



Senator the Hon Anne Ruston

**Minister for Families and Social Services
Senator for South Australia
Manager of Government Business in the Senate**

MS20-000992

3 SEP 2020

Senator the Hon Scott Ryan
President of the Senate
Parliament House
CANBERRA ACT 2600

Order for the Production of Documents: Independent Observer report on MV *Al Kuwait*, Report 219

Scott
Dear Mr President

I refer to the Senate Order for the Production of Documents No 728 moved by Senator Farrell and agreed by the Senate on 25 August 2020 to produce the full Independent Observer report on MV *Al Kuwait*, Report 219.

In response to this Order, please find enclosed documents provided by the Minister for Agriculture, Drought and Emergency Management.

Text from the documents, and some documents in whole, have been redacted or withheld where it contains material that, if released, would or might reasonably be expected to damage commercial interests. Material that contains personal information has also been removed.

This report relates to a live animal export consignment that proceeded during the prohibition of export of sheep by sea to the Middle East, following the granting of an exemption. The Department of Agriculture, Water and the Environment routinely publishes summary reports from independent observers and, due to the elevated public interest in this voyage, published additional information including video and footage relating to the voyage. It is not the usual practice of the department to publish independent observer reports in full to protect the observer and allow them to provide candid observations and opinions to the department for regulatory purposes.

Yours sincerely

Anné Ruston

Enc

Senator Farrell

25 August 2020

Amendment to General Business Notice of Motion No 728.

As listed on page 6 of today's Notice Paper in the name of Senator Farrell

To move—That there be laid on the table, by the Minister representing the Minister for Agriculture, Drought and Emergency Management, by no later than 3 pm on Thursday 27 August 2020, the full Independent Observer Summary report on MV *Al Kuwait*, Report 219.

Document Schedule: Senate Order 728

No.	Title	Note
1	Independent Observer Report 219 – MV Al Kuwait June 2020	Provided in part: Commercial and personal information redacted
2.	#219 – Attachment A AWMP (Animal Welfare Management Plan)	Provided in part: Commercial and personal information redacted
3.	#219 – Attachment B Daily Reports 1-16	Provided in part: Commercial and personal information redacted
4.	#219 – Attachment C Fodder and hay loaded 3pp	Provided in part: Commercial and personal information redacted
5.	#219 – Attachment D for MV Al Kuwait Only	Withheld in full: does not exist (duplicate of attachment J)
6.	#219 – Attachment E HSMP (Heat Stress Management Plan)	Provided in part: Commercial and personal information redacted
7.	#219 – Attachment F RP Instructions (Registered Premises Instructions)	Provided in part: Commercial and personal information redacted Information that may affect international relations redacted
8.	#219 – Attachment G Secretary AEP (Approved Export Program)	Provided in part: Personal information redacted
9.	#219 – Attachment H SFW (Space Feed Water) calculation attached	Provided in part: Commercial information redacted
10.	#219 – Attachment I Ship particulars	Provided in part: Commercial and personal information redacted
11.	#219 – Attachment J Stowage Plan – Kestrel location	Provided in part: Commercial information redacted
12.	#219 – Attachment K Temp & humidity chart	Provided in full
13.	#219 – Attachment L Voyage Instructions	Provided in part: Commercial and personal information redacted

14.	93 Photographs - in full	Provided in full
15.	47 Photographs - redacted	Provided in part: Commercial and personal information redacted

INDEPENDENT OBSERVER VOYAGE REPORT

MV: AL KUWAIT

VOYAGE: 002

Exporter: Rural Export & Trading (WA) Pty Ltd

LNC: 11558

LOAD PORT: FREMANTLE WA

LOAD DATES: 1200 - 1900 16/06/2020 to: 0700 – 1130 17/06/2020
Sheep loading completed (33 341 head)

TO: DISCHARGE PORT AND DATES:

Shuwaikh port Kuwait

From 0220 02/07/2020 (stop 1000 to 1700) to: 0545 03/07/2020
Sheep discharge completed (33 158 head less discrepancy 155 head)

REPORT PREPARED BY: [REDACTED] BVSc
Veterinary Officer / Independent Observer
Department of Agriculture, Water & Environment

CONTENTS

1. EXECUTIVE SUMMARY

No major issue or non-compliance was identified by the independent observer (IO). A summary of key voyage observations led to the conclusion that all sheep exported during this voyage were managed in accordance with the exporter's arrangements and other documentation made available to the IO including ASEL where applicable (v2.3).

Major causes of the 28 sheep deaths summarised from the Australian Accredited Veterinarian's (AAV) end of voyage (EOV) report were crush injury / trauma in seven sheep, lung disease in five sheep and ambulatory causes in four sheep. A necropsy was not performed on eight sheep found dead. These carcasses had either broken down too quickly (3) or the vessel was too close to land (5) at the time. Refrigeration wasn't available to store carcasses and a rendering truck taking carcasses only serviced the port of Kuwait. Aesthetic reasons were the main reason for not performing necropsies close to port as it was easier moving one carcase to the truck instead of a number of pieces which had broken down more quickly than a whole carcase.

No causes of mortality and no animal welfare concerns were considered to be linked to any systemic failure on behalf of the exporter. The AAV did express significant concern that methods used at the registered premise (RP) to identify and remove rejects from the undercover export consignment pens before loading for transport to the port were directly connected to some specific necropsy findings. Evidence of trauma and crush injuries were noted in up to seven necropsies and in up to 57 sheep of the total 103 treated aboard the vessel by the AAV.

2. MV Al Kuwait VOYAGE 002 (Please see attachment – Ship's Particulars)

3. VESSEL MANAGEMENT

- a. Vessel Owner Livestock Transport & Trading Co. K.S.C.
- b. Master [REDACTED] Chief Officer [REDACTED]
- c. Dedicated livestock crew of 24 men in total was made up of the Bosun managing 20 livestock deck crew plus three rotating crew with duties as assigned including night watchman, repairs and maintenance.
- d. Total 42 crew on vessel made up of 24 livestock with 18 remaining being Master, Chief Officer, Chief engineer, other officers, catering, messman. With eight supernumeraries of 4 Indian officers and 4 Australians the total number of people being accommodated and working on the vessel was 50 in total.

4. AUSTRALIAN GOVERNMENT ACCREDITED VETERINARIAN (AAV) AND LIVECORP ACCREDITED STOCKPEOPLE

- a. AAV [REDACTED] DVM
- b. Accredited head stockman [REDACTED]
- c. Additional Australian stockman [REDACTED]

5. THE CONSIGNMENT

a. Preparation at the Registered Premises

i. Nutrition Management

Sheep were reported by the AAV to have been fed the same pellets while in the RP for 3 – 4 weeks before being loading onto the vessel for export.

ii. Final Selection of animals

Due to the sheep consignment being assembled at the RP for some weeks before vessel loading did occur the AAV communicated that the identification of rejects was improved because conditions such as digestive upset, inanition/shy feeder, lameness, pneumonia and shearing cuts were easier to detect as time went by and as the sheep settled in to their new environment.

Specific departmental requirements for this consignment were outlined in the RP Instructions document. This stated all sheep must be drafted and/or rejects clearly identified by marking before the RVO inspections at the RP.

b. Consignment description

i. Numbers by category and weight

Young wethers = [REDACTED], Merino lambs = [REDACTED] XB lambs = [REDACTED]

Dorper lambs = [REDACTED], Research sheep [REDACTED]

Average liveweight at loading 43.3kg

Mortality rate for voyage 0.084%

(Please see pen plan attached for additional details – For MV AL KUWAIT ONLY)

c. Fodder and water calculation and loaded

Additional fodder (total [REDACTED] MT) and water were available at above the required quantities for this voyage. Sheep consumed 55 – 58 MT of fodder each day (~1.7 kg/hd/day) and towards the end of voyage it was estimated that [REDACTED] MT of fodder would still remain in the storage tanks on board.

[REDACTED] MT of hay was available for the voyage.

