



**FÓRUM
NACIONAL DE
PROTEÇÃO E
DEFESA ANIMAL**

Very concerned with the terrible conditions that hundreds of thousands of Brazilian cattle are exposed to on live exports, Fórum Animal initiated a growing public pressure against this trade. In February 2018, we came to achieve export ban at federal level after our attorney, Dr. Ricardo Cattani, filed a public civil action which obtained favourable decisions.

The judge reached this decision after getting the technical report written by a veterinarian, Magda Regina (CRMV 7583), designated by him to do the inspection of the vessel NADA carrying 27 thousand cattle at the Port of Santos/Sao Paulo.

Although the decision was later overturned in a private conference between Brazilian president Michel Temer, the minister of Agriculture, Blairo Maggi, and judge Diva Malerbi, we continue to fight against live export.

Based on Magda's report, fourteen renowned animal welfare professors and researches from the most important veterinary and animal science universities in Brazil published a letter addressed to the Brazilian Ministry of Agriculture demanding a pressing action to cease this animal cruelty.

Both documents show strong evidence that Brazil, an OIE member country, is not following any of its standards on this trade and the animals are suffering unnecessarily, since Brazil already exports chilled or frozen meat, even Halal beef to the importers countries of livestock.

Translation from Portuguese by Fórum Nacional de Proteção e Defesa Animal

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Technical Inspection Report requested by Federal Court in order to offer subsidies for the analysis of Public Civil Action number 5000325 - 94.2017.4.03.6135 in process at the 25th Federal Civil Court of the State of Sao Paulo.

Subject: export of livestock by sea, namely, 27,800 of cattle from the State of Sao Paulo boarded at Port of Santos / SP (Brazil) and Turkey as final destination.

I, Magda Regina, CRMV-7583, hereby make known that:

a. On January 31st, 2018, as soon as I received a summons issued by the aforementioned Your Excellency, whose appointment expressly authorized me to enter the vessel named NADA (IMO 9005429, Panamanian flag) for technical inspection commissioned, I attended the designated place at 8 p.m., informing the port operators of the granted injunction. At 11:30 p.m. (after 2.5 hours of the granted injunction presentation and the subsequent waiting for some acknowledgement and obedience of this), the agent who initially received the judicial decision returned it without any sign of protocol or formal recognition, ignoring and preventing my access to the vessel from being effectively carried out.

b. After several dialogue attempts and requests for obedience to the judicial decision mentioned herein, I went to the Federal Police Station for a formal record of noncompliance with the aforementioned judicial order.

c. The following day, February 1st, 2018, I was contacted by telephone (at 6 a.m. - after more than 12 hours from the judicial decision) by the port operator, authorizing me to enter the site of the commissioned expertise. I informed the port operator of the beginning of the investigation at 10 a.m. on the current day.

d. As soon as I entered the vessel (a 13-floored ship filled with stalls to receive thousands of animals), I climbed a flight of stairs and I was taken to a meeting room inside the ship to talk with representatives of the various parties involved, including the exporting company Ecoporto, the State of Sao Paulo Dock Company (Codesp), the Ministry of Agriculture (MAPA), Minerva Foods and members of the ship's crew, at which time I was informed in a synthetic way about the animal management routine, their feeding and the cleaning process of animal facilities.

d.1. It is important to report that the animal boarding operation started effectively on January 26th, extending until 11:30 p.m. on January 31st, at which time I was notified of the interruption of entrance of lorries loaded with animals to the Port of Santos. The lorries were bringing animals from the quarantine station, located about 500 km from the Port of Santos (Altinópolis and Sabino municipalities), carrying 27 to 38 standing animals per lorry. These compartments had obstructed lateral visibility due to bonding of duct tape in order to make it difficult for third parties to inspect (observe, shoot, photograph) their interior.

d.2. The numbers of animals described above were verified through an inspection operation of which I participated actively as veterinarian of the

Municipality of Santos, when the lorries loaded with animals arrived at the Port. During the aforementioned operation, the departure time of the vehicles to the time of their arrival at the entrance of the Port of Santos were checked. It was reported that the travel time of the vehicles ranged from 8 to 14 hours, with a great deal of feces and urine inside the lorries produced and launched on urban roads along the way. During the inspection, I found many prostrated animals inside the lorries and, although the amount of animals was in accordance with the guidelines set by MAPA, the animals were not able to move or turn within the narrow space of their confinement.

