrangements are appropriate

- (a) For export by sea, prior to loading the animals:
 - (i) a ~~valid Sea Load Plan~~ for the vessel on which the livestock are to be transported must be prepared and authorised in accordance with the stocking densities and pen-group weight-range tolerance specifications in Appendix H, and
 - (ii) for exports to the Middle East, an agreed heat stress assessment and an agreed Ocean Conditions assessment must be completed and indicate the risk is manageable as per the testing criteria in this Standard.

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- (b) For exports of deer by sea, only solid walled pens with an adequate number of ventilation holes and 250 mm to 300 mm at the top and bottom may be used.
- (c) For exports of camels by sea, a suitable bedding material must be supplied and where there is deemed to be a risk of leg injury, the rails must be covered with mesh or plywood kickboards to a height of one (1) m. The opening in the rails for feed and water troughs must be at least 450 mm but not exceeding 500 mm.
- (d) For export by air, a valid load plan must be prepared to ensure the animals are loaded and penned in accordance with IATA live animal regulations, and stocking densities and penning arrangements as given in Appendix I.

3A.5 Contingency plans to ensure the safe carriage and maintenance of the animal's health and welfare during export are prepared.

- (a) Contingency plans, referred to in the valid Sea Load Plan, for the following emergencies must be prepared for each consignment:
 - (i) emergencies and interruption during loading, including procedures for contacting the exporter in the event of an animal health or welfare emergency
 - (ii) mechanical breakdown of the vessel or aircraft
 - (iii) rejection of the consignment by the importing country, and
 - (iv) For export by air:
 - A. unavailability of the aircraft to be used for the air transportation, and
 - B. livestock are unable to be loaded onto the aircraft.

- (v) For export by sea:
 - A. a feed or water shortage during the voyage
 - B. an outbreak of disease during the voyage, and
 - C. extreme weather conditions including rough seas, during the voyage.
- (b) The contingency plan under 3A.5(a)(v)A. for a shortage of feed, must include:
 - (i) Adequate means to match the fodder already on-board the vessel to prevent on-board mortalities, and
 - (ii) Advising the importer of any fodder shortages that occurred during the voyage and assisting the importer with details of the fodder composition and transitioning onto local fodder.
- (c) The contingency plan under 3A.5(a)(v)A. for a shortage of feed, must consider:
 - (i) the time required to manufacture fodder that matches the composition of that on-board if the voyage length is extended and additional fodder must be sourced
 - (ii) the time and amount of existing fodder required to successfully transition to fodder of a different composition
 - (iii) importing country requirements for the origin of the fodder, and
 - (iv) availability and access to suitable fodder along the voyage route.

3B. Animals are responsibly managed during the export voyage

3B.1 Animals have appropriate space

To ensure animals have appropriate space during the export voyage:

- (a) For export by sea:
 - (i) Livestock must be appropriately segregated, loaded and penned on the vessel in accordance with the load plan. Livestock may also be segregated by any other relevant characteristic (and, where relevant, port of destination), in accordance with the load plan.
 - (ii) The consignment must be checked before departure to ensure that the livestock has been loaded in accordance with the load plan.
 - (iii) The pen stocking density must be checked regularly throughout the voyage and adjustments made as required.
 - ~~(iii)~~(iv) LEIMT member to inspect and give written clearance that these aspects, namely (i), (ii) and (iii) comply.

- (b) For export by air, loading density and penning arrangements must conform to stocking densities and penning arrangements as given in Appendix I and any relevant international requirements.

3B.2 Animals have ready access to feed and water

To ensure animals have ready access to feed and water whilst on the export voyage:

- (a) For export by sea:
 - (i) All livestock on the vessel must have access to adequate water of a quantity and quality and frequency to maintain good health and suitable feed to maintain good health of all animals, taking into consideration any particular needs of the livestock species, class and age.
 - (ii) All livestock must be offered feed and water as soon as possible after being loaded on the vessel, and within 12 hours.
 - (iii) Feed and water supply systems must be monitored day and night and maintained in good order.
 - (iv) Adequate feed and water must be supplied to livestock awaiting and during the discharge period.
- (b) For export by air:
 - (i) All livestock must be offered feed and water while in transit if climatic conditions, species and class of livestock and total time warrant.

3B.3 Animals are provided appropriate ventilation

To ensure animals have appropriate ventilation whilst on the export voyage:

- (a) For export by sea:
 - (i) When livestock are loaded on vessels with enclosed decks, the ventilation system must be run continuously from the commencement of loading. Loading is to cease if the ventilation system stops. Initiate the contingency plan as per valid Sea Load Plan.
 - (ii) Ventilation must be monitored daily to ensure adequate thermoregulation of the livestock. LEIMT member will include this information in the daily report.
- (b) For export by air: when the aircraft carrying livestock is on the ground (whether moving or stationary), the operator of the aircraft must ensure that ventilation and temperature in the livestock hold is adequate to maintain all of the animals' health and welfare.

3B.4 Miscellaneous export by sea

- (a) Washing down of decks and disposal of faeces and litter must be carried out with regard to the health and welfare of livestock. LEIMT member to observe, monitor and record each washing down event and include in the daily report to the control point in Australia. A copy to be given to the Captain at the same time.
- (b) When bedding is used, it must be maintained to ensure the health and welfare of the livestock and meet requirements as set out in paragraph 3A.3.3 of this Standard. Disposal of bedding to be as per 3B.4 (a).

3B.5 Animals are managed by sufficient competent personnel

The on-board management of livestock for export by sea must ensure the health and welfare of animals during the voyage:

- (a) An accredited stock person, a LEIMT member, must accompany each consignment of livestock and must remain with the consignment until the vessel has completed discharging at the final port of discharge.
- (b) An accredited veterinarian, a LEIMT member, must accompany each consignment of livestock, ~~where required by the relevant Australian Government agency~~ and must remain with the consignment until the vessel has completed discharging at the final port of discharge.
 - ~~(i) Accredited veterinarians must accompany consignments by sea that are:~~
 - (c) ~~travelling to or through the Middle East~~
 - (d) ~~undertaken upon new or recently renovated vessels, or~~
 - (e) ~~the first consignment for an exporter.~~
 - ~~(ii) The accredited veterinarian and accredited stock person may be the same person if that person holds both current accreditations.~~
- (f) Accredited LEIMT stockpersons and accredited LEIMT veterinarians must work with the vessel's Master and crew to ensure and maintain the health and welfare of the livestock on-board.
- (g) All personnel handling and caring for livestock or who are otherwise responsible for animals during the voyage must be able to demonstrate an adequate level of experience and skill to allow them to undertake their duties as per the valid Sea Load Plan.
- (h) Pregnant livestock must be accompanied by an accredited stockperson with experience with pregnant livestock.

3B.6 Animals are inspected regularly (day and night) during the export voyage

- (a) For export by sea:
 - (i) livestock must be inspected systematically both day and night to ensure the health and welfare of the livestock are maintained.

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~~(ii)~~ CCTV monitoring (with audio). Live access to the control point in Australia and the LEIMT veterinarian on board. [CCTV will be phased in over three (3) years. A minimum of 1/3 of the vessels in each year. And the installations will be spread equally between cattle and sheep.]

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~~(iii)~~ a meeting must be held daily during the voyage to discuss all issues relating to the health and welfare of the livestock. This must include the Master and/or the Master's representative, accredited LEIMT stockperson and if on board, the LEIMT veterinarian. A report to be sent to the control point in Australia each day.

(b) For export by air, livestock must be checked to ensure health and welfare is maintained:

- (i) where feasible;
- (ii) within 30 to 60 minutes of commencement of the journey
- (iii) at least every two (2) to three (3) hours as conditions warrant; and
- (iv) immediately prior to departure after any transit stops.

3B.7 Animals identified to be in poor health and welfare status receive appropriate, prompt and humane handling and care

(a) For export by sea, any livestock identified after loading as being distressed, sick or injured must:

- (i) be transferred to a hospital pen, if required
- (ii) be given immediate appropriate treatment
- (iii) if required to be treated using veterinary medicines or equipment the usage must be in accordance with veterinary directions and manufacturer's recommendations
- (iv) if necessary, be safely and humanely euthanised without delay

NOTE: See the Australian Animal Welfare Standards and Guidelines, Standard 6—Humane Destruction, for recommended euthanasia practices.

(v) ~~If an~~ The accredited LEIMT veterinarian is on-board a vessel that is carrying sheep and any of the sheep animals on board are showing signs of scabby mouth, the veterinarian must supervise the separation of these animals.

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(b) For export by air, any livestock for export identified during transport by air as being distressed, sick or injured must, where feasible:

- (i) be given immediate appropriate treatment
- (ii) if necessary, be safely and humanely euthanised without delay
- (iii) arrangements must be made to remove or separate sick or dead livestock from pens carrying multiple animals in transit. If animals need to be off-loaded, arrangements must be made to ensure the health and welfare of the animals.

Overarching requirements

4A. Responsibility for the health and welfare of animals

4A.1 Ensuring all animals are fit to export

To ensure all animals that are exported are fit to export:

- (a) It is the responsibility of livestock exporters to have systems in place to ensure consignments of export livestock are compliant with this standard and all animals in the consignment are fit to export.
- (b) Where animals are not fit to export, exporters must have systems in place to manage the animals as per part 1B of this Standard, including implementing an effective identification system for these animals, suitable for the exporter's business.

4A.2 People responsible for animals are aware of the health and welfare state of the animals

People who are transferring responsibility for the livestock must notify the person assuming responsibility for the livestock, by way of a written handover document, of any aspects of the export preparation and previous journey that may affect the future health and welfare of the livestock. The person transferring responsibility must retain a copy for a period of at least six (6) months should an investigation be required.

| Point in the export process | Person responsible for the livestock |
|---|---|
| At point of sourcing | Livestock consignor |
| Loading for land transport | Driver and transporting company |
| Undertaking land transport | Driver and transporting company |
| Unloading into the registered premise | Designated person at the registered premise as the receiver |
| Loading for land transport | Driver and transporting company |
| Undertaking land transport | Driver and transporting company |
| For a consignment to be exported by sea: | |
| Arrival at port of embarkation | Person designated by the exporter |
| As the livestock load onto the vessel | Master of the vessel |
| For a consignment to be exported by air: | |
| Arrival at airport for loading | Person designated by the exporter |
| Once accepted for carriage by air | Airline |
| As the livestock load onto the aircraft | Captain of the aircraft |

NOTE: The person responsible for the livestock at each point of the land transport journey is taken from the Land Transport Standards, see those Standards for further definitions.

4B. Isolation requirements

4B.1 General isolation requirement

Where a period of pre-export quarantine or isolation is required by the importing country, animals must at all times be physically isolated from all other animals (whether for an alternative export market or domestic use) to prevent contact. State or Territory representative to authorise this plan.

4B.2 Isolation procedures

Where handling facilities used for loading, holding, treating or inspecting livestock (including roadway and lanes) are to be used for both domestic and export livestock (including livestock of differing export status), the operator of the premises must have procedures in place to ensure that:

- (a) handling facilities are not used simultaneously by livestock of differing pre-export quarantine or isolation status
- (b) a minimum livestock traffic separation of two (2) m is maintained at all times, or livestock are separated by a physical barrier such as a fenced road or lane or a fully fenced empty paddock, unless specified otherwise by the importing country, and
- (c) handling facilities and equipment used by different consignments of animals are managed in accordance with the pre-export quarantine or isolation requirements of each importing country.
- ~~(d)~~ are approved by an authorised State or Territory representative.

4C. Prohibitions for export by sea

4C.1 Prohibition for preparing sheep and goats to the Middle East

The following classes of livestock must not be prepared for export by sea to Middle Eastern countries during the period from 1 May to 31 October:

- (a) For sheep and goats held in paddocks:
 - (i) pastoral and station sheep
 - (ii) sheep less than 34 kg and with no permanent incisors, and
 - (iii) sheep and goats that have been held on trucks for more than 14 hours.
- (b) For sheep and goats held in paddocks or sheds: are (a) and (b) headings duplicates
 - (i) over-fat full-mouth wethers
 - (ii) broken-mouth sheep, and
 - (iii) pregnant ewes.

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State or Territory representatives to be provided with documents confirming compliance if (a) or (b) is applicable.

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4C.2 Extended long haul voyages by sea

The export of livestock by sea via the Suez Canal or the Cape of Good Hope, the Panama Canal or Cape Horn, or via another route where the voyage is expected to be longer than ~~30~~ 10 days, is prohibited. ~~without an approved extended long haul voyage management plan.~~

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4C.3 Export of goats by sea

The export of goats by sea on voyages longer than a short haul voyage (10 days) is prohibited. ~~without an approved goats by sea on a long haul voyage management plan.~~ as per Appendix ~~M 4c.3N.~~

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4D. Animals have appropriate traceability

4D.1 Animals meet identification and traceability requirements

All animals must be:

- (a) identified to the property of origin
- (b) accompanied by a correctly completed and signed declaration as to the identification of the livestock and property of origin
- (c) individually identified where any testing (including spay or pregnancy testing) is required during export preparation, and
- (d) If cattle or buffalo, the animals must also be individually identified by ear tag, NLIS number and property identification code (PIC) on both the submission to laboratory for testing of samples, and linked with the laboratory results, where any testing is required during export preparation.

4D.2 Animal's treatment history

Records of the following must be kept for at least two (2) years after the date of export:

- (a) all husbandry procedures relevant to livestock exports (such as pregnancy testing)
- (b) all vaccinations relevant to livestock exports (such as for scabby mouth)
- (c) all veterinary medicines and agricultural chemicals used to vaccinate, treat or prepare livestock from sourcing to disembarkation from the vessel
- (d) daily inspections by competent stock persons of the health, welfare and mortality of livestock while at the registered premises, and
- (e) in the case of animals that die or become sick, injured, distressed or otherwise unfit to export prior to loading, all actions taken in accordance with part 1B.1 of this Standard with the exception of actions taken under paragraph 1B.1(g).

4D.3 National vendor declarations

When receiving livestock, the operator of the registered premises must obtain a copy of the vendor declarations for each consignment regarding the property of origin and health and welfare status of the livestock before accepting the animals. The declaration is provided by the livestock producer and must be kept by the exporter for at least two (2) years after the date of export.

4E. Reports must be completed by the specified people within the specified timeframes

4E.1 Notifiable incidents

To ensure notifiable incidents are promptly and appropriately reported:

- (a) If a notifiable incident occurs at any time during the export of livestock a report must be provided to the department by:
 - (i) The Master of the vessel ~~or and separately, by the LEIMTen board~~ accredited veterinarian in the case of exports by sea, or
 - (ii) The exporter in the case of exports by air.

NOTE: The obligation of the Master of the vessel to also provide this report to AMSA under Provision 37.1 of the Marine Orders 43 is a penal provision.

- (b) The report ~~(s)~~ must be made as soon as possible and, for export by sea, must be made within twelve (12) hours of occurring.
- (c) For export by sea, if the notifiable incident involves a mortality ~~rate equal to or greater than the reportable level~~, a report must be provided that includes the following:
 - (i) details of the mortality ~~y(s)ies~~ (e.g. number, species, suspected cause)
 - (ii) factors that may have contributed to the deaths, and
 - (iii) the current location of the vessel and, if appropriate, its destination and estimated time of arrival.

4E.2 Daily Reports

For sea export journeys ~~greater or equal to 10 days, on the~~ accredited ~~stock-LEIMT veterinarian person~~ must provide daily reports on the health and welfare of the livestock to the relevant Australian Government agency, commencing on day one (1) of the voyage. The report must include the information outlined in Appendix J.

~~CCTV will be monitored at the control point in Australia. The LEIMT veterinarian report is to provide time, deck / pen of any incidents for control point to assess. Where an accredited veterinarian is on board, the veterinarian rather than the stock person must provide the daily report.~~

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4E.3 End of journey/voyage reports

To ensure end of journey and end of voyage reports are promptly and appropriately reported:

(a) For export by sea, ~~an accredited stockperson or if on board~~, the accredited LEIMT veterinarian, must provide an end-of-voyage report on the health and welfare of the livestock to the department within five (5) days of completion of discharge at the final port of discharge, regardless of the duration of the journey. The report must include the information outlined in Appendix L.

