Port of Fremantle report

Maysora

17 & 18 February 2005
Report: Observation of loading of the Maysora livestock vessel

Animals Angels team observed the loading of Maysora in the Port of Fremantle on the 17th and 18th February 2005.

Information gathered

On 17th February 2005 we observed a total of 129 trucks with animals.

I. Cattle

Seventeen trucks, which is prime mover with crate (hereafter referred to as ‘truck’) were loaded with cattle. Ten trucks out of seventeen were ‘trucks with trailers’, three were trucks (and for 4 we do not have records.) All the trucks where loaded on two levels. The truck entered and exited the port gate within 1:30 hrs to 4 hrs. Besides the possible overcrowding we determined visually, 2 young bulls suffered from perfuse diarrhea and we suspected one bovine was dead on arrival. No other problems where observed.

II. Ovine

One hundred and twelve trucks loaded with ovine where observed. Twenty one were trucks plus trailer and sixty-four were single trucks. (For twenty seven, we have no records about the size.)

On the trucks carrying ovine we observed several problems that will be documented later in this report.

On 18th February 2005 we observed 93 trucks.

I. Ovine

All ninety-three trucks were carrying ovine. Twenty-seven where trucks plus trailers and sixty-six were trucks. On this occasion we documented several problems.

We were informed by the Maysora crew the destination was the port of Aqaba in Jordan and the ship will load app. 100,000 animals. However, on meeting with the Australian Marine Safety Authority representative Senior Marine Surveyor, we were informed it is his understanding the maximum capacity of the vessel is 80,000 animals.

Visual Evidence.

Following are some of our documented information with visual evidence of the observations that we have made. Animals’ Angels would like to point out that our team did not have permission to enter the port quarantine area so our observations are outside North Quay No 1 gate. This means that a team of two and at times three people had to document this information in a short period of time whilst the truck awaits permission to enter the off loading zone. It is not only possible but highly likely we missed a far greater number of animals which should not have been transported to the port for export.
1. Initial Standards –
Standard 1 – Sourcing and on-farm preparation of livestock, Dated: 30.11.2004,

- **Number S1.7:**

Livestock sourced for export must be fit to travel. Consistent with the rejection criteria for livestock at the point of export, livestock sourced for export must not present any condition that could cause the animal's health to decline during transport or export preparation. Such conditions include:

- **Lethargy, weakness:**
  Explanation: It is quite probable that some of the animals in these photos are dead, but because this is a visual observation, we can not state this for sure. We classified them under the section of lethargy and weakness.
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Sheep possibly dead.

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- **Bloat:**
  Explanation: this animal in the photo below could be pregnant. Or she could be suffering from so called ‘feedlot bloat’. This ‘bloat’ is associated with use of pellets or finely ground feed used in feedlots.
  
  Our conclusions are drawn from visual observation only.

- **Significant lacerations:**

These photos represent a few examples of many cases of lacerations observed on the sheep. However, we found out that many of these animals had significant lacerations.
- **Inflammation of one or both eyes:**

- **Blind in one or both eyes:**

  The picture of the blind sheep in the left eye also serves to illustrate the infringement of Standard S2.10 e. Animals with and without horns are transported within the same pens.
➢ **Standard number S1.16 a:**

The horn of this sheep is turned in and can cause damage to eyes.

➢ **Standard number S1.16 b:**

The position of this horn is very likely to endanger other animals during transport.
In the forefront of the photo to the left, a ram with long curling horns finds it difficult to move due to pressure from other sheep behind and beside him. His head was jammed against the side rails of the truck.

These two photos are clear examples of the overcrowded conditions we witnessed in most sheep trucks.
➢ *Standard S1.19 a:*

Please note the red arrow showing also the crowded conditions of transport.