e. After the meeting mentioned in item (d), I was led to inspect an animal confinement floor located at the same level (8th floor) where the meeting was held. This floor was provided with side windows and was located above the submersible water line of the ship. Conditions of luminosity, ventilation, and animal stocking were apparently moderate. The floor of stalls was covered by rice husks (to mitigate slides of animals on wet floor), presence of sporadic lateral ventilation, feeders and drinkers with modest portions of food and water. During the meeting with the ship crew, I was informed that the ship has its own desalination system for sea water, which, however, is inoperative while the ship is docked, being necessary the acquisition of water from outside the ship. I could see that there was clear interest in limiting my inspection to that floor. When I requested a visit to the lower floors of the ship, I was warned that there were operational problems in the cleaning process on those floors.

f. Once I went to the lower floors (decks 1, 2 and 5), I found that the hygiene conditions were very precarious - especially for the animals that embarked on January 26 (7 days before the current day of inspection). The great amount of urine and feces accumulated in this period provided impressive deposition of a layer of muddy manure on the floor. The ammoniacal odor on these floors was extremely intense making it hard to breathe. In some of these floors, the artificial ventilation system sought to attenuate the effect of gases and odors accumulation, also resulted from the decomposition of organic material. The sound pollution (in decibels) resulting from the constant fan operation was intense and clearly inopportune due to their high noise level. As reported by the on-board veterinarian who accompanied me during the inspection, the time taken for boarding the animals impairs the sanitary situation on the lower floors, filled firstly, given the impossibility of washing the floors. This washing process happens every five days, but it is only put into operation after departure of the ship, as informed by a technical member of the ship. Floor washing is performed by jets of water with a hose of a very large caliber and low pressure, which leads the dirt to a storage tank (not inspected). The accumulated manure is then discarded, without any treatment, to the ocean. This disposal occurs periodically, depending on the speed of the ship.

g. In a specific sector of the ship, there was an equipment to grind dead animals. The result of the grinding is also thrown into the ocean. It was reported that the ship's veterinary team consists of one (01) to three (03) individuals, who would be assisted by a total of eight (08) cowboys that would work in shifts, checking the animals' integrity over the journey. In other words, they would have the proportion of one veterinarian for every 9,000 animals.

Following this brief account, these are the following answers to the questions presented in the Judgment:

Questions:

- 1. What is the purpose of Brazilian live export? Are they intended for slaughter for human or animal consumption or for other purposes (such as religious rituals)?**

According to representatives of Minerva Foods company (owners of the live cargo for sale and intended for maritime transport), the onboard veterinarian and the ship's captain all animals are destined for slaughter for human food purposes. According to Turkish religious tradition, the death of the animal is only allowed from the moment when its second permanent tooth develops. Before this, the animal is considered juvenile and therefore not subject to aggression.

- 2. In what way are animals conditioned in lorries or vessels when they are transported abroad for slaughter?**

In the lorries, during inspection of which I actively participated as a veterinarian in the statutory regime, the animals were conditioned in the rear of the vehicles, in quantities ranging from 27 to 38 animals per lorry. These compartments had obstructed lateral visibility due to bonding of duct tape in order to make it difficult for third parties to inspect their interior. Once conditioned inside the lorries and sealed by MAPA, the animals had faced between 8 to 14 hours of travel. Many lorries had metal-tipped rods connected to the vehicle's electrical system. The purpose was to prevent the animals from lying down through electric discharges. During the boarding of the animals on the ship, they are coerced by electric shocks, entering the lower floors until the limit or predetermined capacity is reached. The animals are allocated in groups in stalls, in narrow spaces, for instance, totalizing less than 1m² per individual. On both inside the lorries and the vessels stalls, the movement of the animals is seriously compromised. In stalls containing non-castrated animals, it is common to observe the practice of mounting, that is, animals that rise on top of each other as a clear dominance behavior, thus causing them to lie on the floor and decreasing space for the neighboring animals - which facilitates the occurrence of falls or similar accidents. Accumulation of animals' manure and urine exposes them in intense insalubrity.

- 3. Under transportation conditions, is it possible for the animals to change positions, or because of the space given, is it imposed a single position throughout the journey? Does transportation conditions favor the occurrence of traumas, either by the density or by the nature / duration of transport?**

Inside the lorries it is not possible for the animals to change positions once they are boarded.

In the ship, although there is a possibility of minimum animal mobility in some stalls (when the density of animals is not extrapolated), mobility in general is also severely reduced and / or compromised. Because it is a large marine vehicle subjected to intrinsic and natural oscillations of the ocean currents, pendular movements of the vessel can cause loss of balance of the animals (of terrestrial nature) and consequently, cause traumatic accidents and serious physiological discomfort.

4. During the journey, is there regular water and food supply? Are there feeders and drinkers installed in the animal facilities? In what hygienic-sanitary conditions? Is there room for rest?