~~(a)(b)~~ CCTV footage will be retained for ?? months.

~~(b)(c)~~ For export by air, an end-of-journey report on the health and welfare of the livestock transported by air must be provided to the relevant Australian Government agency within five (5) days of completion of discharge at final port of disembarkation and must contain the information outlined in Appendix K.

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Testing criteria

For the purposes of this Standard the following testing criteria apply.

Pregnancy tests

Pregnancy test for breeder cattle or buffalo

A valid pregnancy test for breeder cattle or buffalo must:

- have been carried out during the 30 day period before export
- for voyages of more than 10 days, be carried out by a registered veterinarian who is a member of the Australian Cattle Veterinarians and an accredited tester under the National Cattle Pregnancy Diagnosis Scheme (NCPD)
- for voyages less than 10 days, be carried out by a registered veterinarian who can attest to demonstrable current experience
- be evidenced by written certification by the person carrying out the test that the animal is no more than the following maximum days pregnant at the scheduled date of departure
- For export by sea—190 days for cattle and 220 days for buffalo
- For export by air—250 days for cattle or buffalo

NOTE: For consignments where an accredited NCPD tester is required, the exporter must ensure the name of the accredited tester, their accreditation number and a statement of their accreditation is provided on the pregnancy declaration for the consignment.

The veterinarian may base this certification on assessment of the animals by a method other than manual palpation if the veterinarian:

- is accredited under the National Cattle Pregnancy Diagnosis Scheme, and
- determines that cattle or buffalo are too small to be manually palpated safely.

Pregnancy test for camelids

A valid pregnancy test for camelids must:

- have been carried out during the 30 day period before export
- have been carried out by ultrasound, or in the case of breeders by ultrasound foetal measurement
- be carried out by a registered veterinarian with demonstrable current experience in camelid pregnancy diagnosis
- be evidenced by written certification by the person carrying out the test, that the animal is not detectably pregnant, or in the case of breeders, not more than 228 +/- 2 days pregnant at the scheduled date of departure.

Pregnancy test for feeder/slaughter cattle and buffalo

A valid pregnancy test for feeder or slaughter cattle or buffalo must:

- have been carried out during the 30 day period before export
- be carried out by a registered veterinarian if exported by air, or if exported by sea by a registered veterinarian or a competent pregnancy tester
- be evidenced by written certification by the person carrying out the test, that the animal is not detectably pregnant.

Pregnancy test for goats, sheep or deer

A valid pregnancy test for goats, sheep or deer must:

- have been carried out during the 30 day period before export
- have been carried out by ultrasound, or in the case of breeders by ultrasound foetal measurement
- be carried out by a person able to demonstrate a suitable level of experience and skill, and

- be evidenced by written certification by the person carrying out the test, that the animal is not detectably pregnant, or in the case of breeders, not more than the specified number of days pregnant at the scheduled date of departure.

Counting days

For the purposes of calculating the number of days an activity was conducted before export, the day the activity was performed (i.e. sheep shorn, test conducted or sample taken) is considered to be day zero and the day of loading of the animal is counted as the last day. For example, if a heifer was pregnancy tested on 1 July, day zero is 1 July and the day of loading must be no later than 31 July to meet the valid pregnancy test requirements of testing during the 30 day period.

For the purpose of counting clear days in a registered premise, exclude the first day (arrival day) and last day (departure day).

When counting journey time, the time begins upon the loading of the first animal onto the mode of transport (i.e. truck) and finishes when the last animal is discharged (i.e. into the registered premise). The driver must carry a log book in case of an investigation. GPS information to be available if requested.

The time for a voyage is calculated from completion of loading in Australia until anticipated arrival at the first port of discharge overseas.

Heat stress risk assessment

Using the agreed livestock heat stress risk assessment (HSRA), the assessment is taken to have indicated that the risk is manageable if:

- The HSRA output is less than a 2 per cent risk of ~~5~~ two (2) per cent mortality.
- The HSRA cross wind output for any open decks is less than seven (7) knots (3.6m/s)
- The HSRA output for stocking density meets at least the relevant stocking density specified in this Standard.

When a HSRA is required, the HSRA must be provided to the department in both PDF and the associated HotStuff voyage data file (either *.xls or *.docx).

The load plan for the consignment must give at least as much space as specified in both this Standard and the HSRA minimum stocking density output.

Licence to export will not be granted if any of the three (3) criteria is not met.

Ocean Conditions Assessment

Using the agreed wave height, swell and duration of rough seas for the assessment, the assessment is taken to have indicated the risk is manageable if:

- Aaaa
- Bbb
- Cccc

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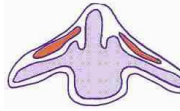
Appendix A—Body condition scoring system by species**TABLE #1—CATTLE BODY CONDITION SCORING**


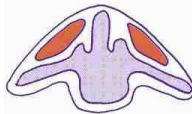
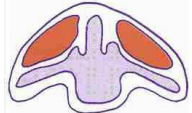
| Standard | | Optional | |
|----------|---------------------------|-------------------------|---------------------------|
| Score | Fat depth (mm) at P8 site | Score | Fat depth (mm) at P8 site |
| 1 | 0–2 | | |
| 2 | 3–6 | 2 Low (L) 2 High (H) | 3–4 5–6 |
| 3 | 7–12 | 3 L 3 H | 7–9 10–12 |
| 4 | 13–22 | 4 L 4 H | 13–17 18–22 |
| 5 | 23–32 | 5 L 5 H | 23–27 28–32 |
| 6 | 33–42 | 6 L 6 H | 33–37 38–42 |
| 7 | > 42 | 7 L 7 H | > 42 |

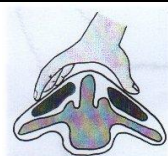
TABLE #2—SHEEP AND GOATS BODY CONDITION SCORING

| Score | Backbone | Short ribs | Eye muscle |
|-------|---------------------------------------|---|--|
| 1 | Prominent and sharp | Ends are sharp and easy to press between, over and around | Thin, the surface tending to feel hollow |
| 2 | Prominent but smooth | Smooth, well-rounded ends —can feel between, over and around each smoothly | Reasonable depth with the surface tending to feel flat |
| 3 | Can be felt, but smooth and rounded | Ends are smooth and well covered —firm pressure is necessary to feel under and between short ribs | Full and rounded |
| 4 | Detectable with pressure on the thumb | Individual short ribs can only be felt with firm pressure | Full with a covering layer of fat |
| 5 | Can be felt with firm pressure | Cannot be felt even with firm pressure | Muscle cannot be felt due to a thick layer of fat |

TABLE #3—ALPACA BODY CONDITION SCORING






| Score | Description | Illustration |
|-------|---|--|
| 1 | Severely concave between spine and ribs. The backbone is very noticeable, ribs are clearly felt and brisket shows no fat. |  |
| 2 | Slightly concave between spine and ribs. You can feel backbone, ribs are noticeable and brisket is firm. |  |

| Score | Description | Illustration |
|-------|---|--|
| 3 | Neither concave nor convex between spine and ribs. You can feel the backbone, but it does stand out and you can just feel the ribs and the brisket. |  |
| 4 | Slightly convex between spine and ribs. You can feel the backbone, but it does not stand out and you can just feel the ribs and the brisket. |  |
| 5 | Severely concave between spine and ribs, the top of the back feels flat. You cannot feel backbone or ribs, brisket wobbles when touched. |  |



The picture on the left is an example of how to body score an alpaca by placing your hand on the backbone, just forward of the pelvic area (or toward the last of the ribs).

TABLE #4—CAMELS BODY CONDITION SCORING

| Score | Description | Illustration |
|-------|--|---|
| 1 | Little or no fat in the hump sac; hump hairy and may be leaning to one side. |  |
| 2 | Hump with moderate development rising 5 per cent higher than chest depth, but may also be leaning to one side. |  |
| 3 | Hump with good development and rising to 10 per cent higher than chest depth. Hump is still sculptured inwards on both sides and still fits over the chest and abdominal area. |  |
| 4 | Hump fully developed and rising to 15 per cent higher than chest depth. Hump rounded outwards on both sides and runs from the shoulder to the rump. |  |
| 5 | Hump overextended and rising more than 15 per cent higher than chest, or so full that it is rounded on the sides like a semicircle. |  |

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TABLE #5—DEER BODY CONDITION SCORING

| Score | Description | Pelvis, ribs and spine | Rump area |
|-------|---|--|------------------|
| 1 | Emaciated — no fat cover | Prominent | Concave |
| 2 | Lean — minimal fat cover | Prominent but appear rounded rather than sharp | Slightly concave |
| 3 | Prime — ideal fat cover | Not readily distinguished | Flat |
| 4 | Fat — fat (some trimming necessary) | Pelvis rounded, spine covered by fat | Rounded |
| 5 | Overfat — overfat (excessive trimming required) | Pelvis concealed by fat, spine hard to palpate | Very convex |

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Appendix B—Maximum water deprivation and minimum rest times

In addition to the Land Transport Standard requirements, the following maximum water deprivation and minimum rest times must be observed for all land transport of animals:

TABLE #6—MAXIMUM WATER DEPRIVATION AND MINIMUM REST TIMES

| Type of livestock | Journey time | Maximum water deprivation time | Extended water deprivation time* | Rest Period |
|--|--|--------------------------------|----------------------------------|----------------------------|
| Cattle and buffalo ^Δ older than 6 months | | 36 hours | | 12 to 24 hours |
| | 36 to 48 hours | 36 hours | | 18 hours |
| | Completed within 48 hours | | 48 hours | 36 hours |
| Sheep over 6 months of age and goats over 12 months of age | | 32 hours | 38 hours | 12 hours |
| Sheep and goats less than 12 months of age | Every 20 hours of transport ^Λ | 20 hours | | 12 hours |
| Sheep less than 6 months of age and goats less than 12 months of age | Completed within 28 hours | | 28 hours | 12 hours |
| Camels | Maximum 72 hours total | 24 hours | | every 4 hours [±] |

^Δ Buffalo must not be held off water prior to transport, no curfew is permissible.

^Λ Unless the entire journey can be completed with a total of 28 hours.

[±] If camels are tied up, they must be released and allowed to stand at least every 4 hours.

* Extended water deprivation times are only permissible if all of the following conditions have been met:

- animals have been inspected during transport and are travelling well and not showing signs of fatigue, thirst or distress
- adverse weather conditions are neither prevailing nor predicted;
- the extension will allow the journey to be completed within the extended time, and
- the total time the animals travel on the transport vehicle, counted from the time from the first animal is loaded onto the transport vehicle to arrival at destination, is less than 14 hours.

Appendix C—Registered premise stocking density requirements

TABLE #7—STOCKING DENSITY REQUIREMENTS IN REGISTERED PREMISES

| Species and Individual liveweight | Penned in | Hold time | Minimum space (m ² /head) | Variance |
|-----------------------------------|---|-------------------|--------------------------------------|--|
| Cattle or Camels 500 kg | - | 30 days or less | 4 m ² | 0.04 m ² for each 5 kg change 0.09 m ² for each 5 kg change |
| | - | 30 days or more | 9 m ² | |
| Sheep or Goats 54 kg | Sheds in groups of less than 8 animals | Less than 10 days | 0.6 m ² | - |
| | Sheds in groups of 9 to 15 animals | Less than 10 days | 0.53 m ² | - |
| | Sheds in groups of 16 to 30 animals | Less than 10 days | 0.4 m ² | - |
| | Sheds in groups of more than 31 animals | Less than 10 days | 0.33 m ² | - |
| | Sheds in groups of less than 8 animals | 10 days or more | 0.9 m ² | - |
| | Sheds in groups of 9 to 15 animals | 10 days or more | 0.8 m ² | - |
| | Sheds in groups of 16 to 30 animals | 10 days or more | 0.6 m ² | - |
| | Sheds in groups of more than 31 animals | 10 days or more | 0.5 m ² | - |

Appendix D—Registered premise hold times and feed requirements

TABLE #8—CATTLE AND BUFFALO PREMISES HOLD TIMES

| Length of voyage | Number of intended ports | Minimum length of time in registered premise |
|----------------------|---|--|
| Short haul | One port of loading or one port of discharge | 24 hours |
| Short haul | Multiple ports of loading or multiple points of discharge | One clear day |
| Long haul | - | Two clear days |

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TABLE #9—SHEEP AND GOAT PREMISES HOLD TIMES AND FEED REQUIREMENTS

| Type of livestock | Minimum length of time in the one registered premise | Feed requirements during period in registered premise |
|---|--|--|
| All sheep, and goats to be exported by air: | | |
| in premises south of latitude 26° south, and in paddocks during any or all of May, June, July, August, September and October | Five clear days | During the last three days, livestock are fed ad libitum, but only on pelletised feed equivalent to that normally used during an export journey. |
| in premises south of latitude 26° south and in paddocks during any or all of November, December, January, February, March and April | Three clear days | Fed ad libitum and only on pelletised feed equivalent to that normally used during an export journey. |
| in premises south of latitude 26° south and in sheds during any or all months of the year | Three clear days | Fed ad libitum and only on pelletised feed equivalent to that normally used during an export journey. |
| Goats to be exported by sea: | | |
| on a short haul voyage | Five clear days | Fed ad libitum and only on shipboard ration intended to be used during the export journey.* |

* The shipboard ration must include a minimum of 200 grams of chaff or hay per day per goat.

Appendix E—Portable Livestock Unit (PLU) requirements

The requirements within this Appendix applies where PLUs are used to transport livestock exported by sea.

- (a) The maximum number of PLUs per voyage/consignment is 5 (not including 1 additional empty PLU, if a PLU is to be used as a hospital/isolation area).
- (b) The stocking density within the PLU must be set in accordance with the minimum stocking densities within this standard, with an additional 15% space allocation to account for the following as necessary:
 - (i) species and class;
 - (ii) size and body condition;
 - (iii) wool or hair length;
 - (iv) horn status;
 - (v) predicted climatic conditions;
 - (vi) design and capacity of the PLU.
- (c) An appropriate hospital/isolation area must be available, and must be clearly stated in the exporter's standard export plan, as a means of segregating livestock if required. This can be either:
 - (i) divider rails (any);
 - (ii) an additional empty PLU, along with the required equipment or facilities to move livestock safely between PLUs.

NOTE 1: Any division within a PLU must comply with the requirements of Marine Orders Part 43.

NOTE 2: If an additional empty PLU is used as the means of segregating livestock, details of livestock (stud) that are capable of being "led" between PLUs, or of a sheep trolley or portable panels, must be included within the consignment inventory.

- (d) PLUs must be adequately equipped to provide shelter and shade (shade-cloth and tarpaulins). The accredited stock person or accredited veterinarian must take action before or during extreme weather conditions to minimise the risk to the welfare of livestock.
- (e) The floor surface of a PLU must be non-slip and non-abrasive.

NOTE: This can be achieved through the use of sufficient and suitable bedding material for the class and species of livestock to be transported.

- (f) For cattle, bedding material (kiln-dried sawdust/shavings or equivalent) must be applied at a minimum of ~~4 kg per m²~~ 150mm thickness before loading.
- (g) Soiled bedding material must be replaced as necessary (subject to type and species).
- (h) The consistency and depth of bedding material must be continually monitored.
- (i) Bedding management must minimise abrasions, lameness, pugging, faecal coating and ammonia production.
- (j) The placement and securing of PLUs on-board the vessel must be:
 - (i) done in accordance with sections 34 and 35 of the Marine Orders Part 43; and
 - (ii) done in a way approved by a surveyor appointed under the *Navigation Act 2012*.
- (k) PLU's must not be stacked on top of each other.
- (l) Each PLU must be stowed in a position that allows direct access to the PLU.
- (m) Feed and water must be managed in accordance with the requirements within this standard and the Marine Orders Part 43 with adequate storage space; and with sufficient protection from weather.
- (n) The vessel must have adequate capacity to desalinate water or sufficient water storage on-board.