Daily water production had a maximum output of [REDACTED] MT with [REDACTED] MT capacity. Sheep consumption was measured at approximately 150 MT/day (4+L/hd/day) (Please see most recent SFW calculation attached).

d. Bedding calculation and loaded

[REDACTED] MT of sawdust was available when departing Fremantle with surplus to requirements. (Please see most recent SFW calculation attachment)

e. Load Plan – (Please see attachment – For MV AL KUWAIT ONLY – coloured deck pen plan 18-6-2020)

This final load plan was provided by the Chief Officer to the IO on 18-6-2020. The lower number of sheep loaded within the departmental maximum average nil curfew sheep liveweight of 50 kg/class, meant some pen areas were not filled and remained empty. Two large areas with no sheep loaded were Deck 5 special (Aft) (782 sq metres) and the uppermost livestock level, Deck 9 (4085 sq metres). Pens containing sheep were all observed to more than satisfy the pen density requirements from calculations using $k = 0.037$ and the sheep's average allocated non curfew group liveweights. The standard May – Oct k value used when live exports are permitted is 0.033 which calculates a smaller pen area requirement per equivalent sheep. In some less populated pens it appeared that twice the number of sheep there would still satisfy pen density requirements. No health or welfare issues were observed due to sheep pen densities during the voyage.

- f. Heat Stress Risk Assessment (not applicable)
A HSRA for the sheep exported on this voyage was not required due to the stocking densities being calculated using the allometric formula with the k value equal to 0.037.

6. THE VOYAGE

- a. Route Fremantle – Cockburn Sound (near Fremantle) while storm passed – Indian Ocean – Laccadive Sea – Arabian Sea – Gulf of Oman – Strait of Hormuz - Persian Gulf – Shuwaikh port Kuwait.
- b. Daily management meetings and daily reports
(Please see attachment – Daily reports 1-16)
Daily meetings were held at 10am sharp each day in the ship's office. They started after departing Fremantle and continued on and during the sheep discharge in Kuwait. The Chief Officer, AAV, Bosun, two Australian stockmen and IO attended each day except during two bouts of rougher weather when the junior stockman did not attend approximately three daily meetings while unwell. A summary of the previous day's activities and observations was discussed along with any minor issues to be resolved, voyage updates and the next day's plans. Any changes to the usual routine were then communicated, modified if required and agreed. Examples were when moving sheep to reduce densities or out of weather, reducing afternoon crew activities near sheep in humid weather, hay feeding times and managing the manure pads.
- c. Night watchmen rotated every four hours during the 12 hours period walking the aisles on each deck with the priority of ensuring access to clean water by sheep was always available from each pen. Monitoring and replenishing feed in troughs and preventing any stock from misadventure such as possible strangulation were another two key nightly tasks. The AAV explained this was because during a recent previous voyage a number of sheep were found dead from choking/strangulation. It was thought they become caught in the area between the lower feed pipe, the pen panel and one end of the feed

trough when trying to withdraw their head back into the pen. During this voyage a handful of sheep were found to be caught but were released and none died. The positive preventive actions in place this voyage stated by the AAV were improved and more regular monitoring especially in the first few days as sheep learned pen behaviours and troughs were always checked to contain feed which significantly reduced pressure at the feeding trough.

d. Temperature and humidity records (Please see temperature & humidity attachment with graph)

Kestrel environmental data loggers recorded temperature and humidity data records every 20 minutes at the 34 locations decided across the vessel. 27 Kestrels were positioned adjacent to pens containing sheep with Kestrels positioned within the research sheep pens. A daily routine was established by the IO to collect short video recordings from a selection of the Kestrel monitoring sheep sites a few days after the voyage commenced.

Wet and dry bulb thermometers (WDBT) were situated on each deck and on both the bridge wings. Readings often varied when compared to nearby Kestrel devices. If WDBTs were still in good condition with the water reservoir clean and not over-full and the wick didn't need replacing, it was thought the margin of error in reading temperatures would be consistent if checked regularly against a 'gold standard' temperature monitoring device whether it was fortnightly or monthly or a matter of replacing some WDBTs. It was not known how the Kestrel devices may be calibrated and what error rates they have been measured to have.

The Bosun collected temperature readings from the livestock decks at approximately 8am each day and the Chief read the Bridge temperatures before the daily meetings scheduled for 10am each day.

e. Deck washing and pad maintenance

No deck washing was required during this sheep export voyage as the manure pad stood up well. The pad did require management through humid and dry conditions and the AAV lead this at the daily meetings. The main focus was to get a simple clear message that the bosun could accurately relay to his crew. If this wasn't done properly the 'preventative' actions could make any potential issues worse than not doing anything.

When dry the pad surface became dusty. The dust has a negative impact on the sheep irritating the eyes and increasing the rate of infections such as pinkeye. It also irritates the upper respiratory tract (URT) increasing sneezing especially in the Dorper sheep. As well any insult to the protective mucosal lining increases the susceptibility of URT commensal organisms moving down into the lung bronchi and further on into the lung increasing the risk of pneumonia. The simple solution of adding small amounts of water to the pad surface until the dust abates was observed to work well. Individual livestock crew members often used water from the trough when cleaning it to fill a bucket. The bucket was used to carry the water to the location in the pen where it was required to eliminate any dry dusty material on the pad surface.

Conversely in humid conditions with less evaporation the pad retained a higher moisture content until it became thicker and sticky. Sheep under these conditions often drink and urinate more which increases pad moisture levels. This was observed to be more of a cosmetic effect marking the fleece with dark pad stains when the sheep lay down. However if the pad continued to get wetter it would soften and when the surface was broken through could lead to pockets of wet manure which potentially increase until the whole pen's pad is wet. When pads were observed to become sticky, sawdust and/or dry waste fodder fines /stale pellets were added to such areas by crew members as directed by the AAV and Bosun.

f. Mortalities, morbidities and stress indicators

The AAV, head stockman, bosun and livestock crew carefully monitored individual sheep within each pen during their daily activity routines across the decks they worked. The outcome of these efforts was observed to achieve a highly regarded result with total mortalities of 28 head (0.084%). Morbidity of 103 head was recorded by the AAV with 102 being discharged from the hospital pens in Kuwait of the 33 341 sheep loaded in Fremantle.

Signs of trauma and crush injuries were noted by the AAV during seven necropsies and in up to 57 sheep diagnosed with signs of trauma/bruising, stiffness, depression and dehydration of the total 103 requiring hospital treatment during the voyage. Signs in these sheep were detected by livestock crew members and the AAV 2-3 days after being loaded onto the vessel. Communications between the vessel AAV and the land based AAV around the reject identification procedure at the RP before RVO inspections occurred did provide information which assisted the vessel AAV to surmise what may have occurred during the previous few days and was centred around reject identification procedures at the RP.

The IO did not witness the majority of bruising/trauma evident to the AAV at necropsy because the procedures went ahead without the IO present who had not been informed. Most necropsies were conducted outside the daily start time of 9am. This was due to the wish to complete necropsies as soon as possible due to rapid carcase decomposition rates and other tasks to complete. Other observations made by the AAV and IO relating to the sheep's health and welfare were often very similar.

Variations in pant score (PS) assessments between the IO and AAV were not unusual. Except for one day of the voyage the IO always recorded the percentages of each PS from zero to four that were observed across the decks during the previous day. The period in which environmental conditions were still expected to be around the maximum level were targeted and on the lower decks this seemed to generally be a 4 – 6 hour window each day at some stage between the afternoon and evening .

The AAV scores observed were averages from recordings made using the required Heat Stress Score table (EAN 2018-11). The scoring system used by the AAV and IO was the same but calculated differently as described. The modified PS table used by the IO was simplified from EAN 2018-11 but by their nature both are subjective though their guidelines did assist assessments.

When observing individual sheep's described behaviours within the pen environment each PS level overlaps with the next level descriptions. Individual sheep's respiratory rate and mouth/tongue position responses varied in the same environmental conditions though the progression of mouth/tongue/head positions was observed to be more linear as WBTs rose and were relatively easier to determine. Sheep when disturbed by people walking by were sometimes observed to stop panting at any of the levels recorded to PS 4. Pen environmental conditions did vary through the day/night.