Yes, there is regular supply of food since the weight of the animals is a determining factor in the commercial value of the animal sold. However, during the period when the vessel is docked, water supply is offhand as its desalination system is inoperative. When in motion, this particular vessel is able to offer a satisfactory quantity of water. Desalinated water is used for both the consumption and cleaning of the crowded facilities. Feeders and drinkers are available in the animal facilities - many with manure debris and a clear presence of rust. Definitely, live animal shipping does not allow the animals to move outside the stalls until their arrival destination, thus preventing any type of rest or walk. Inside the stalls, it is only possible for the animals to lie on the ground, which certainly decreases space for the neighboring animals and thus subject them to close contact with their waste.

5. Do the vessels have ventilation and/or exhaustion system for proper temperature and humidity for the animals?

The commercial variety of vessels for the transport of live animals is wide. In this sense, ventilation and exhaust mechanisms are always varied in design and efficiency. In this particular case, the ship performs ventilation and exhaustion of the lower floors causing severe noise pollution and incomplete circulation and renewal of air (insufficient gas dissipation). It results in elevated temperatures on these facilities as well as extreme humidity rates that clearly compromise animal welfare.

6. Is the structure of these vessels, where the animals are housed, suitable for transport? Is the surface slippery? Are there risks of animals suffering injuries?

The structure of these vessels is not suitable for this purpose. As an example, the NADA ship, built in 1993, was adapted in 2012 in China from a vessel specialized in the transport of containers. So it was not planned and built for animal transportation. The whole structure of these vessels is metallic, including floors and partitions. The surface becomes extremely slippery in the presence of large amounts of feces and urine accumulated on the floor - which is the rule. Therefore the risk of accidents with animals is very high.

7. During transport, are measures taken to ensure animal welfare?

Absolutely not. The transport of animals for long periods and distances, whether by land or by sea, subjects them to an experience completely alien to its nature. The insalubrity to which they are exposed, the movement of vehicles (such as braking, swinging, speed variation, sudden vehicular maneuvers), prolonged confinement, water and food restrictions, etc., make it impossible to guarantee the welfare of the animals in their meaning.

8. Are there veterinarians during the maritime transport? Do animals frequently die? In case of death of an animal, what measures are taken? What about sickness?

Yes. However, given the enormous difficulty of managing clinical complications in large scale, the number of veterinarians, even if increased, would not be able to solve these problems. The death of animals is intrinsically linked to the practice of live animals maritime transportation. In cases of death, the carcasses are taken to a mechanical device that does the complete grinding. The pieces of the carcass are collected and discarded at sea. When diseased animals are identified, they are treated with medicines available in the veterinary pharmacy on the ship and, in specific cases, they are removed from their stalls and isolated at a predetermined location. This handling is very laborious, occurring infrequently.

9. Is there inspection by governmental authorities on this transport?

Yes, but merely limited to some representatives of MAPA.

10. In the countries to which the animals are sent to (or at least the main importers), what type of slaughter is adopted?

In Muslim countries, Halal slaughter is adopted. In this case, the knife should be very sharp, causing unique bleeding of the animal. The cut should reach the trachea, esophagus, arteries and jugular veins, allowing a full bleeding. For countries of Jewish tradition, there is kosher slaughter, which is similar to Halal slaughter. In this case, the knife blade should not touch the cervical vertebrae and if, after the cut, any type of groove on the knife is observed, the animal is considered improper or non-kosher (*terayfa*) and therefore discarded.

On the Five Freedoms:

The Five Freedoms are a globally recognized parameter for diagnosing animal welfare spectrum and include important aspects that influence the animal life quality. This principle is recognized and endorsed by the Brazilian Federal Council of Veterinary Medicine (CFMV). They are: (1) freedom from hunger and thirst; (2) Freedom from pain, injury and disease; (3) freedom from discomfort; (4) freedom to express normal behaviour; (5) freedom from fear and distress.

The Five Freedoms advocated by the CFMV are impaired on the full process of the maritime transportation of live animals as follows:

Freedom from hunger and thirst

Water and food restrictions were easily observed from the beginning of the road transport, extended and amplified when animals were confined in the vessel stalls. Poor water supply and high probability of food contamination were clear examples of violation of this freedom.

Freedom from pain, injury and disease

Extreme insalubrity on the facilities, contamination of the daily doses of inputs, accidents due to the transportation process (road and sea), limitation of mobility and space, extreme concentration of gases, and long-term environmental changes are only some of the examples resulting from this process.

Freedom from discomfort

There were prostrated animals over their own manure and urine, extreme deprivation of space, non-existent body hygiene, constant illumination along the journey beyond day / night seasonality.