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Appendix F—Mandatory veterinary medicines and equipment

While the following tables within this appendix state the minimum mandatory veterinary medicines and equipment, additional drugs and equipment may be necessary if there are other classes of the species in the consignment. For example, obstetrical supplies for pregnant animals).

For consignments of PLUs, only half the number of species relevant doses is required because of the lower numbers transported and must carry one rope halter, one nose grip pliers per consignment as well as equipment for the humane killing of livestock.

TABLE #10—MINIMUM RESTRAINT AND VETERINARY EQUIPMENT—SLAUGHTER/FEEDER CATTLE OR BUFFALO

| Drugs and equipment (per 1000 cattle and buffalo) | Voyages of 10 days or more | Voyages of less than 10 days |
|--|-------------------------------------|-------------------------------------|
| Injectable antibiotics | | |
| penicillin (short acting) | 30 cattle doses | 15 cattle doses |
| oxytetracycline (long acting) or equivalent | 30 cattle doses | 15 cattle doses |
| Antibiotic(s) appropriate for the treatment of bovine respiratory disease* | 30 cattle doses | 15 cattle doses |
| Anti-inflammatory drugs | | |
| dexamethasone | 30 cattle doses | 15 cattle doses |
| flunixin or equivalent | 30 cattle doses | 15 cattle doses |
| Topical wound treatment | Sufficient to treat 20 minor wounds | Sufficient to treat 10 minor wounds |
| An effective pink eye treatment system | 1 box of 20 tubes | 10 tubes |
| Sedative | | |
| Xylazine | 10 cattle doses | 5 cattle doses |
| Thermometers | 3 per ship | 3 per ship |
| Needles (18 G, 1½") or equivalent | 1 box of 100 | 1 box of 100 |
| Hypodermic syringes | 40 × 20 mL, 10 × 5 mL | 20 × 20 mL, 5 × 5 mL |

*The following antibiotics can be used for the treatment of bovine respiratory disease: Florfenicol, Tilmicosin, Tulathromycin, Cefiofur, Tylosin.

TABLE #11—MINIMUM RESTRAINT AND VETERINARY EQUIPMENT—CATTLE OR BUFFALO

| Drugs and equipment (per 1000 cattle and buffalo) | |
|---|---|
| Restraint equipment | Adjustable head bale (1 per ship) should be included |
| | Rope halter (1 per ship) |
| | Nose grip pliers (1 pair per ship) |
| Post-mortem kit | 2 post-mortem knives plus steel and sharpening stone per ship |
| Remotely triggered syringe device | 1 syringe plus spare parts per ship, plus 10 spare needles per 1000 animals |
| Captive-bolt gun | 1 per ship, plus 40 cartridges per 1000 animals |

TABLE #12—MINIMUM RESTRAINT AND VETERINARY EQUIPMENT—SHEEP AND GOATS

| Drugs and equipment (per 10,000 sheep and goats) | |
|--|---|
| Injectable antibiotics | |
| Penicillin (short acting) | 10 sheep doses |
| Oxytetracycline (long acting) or equivalent | 10 sheep doses |
| Flystrike dressing | Sufficient to treat 20 wounds |
| An effective pink eye treatment system (similar acting to Orbenin) | 1 box of 20 tubes |
| Thermometers | 3 per ship |
| Needles (18 G, 1½") or equivalent | 100 |
| Hypodermic syringes | 10 x 20 mL, 2 x 5 mL |
| Footrot secateurs | 1 pair |
| Post-mortem kit | 2 post-mortem knives plus steel and sharpening stone per ship |
| Captive-bolt gun | 1 per ship, plus 100 cartridges per 10,000 animals |

Appendix G—Feed and water requirements export by sea

TABLE #13—FEED AND WATER ALLOWANCES

| Type of livestock | Feed per head per day | Water per head per day |
|---|-------------------------------------|---|
| Cattle, buffalo or camelids that are: <ul style="list-style-type: none"> Less than 250kg Pregnant Breeding heifers with ≤6 permanent incisor teeth | At least 2.5 per cent of liveweight | At least 12 per cent of liveweight* |
| For all other cattle, buffalo or camelids | At least 2.0 per cent of liveweight | |
| Sheep and Goats with 5 or more permanent incisor teeth | At least 2.0 per cent of liveweight | 4 litres |
| Young sheep and goats 4 or less permanent incisor teeth | At least 3 per cent of liveweight | Increase to 6 litres for each day the ambient temperature is expected to be ≥35 degrees Celsius |
| Deer | At least maintenance rations^ | TBC |

*May be reduced to 10 per cent of liveweight, if water consumption for each of the three previous voyages on the ship averaged less than 10 per cent of liveweight per head per day.

^Usually achieved by 2 per cent of liveweight as good quality hay or its equivalent. Feed requirements should be calculated on the basis of daily requirements of metabolisable energy (ME) in Table #16.

TABLE #14—STATUTORY RESERVES

| Type of livestock | Additional feed | Additional water |
|-----------------------------|---|---|
| Cattle, buffalo or camelids | 20 per cent or 3 days, whichever is less | 3 days |
| Sheep and goats | 25 per cent or 3 days whichever is less | 25 per cent or 3 days whichever is less |
| Deer | 2 days for voyages ≥20 days 3 days for voyages 21 to 30 days | TBC |

TABLE #15—PELLETED FEED FOR SHEEP, GOATS AND CAMELIDS—NUTRITIONAL REQUIREMENT SPECIFICATIONS

| Pellet Composition | Specification |
|--|-------------------------------------|
| Moisture content | Less than 12 per cent |
| Ash as a percentage of dry matter) | Less than 13 per cent |
| Crude protein as a percentage of dry matter) | Between 9 per cent and 12 per cent |
| Urea as a percentage of dry matter) | Less than 1.2 per cent |
| Acid detergent fibre as a percentage of dry matter | Between 18 per cent and 35 per cent |
| Metabolisable energy | > 8.0 MJ/kg dry matter |

TABLE #16—SEASONAL NUTRITIONAL REQUIREMENTS OF MATURE DEER

| Mature deer | Energy requirement (MJ* ME† per day) | | | |
|---------------|--------------------------------------|--------|--------|--------|
| | Autumn | Winter | Spring | Summer |
| Stags | | | | |
| Red | 19 | 35 | 42 | 38 |
| Elk x red | 25 | 47 | 56 | 51 |
| Elk or wapiti | 34 | 62 | 71 | 66 |
| Hinds | | | | |
| Red | 27 | 26 | 28 | 49 |
| Elk x red | 48 | 46 | 50 | 85 |
| Elk or wapiti | 64 | 61 | 67 | 120 |

*Metabolisable energy (ME), measured in †mega joules (MJ) produced in fermentation of food, is the digestible energy of the food provided, less the energy lost in the production of methane and urine (16 per cent to 20 per cent total).

Note: This assumes that diets containing 14 per cent to 16 per cent crude protein are adequate for maintenance.

TABLE #17—SEASONAL NUTRITIONAL REQUIREMENTS FOR MAINTENANCE AND GROWTH OF RED DEER FROM WEANING TILL SLAUGHTER

| | Liveweight (kg) | | | | | | | |
|--------------------------------------|-----------------|------|------|------|------|------|------|------|
| | 40 | 50 | 60 | 70 | 80 | 90 | 100 | 110 |
| Maintenance stag requirements | | | | | | | | |
| Autumn (winter sheltered) | 11.9 | 14.1 | 16.2 | 18.2 | 20.1 | 21.9 | 23.7 | 25.5 |
| Winter | 13.5 | 16.0 | 18.3 | 20.6 | 22.7 | 24.8 | 26.9 | 28.9 |
| Spring | 10.8 | 12.8 | 14.7 | 16.5 | 18.2 | 19.9 | 21.5 | 23.1 |
| Summer | 9.9 | 11.7 | 13.4 | 15.0 | 16.6 | 18.1 | 19.6 | 21.1 |
| Gain (g/day) | | | | | | | | |
| | 50 | 100 | 150 | 200 | 250 | 300 | 350 | 400 |
| Extra energy needed (MJ/day) | 2.7 | 5.3 | 8.0 | 10.6 | 13.3 | 15.9 | 18.6 | 21.2 |

NOTE 1: Seasonal maintenance requirements are affected by the weather, and so may be lower when temperatures are warmer than normal and higher when temperatures are lower than normal.

NOTE 2: Add extra energy for gain to the maintenance requirement to get total requirement.

Appendix H—Vessel stocking density requirements

TABLE #18—MINIMUM PEN AREA PER HEAD FOR CATTLE WEIGHING UP TO 400 KG EXPORTED BY SEA—DEFAULT TABLE

| Liveweight (kg) | Minimum pen area (m ² /head) | Liveweight (kg) | Minimum pen area (m ² /head) |
|-----------------|---|-----------------|---|
| 200 or less | 0.770 | 305 | 1.127 |
| 205 | 0.787 | 310 | 1.144 |
| 210 | 0.804 | 315 | 1.161 |
| 215 | 0.821 | 320 | 1.178 |
| 220 | 0.838 | 325 | 1.195 |
| 225 | 0.855 | 330 | 1.212 |
| 230 | 0.872 | 335 | 1.229 |
| 235 | 0.889 | 340 | 1.246 |
| 240 | 0.906 | 345 | 1.263 |
| 245 | 0.923 | 350 | 1.280 |
| 250 | 0.940 | 355 | 1.297 |
| 255 | 0.957 | 360 | 1.314 |
| 260 | 0.974 | 365 | 1.331 |
| 265 | 0.991 | 370 | 1.348 |
| 270 | 1.008 | 375 | 1.365 |
| 275 | 1.025 | 380 | 1.382 |
| 280 | 1.042 | 385 | 1.399 |
| 285 | 1.059 | 390 | 1.416 |
| 290 | 1.076 | 395 | 1.433 |
| 295 | 1.093 | 400 | 1.450 |
| 300 | 1.110 | (cont.) | (cont.) |

**TABLE #19—MINIMUM PEN AREA PER HEAD FOR CATTLE WEIGHING 405 TO 600 KG
EXPORTED BY SEA—DEFAULT TABLE**

| Liveweight (kg) | Minimum pen area (m ² /head) | | Liveweight (kg) | Minimum pen area (m ² /head) | |
|-----------------|---|------------------------------|-----------------|---|------------------------------|
| | Voyages of 10 days or more | Voyages of less than 10 days | | Voyages of 10 days or more | Voyages of less than 10 days |
| 405 | 1.467 | 1.459 | 505 | 1.807 | 1.739 |
| 410 | 1.484 | 1.468 | 510 | 1.824 | 1.753 |
| 415 | 1.501 | 1.487 | 515 | 1.841 | 1.767 |
| 420 | 1.518 | 1.505 | 520 | 1.858 | 1.780 |
| 425 | 1.535 | 1.519 | 525 | 1.875 | 1.794 |
| 430 | 1.552 | 1.533 | 530 | 1.892 | 1.808 |
| 435 | 1.567 | 1.547 | 535 | 1.909 | 1.822 |
| 440 | 1.586 | 1.560 | 540 | 1.926 | 1.835 |
| 445 | 1.603 | 1.574 | 545 | 1.943 | 1.849 |
| 450 | 1.620 | 1.588 | 550 | 1.960 | 1.863 |
| 455 | 1.637 | 1.602 | 555 | 1.977 | 1.877 |
| 460 | 1.654 | 1.615 | 560 | 1.994 | 1.890 |
| 465 | 1.671 | 1.629 | 565 | 2.011 | 1.904 |
| 470 | 1.688 | 1.643 | 570 | 2.028 | 1.918 |
| 475 | 1.705 | 1.657 | 575 | 2.045 | 1.932 |
| 480 | 1.722 | 1.670 | 580 | 2.062 | 1.945 |
| 485 | 1.739 | 1.684 | 585 | 2.079 | 1.959 |
| 490 | 1.756 | 1.698 | 590 | 2.096 | 1.973 |
| 495 | 1.773 | 1.712 | 595 | 2.113 | 1.987 |
| 500 | 1.790 | 1.725 | 600 | 2.130 | 2.000 |

NOTE:

- (a) Pen group liveweight range: the liveweight range in each pen of cattle should not exceed the pen average plus or minus 50 kg.
- (b) For cattle weighing between 200 kg and 600 kg, for weights between those shown in the table, the minimum pen area per head should be calculated by linear interpolation.
- (c) Pen group liveweight range: the liveweight range in each pen of cattle should not exceed the pen average plus or minus 50 kg.
- (d) For cattle weighing between 200 kg and 600 kg, for weights between those shown in the table, the minimum pen area per head should be calculated by linear interpolation.

TABLE #20—MINIMUM PEN AREA PER HEAD FOR CATTLE EXPORTED BY SEA FROM A PORT SOUTH OF LATITUDE 26° SOUTH, FROM 1 MAY TO 31 OCTOBER

| Liveweight (kg) | Minimum pen area (m ² /head) | Liveweight (kg) | Minimum pen area (m ² /head) | Liveweight (kg) | Minimum pen area (m ² /head) |
|-----------------|---|-----------------|---|-----------------|---|
| 200 or less | 0.847 | 300 | 1.221 | 400 | 1.668 |
| 205 | 0.866 | 305 | 1.240 | 405 | 1.688 |
| 210 | 0.884 | 310 | 1.258 | 410 | 1.707 |
| 215 | 0.903 | 315 | 1.277 | 415 | 1.727 |
| 220 | 0.922 | 320 | 1.296 | 420 | 1.746 |
| 225 | 0.941 | 325 | 1.315 | 425 | 1.766 |
| 230 | 0.959 | 330 | 1.333 | 430 | 1.785 |
| 235 | 0.978 | 335 | 1.352 | 435 | 1.805 |
| 240 | 0.997 | 340 | 1.371 | 440 | 1.824 |
| 245 | 1.016 | 345 | 1.390 | 445 | 1.844 |
| 250 | 1.034 | 350 | 1.408 | 450 | 1.863 |
| 255 | 1.053 | 355 | 1.427 | 455 | 1.883 |
| 260 | 1.071 | 360 | 1.445 | 460 | 1.902 |
| 265 | 1.090 | 365 | 1.464 | 465 | 1.922 |
| 270 | 1.109 | 370 | 1.483 | 475 | 1.961 |
| 275 | 1.128 | 375 | 1.502 | 480 | 1.980 |
| 280 | 1.146 | 380 | 1.520 | 485 | 2.000 |
| 285 | 1.165 | 385 | 1.539 | 490 | 2.019 |
| 290 | 1.184 | 390 | 1.558 | 495 | 2.039 |
| 295 | 1.203 | 395 | 1.613 | 500 | 2.060 |

NOTE:

- For cattle weighing between 200 kg and 500 kg, for weights between those shown in the table, the minimum pen area per head should be calculated by linear interpolation.
- For cattle weighing more than 500 kg, the minimum pen area per head is 2.06 m² plus 0.02 m² for each 5 kg above 500 kg.
- For shipments that originate or load from a port south of latitude 26° south and take a route that does not cross latitude 15° south, stocking densities will be calculated from this table regardless of the date of the voyage.