7. OBSERVATIONS AND COMMENTS:

Any issues observed that may have impacted sheep health and welfare due to the implementation of procedures and conditions of the voyage (including the condition of the vessel) were considered minor by the IO but are recorded below. No health or welfare incidents/issues on board the vessel were observed to impact the sheep.

Minor observations reported to the AAV by the IO were a crewman observed spreading feed across a feed trough using his shoe, some crewmen were observed to be 'vigorous' and loud when walking through consecutive sheep pens daily to check for any unwell or dead sheep, some crew were noisy when discharging sheep which could alert sheep behind them to be more cautious in moving along the ramps, leading to potential delays while discharging and impacting more sheep in the process by them turning around and needing to be restarted on the discharge ramps.

Water pooling was continuously present at the ends of decks one and two. Although the pooled water was never observed to impact the sheep pens, it may have contributed to increasing local deck humidity especially if conditions became more severe than those recorded during the voyage but that is conjecture. The crew managed the issue by using stale feed to soak up some of the excess liquid as well as forming channels to direct it to sumps and drains situated nearby. The liquid was also just contained in some other areas to avoid it possibly encroaching on nearby pens.

a. Exporter documentation

Compliance was observed with all procedures and conditions placed on the exporter for the duration of the voyage. Documentation and references with the IO included ASEL v2.3, Voyage Instructions, AEP, CSEP, AA, Heat Stress

Management Plan (HSMP), Animal Welfare Management Plan (AWMP), notice of directions to RETWA and RP instructions.

b. Loading

Loading at Fremantle proceeded well with no health or welfare issues observed during the process. A small number of sheep were rejected during loading at the port which took place from 1200 – 1900 on Tuesday 16-6-2020 and from 0700 – 1130 when completed on Wednesday 17-6-2020.

c. No welfare incidents or issues were observed when sheep loading occurred. Rejection specifications, the provision of food and water, and the adherence to load planning and set pen densities were adhered to.

d. Personnel

All crew from the Master to members of the livestock crew were observed to have active involvement in the health and welfare outcomes for the sheep on board, an example being when the Master changed course to increase cross flow winds across the open decks while sailing off India.

The crew were observed to work well and other examples to improve sheep health and welfare outcomes were moving sheep from the outside of the vessel when cold squalls were present near Fremantle, relocating male Dorpers from Deck 5 lateral pens to available open decks and loosening up some other pens during the voyage because more room was available.

Communication up and down the chain of command was observed to be effective and the Chief was often observed somewhere on a livestock deck each day.

Before transiting the Strait of Hormuz with the highest potential WBTs and lack of breeze it was planned to occur after nightfall so as to minimise the maximum temperatures outside. Many crew had been working on the vessel for double their allotted time due to the Covid-19 pandemic which meant the time worked on board was 8 months or more.

The AAV was observed to be passionate, committed and capable in managing the health and welfare of the sheep consignment and worked in well with all those involved.

The minimum ASEL v2.3 veterinary drugs and equipment requirements were checked through by the AAV while the IO was present and observed to be more than adequate. A large quantity of veterinary pharmaceuticals registered in South American countries such as Uruguay were also observed. The AAV commented that they were not for use on any voyages from Australia. Because the AAV had no ownership of the products if the vessel returned to the country/s in the near future the livestock representatives who had left it there may still be relying on its availability to use on a voyage if required.

Three Australians made up the livestock team. The AAV worked many extra hours often walking the decks twice overnight - once during the night and again early in the morning.

The head stockman was accredited and had been on the vessel for the two previous voyages with the AAV. The junior stockman joined the vessel for his first livestock voyage and was not accredited. The junior stockman was observed to regularly work for approximately two hours each day. To clarify if two hours per day was the total time usually worked the IO asked the stockman at a daily meeting and the stockman confirmed that period was correct. The AAV, head stockman and all livestock crew were observed to work well together and for the type of routine daily hours involved with livestock work.

One unexpected observation occurred during the consecutive afternoons of Day 13 & 14 when the highest wet bulb temperatures were expected to peak outside and therefore also within the livestock decks. The AAV had communicated he wanted all activity across the livestock decks to be minimised as much as possible during the afternoon times so that sheep rested and their metabolic heat load was minimised. A different crew member on a different deck each of the two days was observed moving through sequential sheep pens as sheep stood up. After waving hands, making noises and whistling the sheep ran in circles in a confused state. This was immediately passed on by the IO to the Bosun and then the AAV when located. The explanation given for both events was that the men were probably moving the sheep to check for any sick or dead sheep.

e. Daily Routine

Feed pellets were delivered from the automatic feeding pipes twice daily at approximately 7am and 3pm. Hay was fed once daily after the morning feed and then every second day as the voyage progressed. After starting work each morning the crew checked sheep pens across their allotted decks quickly for any sick or dead animals and cleaned any feed troughs before pellets were delivered. The feed troughs were then swapped to fill each from the fodder pipe and some were topped up using buckets. Fines from the pellets were regularly dumped, being placed on any moist pen or deck areas. When pads were dry waste fodder was stored away from pens and aisles to reduce dust levels. Hay was placed in the feed troughs, aisles cleaned, water troughs checked, cleaned and often emptied to reduce dust otherwise into a drain. While livestock crew worked around the pens, the sheep in each pen were checked for any health concerns. Any other tasks such as moving animals or hay supplies were then completed.

Dead sheep from any pens were removed to a central port side location on decks 6, 7, 8 for further investigation by the AAV. This was followed by conducting a necropsy from a nominated 9am start time each day. For sheep found after 9am they were necropsied after the AAV was notified at a later

time that day. A number of necropsies were also completed before 9am which the IO did not observe.

Any unwell or moribund sheep were isolated from their pen mates and moved to nearby hospital pens for further investigation and treatment by the AAV. A number of pinkeye cases were treated by the crew and stockmen in their home pens and remained there but were monitored each following day.

f. Feed and water

Pens did vary in area though the average size was observed to be approximately 18 square metres. The typical pen had access to 3 feed troughs which could be filled with pellets at one delivery point situated along the aisle panel. One water trough made up the complement of troughs per pen with an automatic supply regulated by an enclosed float within the lower part of the trough. Individual pens were usually opened to join with at least one more adjacent pen. This usually doubled the number of troughs available for twice the available pen area.

Feed troughs were emptied of fines or stale feed when any reasonable quantity had begun to accumulate. Pellets were regularly 'pulled through' the trough by the AAV or crewmen to spread remaining feed across the trough. If the trough was full, it was unhooked, removed and replaced with another one close by to fill from the piped fodder supply that often still contained pellets within the delivery system.

Night watchmen and the AAV would continue pulling through pellets if the feed in troughs supplying individual pens had become low during the evening and early morning. This gave sheep almost 24/7 access to the fresh feed supplied and around the clock water access. This helped ensure all sheep had plenty of time and opportunity to satisfy their ad lib feed and water intake requirements during the day and night. It was observed that aggression scores at the fodder troughs when feeding started each morning and afternoon were subdued if present at all. This was believed to be connected with the consistent supply of fresh feed and water to the sheep in each pen. Water troughs were cleaned a minimum once daily and often emptied into drains before refilling. The water was clear with no taste detected and always cooler than the surrounding pen structures, even on the warmest days when it still felt tepid.

g. Ventilation

Air movement around the decks was observed to be very consistent with few variations in its effectiveness across the pens. One aft portside upper deck pen adjacent to the engine bulkhead on Deck 6 or 7 was observed to have only one permanent ventilation outlet supplying it. Other pens observed had two vents directing air across them. Higher than expected pant scores were recorded for this pen and it was observed this difference may simply be due to the reduced air movement within the pen, especially on warmer days.