These five images are of sheep with wool more than 25mm of length. Although the wool was not measured it is clearly visible it is longer than the permitted length.
2. Initial standards –
Standard for the land transport of livestock for export

- **Standard number S2.6 c:**

The animals do not have sufficient space between the decks to stand in a natural position without having contact with the overhead structure.
➢ **Standard S2.6 e:**

The design of this truck does not prevent the faeces and urine from livestock on upper levels soiling livestock on lower levels.

➢ **Standard S2.10 e:**

Animals with and without horns are loaded into the same pens for transportation - this photo and the one below do not represent isolated incidents rather evidence of many. This practice is especially dangerous in such crowded conditions in transport.
➤ **Standard S2.14:**
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The photos in this segment show the overcrowding of the trucks. The trucks where not moving at the time the pictures where taken so we can exclude the animals where jammed because of acceleration or breaking force of the trucks. These are visual observations as the animals were not counted nor were measurements of the trucks.
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➤ **Standard S2.17:**

Please note the red arrow pointing at the sheep that was transported together with dog.

**Conclusion**

The photos used in this report were selected from more than 300 images taken during the two days the Maysora was being loaded. Animals’ Angels believe these photos graphically illustrate the infringements in this report.

Despite the higher level of standards imposed on the live animal export industry in the recently amended export regulations, our findings clearly demonstrate that the improvements expected from these new standards are sadly lacking.

Throughout our comprehensive report we have provided evidence and details of even the most fundamental faults, which we believe originate from a lack of monitoring, inspection, policing and control within three main areas: farm, feedlot and transportation.

It is critical that these areas are addressed immediately.

Farm: It appears that there is little, if any monitoring of animals sent for export from the source. Fit and healthy are the key words, yet we see animals that are lame, diseased and we believe pregnant at the feedlot and transported in less than in a healthy state to the port.

Farmers need to be made familiar with the laws governing animal welfare and the new export standards. They should be encouraged to accept their responsibility to abide by the laws. Animals sent by farmers/source which do not meet the criteria of the new standards should be refused at feedlot. Ideally, these animals should not have been transported from the source in the first place.

There should be mandatory reporting of farmers who persistently send animals to the feedlot which would otherwise fail to pass the fit to transport criteria. This would allow...
the feedlot staff, AQIS and other stock workers to report infringements with all parties knowing that prosecutions will result. This would send a clear message to all farmers involved in export that, animals which do not comply with the regulations, will not be accepted.

Feedlot:

All animals should be thoroughly inspected by AQIS as they arrive, and monitored throughout their stay at feedlot. AQIS should then conduct a final inspection prior to issuing the Leave of loading certificate. Inspection of all stock is critical to ensure that unfit animals transported or which become ill at feedlot are removed from the system.

As you can see from the images provided, there are some animals which should not have been at the feedlot in the first place, let alone sent to the port.

Transportation:

The photos we have provided are indicative of failings throughout the system. These are not isolated incidents but rather continuous indicators of much larger problems. The new export standards are supposed to reduce animal suffering and support good practice but our animal audit shows this is not happening.

ONGOING monitoring, inspections and policing of drivers are the only acceptable and workable solutions to overcome the complacency and indifference of many transporters throughout live transport business. Overloading/over penning, mixing horned with non-horned animals, loading blind/lame animals, animals in wool, pregnant females, etc. should not be accepted. A more stringent approach is needed.

There is little to no policing of the links in the live export chain. AQIS have two inspectors for the whole of the State. Apart from them, there is NO ONE else monitoring the feedlots or transportation. The Department of Agriculture has appointed a general inspector to attend the port of Fremantle on a part time basis. This situation has proved to be totally inadequate.

It is apparent to Animals’ Angels that more AQIS inspectors are required across the board. There is the need for full and proper inspections at the feedlot; the regular monitoring of animal transportation, and the need for an inspector to be in attendance at the port during all times of loading.

To achieve and maintain good standards in animal welfare vigilance is required.

Animals’ Angels Officer Investigation Unit
&
Animals’ Angels Australia Representative