TABLE #21—MINIMUM PEN AREA PER HEAD FOR CATTLE EXPORTED BY SEA FROM A PORT SOUTH OF LATITUDE 26° FROM 1 NOVEMBER TO 30 APRIL

| Liveweight (kg) | Minimum pen area (m ² /head) | Liveweight (kg) | Minimum pen area (m ² /head) | Liveweight (kg) | Minimum pen area (m ² /head) |
|-----------------|---|-----------------|---|-----------------|---|
| 200 or less | 0.770 | 320 | 1.178 | 440 | 1.586 |
| 205 | 0.787 | 325 | 1.195 | 445 | 1.603 |
| 210 | 0.804 | 330 | 1.212 | 450 | 1.620 |
| 215 | 0.821 | 335 | 1.229 | 455 | 1.637 |
| 220 | 0.838 | 340 | 1.246 | 460 | 1.654 |
| 225 | 0.855 | 345 | 1.263 | 465 | 1.671 |
| 230 | 0.872 | 350 | 1.280 | 470 | 1.688 |
| 235 | 0.889 | 355 | 1.297 | 475 | 1.705 |
| 240 | 0.906 | 360 | 1.314 | 480 | 1.722 |
| 245 | 0.923 | 365 | 1.331 | 485 | 1.775 |
| 250 | 0.940 | 370 | 1.348 | 490 | 1.827 |
| 255 | 0.957 | 375 | 1.365 | 495 | 1.880 |
| 260 | 0.974 | 380 | 1.382 | 500 | 1.932 |
| 265 | 0.991 | 385 | 1.399 | 505 | 1.984 |
| 270 | 1.008 | 390 | 1.416 | 510 | 2.035 |
| 275 | 1.025 | 395 | 1.433 | 515 | 2.086 |
| 280 | 1.042 | 400 | 1.450 | 520 | 2.137 |
| 285 | 1.059 | 405 | 1.467 | 525 | 2.157 |
| 290 | 1.076 | 410 | 1.484 | 530 | 2.176 |
| 295 | 1.093 | 415 | 1.501 | 535 | 2.196 |
| 300 | 1.110 | 420 | 1.518 | 540 | 2.215 |
| 305 | 1.127 | 425 | 1.535 | 545 | 2.235 |
| 310 | 1.144 | 430 | 1.552 | 550 | 2.255 |
| 315 | 1.161 | 435 | 1.569 | | |

NOTE:

- For cattle weighing between 200 kg and 500 kg, for weights between those shown in the table, the minimum pen area per head should be calculated by linear interpolation.
- For cattle weighing more than 500 kg, the minimum pen area per head is 2.06 m² plus 0.02 m² for each 5 kg above 500 kg.
- For shipments that originate or load from a port south of latitude 26° south and take a route that does not cross latitude 15° south, stocking densities will be calculated from this table regardless of the date of the voyage.

TABLE #22—MINIMUM PEN AREA PER HEAD FOR BUFFALO EXPORTED BY SEA

| Liveweight (kg) | Minimum pen area (m ² /head) | Liveweight (kg) | Minimum pen area (m ² /head) | Liveweight (kg) | Minimum pen area (m ² /head) |
|-----------------|---|-----------------|---|-----------------|---|
| 200 | 0.770 | 355 | 1.297 | 510 | 1.824 |
| 205 | 0.787 | 360 | 1.314 | 515 | 1.841 |
| 210 | 0.804 | 365 | 1.331 | 520 | 1.858 |
| 215 | 0.821 | 370 | 1.348 | 525 | 1.875 |
| 220 | 0.838 | 375 | 1.365 | 530 | 1.892 |
| 225 | 0.855 | 380 | 1.382 | 535 | 1.909 |
| 230 | 0.872 | 385 | 1.399 | 540 | 1.926 |
| 235 | 0.889 | 390 | 1.416 | 545 | 1.943 |
| 240 | 0.906 | 395 | 1.433 | 550 | 1.960 |
| 245 | 0.923 | 400 | 1.450 | 555 | 1.977 |
| 250 | 0.940 | 405 | 1.467 | 560 | 1.994 |
| 255 | 0.957 | 410 | 1.484 | 565 | 2.011 |
| 260 | 0.974 | 415 | 1.501 | 570 | 2.028 |
| 265 | 0.991 | 420 | 1.518 | 575 | 2.045 |
| 270 | 1.008 | 425 | 1.535 | 580 | 2.062 |
| 275 | 1.025 | 430 | 1.552 | 585 | 2.079 |
| 280 | 1.042 | 435 | 1.569 | 590 | 2.096 |
| 285 | 1.059 | 440 | 1.586 | 595 | 2.113 |
| 290 | 1.076 | 445 | 1.603 | 600 | 2.130 |
| 295 | 1.093 | 450 | 1.620 | 605 | 2.147 |
| 300 | 1.127 | 455 | 1.637 | 610 | 2.164 |
| 305 | 1.144 | 460 | 1.654 | 615 | 2.181 |
| 310 | 1.161 | 465 | 1.671 | 620 | 2.198 |
| 315 | 1.161 | 470 | 1.688 | 625 | 2.215 |
| 320 | 1.178 | 475 | 1.705 | 630 | 2.232 |
| 325 | 1.195 | 480 | 1.722 | 635 | 2.249 |
| 330 | 1.212 | 485 | 1.739 | 640 | 2.266 |
| 335 | 1.229 | 490 | 1.756 | 645 | 2.283 |
| 340 | 1.246 | 495 | 1.773 | 650 | 2.300 |
| 345 | 1.263 | 500 | 1.790 | | |
| 350 | 1.280 | 505 | 1.807 | | |

NOTE: Buffalo stocking density is to be calculated according to the formula:

$$(0.0034 \times \text{liveweight (kg)}) + 0.09 \text{ m}^2.$$

TABLE #23—MINIMUM PEN AREA PER HEAD FOR SHEEP AND GOATS EXPORTED BY SEA

| Liveweight (kg) | Minimum pen area (m ² /head) | | Liveweight (kg) | Minimum pen area (m ² /head) | |
|-----------------|---|----------------|-----------------|---|----------------|
| | November to April | May to October | | November to April | May to October |
| 28 | 0.261 | 0.261 | 51 | 0.320 | 0.322 |
| 29 | 0.263 | 0.263 | 52 | 0.324 | 0.329 |
| 30 | 0.265 | 0.265 | 53 | 0.329 | 0.337 |
| 31 | 0.268 | 0.268 | 54 | 0.333 | 0.344 |
| 32 | 0.270 | 0.270 | 55 | 0.338 | 0.351 |
| 33 | 0.273 | 0.273 | 56 | 0.342 | 0.357 |
| 34 | 0.275 | 0.275 | 57 | 0.347 | 0.363 |
| 35 | 0.278 | 0.278 | 58 | 0.351 | 0.369 |
| 36 | 0.280 | 0.280 | 59 | 0.356 | 0.375 |
| 37 | 0.283 | 0.283 | 60 | 0.360 | 0.381 |
| 38 | 0.285 | 0.285 | 61 | 0.367 | 0.389 |
| 39 | 0.288 | 0.288 | 62 | 0.374 | 0.398 |
| 40 | 0.290 | 0.290 | 63 | 0.380 | 0.406 |
| 41 | 0.293 | 0.293 | 64 | 0.387 | 0.415 |
| 42 | 0.295 | 0.295 | 65 | 0.394 | 0.423 |
| 43 | 0.298 | 0.298 | 66 | 0.401 | 0.432 |
| 44 | 0.300 | 0.300 | 67 | 0.408 | 0.441 |
| 45 | 0.303 | 0.303 | 68 | 0.415 | 0.450 |
| 46 | 0.305 | 0.305 | 69 | 0.422 | 0.459 |
| 47 | 0.308 | 0.308 | 70 | 0.429 | 0.468 |
| 48 | 0.310 | 0.310 | 75 | 0.465 | 0.515 |
| 49 | 0.313 | 0.313 | 80 | 0.502 | 0.563 |
| 50 | 0.315 | 0.315 | 90 | 0.575 | 0.658 |

NOTE:

- (a) For horned rams an additional 10% pen space must be allocated.
- (b) For goats with horns in excess of paragraph 1A.3.5 (b), the goats are penned separately and an additional 10 per cent space must be allocated.
- (c) For sheep carrying more than 25 mm of wool, an additional 10 per cent pen space must be allocated.
- (d) For weights between those shown, the minimum pen area per head should be calculated by linear interpolation.

TABLE #24—MINIMUM PEN AREA PER HEAD FOR FARMED RED OR RED CROSS WAPITI DEER EXPORTED BY SEA

| Liveweight (kg) | Pen area (m ²) |
|-----------------|----------------------------|
| < 100 | TBA |
| 100 | 1.54 |
| 110 | 1.57 |
| 120 | 1.59 |
| 130 | 1.62 |
| 140 | 1.64 |
| 150 | 1.67 |
| 200 | 1.80 |
| 250 | 2.08 |
| 300 | 2.36 |

Intermediate values should be calculated by linear interpolation.

TABLE #25—MINIMUM PEN AREA PER HEAD FOR CAMELS EXPORTED BY SEA

| Liveweight (kg) | Pen area (m ²) |
|-----------------|----------------------------|
| 300 | 1.43 |
| 400 | 1.91 |
| 500 | 2.38 |
| 600 | 2.86 |

NOTE:

- (a) An acceptable stocking density will meet the current camel industry standard. The area is arrived using the formula: area required (m²) = 0.00477 x average weight (kg).
- (b) Where a range of different animal sizes and types are to be carried, the area must be calculated for each line rather than on the basis of average weight of the entire shipment.

TABLE #26—MINIMUM PEN AREA PER HEAD FOR PREGNANT CATTLE OR CAMELS EXPORTED BY SEA

| Type of livestock | Minimum average floor area per head |
|---|---|
| Pregnant heifers* of a Bos taurus breed | The minimum area required for cattle under Table #20 |
| Pregnant heifers of a Bos indicus breed | The minimum area required for cattle under Table #19 |
| Pregnant cows^ of a Bos taurus breed | An area 5 per cent larger than the minimum area required for cattle under Table #20 |
| Pregnant cows of a Bos indicus breed | An area 5 per cent larger than the minimum area required for cattle under Table #19 |
| Pregnant camels | An area 5 per cent larger than the minimum area required for camels under Table #25 |

*heifer means a female bovine animal less than 3 years of age that has not produced a calf.

^cow means a female bovine animal that has produced a calf or is over three (3) years of age.

Appendix I—Aircraft stocking density requirements

TABLE #27—MINIMUM AIRCRAFT CRATE PEN AREA FOR CATTLE OR BUFFALO EXPORTED BY AIR

| Liveweight (kg) | Minimum pen area (m ² /head) | Liveweight (kg) | Minimum pen area (m ² /head) |
|-----------------|---|-----------------|---|
| 150 | 0.54 | 530 | 1.34 |
| 160 | 0.56 | 540 | 1.36 |
| 170 | 0.58 | 550 | 1.38 |
| 180 | 0.60 | 560 | 1.40 |
| 190 | 0.62 | 570 | 1.42 |
| 200 | 0.64 | 580 | 1.44 |
| 210 | 0.66 | 590 | 1.46 |
| 220 | 0.68 | 600 | 1.48 |
| 230 | 0.70 | 610 | 1.50 |
| 240 | 0.72 | 620 | 1.53 |
| 250 | 0.74 | 630 | 1.55 |
| 260 | 0.76 | 640 | 1.57 |
| 270 | 0.78 | 650 | 1.59 |
| 280 | 0.80 | 660 | 1.61 |
| 290 | 0.82 | 670 | 1.64 |
| 300 | 0.84 | 680 | 1.66 |
| 310 | 0.87 | 690 | 1.68 |
| 320 | 0.89 | 700 | 1.70 |
| 330 | 0.91 | 710 | 1.72 |
| 340 | 0.93 | 720 | 1.74 |
| 350 | 0.95 | 730 | 1.76 |
| 360 | 0.98 | 740 | 1.78 |
| 370 | 1.00 | 750 | 1.80 |
| 380 | 1.02 | 760 | 1.82 |
| 390 | 1.04 | 770 | 1.84 |
| 400 | 1.06 | 780 | 1.86 |
| 410 | 1.08 | 790 | 1.88 |
| 420 | 1.10 | 800 | 1.90 |
| 430 | 1.12 | 810 | 1.93 |
| 440 | 1.15 | 820 | 1.95 |
| 450 | 1.17 | 830 | 1.97 |
| 460 | 1.19 | 840 | 1.99 |
| 470 | 1.21 | 850 | 2.01 |
| 480 | 1.23 | 860 | 2.03 |
| 490 | 1.25 | 870 | 2.05 |

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| 500 | 1.27 | 880 | 2.07 |
|-----------------|---|-----------------|---|
| 510 | 1.29 | 890 | 2.09 |
| 520 | 1.31 | 900 | 2.12(cont.) |
| Liveweight (kg) | Minimum pen area (m ² /head) | Liveweight (kg) | Minimum pen area (m ² /head) |
| 910 | 2.14 | 960 | 2.24 |
| 920 | 2.16 | 970 | 2.26 |
| 930 | 2.18 | 980 | 2.28 |
| 940 | 2.20 | 990 | 2.31 |
| 950 | 2.22 | | |

NOTE: For weights between those shown in Table #19, the minimum pen area per head should be calculated by linear interpolation.

International Air Transport Association regulations stipulate that trained camels must be penned individually for air transport. However, wild-caught camels are not accustomed to individual penning or segregation and are best transported by air in cattle pens. Use of cattle pens must be limited to camels under 300 kg liveweight.

TABLE #28—MINIMUM AIRCRAFT CRATE PEN AREA FOR SHEEP OR ALPACAS EXPORTED BY AIR

| Liveweight (kg) | Minimum pen area (m ² /head) | Liveweight (kg) | Minimum pen area (m ² /head) |
|-----------------|---|-----------------|---|
| 20 | 0.150 | 49 | 0.266 |
| 21 | 0.154 | 50 | 0.270 |
| 22 | 0.158 | 51 | 0.274 |
| 23 | 0.162 | 52 | 0.279 |
| 24 | 0.166 | 53 | 0.283 |
| 25 | 0.170 | 54 | 0.288 |
| 26 | 0.174 | 55 | 0.293 |
| 27 | 0.178 | 56 | 0.297 |
| 28 | 0.182 | 57 | 0.302 |
| 29 | 0.186 | 58 | 0.306 |
| 30 | 0.190 | 59 | 0.311 |
| 31 | 0.194 | 60 | 0.315 |
| 32 | 0.198 | 61 | 0.320 |
| 33 | 0.202 | 62 | 0.324 |
| 34 | 0.206 | 63 | 0.329 |
| 35 | 0.210 | 64 | 0.333 |
| 36 | 0.214 | 65 | 0.338 |
| 37 | 0.218 | 66 | 0.342 |
| 38 | 0.222 | 67 | 0.347 |
| 39 | 0.226 | 68 | 0.352 |
| 40 | 0.230 | 69 | 0.356 |
| 41 | 0.234 | 70 | 0.360 |
| 42 | 0.238 | 75 | 0.383 |
| 43 | 0.242 | 80 | 0.405 |
| 44 | 0.246 | 85 | 0.428 |
| 45 | 0.250 | 90 | 0.450 |
| 46 | 0.254 | 95 | 0.473 |
| 47 | 0.258 | 100 | 0.495 |
| 48 | 0.262 | | |

NOTE 1: For weights between those shown in Table #28, the minimum pen area per head should be calculated by linear interpolation.

NOTE 2: For sheep and alpacas with more than 25 mm of wool/fibre, the pen area per head must be increased by 10%, but this is not cumulative with other space requirements.

TABLE #29—MINIMUM AIRCRAFT CRATE PEN AREA FOR GOATS EXPORTED BY AIR

| Liveweight (kg) | Minimum pen area (m ² /head) | Liveweight (kg) | Minimum pen area (m ² /head) |
|-----------------|---|-----------------|---|
| 15 | 0.093 | 40 | 0.213 |
| 16 | 0.098 | 41 | 0.218 |
| 17 | 0.103 | 42 | 0.223 |
| 18 | 0.107 | 43 | 0.227 |
| 19 | 0.112 | 44 | 0.232 |
| 20 | 0.117 | 45 | 0.237 |
| 21 | 0.122 | 46 | 0.242 |
| 22 | 0.127 | 47 | 0.247 |
| 23 | 0.131 | 48 | 0.251 |
| 24 | 0.136 | 49 | 0.256 |
| 25 | 0.141 | 50 | 0.261 |
| 26 | 0.146 | 51 | 0.266 |
| 27 | 0.151 | 52 | 0.271 |
| 28 | 0.155 | 53 | 0.275 |
| 29 | 0.160 | 54 | 0.280 |
| 30 | 0.165 | 55 | 0.285 |
| 31 | 0.170 | 60 | 0.309 |
| 32 | 0.175 | 65 | 0.333 |
| 33 | 0.179 | 70 | 0.357 |
| 34 | 0.184 | 75 | 0.381 |
| 35 | 0.189 | 80 | 0.405 |
| 36 | 0.194 | 85 | 0.429 |
| 37 | 0.199 | 90 | 0.453 |
| 38 | 0.203 | 95 | 0.477 |
| 39 | 0.208 | 100 | 0.501 |

NOTE 1: For weights between those shown in Table #29, the minimum pen area per head should be calculated by linear interpolation.