Similarly the open sided upper port and starboard decks relied on external air movement. At times when this cross breeze was absent or when the sun shone in the early morning or late afternoon with no air movement a pant score (PS) increase of approximately 1 on the PS scale used was observed in those pens when compared to those adjacent on each of decks 6, 7, 8. Despite having plenty of space in these pens sheep were observed each day to be lying in the sun with pant scores from 2 to 4, when there was space available out of the sun and animals lying in those areas appeared more relaxed.

h. Pen conditions

Strategies for managing pen conditions were observed to be adequate. The only observation made in hindsight for improving 'sticky' pen conditions when wet and dry bulb temperatures increased was to add more sawdust to selected pen surfaces on lower decks 1-5 especially if higher sheep densities were present. The higher humidity resulted in less moisture being removed from pen surfaces while sheep also produced more urine and water vapour from drinking more during the warmer conditions. As well the air movement over pen surfaces was reduced when more animals were located in the same sized pens. It was not observed to be an easy decision. If pen conditions do not increase with moisture significantly then the reverse issue of pens drying out will result in a dust problem needing to be addressed.

With access to water and feed close to 24/7 and sufficient pen space for all sheep to rest at any one time in pens observed conditions were rated good. The manure pad formed quickly with good consumption rates despite lower pen densities and for most of the voyage was dry and had 'bounce' in it. At voyage end the pad was estimated to be 10cm deep where it was observed.

i. Health and welfare

As indicated in the summary section (1) and (6f) the AAV was very concerned about the link believed to be directly connected between trauma and crush injuries seen and diagnosed in sheep linked to reject marking at the RP before RVO inspection and loading for transport to the vessel. The AAV had noted during seven necropsies and in up to 57 sheep of the total 103 treated during the voyage abnormal signs of trauma/bruising, stiffness, depression and dehydration 2 – 3 days after loading onto the vessel.

During the hottest day observed (Day 14) the Wet Bulb Temperature (WBT) reached 32.0 C in at least one of the 27 Kestrel locations positioned near to sheep in their pens. The Kestrel WBT recording on Deck 2 was among 12 that day peaking in the 31-32C range followed by eight in the 30-31C range with eight recording 29-30C.

Sheep on all decks were also observed to register their highest daily average pant scores by the IO during this period of the voyage (please see PS-WBT table below). The alignment of actual daily PS recordings lagged behind the WBT data by up to a day simply due to the time that the two were reported each day of the voyage.

VOYAGE DAY	%PS WBT	%PS	%PS 1	%PS 2	%PS 3	%PS 4	WBT av.
		0					
D5		88	12	0	0	0	21 - 27
D8 one day to equator		0.5	75	24	0.5	0	24 - 28
D9- 1 day past equator		0.5	50	47	2	0.5	24 - 29
Day 10		30	50	18	2	0	24 - 29
Day 13 to 2000		0	12	80	6	2	26 - 30
Day 14 to 0500		0	1	84	12	3	27 - 32
Day 15 to 1120		0	20	70	9	1	21 - 32

Despite sheep on the upper decks generally experiencing the lower local temperatures recorded daily the PS percentages observed each day by the IO were very similar among decks although they recorded different environmental conditions. This may be explained by the strategic positioning of the various classes of sheep across the decks with predominantly GT young wethers and Dorpers on the lower warmer decks while other classes were located on the upper cooler decks.

When PS 4 sheep were initially observed it appeared the Dorpers showed a reduced percentage at this level. After passing into the Persian gulf and during the warmest conditions encountered for the voyage, Dorpers were observed with similar PS levels to the other sheep breeds and classes on board, including those observed with PS 4.

Travelling through areas in the locality of the Strait of Hormuz showed fluctuating humidity levels reaching close to their maximum before significant drops would occur in a matter of minutes. Deck WBTs dropped to just below 30C overnight then started to rise more quickly than they had the previous day. However as the vessel moved further into the Persian Gulf towards Kuwait temperatures increased but humidity dropped significantly. Sheep on all decks were observed early in the morning with much reduced PS recordings compared to the previous night when maximum WBTs for the voyage were recorded. An example of the bridge temperature at 0930 local time was 37.5C dry, 19.5C wet and 18 % humidity. With this drier air now available on the decks any excess body heat from the sheep could be transferred much more efficiently from the sheep to the environment.

It was observed during the voyage that increased pant score readings were generally aligned to an increase in WBT and humidity readings. These did fluctuate during the day and between days when cooler and/or less humid air was circulated and the reduced PS response observed in sheep was often

within the hour which may suggest they had not built up an excessive heat load and were coping with their PS responses.

No sheep were observed to be in severe heat stress or distress from overheating during the voyage (please see attachment with daily temperature and humidity records chart).

Three ewes identified by crew members as being close to lambing were segregated as they were identified during the voyage and placed in a large hospital pen with bedding, room to move to the pen rear and corners if required and easy access to feed and water while still being easily observed by anyone passing by. The three ewes all successfully gave birth to a total of four healthy thriving lambs with twins born last around 2000 on June 30.

Wool length in all sheep was observed to be compliant although some non-wooled sheep were observed with coat lengths between 25 – 40 mm. A number of Dorper types began shedding their coats during the voyage and it is not known if this is natural although Spring/Summer would be the expected time. Whether the 24/7 lighting and warmer conditions may have tricked their bodies in what appears a very short time to respond or perhaps lighting was also provided at the RP.

As mentioned sheep across the vessel were monitored 24/7 which included regular and sustained hands-on involvement from the AAV. This involvement also extended to management of the hospital cases whether they were segregated to hospital pens or treated in their home pens. Shy feeders were identified in very low numbers and this was attributed to the long preparation period in the RP, the adjustment time while being fed shipboard pellets in the RP and the ability to re-establish a pecking order among pen mates while in the RP. When identified they were moved to a hospital pen and examined, drenched with an energy and electrolyte solution, given probiotics and a vitamin B complex injection. As their energy and fluid levels recovered fresh roughage was offered, encouraged and sometimes fed to individuals.

During previous voyages on this vessel younger sheep had caught their heads in a section of the aisle panel adjacent to the fodder feeder and been strangled / suffocated. This was fortunately avoided during the voyage with better monitoring especially during the first few days while sheep learned to avoid such behaviour and that feed was always available in troughs.

All eight sheep were euthanased on humane grounds as reported by the AAV. None were observed by the IO and the technique used was reportedly cutting the major blood vessels in the neck with a sharp knife and then dislocating the cervical vertebrae of the unconscious sheep. The captive bolt gun was verbally confirmed by the Chief Officer to be held securely on board with its rounds in his possession. The gun and any rounds were not viewed by the IO during the voyage.

j. Discharge

All (33 158 less discrepancy 155 head) sheep counted off the vessel were discharged at Shuwaikh port Kuwait. During the first discharge session commencing an hour after berthing at 0220 on 2-7-2020 through to 1000 later that morning, 11 053 were unloaded as outside dry bulb temperatures started climbing to 40C and then higher.

The second and final discharge started at 1700 later that day and the remaining 22 105 were unloaded by 0545 the following morning 3-7-2020. The decision to not unload sheep during high daytime temperatures was observed to have been made by management some time before arrival in Kuwait but was not definite until certainty about the weather conditions at that time were known.

