

WITHOUT PREJUDICE

This document – Version 2 – replaces the original document sent earlier today.

Topic : Have Your Say on the

Heat Stress Risk Assessment for the Export of Sheep to the Middle East

24 February 2019

Dear Technical Reference Panel members

I am a member of the public. I live in the Eastern suburbs of Perth Metro.

I congratulate the Government for the initiative to set up systems like *“Have Your Say”* that allow the public to have input. This is a big improvement established by the current Minister.

I am one of the thousands of people who see the live sheep export trucks on Roe Highway heading to Fremantle.

Sheep that are squashed in to trucks, some with heads and feet are hanging out, before loaded on to ships for a voyage to hell.

It is a gut wrenching feeling. Helplessness. And knowing that only the Australian Government can stop this.

This is where the work by the Technical Panel is bringing hope.

I strongly support the new emphasis on animal welfare and not how many sheep were reported to die on a voyage.

The new Heat Stress Risk Assessment model is good news.

Many sheep are near death or have suffered badly in the 10 or so day journey to the Middle East.

Unfortunately, the live sheep export trade will not stop immediately.

Thankfully Federal politicians are now focussing on the matter, and empowered with technical information like HSRA.

Your recommendations will at least ameliorate some of the pain by stopping thousands of live sheep being exported to the Middle East during their hot months.

The public will have to accept this compromise and to live with a ban on exports only during certain months.

It is hoped that information like the new HSRA will sway politicians of all persuasions to legislate to stop live sheep exports to the Middle East – period. And pursue other means of export for sheep meat.

This would be the greatest salute to the members of the Technical Panel.

You will have confirmed technically what the majority of Australians know in their hearts.

Those of us who have been to the Middle East in their summer months, as I have, know it is pretty obvious why the hot months are a No Go area for live sheep ships.

ANIMAL WELFARE NOT MORTALITY RATES

The focus on criteria based on animal welfare instead of a reported mortality rate is excellent news.

A common sense approach.

It is clearly more measurable and predictable.

It takes a broader and more humane look at setting the hurdle.

I have read one report that the live export industry's own research acknowledged they knew of the high level of suffering they were causing to the animals on these voyages, yet failed to act.

This is something they have to live with.

My view is that many Australians clearly detest their practices and their morals, together with those of their apologists who helped keep this dirty business going.

Profits from systemic cruelty to animals.

We cannot unfortunately reverse their terrible actions.

However, Australians can feel some relief that your Panel is taking steps the live export industry should have taken 30+ years ago following the 1985 Senate inquiry.

IMPLEMENT THE RECOMMENDATIONS THIS YEAR - 2019

There seems no reason to not use these recommendations this year.

The Panel would know the Australian public are waiting to see proof that the Commonwealth is listening, and has respect for our concerns.

So please introduce the HSRA recommendations this season.

FIGURE 2.

SOUTHERN AUSTRALIA TO MIDDLE EAST VOYAGES 98th Percentile TEMPERATURES

This is an excellent graphic. It is probably the best chart ever to set out to clearly the animal welfare danger zones.

My understanding is Panel's recommendations

- set the Wet Bulb Temperature (WBT) at 28°C,
- set the risk limit for voyages at less than 2% probability of exceeding 28°C WBT

They also incorporate factors other than heat when assessing risk –

- such as CO2 and ammonia, and
- environmental conditions at the destination.

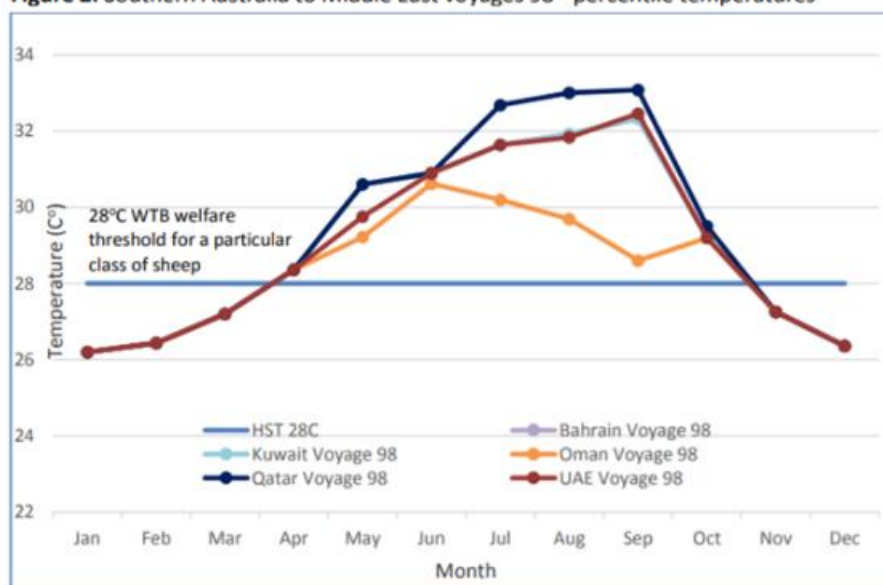
Voyages from Fremantle to the Middle East take about 10 days.

The graph in Figure 2 crosses the 28°C temperature line in April.

- Trucks should stop taking sheep to Fremantle a few days before the 1st April.
- The graph then crosses the line again in mid October. Trucks should not be taking sheep to Fremantle again until early October.

The conclusion I reach from the graph below, and the 2% probability rule, is that the ban on live sheep ships leaving from Fremantle should start with sailings dated on or after, the 1st April and the ban not lifted on sailings that start again from 7th October.

Figure 2: Southern Australia to Middle East voyages 98th percentile temperatures



Source: Based on data from Stacey (2017b) W.LIV.0277

In summary, I fully support all eight recommendations made by the Panel. Well done.

I look forward to receiving automatic alerts for other technical aspects that are being examined.

Yours sincerely



- acknowledging the Heat Stress Threshold for the standard export sheep and setting a Wet Bulb Temperature (WBT) limit of 28°C;
- ;
- incorporating the environmental conditions at the destination in the risk assessment; and
- recording other factors such as CO₂ and ammonia and factoring these measures into the risk assessment.

These improvements are the least we can do to improve the welfare of animals subject to live export. It is my expectation that these recommendations will be implemented immediately by the Australian Government so that animals can benefit from the improvements and their suffering can be mitigated as soon as possible.

I eagerly await the Government's implementation of all 8 recommendations.