NOTE 2: For fibre goats with more than 25 mm of fibre, the pen area per head must be increased by 10%, but this is not cumulative with other space requirements.

TABLE #30—MINIMUM AIRCRAFT CRATE PEN AREA FOR DEER EXPORTED BY AIR

| Liveweight (kg) | Minimum pen area (m ²) | Liveweight (kg) | Minimum pen area (m ²) |
|-----------------|------------------------------------|-----------------|------------------------------------|
| 20 | 0.13 | 100 | 0.53 |
| 22 | 0.14 | 110 | 0.55 |
| 24 | 0.15 | 120 | 0.57 |
| 26 | 0.16 | 130 | 0.59 |
| 28 | 0.17 | 140 | 0.61 |
| 30 | 0.18 | 150 | 0.63 |
| 32 | 0.19 | 160 | 0.64 |
| 34 | 0.20 | 170 | 0.66 |
| 36 | 0.21 | 180 | 0.68 |
| 38 | 0.22 | 190 | 0.69 |
| 40 | 0.23 | 200 | 0.70 |
| 42 | 0.25 | 210 | 0.73 |
| 44 | 0.26 | 220 | 0.75 |
| 46 | 0.27 | 230 | 0.77 |
| 48 | 0.28 | 240 | 0.79 |
| 50 | 0.29 | 250 | 0.81 |
| 55 | 0.31 | 260 | 0.84 |
| 60 | 0.34 | 270 | 0.86 |
| 65 | 0.37 | 280 | 0.88 |
| 70 | 0.39 | 290 | 0.90 |
| 75 | 0.42 | 300 | 0.92 |
| 80 | 0.45 | 310 | 0.96 |
| 85 | 0.47 | 320 | 0.98 |
| 90 | 0.49 | 330 | 1.00 |
| 95 | 0.51 | 340 | 1.02 |
| 350 | 1.05 | 390 | 1.14 |
| 360 | 1.08 | 400 | 1.17 |
| 370 | 1.10 | 410 | 1.19 |
| 380 | 1.12 | 420 | 1.21 |

NOTE: For deer, floor space must be adequate to allow deer to lie down during transport.

Appendix J—Daily report—Sea

Reporting must commence on day one of the voyage and must include the following information:

| # | Required information | | | | | | | | | | | | | | | |
|------------|---|---|-------------------|---|---------------|------|-------|---------|--------|-------------------|-------|------------|--------|--------|-------------------|---|
| 1 | Veterinarian's name and AAV accreditation number (if on-board) | | | | | | | | | | | | | | | |
| 2 | LEIMT Stock person's name | | | | | | | | | | | | | | | |
| 3 | Date of report | | | | | | | | | | | | | | | |
| 4 | Journey day number (must be consistent with the day number used by the Master of the Vessel) | | | | | | | | | | | | | | | |
| 5 | Vessel's position and estimated time of arrival at next port | | | | | | | | | | | | | | | |
| 6 | <p>The number of animals loaded by port of loading and species</p> <p>EXAMPLE:</p> <table border="1"> <thead> <tr> <th>Species</th><th>e.g. Portland</th><th>e.g. Fremantle</th></tr> </thead> <tbody> <tr> <td>Cattle</td><td>100</td><td>200</td></tr> <tr> <td>Buffalo</td><td>0</td><td>5</td></tr> <tr> <td>Sheep</td><td>5 000</td><td>1 000</td></tr> <tr> <td>Goats</td><td>0</td><td>5</td></tr> </tbody> </table> | Species | e.g. Portland | e.g. Fremantle | Cattle | 100 | 200 | Buffalo | 0 | 5 | Sheep | 5 000 | 1 000 | Goats | 0 | 5 |
| Species | e.g. Portland | e.g. Fremantle | | | | | | | | | | | | | | |
| Cattle | 100 | 200 | | | | | | | | | | | | | | |
| Buffalo | 0 | 5 | | | | | | | | | | | | | | |
| Sheep | 5 000 | 1 000 | | | | | | | | | | | | | | |
| Goats | 0 | 5 | | | | | | | | | | | | | | |
| 7 | <p>Dry bulb temperature and humidity</p> <p>One average recording for each deck, each day</p> <p>Bridge temperature (ambient)</p> | | | | | | | | | | | | | | | |
| 8 | Wet bulb reading (per deck) | | | | | | | | | | | | | | | |
| 9 | Feed and water consumption (average per head) | | | | | | | | | | | | | | | |
| 10 | Animal health and welfare issues by deck/tier | | | | | | | | | | | | | | | |
| 11 | Hospital pen report | | | | | | | | | | | | | | | |
| 12 | Medication and treatments used on this day | | | | | | | | | | | | | | | |
| 13 | Respiratory type (normal (1), panting (2), gasping (3)) by species/type/deck/hold | | | | | | | | | | | | | | | |
| 14 | Faeces type average for each deck (normal (1), sloppy (2), runny diarrhoea (3), firm pellets (4)) | | | | | | | | | | | | | | | |
| 15 | Issues from daily meeting | | | | | | | | | | | | | | | |
| 16 | <p>Mortality details</p> <ul style="list-style-type: none"> - By species and class of livestock - Reasons (if known) - Number of animals euthanized - Number of animals found dead - Daily/cumulative mortality figure by species <p>EXAMPLE:</p> <table border="1"> <thead> <tr> <th>Mortality</th><th>Euthanasia</th><th>Natural Causes</th><th>Species/class</th><th>Deck</th></tr> </thead> <tbody> <tr> <td>Daily</td><td>1 0</td><td>0 1</td><td>Cattle Buffalo</td><td>1</td></tr> <tr> <td>Cumulative</td><td>3 0</td><td>0 1</td><td>Cattle Buffalo</td><td>2</td></tr> </tbody> </table> | Mortality | Euthanasia | Natural Causes | Species/class | Deck | Daily | 1 0 | 0 1 | Cattle Buffalo | 1 | Cumulative | 3 0 | 0 1 | Cattle Buffalo | 2 |
| Mortality | Euthanasia | Natural Causes | Species/class | Deck | | | | | | | | | | | | |
| Daily | 1 0 | 0 1 | Cattle Buffalo | 1 | | | | | | | | | | | | |
| Cumulative | 3 0 | 0 1 | Cattle Buffalo | 2 | | | | | | | | | | | | |
| 17 | General comments <u>including ocean conditions</u> | | | | | | | | | | | | | | | |

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NOTE:

For sheep exported to the Middle East, the report must also include information on the number of sheep showing clinical signs of scabby mouth.

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For voyages where a birth has occurred, the report must include numbers of livestock that gave birth and estimated stage of pregnancy at time of giving birth for each birth h and identification of the vendor.h.

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Appendix K—End of journey report—Air

This report must provide a general overview of the air journey, with mention of any specific issues relevant to the health and welfare of the livestock, and must include the following information:

| # | Required information |
|---|--|
| 1 | Stock person's or Veterinarian's name or and AAV accreditation number (if on-board) |
| 2 | Aircraft type(s) and airline(s) |
| 3 | Flight number(s) |
| 4 | Departure port(s) Date Total loaded, by species |
| 5 | Transit stops Feed and water Access Maintenance issues |
| 6 | Flight conditions Weather Temperature (where the livestock is kept) Ventilation |
| 7 | Health and welfare of livestock Number of livestock born during the journey Number of abortions Number of mortalities |
| 8 | Discharge port(s) Date |
| 9 | Comments on discharge operations |

Appendix L—End of voyage report—Sea

This report must provide a general overview of the sea voyage, with mention of any specific issues relevant to the health and welfare of the livestock, and must include the following information:

| # | Required information |
|----|---|
| 1 | Vessel name |
| 2 | Voyage number(s) |
| 3 | Departure port(s) Date the animals were loaded (by port if more than one) Total number of animals loaded, by species* (by port if more than one) |
| 4 | Discharge port(s) Date the animals were unloaded (by port if more than one) Total number of animals unloaded, by species* (by port if more than one) |
| 5 | Feed and water issues Access Maintenance issues |
| 6 | Environmental conditions Weather Temperature (where the livestock is kept) Ventilation Decks/bedding |
| 7 | Health and welfare of livestock, including any treatments given to the livestock during the voyage. Number of livestock born during the voyage Number of abortions Number of mortalities by tier/deck and class of livestock |
| 8 | Relationships with Master/crew/accredited stock person/accredited veterinarian |
| 9 | Comments on discharge operations |
| 10 | Stock person's or Veterinarian's name or and AAV accreditation number (if on-board) |

* Cattle and buffalo numbers must not be combined

In addition, the accredited **LEIMT** veterinarian should also collect additional information about any unexpected animal health or welfare issues and include this in the end of voyage report. Additional information may include video, **CCTV** and photographs, animal identification and location on the vessel and information which may allow trace backs.

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Appendix M—ASEL management plans

Exporters seeking to export animals that would otherwise not be fit to export due to the specific requirements outlined in the table below, may apply to the department with an appropriate management plan demonstrating appropriate risk management. This plan must also be approved by the relevant State department before the exporter may submit any relevant consignment's notice of intention to export. The decision by the relevant State or Territory department is final on matters prior to the ship leaving the berth.

The exporter must provide notice that the management plan has been invoked for each relevant consignment within the exporter's declaration in applying for an export permit and may also be required to submit a detailed load plan.

The department will only consider requests to vary the following requirements:

| ASEL requirement | Management plan | Management plan must demonstrate | Relevant EAN |
|---|---|---|---|
| 1A.2.3(b)(i) and 1A.2.2(b)(i): Source cattle or buffalo more than 200 kg | Light cattle/buffalo | Animals will be at least 200 kg at time of export | 2016-11 |
| 1A.2.3(b)(i) and 1A.2.2(b)(i): Source cattle or buffalo less than 650 kg | Heavy cattle/buffalo | Animals will weigh no more than 850 kg, and additional appropriate animal preparation and voyage management procedures will be implemented to manage specific animal welfare risks | 2016-12 |
| 4C.2: The export of livestock by sea via the Suez Canal or the Cape of Good Hope, the Panama Canal or Cape Horn, or via another route where the voyage is expected to be longer than 30 days, is prohibited. | Extended long haul voyage management plan | Additional appropriate animal preparation and voyage management procedures will be implemented to manage specific animal welfare risks, including all cattle and buffalo must be vaccinated for bovine respiratory disease | 2016-15 |
| 2B.6(e): Animals must not leave the registered premises until AMSA clearance of the vessel has been granted | Load out of registered premise prior to AMSA approval | Animals will remain compliant with importing country requirements, and the total transport time from the registered premises to the port to the alternative registered premises will not exceed the requirements within this standard | Approved arrangements for the export of livestock – guidelines. |
| 1A.2.2(a)(ii) and 1A.2.3(a)(ii): If horned, cattle must have horns no longer than 12 cm. If horned, buffalo must have horns no longer than the spread of the ears. | Long horn | Cattle horns will be tipped and no longer than 60cm between the outermost edges of the horns, buffalo horns will be tipped and no longer than 5cm from the outer margin of the ears. Additional 30 per cent space per animal is provided and additional appropriate animal preparation and voyage management procedures will be implemented to manage specific animal welfare risks | 2017-15 |
| 4C.3: The export of goats <u>(usually feral)</u> by sea on voyages longer than a short haul voyage is prohibited | Export of goats <u>(usually feral)</u> by sea on a long haul voyage | Additional 10 per cent space per animal is provided and additional appropriate animal preparation and voyage management procedures will be implemented to manage specific animal welfare risks | 2016-10 |

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Appendix N₁- Contribution to Contract Administration, Strategic Development and other Costs

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Appendix O – Live Export Inspection and Monitoring Team [LEIMT]

Appendix P – Evaluation of Chilled Meat Alternative

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See other attachments for details that go into Appendix N,O and P

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DRAFT

18 March 2018

WITHOUT PREJUDICE

From: P M Ryan
Western Australia

“Stage 1: Formatting improvements and work plan priorities.

Quote Page 4. ...”*AESL sets out the requirements to ensure animals are fit to export and manage the risks to animals’ health and welfare throughout the export voyage.*”

My view is the document, Australian Standards for the Export of Livestock Part 1: Reformatted in its draft form will **NOT** deliver its objective.

I for one, appreciate the department giving the public the opportunity to review and offer recommendations.

Many of us feel helpless to stop this systemic cruelty. So opportunities like this are welcomed.

Many thanks.

CLEAR AND CONCISE

On Page 8, the question is put: Is the proposed version clear and concise?

My view is there are a number of improvements needed to make the documents “clear and concise”. In fact, my list totals twenty-five (25)

CLEAR is defined in the Oxford Dictionary as:

- easy to perceive, understand or interpret.
- leaving no doubt

CONCISE is defined as

- giving a lot of information clearly and in a few words; brief and comprehensive

The Australian Standards for the Export of Livestock Part 1: Reformatted will be the prime reference document that addresses animal welfare issues for the scope of work outlined in the covering documents.

It has legal status. It establishes legal obligations and requirements. Live export licenses come with responsibility for a number of parties.

These amendments are to ensure that breaches or non-conformance are not able to be legally challenged, where those being prosecuted might otherwise rely on

- ambiguity
- doubt or confusion
- not easy to interpret
- not comprehensive because it was too brief.

I have reworked the Draft document. My changes are highlighted in **red**.

I have renamed the document “**Proposed-Reformatted-ASEL_P M RYAN**”

I am skilled in all the workings of Microsoft Word. I apologise in advance.

I have converted the documents to pdf. The Word version can be sent if requested.

RECOMMENDED CHANGES TO PROPOSED REFORMATTED ASEL

My recommendations are:

Contingency Plans

- Include an Ocean conditions assessment.
- HSRA
- More focus on contingency plans. Contingency plans must be prepared for each voyage and re-checked with the latest data prior to loading.
- Contingency plans to be signed off by a State or Territory authorised officer.

Monitoring and Reporting

- Introduce CCTV with audio. A top priority for ASEL review.
- Independent Veterinarians and Competent Stock Handlers on each voyage. This is an equal top priority with CCTV for ASEL review.
- RSPCA and animal welfare groups who represent the public interest to have access to the CCTV vision and provide reports subject to legal approval from Commonwealth. Approval not unreasonably withheld.
- Monitor and report sewage and dead animals thrown into the ocean. A CCTV camera to be positioned so as to capture this.
- Separate reports for notifiable incidents. One from the Captain and the other by the Independent Veterinarian.
- Far more independent reporting. A must to have if ASEL is to establish any credibility.

Cost Recovery and Penalties

- Stop subsidising exporters and cutting their levies and removing administrative requirements.
- Use the powers to penalise exporters that fail to comply
- Permanent disqualification of export licence for serious and / or repeat offenders
- Penalties for presenting animals for loading that do not meet the prescribed criteria

Chilled Meat – the cruelty free alternative

- In future, a Chilled Meat Assessment to be provided by the exporter when applying for a licence for a voyage. The Exporter would liaise with the State or Territory department. Those departments would have information about unfilled capacity at abattoirs. AMLA to work with the State or Territory departments to increase sales of lamb or beef – export or domestic markets. Licence to export will not be given if the meat can be sold using local abattoirs.