Before the IO signed off the vessel at 2245 during the second and final discharge event no welfare incidents were observed. The men assisting to unload the sheep working on the discharge ramp and loading sheep onto trucks were observed to work extremely well and used low stress stock handling techniques. A good flow of sheep was usually evident moving from the vessel along the ramp and onto empty trucks waiting to be loaded at an approximate rate of 1600 sheep/hour during the discharge windows.

k. Other

No other factors were observed to impact sheep health and welfare during the voyage. Large swells after departing Cockburn Sound and rolling seas for two days off India in monsoonal conditions were not observed to impact the sheep in any way and the cross winds over the pen decks were a positive for the sheep's environmental conditions. Water and fodder consumption were also maintained during this period which supported the observation they were not obviously affected.

l. Targeted Observations:

The only targeted observations by the IO was to ensure a system was in place to regularly visit the decks a minimum of twice each day to be confident sufficient observations of the sheep health and welfare status across the vessel was consistently recorded along with performing the required departmental tasks. This included monitoring the Kestrel devices at 34 locations around the vessel and aiming to photograph / video sheep at 25 of these sites once daily after a routine had been established.

m. Conclusions

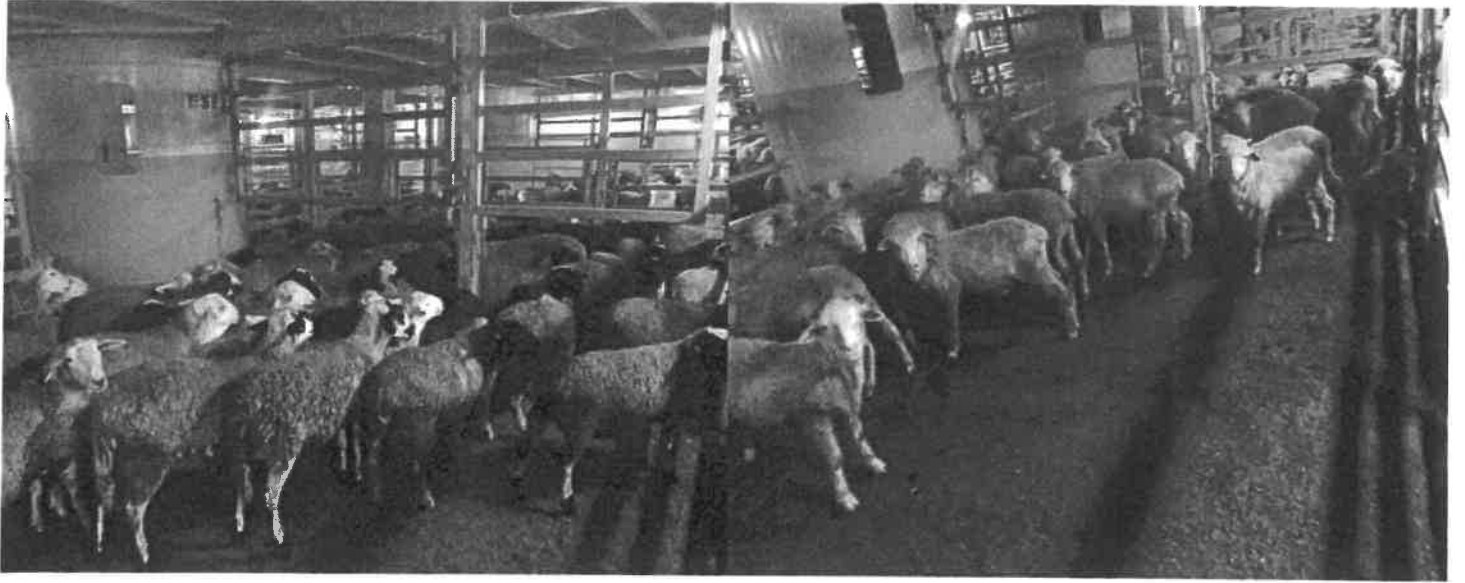
In summary the IO observed voyage compliance with the relevant procedures and any directions given by DAWE in the general viewing of the operation, the cooperation and engagement by the crew, AAV and stockmen; along with what was observed to be very positive health and welfare outcome for all sheep discharged after the voyage.

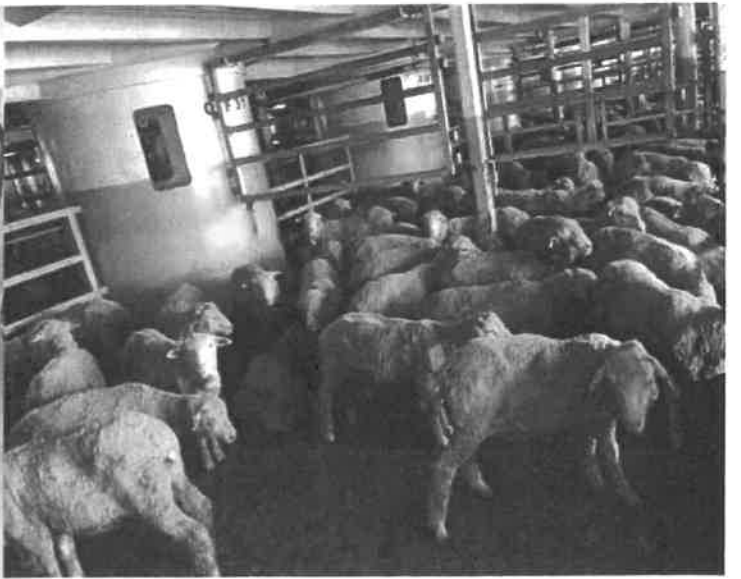
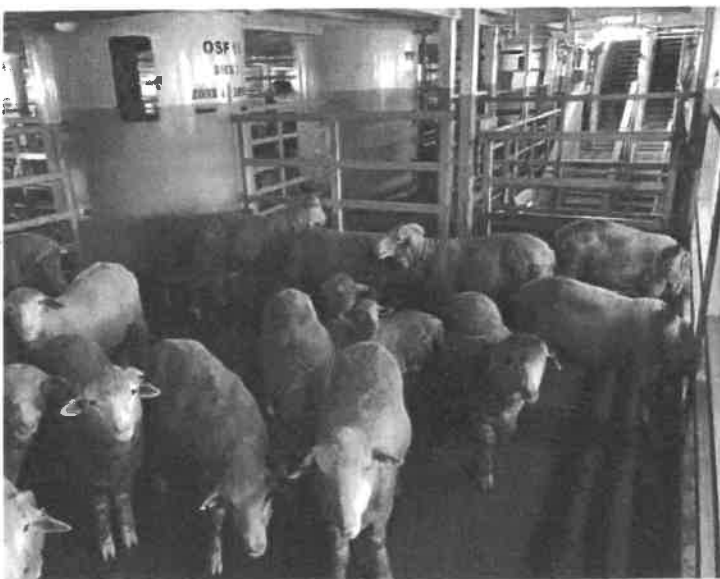
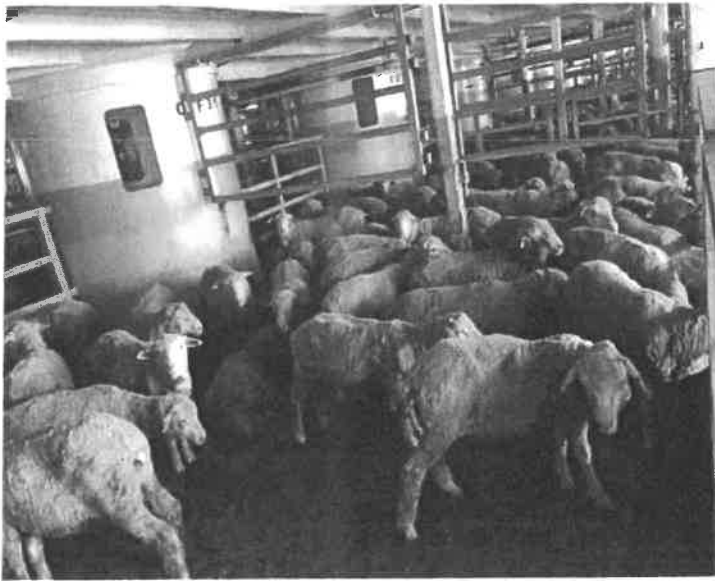
8. PHOTOGRAPHS AND VIDEOS