Freedom to express normal behaviour

Terrestrial animals are forced to travel by road and sea transport standing on slippery, unhealthy floor and for long distances. There were overcrowding of cattle in narrow spaces with mixed animals from different farms (different breeds).

Freedom from fear and distress

Fear, distress and other ethological changes are natural and evident consequences of exposure to the events mentioned on this report.

Final Considerations

Based on the above facts, observed upon entry and inspection of the marine vessel facilities for long-distance confinement and transport of live animals for husbandry and slaughter abroad, I state that there are abundant indications that show mistreatment and explicit violation of animal dignity, in addition to exceeding the criteria of basic reasonableness of the five freedoms that guarantee animal welfare.

I have therefore understood that the practice of shipping live animals for long distances is intrinsically and inherently related to the cruelty, suffering, pain, indignity and corruption of animal welfare in many ways.

It is the statement.

February 2nd, 2018.

Magda Regina – CRMV 7583

RG 15219110

Pictures and videos

The images hereby presented were registered in Brazil (Santos/SP) inside the NADA vessel on February 1st, 2018. The ones responsible for trading the animals started the shipment of thousands of cattle on January 26th, 2018 and the ship is docked on Santos Port. The insalubrity evidences here presented are samples of a ship that not even started an intercontinental voyage with a minimum duration of 15 days.

Encouraged visit area (showroom)















Measurement of bays - normally occupied by more than 21 animals (ie less 1m² per animal)





Area restricted to vessel members (lower floors)

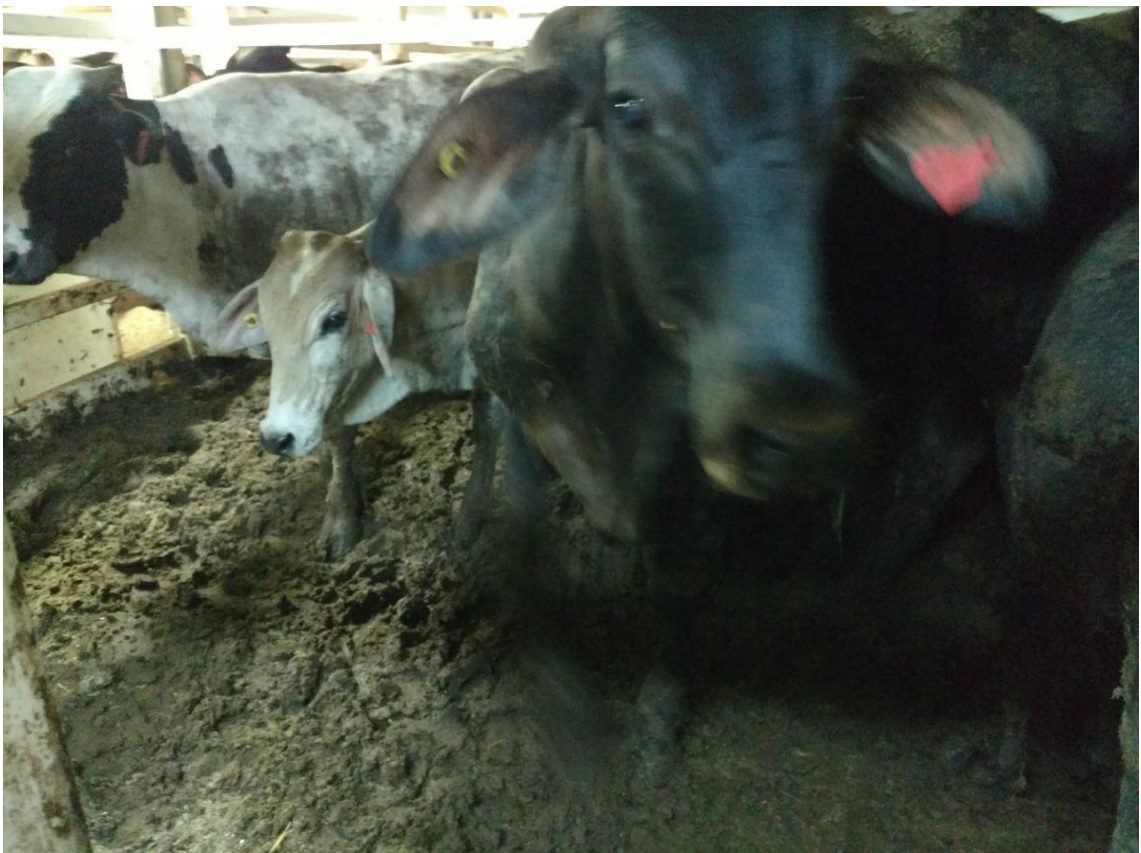






































Equipment for grinding dead animals in the ship