LIVE EXPORT ELIMINATION LEVY – SUPPORTS THE ALTERNATIVES

- A live export elimination levy should also now be introduced.
- Levies in the order of 30% of the purchase price of the livestock. The marker price for sheep and cattle shipped through Fremantle for example would be the Muchea Saleyards.
- This levy is an incentive for further market development for chilled and frozen meat and for domestic consumption.
- There is unfilled capacity in West Australian abattoirs while exporters take cattle and sheep from cruelty free meat production modes. I expect this situation in other States and Territories from what I read.
- It is untenable to have companies choosing cruelty and not being penalised.
- This cost will speed up the conversion to chilled and frozen meat and also make more meat available for Australians who are paying higher prices because of shortages.
- Local production in the form of jobs and services is a beneficiary.

Operational Changes

- Halve the allowable mortality rates
- State and Territory departments to have control of loading ship until it leaves the berth
- Only one unloading port per voyage.
- No voyages beyond ten (10) days. Risk escalates with time.
- Sea Load Plan is reviewed and authorised by a State or Territory authorised officer
- Emphasis on reporting all deaths of animals including at delivery by road transport
- Inspections by State or Territory departments of the registered holding premises
- Change to instruction re food from the previous voyage. This food may no longer remain in a feed storage bin. The bin must be cleaned prior to every voyage.

18 March 2018

WITHOUT PREJUDICE

From: P M Ryan
Western Australia

Page 8. Are any regulatory requirements missing?

OCEAN CONDITIONS ASSESSMENT

This is one glaring deficiency in my view.

The document refers to Heat Stress Risk Assessment as a regulatory requirement.

However my view is that Ocean conditions are a major regulatory missing from the regulatory requirement. And I ask if the Committee can consider this.

The Keniry Review [2004] recommended that exports be banned in circumstances where high mortality rates could be predicted and risks to animal welfare were the greatest.

Keniry mentioned rough conditions as one of these circumstances.

In my view this omission is a serious deficiency in the ASEL document given prolonged violent movements of the vessel could very likely cause:

- loss of footing
- injuries
- vomiting
- trampling
- puncture wounds and
- deaths

Animals hooves on floors in rough ocean conditions couple with a layer of sewage and water is a recipe for cruelty to animals.

I could not find reference to a written pre-voyage assessment being submitted prior to loading and then sailing, nor any contingency for Ocean conditions once underway.

A forecasting model to predict wave conditions during bad weather like cyclones or typhoons is required. The height of decks will be a factor for this forecasting model.

The amplitude of swaying must be accounted for.

Waves in the order of ten (10) or more metres are mentioned in some categories of cyclones and typhoons.

The obvious action is to not take ships with cattle into these extreme weather conditions.

CCTV live monitoring will make clear the consequences for animals if they are ever caught in these conditions.

EXTRACTS FROM ASEL DOCUMENT

Extreme weather

Temperature and climatic conditions (e.g. cyclones, typhoons, tropical storms, rough seas, rain, hail, snow, wind, humidity and heat) that either individually or in combination, is likely to expose livestock to heat or cold stress, significantly increased risk of injury or even the direct cause of death.

Sea Load Plan

A valid Load Plan for export by sea must be compliant with relevant ship safety standards and submitted to, and authorised by the State or Territory department, before the vessel can depart and include details of:

The valid Sea Load Plan must also give due consideration to:

- *the requirements of Marine Orders 43, in particular Part 33 (hospital pens) Part 8 (Restrictions on carriage of livestock)*
- *differences in handling, holding and husbandry needs of each livestock species, number of animals, sex, class, reproductive status, weight, breed, origin, preparation and transport history*
- *pen layout, available pen area for the particular consignment, ventilation, vessel characteristics, port rotation, discharge sequence and stability*
- *contingency for failure of the ventilation system during loading*
- *ensuring the livestock are Appropriately Segregated on-board*
- *separation of cattle or buffalo from other species by a passageway, an empty pen or an effective impermeable barrier, to the satisfaction of an accredited stock person or accredited veterinarian*
- *location of livestock in relation to health and welfare (there must be no penning or location of livestock on or in any part of a vessel where the livestock, livestock fittings, livestock equipment or carrying arrangements could substantially compromise the animal's health and/or welfare)*
- *any relevant HSRA stocking density outputs*
- *CCTV monitoring is operational*
- *contingency plans and*
- *Ocean conditions assessment meets standards.*

WHEN CAN OCEAN CONDITIONS BE EXTREME OR DANGEROUS FOR ANIMALS

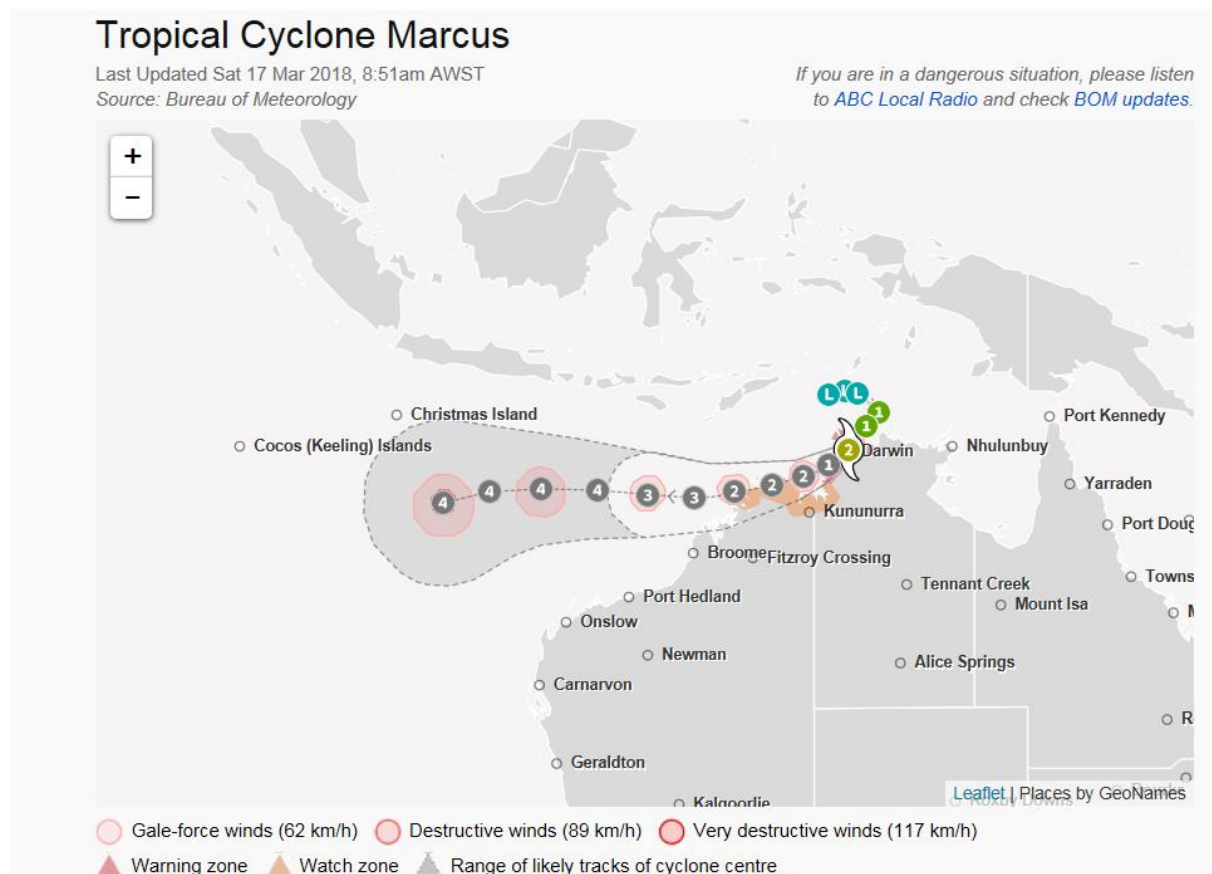
Cyclone season (South of the Equator) starts 1st November and will end on 30 April next year.

Typhoon season. (North of the Equator) While the majority of typhoons reliably develop between May and October, typhoons can occur any time of the year. While the majority of typhoons reliably develop between May and October, typhoons can occur any time of the year.

So here we have it, extreme ocean conditions with rough seas can occur all year round.

The inclusion of Ocean conditions assessment is something I ask the Committee to consider.

As an example, I include information about what is happening now. The cyclone cuts across the path of shipping to Indonesia and Asian ports



18 March 2018

WITHOUT PREJUDICE

From: P M Ryan
Western Australia

Live Export Inspection and Monitoring Team (LEIMT)

INDEPENDENT REVIEW OF AUSTRALIA'S LIVESTOCK EXPORT TRADE 2011

Recommendation

The Review recommends that the existing system of exporters contracting AAVs and stockpersons be supplemented by the following provisions:

- enhanced auditing processes including targeted on-site (including shipboard) audit
- daily and end-of-voyage reports to be forwarded to AQIS and the exporter simultaneously
- enhanced training and induction processes for AAVs
- consideration by industry of enhanced training and mentoring programs for stockpersons.

“Stage 1: Formatting improvements and work plan priorities.

Quote Page 4. ...*“AESL sets out the requirements to ensure animals are fit to export and manage the risks to animals’ health and welfare throughout the export voyage.”*

It is important to remember that these regulatory steps only apply to live exports.

The viable alternative, a cruelty free alternative, is chilled meat into the same geographical in some instances.

In fact at least one live exporter, Wellard, has also been doing chilled meat exports for three (3) or more years from information I read on the internet.

Live exporters are entitled to expect they will be closely looked at given their track record of cruelty in the transport and slaughtering of Australian animals in foreign lands.

Their actions are a blight on the conscience of the majority of Australians.

Their desire to put profits before cruelty will one day come to an end.

In the interim, every possible control ought to be applied to minimise the cruelty and deaths. This is why I recommend forming the Live Export Inspection and Monitoring Team (LEIMT).

The objectives for this Team is to ensure:

- Arms-length from Vendors and/or Exporters
- independent in every way from Vendors and Exporters
- Qualified and licensed personnel monitor, review and take actions so Vendors and Exporters meet State and Commonwealth animal welfare standards
- Australian Veterinarian and stock handling standards are complied with
- Improved interaction between Commonwealth and State or Territory departments
- Send a message to live exporters that more emphasis is placed on conforming with AESL
- the Australian public receive accurate and timely information

These persons are employed by the Commonwealth or State or Territory departments depending on which stage of the live export process is at hand.

These personnel include

- Veterinarians
- Stock handlers
- Inspectors for registered premises
- Inspectors for road transport unloading
- Inspectors supervising the loading of ships
- Authorised officers who give clearance for a vessel to sail

COMMONWEALTH MANAGEMENT HASN'T WORKED

It is clear that Commonwealth management and control of live exports hasn't worked. Systemic cruelty persists. The public does not trust or believe what the Commonwealth reveals about the live export trade.

The States and Territory departments are closer to the situation and focussed on the pre-voyage operations.

It might be that only Commonwealth personnel can be used for onboard monitoring and reporting due to International law.

So my recommendation is to share the workload. The handover point is when the loaded ship leaves the berth.

FUNDING AND COST RECOVERY

The LEIMT recommendation only affects exporters of meat products who choose the live export method instead of chilled or frozen meat avenue.

- Administration costs including salaries and travel expenses for all personnel associated with the work performed by this team. There are Commonwealth, State and Territory departments. This includes people indirectly engaged like AMSA, and anyone involved in the live export trade in Government.
- Satisfactory standard of onboard Accommodation, i.e meets reasonable Australian expectations.

- Similar with the quality of meals.

The exporter will pay a significant levy per head for the above.

LIVE EXPORT ELIMINATION LEVY

And a ***live export elimination levy*** should also now be introduced.

Levies in the order of 30% of the purchase price of the livestock. The marker price for animals shipped through Fremantle for example would be the Muchea Saleyards.

This levy is an incentive for further market development for chilled and frozen meat and for domestic consumption.

There is unfilled capacity in West Australian abattoirs while exporters take cattle and sheep from cruelty free meat production modes. I expect this situation in other States and Territories.

CONCLUSION

Governments, and the public, are sending the message to all those making money out of this cruel trade that the live export trade will be more closely monitored.

And further that the trade will be replaced by value added production in Australia.

The emerging live cattle industry in Northern Australia is one that needs a closer watch. It is largely hidden from the public given its remote locations.

18 March 2018

WITHOUT PREJUDICE

From: P M Ryan
Western Australia

Live CCTV Monitoring and Streaming

The objective of the review of AESL is on page 4.

...*"AESL sets out the requirements to ensure animals are fit to export and manage the risks to animals' health and welfare throughout the export voyage."*

INDEPENDENT REVIEW OF AUSTRALIA'S LIVESTOCK EXPORT TRADE 2011

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- consideration by industry of enhanced training and mentoring programs for stockpersons.

The recommendations of *"enhanced auditing processes targeted on-site (including shipboard) audit"* and *"daily and end-of-voyage reports to be forwarded to AQIS and the exporter simultaneously"* align themselves with live CCTV monitoring.

The auditing process on board is

- Live Export Inspection and Monitoring Team (LEIMT) on each voyage and
- Live CCTV with audio streaming to Australia as well as onboard monitors

The exporters will be required to fund the CCTV monitoring and the LEIMT on board.

CCTV monitoring, complete with audio, on all vessels engaged in live exports from Australia will provide evidence of cruelty as soon as possible.

WHY CCTV

Live exports are not the only system of exporting meat from Australia. It is just the worst and the worst by a mile.

It has a dark history.

The public do not trust what exporters or the Government tells us. We believe those groups who graphically show us what is happening, with the few reports they can put together.

We all know the cruelty that is exposed is the tip of the iceberg.

Information has been kept from the public for too long.

The public does not believe what Governments and many politicians say, and for good reason.

Live CCTV with audio streaming to Australia coupled with the independent LEIMT members on board will go a long way to deciding the future of live exports.

It will take pressure off the Government. It removes the fear of the unknown.

It will go a long way to giving the department, other relevant groups and the public the truth about what happens on those ships.

Live CCTV in abattoirs in Asia was supported by LiveCorp as I understand and also a report I read about Elders.

- LiveCorp is on record as supporting live CCTV in monitoring activities in live exports in the past. The link below is for Vietnam abattoirs. Dated 2015. However a year later there were video images of cattle being sledgehammered to death. No CCTV there.

<http://www.abc.net.au/news/rural/2015-04-17/cctv-cameras-in-vietnamese-abattoirs-and-feedlots/6397306>

"Ms Alison Penfold, from the Australian Livestock Exporters Council (ALEC), said the rollout of cameras was a world first for the live export industry."

"We will be putting CCTVs into every feedlot and abattoir in every Vietnamese ESCAS supply chain," she said.

"We've already got about 35 cameras operating in the Vietnamese market already. Around 80 facilities will be added."

- CCTV vision to be available to relevant parties upon request. Permission to view CCTV records by the relevant persons, and even the public, is not to be withheld without good cause, e.g legal or investigation is underway.
- CCTV to be phased in over no more than three (3) years. The installations are rolled out equally between vessels servicing the sheep and cattle industries. The vessels with the highest throughputs in each category are to be done first.
- Suspension or permanent loss of licence for exporters if there is abuse, threats, assault, bribes or deliberately hindering the work of the LEIMT members engaged in performing their work which is related to CCTV.
- Penalties for any interference with the onboard CCTV systems that stops or corrupts transmissions.
- Exporter to insure the CCTV systems can be maintained during the voyage.
- The ship operator is responsible for installing CCTV by a specific date nominated by the department. No licence to export will be issued beyond that date until CCTV is installed.
- Costs of installation and maintenance of the CCTV system are for the ship operator.
- Daily reports and an end of voyage report to State and Territory departments,
- Sends the message to all those making money out of this cruel trade that they are being closely monitored
- Take a more balanced approach to legal action with CCTV footage.

18 March 2018

WITHOUT PREJUDICE

From: P M Ryan
Western Australia

HSRA

I have questions about HSRA

HSRA is a key element in a Voyage. The assessment of HSRA is one factor which determines whether a licence for the voyage is issued.