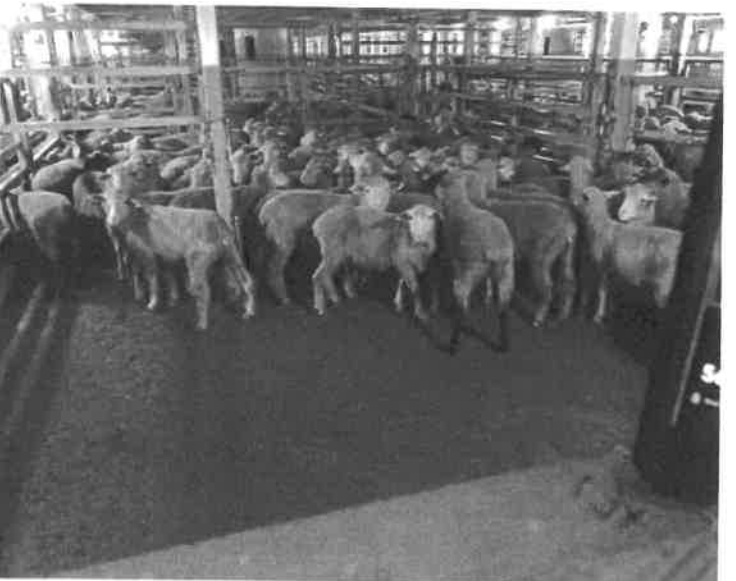
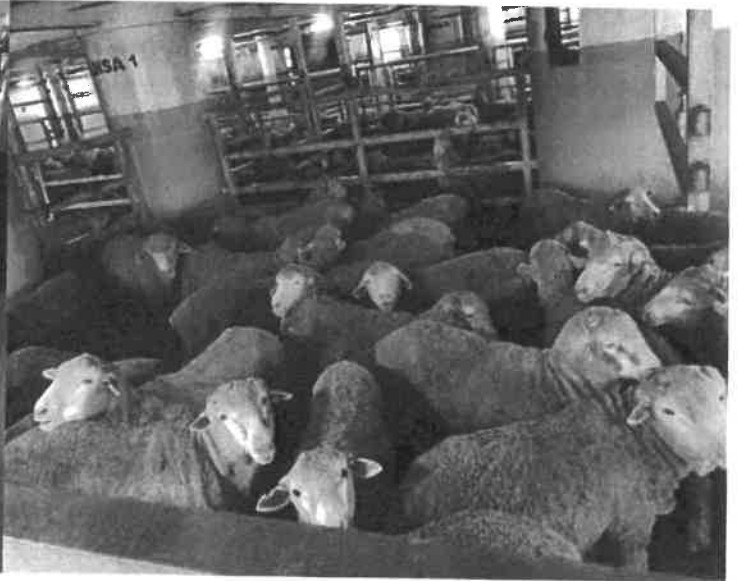
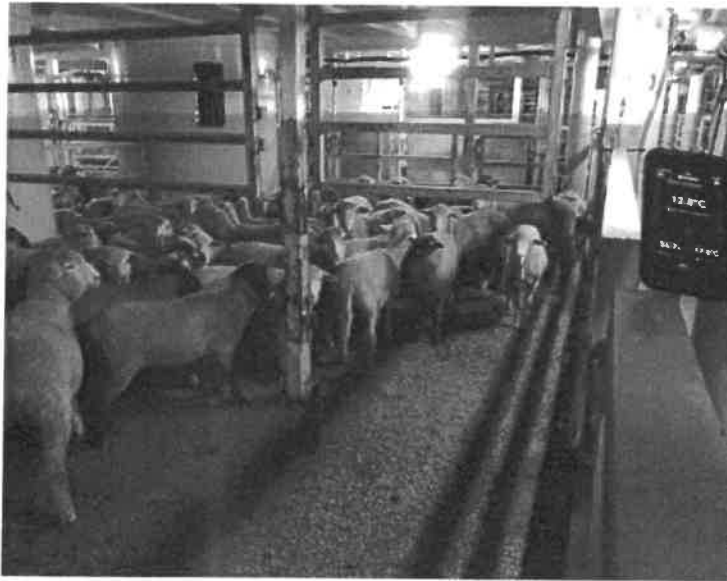
9. ATTACHMENTS

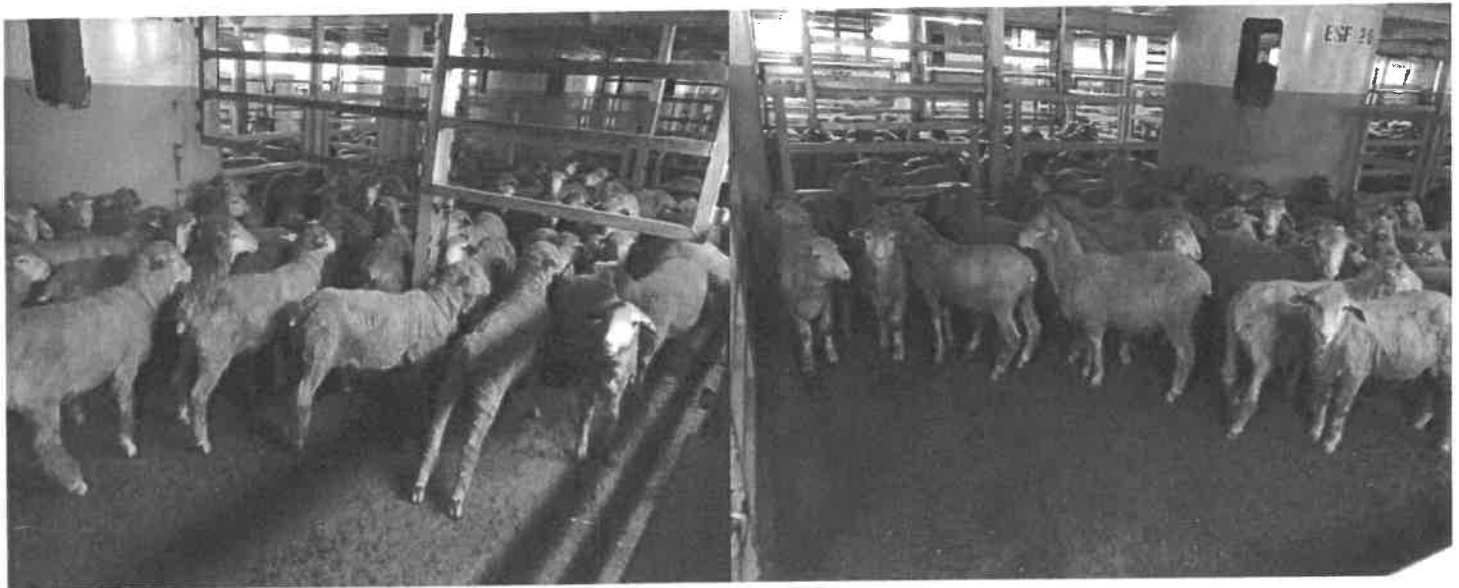
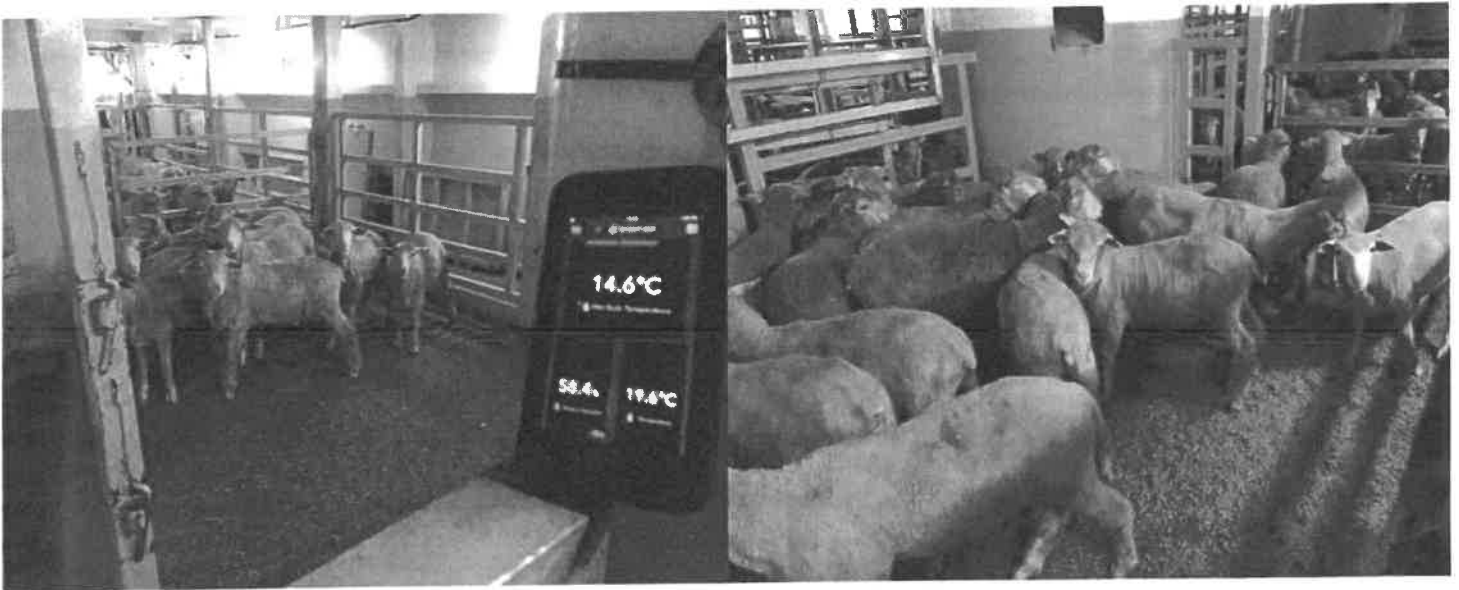
Electronic files have been emailed 17-7-2020 and others noted (To scan) will be sent by email Mon 20-7-2020 for inclusion as attachments from the list below:-

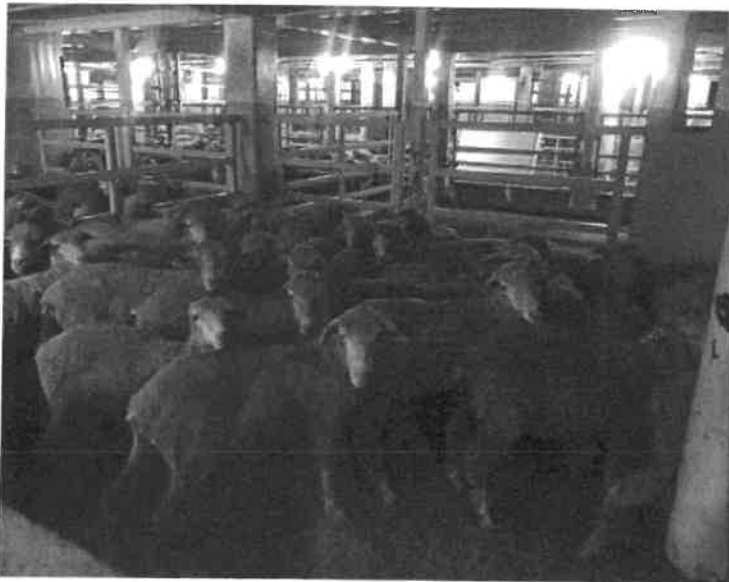
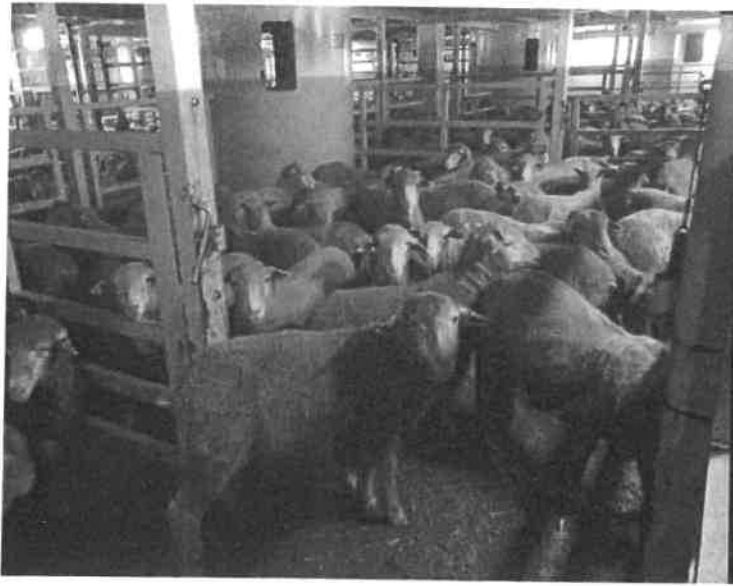
- a. AWMP
- b. Daily reports 1-16 To scan
- c. Fodder and hay loaded 3pp To scan
- d. For MV AL KUWAIT ONLY To scan
- e. HSMP
- f. RP instructions
- g. Secretary AEP
- h. SFW calculation attached
- i. Ship particulars To scan
- j. Stowage Plan - Kestrel location To scan
- k. Temp & humidity chart
- l. Voyage Instructions

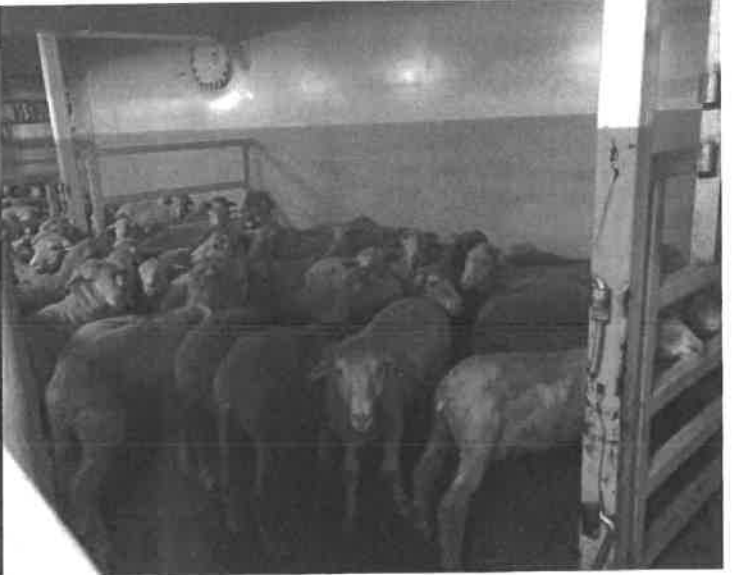
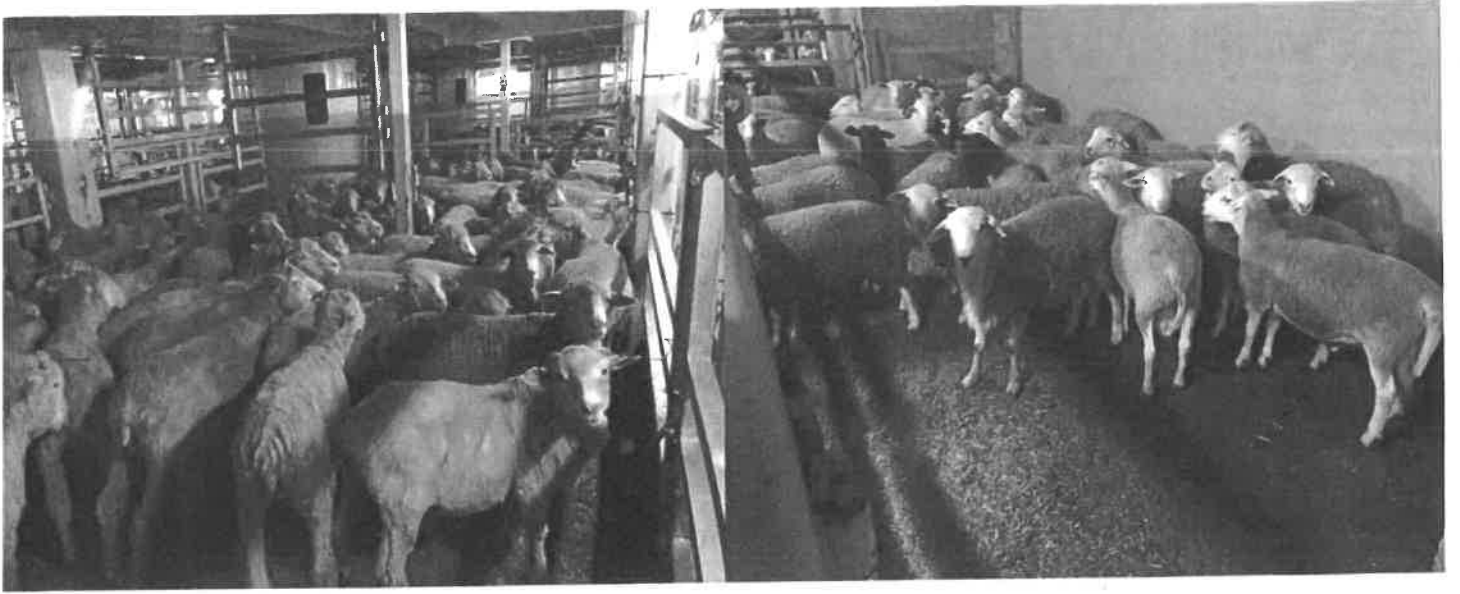