How many voyages have been postponed or cancelled because the output of HSRA was unfavourable?

These include

- Why was it developed
- Validity
- Accuracy
- Who takes responsibility for the consequences when animals die, or are near death, because the software proved to be inadequate?
- What penalties apply to the person or entity who takes the responsibility?
- Is the software a façade.
- Can forecasting be accurate enough given the variables
- Who developed the software for LiveCorp and AMLA
- Does the department endorse the outputs as faultless and totally reliable?
- The software seems to be updated after incidents. It is a review tool, not a forecast tool. It reacts to, instead of avoiding incidents.
- Will there be more updates when the next incident occurs.
- Does each State or Territory Department of Agriculture and / or Veterinarian bodies endorse the software "HotStuff"

If not, then how can animals be exported when a State or Territory department disagrees with the reliability of the assessment of excess heat stress risk.

This is a reason why I recommend the State or Territories have the final say in whether a ship can leave the berth.

There have been serious and despicable incidents directly due to heat risk assessments either not being done, ignored or the software proved to be inadequate.

Manageable risk is an unacceptable term.

If there is doubt, then there is risk, and that means thousands of animals could die or suffer badly and be near death. This is not manageable risk. This is deciding that these animals can face cruel deaths.

Does the Commonwealth have the right to condemn animals to cruel deaths?

HSRA needs to be definitive. There is either risk or there is 0% risk.

If there is heat stress risk, then a licence must not be issued for the voyage.

A statistical probability is not applicable to cruelty.

And all the time there is the chilled meat alternative.

Extracts from AESL document

Heat stress risk assessment (HSRA)

The agreed heat stress risk assessment for livestock export voyages from Australia by sea is performed by a software program developed by LiveCorp and Meat and Livestock Australia called 'HotStuff'. The latest version of the software approved by the department must be used.

Heat stress risk assessment

Using the agreed livestock heat stress risk assessment (HSRA), the assessment is taken to have indicated that the risk is manageable if:

- ***The HSRA output is less than a 2 per cent risk of ~~5~~-two (2) per cent mortality. [invites higher risk @ 5%. Software is unreliable tool. Actual events prove that.]***
- ***The HSRA cross wind output for any open decks is less than seven (7) knots (3.6m/s)***
- ***The HSRA output for stocking density meets at least the relevant stocking density specified in this Standard.***

When a HSRA is required, the HSRA must be provided to the department in both PDF and the associated HotStuff voyage data file (either *.xls or *.docx).

The load plan for the consignment must give at least as much space as specified in both this Standard and the HSRA minimum stocking density output.

Licence to export will not be granted if any of the three (3) criteria is not met.

The Emanuel ship in July 2016 is a case in point.

CCTV AND HSRA

Here is a good example of why we need independent stock handler, Veterinarian and CCTV on every live exports shipment

<http://www.abc.net.au/news/rural/2017-08-09/documents-reveal-how-sheep-died-from-heat-live-export-ship/8790918>

Extract from this ABC News report. Highlighting is mine.

“ Documents reveal how thousands of sheep died from extreme heat aboard live export vessel

WA Country Hour

By Tyne Logan

Posted 9 August 2017 at 4:56 pm

Up to 3,000 sheep died during the summer voyage to the Middle East. (Supplied: Vets Against Live Exports)

Details have emerged describing the extreme conditions in which thousands of sheep died en route to the Middle East in July last year, prompting calls from Western Australia's Agriculture Minister to enforce stricter penalties on exporters when mortalities occurred.

The reason for any inaccuracy in counting of the daily death toll is that there was such a short time to collect and dispose of the bodies ... before reaching Doha port, after which it was not possible to dispose of any of the ever increasing number of dying animals and bodies, for the next three days, while there," the report stated.

While the news of the deaths was documented in Parliament at the time, the veterinarians' report documenting the cause of death was not in the public sphere.

These details, which would usually remain confidential, emerged after activist group Vets Against Live Export requested them through freedom of information laws.

According to the report , 1,741 sheep died during the long-haul voyage bound from Fremantle, but a further 1,286 sheep were unaccounted for.

Emanuel managing director Graham Daws said it had happened due to a period of hot weather near Doha.

End of Extract

18 March 2018

From P M Ryan
Western Australia

WITHOUT PREJUDICE

What are the **three most important issues for the committee to consider as part of this review?**

Does information exist to support a change?

Issue # 1: *Systemic Cruelty*

Commonwealth legislation allows live exporters to profit from systemic cruelty despite an alternative Australian based safe system being available. It is the comparison of live exports and chilled meat.

COMMONWEALTH POWERS

My view is that live exports are immoral and breach animal welfare standards in at least the State of Western Australia where I live.

Western Australia unfortunately is where many of the unfortunate victims come from. Cattle, sheep and goats make up most of the victims.

The flow of trucks into Fremantle is a sickening sight. And then seeing the ships disappear over the horizon.

Commonwealth legislation has always failed the public acceptance test for animal welfare. This is a period of more than 35 years.

Does the Commonwealth have the legal right to introduce and retain laws that substantially raise the level for cruelty and death for animals?

QUESTION: Which Commonwealth Act(s) set out this authority?

Why does the Commonwealth argue it is entitled to cause suffering to animals in excess of the limits set down in State and Territory legislation.

And why does the Commonwealth even want to do this?

It is especially hurtful because there is a parallel export trade namely chilled meat that competes with live exports and has been growing rapidly.

Chilled meat production complies with State or Territory legislation. The Commonwealth does not interfere.

STATE LEGISLATION TO APPLY

[Dept of Local Govt & Regional Development vs *Emmanuel Exports Pty Ltd*].

[Para 203]. In summary, whilst the elements of the offence of cruelty to sheep, in the way of transport were proven, the AWA (*Animal Welfare Act WA*) is invalid, that is inoperative, to the extent of its inconsistency with Commonwealth law due to operational inconsistency. On that basis the Accused are acquitted.

So his Honour considered cruelty was proven. However the Commonwealth stepped in.

There is agreement between the Commonwealth and the States and Territories that where any legislation by each is in conflict or “inconsistent”, then Commonwealth legislation overrides the others.

The Animal Welfare Act (WA) 2002 has the potential to eliminate many, if not all, facets of the processes that lead to cruelty. Licences to export might not be granted.

Commonwealth legislation opens the door to animal cruelty.

Commonwealth legislation provides the platforms for extreme animal cruelty and to extents the Australian public does not tolerate or accept inside our borders.

It could be argued that the Commonwealth

- has not enforced its legislation in the way it reasonably could have. An example is when serious incidents have occurred. Penalties are minor and / or temporary.
- purports to apply the legislation but in my view, reasonable investigation suggest it has not
- continues to prevent State and Territories attempts to become involved in the management of live exports to the extent they wish
- after 30 years since the Senate Committee recommendations, the Commonwealth is still trying to formulate a procedure (2018 AESL Draft review).
- fails to acknowledge that live exports and animal cruelty go hand in hand. If it did, the Commonwealth would surely be duty bound to stop the live export trade.
- is applying the Emmanuel decision (above) to the detriment of animal welfare
- fails to acknowledge that some things just cannot be fixed, and an alternative answer must be found. Fortunately with live exports there is a substitute at hand in the form of the ever growing chilled meat export market.

Commonwealth legislation does not apply to animal cruelty within Australia to the best of my knowledge. Thankfully.

This AESL review must ensure that Commonwealth legislation has no say in anything that happens up until the loaded ship leaves the berth.

Everything up to then should have State or Territory department controls. This includes the authority to stop the ship either loading or leaving the berth should certain circumstances set out in the AESL exist.

For example, extreme weather conditions are forecast during the voyage. And the contingency plan calls for a postponement.

Loading of the ship would not start in this situation.

MORTALITIES AND NEAR DEATH

Approved mortality rate 2%. This is 42,000 sheep per annum based on exports of 2,100,000.

It doesn't that those that did not die are well. There is no black and white rule.

Those that are near death from inanition, salmonella and heat stress, etc would reasonably be an equivalent number or more, for example 5%. Some of which die waiting onshore for slaughter. A period alleged to be a maximum of 3 days. Using 3.5% as the mid-point, this is another 73,500 sheep.

A total of 113,500 sheep each year are killed or near death and suffering as a direct consequence of Commonwealth legislation.

And for those near death, there is waiting in yards. There slaughter is then also not to Australia regulations.

And a similar equation exists for cattle, goats, camels, etc.

The Commonwealth looks on.

As it has since live exports started.

The number of deaths caused by animal cruelty in the chilled or frozen process, is set as ZERO.

This is because the Commonwealth legislation does not apply to animal welfare for chilled or frozen meat produced for export.

And ironically, the nett value of the sourcing, processing and export sales chain is greater for Australia.

DISPOSAL OF DEAD ANIMALS

There is another sordid aspect of the live export voyages. Once again the Commonwealth looks on.



The Commonwealth has the motto shown below.



Safe and clean seas, saving lives

The Commonwealth approves thousands of dead cattle, sheep, goats etc, animal sewerage and waste to be thrown into the ocean EACH YEAR.

A bit of a contrast to the Clean Up Australia program and the chest beating that goes with that.

A reasonable estimate is 50,000 /annum dead animals over 35 years = 1,750,000 dead animals approved by the Commonwealth to be thrown overboard. And one expects it has been more.

And add to this probably a million tonnes of animal sewage and waste products discharged into the ocean.

The AESL review can bring this aspect into focus.

Can the Committee look at why the Commonwealth supports live exports, when there is a ready-made substitute in chilled meat?

The live export trade could be stopped today. In reality, give twelve (12) months' notice.

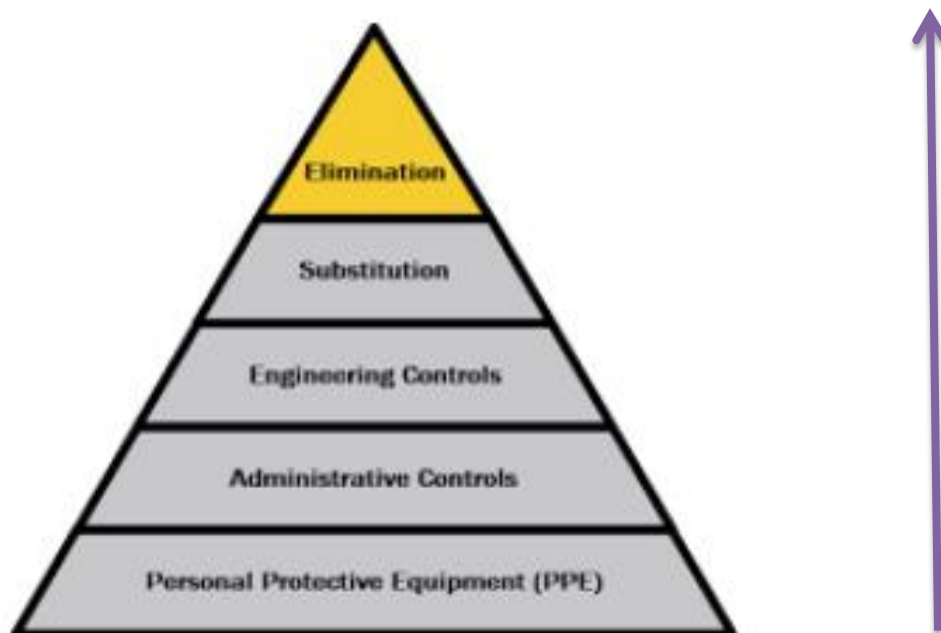
Who would miss it?

- The farmers would still sell their sheep and cattle. Trucks would still move the sheep and cattle.
- Domestic meat prices would come down.
- Exporters like Wellard would build on their experience, and increase their sales into the chilled meat market, and probably supplying the same countries. That is the Wellard contingency plan.
- The ships of death unfortunately would stay in use and increase their work for other live exporting countries. However if the issue drags on then CCTV will have been fitted. So other exporting countries will at least have that facility available.
- Markets would adapt. The AMLA has established a strong market base to build on.

It is about innovation. This is what the new Minister has before him.

The final piece of the puzzle is to solve the issues surrounding the sale of live cattle from ports in Northern Australia into SE Asia and China.

OBJECTIVE: Find an acceptable animal welfare outcome for the export of live animals that also provides an acceptable economic outcome for those in the supply chain.



PROTECTIVE

PPE is for the human use of this safety triangle. I adapt this triangle to live animal exports.

“Protective” has no significant role with animals.

For animals, it might be the thickness of a sheep’s coat in cold conditions.

This does not deliver the **Objective**. Move up the pyramid.

ADMINISTRATIVE CONTROLS

- Review AESL documents like to the one we are doing now. AESL does not deliver the **Objective** mentioned above.
- Halve the limits on “allowable” deaths. Sheep would become 0.5% and cattle would become 1%. How could any supplier of animals or exporters argue against this after being so long with the 1% and 2% rule. Penalties for exceeding limits.
- CCTV on the ships is an example. It provides unadulterated and live information to confirm the administrative controls are in place and to then evaluate whether more controls are necessary.
- LEIMT personnel on each voyage.
- Allocate all the administrative costs that Commonwealth, State and Territory departments to a per head levy.
- Introduce Ocean Conditions assessments. Withdraw licence for voyages that are high risk due to extreme weather conditions.

These do not deliver the **Objective**. Move up the pyramid.

ENGINEERING CONTROLS

- This includes engineering improvements in ship design, pens, ventilation, loading and unloading.
- They might be things like non-slip flooring, keeping the floors clean to prevent infection, slipping in rough seas.
- Hygiene. Process the sewage by installing onboard equipment instead of continuing to dump raw sewage into the ocean.
- Limit the height of ships (rough conditions)

These do not deliver the **Objective**. Move up the pyramid.

SUBSTITUTION

- Slaughtering to take place in Australia so that our animal welfare regulations apply.
- Chilled meat has shown rapid growth in markets served by the Australian live export trade.
- Further market growth by taking markets from countries that persist with live exports.
- Sell more into the Australian domestic market and help reduce the higher prices due to meat shortage.
- Develop and implement a strategy for cattle and buffalos being sourced from Northern Australia. One solution might be 5 or 6 strategically placed abattoirs.

This delivers most of the **Objective**. Move to the final step in the pyramid.

ELIMINATION

- Eliminate the remaining live exports where chilled meat options are available.
- Live exports represent about 7% of the meat production in Australia.
- Substitution might be able to account for all of this within 3 to 5 years.
- If say 1% of meat production remained, it is statistically insignificant given fluctuations in the production and demand cycles.
- Bipartisan support and legislate to ban the live exports on the grounds of animal welfare in locations where chilled meat is a practical option.

18 March 2018

WITHOUT PREJUDICE

From: P M Ryan
Western Australia

Important Issue # 2 AESL ROLE IN NORTHERN AUSTRALIA CATTLE

The reason why this issue is important to me is because

- the cattle stations are remote, isolated and public access is restricted, and
- there are more restrictions at the unloading port and abattoirs in countries like China or Vietnam.

Most of the Australian public might not comprehend the vastness and the conditions in Northern Australia. Out of sight, out of mind will come into play.

A revised version of AESL can play an important role for all parties in Northern Australia.

AESL will never deliver its objective of *“AESL sets out the requirements to ensure animals are fit to export and manage the risks to animals’ health and welfare throughout the export voyage.”*

However ASEL can act as a transition or guiding phase until meat processing is set up.

Innovation and long term vision is required for cattle produced in Northern Australia.

This is a key strategy area where the new Minister can make his mark.

I see light at the end of the tunnel. This scourge on the image of Australia has an end date. Step by step.

Stopping live exports is an opportunity to maximise commercial returns for the cattle station owners. For people like me, it allows fellow Australian to free our mind of pictures of what happens to Australian animals once they are loaded onto the ships of death.

Live Exports Trade is like no other export trade from Australia. Trade are products like iron ore, wheat, machinery and chilled meat. All are benign.

My view is the live export trade exists

- because it was born from a bad concept that grew because of regulatory neglect
- grew rapidly. Motivated by greed. Systemic cruelty was ignored with little in the way of regulations,
- Vested interests and political clout meant animal welfare concerns were ignored.
- but it is now close to obsolete for sheep, and it will become obsolete for cattle with innovation, support from key companies / persons, vision and investment.

The Commonwealth overrides State and Territory animal welfare regulations.

It tries to justify live exports as trade, and to make it fit the traditional benign trade paradigm. It has tried to do this for more than thirty (30) years, and failed.

It does not fit. Substitution, and then Elimination for the residue is the only answer.

My view is that examples like the following are misguided, unnecessarily dragging out live exports, and cost the taxpayer. Exporters should be paying levies to encourage them to convert to chilled meat.

5.38 The Department of Agriculture reports that it has been working with industry to improve ESCAS and reduce the costs of the system. This is an ongoing process. To date the following improvements have been implemented:

- allowing exporters to submit declarations attesting that contracts with importers and facilities are in place rather than submitting copies of each contract;
- removing the need to submit end-of-processing reports for each cattle and buffalo consignment;
- removing the need to submit the auditor's assessment checklist when submitting independent audits;
- replacing the requirement to publish individual audit reports with publication of audit summaries every four months;
- simplifying the approval arrangements for ESCAS variations, reducing paperwork and improving assessment times; and
- separating ESCAS approvals from individual consignment approvals, reducing the amount of paperwork involved.⁵²

BEEF MARKET STRATEGY - STOP LIVE CATTLE AND BUFFALO EXPORTS

AESL for cattle and buffalo will have a key role in a period of change in Northern Australia.

The region extends from the Pilbara in Western Australia round to Townsville in Queensland.

Airports in this vast area include Cairns, Weipa, Gove, Darwin, Kununurra, Argyle and Broome,. Karumba is also one to consider. Alice Springs is an inland possibility.

In essence, the plan is to establish 5 or more abattoirs in strategic locations to complement other abattoirs that have unused capacity.

Export chilled and / or frozen meat via airports

I am not the first one to think of a concept like this.

<https://www.weeklytimesnow.com.au/agribusiness/cattle/andrew-forrests-beef-with-gina-rineharts-cattle-export-plans/news-story/0731c40f5bf60652d712b8df5747f288>

We are talking about value added.

The opportunities outweigh the option of relying on live exports to foreign countries. It is a false assumption to believe live exports will go on ad infinitum. Look at the New Zealand experience.

Maintaining the status quo and a do nothing approach seems a poor strategy.

And doing nothing, doesn't seem in keeping with the major owners who now dominate Station ownership in the region.

There are threats to a consistent long term supply chain, like:

- a major loss of cattle with a ship sinking in rough seas.
- Shipments held up over a disease issue causing deaths of cattle.
- major disruption to access abattoirs in one or more foreign countries.
- Changes to Commonwealth Legislation that a foreign country will not agree to
- Commonwealth legislation flags an end date for all live exports. Public are finally listened to. And a visionary political party steps up to the challenge.
- Massive fires in the top end of WA like the one we saw in 2017.
- Wet season starts late. Feed issues.

Some advantages of Australian based abattoirs.

- Longevity for supply to markets
- Adds value compared with live exports
- More markets can be serviced
- Spread supply period over more months
- Manage stock levels with more supply options
- Optimise weights of the cattle
- Cash from by-products from abattoirs.
- Domestic market can be developed with chilled meat.
- Ease red meat shortage in Australia if export parity of prices comes in
- Reduce domestic prices
- FIFO labour concept is now a proven employment option.
- Indigenous employment opportunities.
- Lobby Commonwealth contribute \$ for \$. Animal welfare groups to provide support.

DEVELOPMENT CONCEPT

I work FIFO roster in the iron ore business in the Pilbara and have a feel and respect for these environments.

I also concur with Mr Forrest's view about meat processing in Australia,

One can picture the development of abattoirs in strategic locations in Northern Australia. Replica plants would bring down costs.

Transport costs would be significantly reduced. Transport of a different kind would be used for the end product - chillers.

There is a working model in the form of Kimberley Meat Co set up between Broome and Derby.

<https://www.beefcentral.com/processing/new-broome-abattoir-blazes-a-trail-for-northern-australian-beef-processing-pictures/>

A collection of thoughts includes

PLANNING

- Commonwealth to commission a study for Northern Australia beef production. Building roads to take cattle to live export boats is not a strategy.
- Fragmented ownership of cattle stations in the North and Central Australia was a barrier to finding remedies to live exporters. There is now a significant concentration of ownership / management of cattle properties in those areas.
- Suppliers cannot plan with surety that live exports will go on forever. Suppliers are better to drive and control their own destiny.
- Collect levies on live exports and hold in suspense account to finance capital projects and research.
- Unexpected events, including political, could have a major impact on shipping of live animals for slaughter in a foreign country. Chilled meat has advantages for switching markets

MARKETS

- Chilled meat sales from Australia are to middle to top end of the consumer market in Asia.
- Most of the Asian population cannot afford red meat sourced for Australia. So it is false to suggest live exports are a humanitarian project.
- Beef suppliers can handle fluctuations in demand quicker with chilled meat.

ANIMAL WELFARE

- Animal welfare laws in countries like China and Vietnam are inadequate
- Processing in Australia takes pressure off China abattoirs.
- Saves animals being held in undesirable locations or conditions.
- Takes the spotlight off animal welfare issues by eliminating the causes.

Countries we export live animals to, may not even have pertinent animal welfare regulations.

The callous treatment of dogs and cats in Asia leading up to killing for human consumptions makes Australians cringe with memories that linger on, from reports I have heard.

We saw the vision from Bali about dogs.

China is apparently another country with poor animal welfare culture and regulations.

MAJOR AUSTRALIAN INVESTORS IN CATTLE STATIONS

Fortunately two of the major owners in the cattle industry in Australia, Ms Reinhart and Mr Forrest, also developed major iron ore mining businesses in the Pilbara. These mines, Roy Hill and FMG, have

- open cut mining
- crushing and screening
- reclaimer
- rail and
- shiploading.

They are fairly recent mining developments compared with BHP and Rio Tinto. It shows the capability of these two persons to develop projects for export.

These are world class operations and major exporters of iron ore.

These two persons are aware of how to establish and operate remote production operations. Mr Forrest already owns and operates a beef processing business in Harvey in the South West of WA.

Mr Kerry Stokes is another Australian cattle station owner.

My understanding is that we taxpayers are owners of cattle stations in Northern Australia via the Commonwealth Government. These cattle stations are managed by the Northern Land Council.

CONCLUSION

My view is the Committee reviewing ASEL would benefit by focussing as much on cattle as sheep in the final draft. Shipping cattle is a high risk business. And the end game to deliver to slaughtering in foreign countries is unfathomable.

There are many threats and risks for animal cruelty. And these translate to being many threats to the live export trade.

On the other hand, there are significant gains for Australia to ensure these cattle never leave Australian shores. These gains are added value for producers, and peace of mind for the public.

Clearly the Commonwealth is the facilitator of making this happen.

The Committee reviewing ASEL can use this opportunity to bring an emphasis on to greater control, monitoring and open reporting into the cattle industry.

18 March 2018

WITHOUT PREJUDICE

From: P M Ryan
Western Australia

Important Issue # 3:

TRANSITION TO CHILLED MEAT AND MORE DOMESTIC CONSUMPTION

Live exports stands in the way of greater sales of chilled meat for the export and domestic markets .

It a direct influence on higher meat prices for the Australians

The ASEL review has a key role to play.

MARKET LIFE CYCLES

The sales trends of live exports, and chilled meat exports, tell the story.

The product life cycles are the inverse of the other.

PHILOSOPHY OF CHILLED MEAT

If the chilled meat methods and modes of transport were as effective in 1985 as they are now, the live export market would have been stopped following the Senate investigation.

The buyers have also changed.

There has been a strong growth in overseas market for chilled Sheep meat over the past 10 years.

Does the Commonwealth Government see this as the path to stopping live exports?

The number of deaths approved if lamb or beef is exported as chilled or frozen is ZERO.
Not 2% an 1% for sheep and cattle respectively.

And the value of the processing and export sales chain is greater for Australia.

Chilled meat exports eliminate the dark and hidden horrors of shipping and slaughtering that the public knows is going on out of sight.

The Commonwealth decision also deprives Australians of employment with meat processing within our borders, and it is safe meat processing.

The immediate past Minister, Mr Joyce, from my knowledge failed repeatedly to adequately address the concerns of the public about live exports.

Other Ministers before him did the same.

The current Minister on face value appears to be innovative and may seize the opportunity to reshape this small production element, perhaps 7 or 8% of meat production, which causes so many problems.

The problems are not only cruelty and animal welfare. Live exports works against chilled meat exports and domestic consumption.

I hope this Minister shows himself to be someone whose actions support the continued growth in chilled and frozen meat exports.

This can be achieved by phasing out live sheep exports over the next three (3) to five (5) years.

In fact, live exporters of sheep could be given twelve (12) months' notice now and markets would begin adjusting.

Sheep and cattle present different opportunities.

New Zealand has shown Australia how to do it. They stopped live exports when cruelty to the animals that Australia was exporting was exposed.

They were innovative. Chilled meat is now their strategy.

<https://www.stuff.co.nz/business/farming/96214186/silver-fern-farms-ships-extra-value-chilled-meat-to-china-in-trial>

Condition of Export Licence being Granted – Evaluation of Chilled Meat Alternative

The purpose of this evaluation is to ensure animals are not exported when there is a market for them if they were slaughtered in Australian abattoirs.

The end use of the meat is either for Australian domestic consumption or chilled meat exports.

The exporters must check the State or Territory departments as part of an application for a licence.

Abattoirs in each State or Territory will maintain fortnightly, and at worst, monthly forecasts of unfilled production capacity.

The departments will make these figures available to :

1. Chilled meat exporters
2. Domestic market bidders and
3. Live exporters

An export licence will not be granted if the chilled meat exporters and / or the domestic market bidders can take up the available stock.

<https://www.mla.com.au/prices-markets/market-news/australian-premium-lamb-opportunities-in-the-middle-east/>

Phase out live sheep exports, take up excess capacity in abattoirs and convert to chilled meat.

One of the major protagonists in the Live Exports cruelty situation also exports chilled meat f

<http://www.abc.net.au/news/rural/2015-10-19/wa-air-freight-lamb-to-middle-east/6861732>

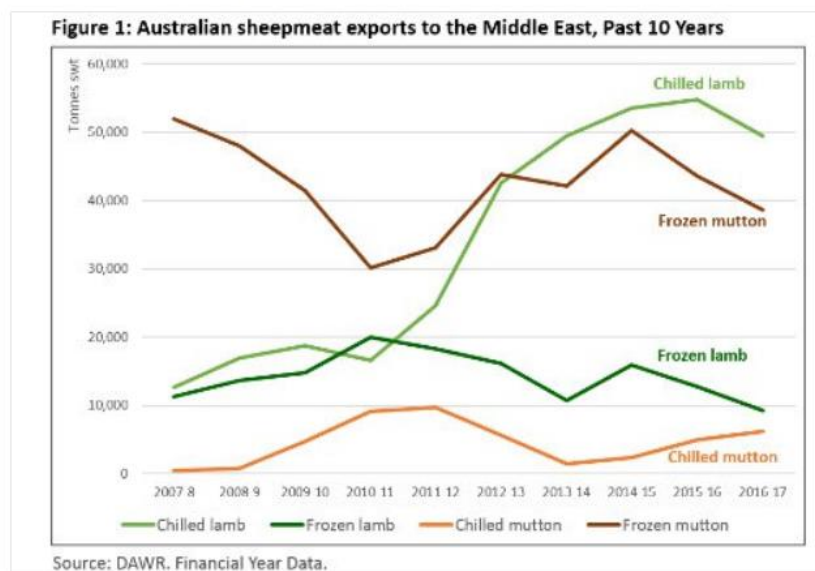
<http://www.wellard.com.au/home/rural-trading/beaufort-river-meats.html>

There are good economic reasons for exporters to get out of this nasty and cruel trade.

Situation and outlook for the Australian sheep industry

| | 2012 | 2013 | 2014 | 2015 | 2016 ^a | 2017 ^f | % change on 2016 ^a | 2018 ^f | 2019 ^f | 2020 ^f | % change on 2017 ^f |
|--|--------|--------|--------|--------|-------------------|-------------------|----------------------------------|-------------------|-------------------|-------------------|----------------------------------|
| Sheep & lamb numbers ('000 head) | | | | | | | | | | | |
| at June 30 | 74,722 | 75,548 | 72,612 | 69,800 | 70,000 | 71,000 | | 72,000 | 73,000 | 73,000 | 2.8% |
| percentage change | 2.2% | -0.9% | -3.2% | -3.9% | 0.3% | 1.4% | | 1.4% | 2.8% | 0.0% | |
| Slaughtering ('000 head) | | | | | | | | | | | |
| sheep | 6,063 | 9,614 | 10,086 | 8,610 | 7,000 | 7,000 | 0.0% | 7,250 | 7,500 | 8,000 | 14.3% |
| lamb | 20,009 | 21,886 | 22,251 | 22,727 | 22,500 | 22,000 | -2.2% | 22,250 | 22,500 | 23,000 | 4.5% |
| Avg carcase weight (kg) | | | | | | | | | | | |
| sheep | 23.0 | 22.5 | 23.2 | 23.7 | 23.7 | 23.8 | 0.4% | 24 | 24 | 24 | 0.8% |
| lamb | 22.2 | 21.5 | 21.9 | 22.2 | 22.3 | 22.4 | 0.4% | 22.5 | 22.6 | 22.6 | 0.9% |
| Production ('000 tonnes carcase weight) | | | | | | | | | | | |
| mutton | 140 | 217 | 234 | 204 | 166 | 167 | 0.4% | 173 | 180 | 192 | 15.2% |
| lamb | 443 | 470 | 487 | 505 | 502 | 493 | -1.8% | 501 | 509 | 520 | 5.5% |
| Sheep exports ('000 head) | | | | | | | | | | | |
| | 2,279 | 1,973 | 2,300 | 2,000 | 2,100 | 2,100 | 0.0% | 2,100 | 2,100 | 2,100 | 0.0% |
| Exports ('000 tonnes)* | | | | | | | | | | | |
| mutton shipped weight | 107 | 172 | 186 | 151 | 125 | 125 | 0.0% | 130 | 135 | 143 | 14.4% |
| carcase weight | 134 | 206 | 223 | 181 | 163 | 163 | 0.0% | 169 | 176 | 186 | 14.4% |
| lamb shipped weight | 189 | 214 | 237 | 234 | 230 | 220 | -4.3% | 225 | 230 | 235 | 6.8% |
| carcase weight | 222 | 250 | 280 | 277 | 268 | 256 | -4.3% | 262 | 268 | 274 | 6.8% |
| Domestic utilisation ('000 tonnes carcase weight) | | | | | | | | | | | |
| mutton | 5 | 10 | 11 | 23 | 3 | 4 | 20.6% | 4 | 5 | 6 | 48.8% |
| kg/capita | 0.2 | 0.5 | 0.5 | 1.0 | 0.1 | 0.2 | 100.0% | 0.2 | 0.2 | 0.2 | 0.0% |
| lamb | 222 | 220 | 207 | 227 | 234 | 237 | 1.2% | 239 | 241 | 246 | 4.0% |
| kg/capita | 9.8 | 9.5 | 8.8 | 9.6 | 9.7 | 9.7 | -0.3% | 9.6 | 9.6 | 9.6 | -0.5% |

Figure 1: Australian sheepmeat exports to the Middle East, Past 10 Years



Looking at Australia's premium *chilled* lamb export markets, half of the top 10 markets are Middle East countries, with the region as a whole accounting for 47% (by volume) of Australia's total chilled lamb exports in 2016-17. Within Australia's Middle East markets for chilled lamb, the largest volumes are going to the UAE, Qatar and Jordan, followed by Kuwait and Saudi Arabia (see Figure 2).