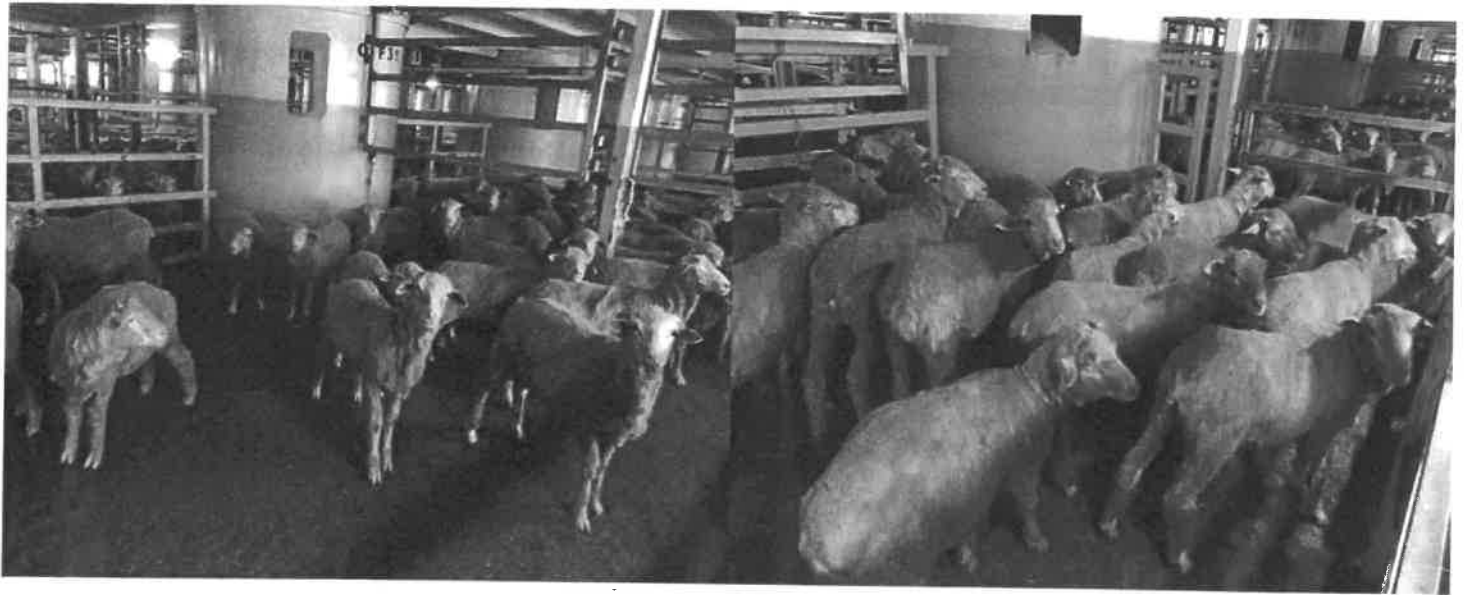


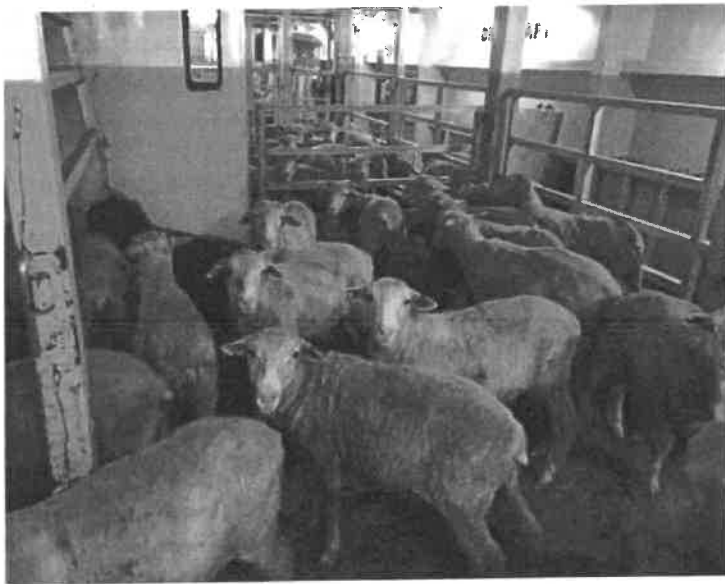




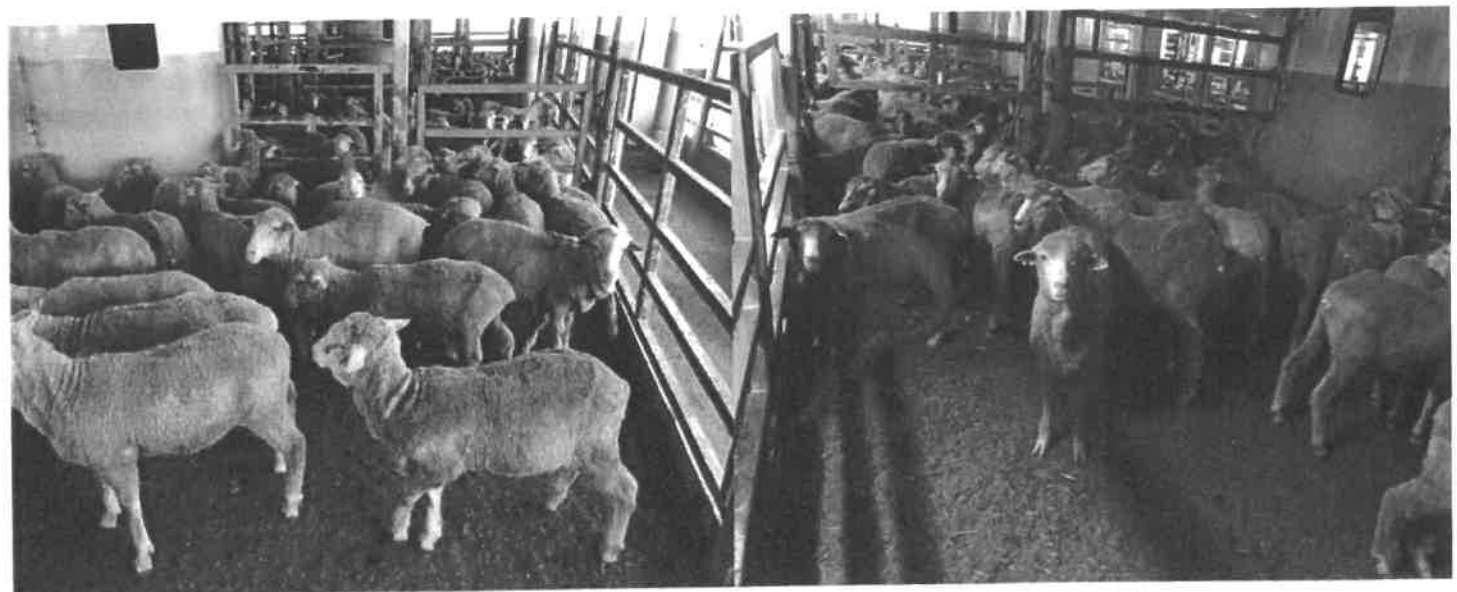
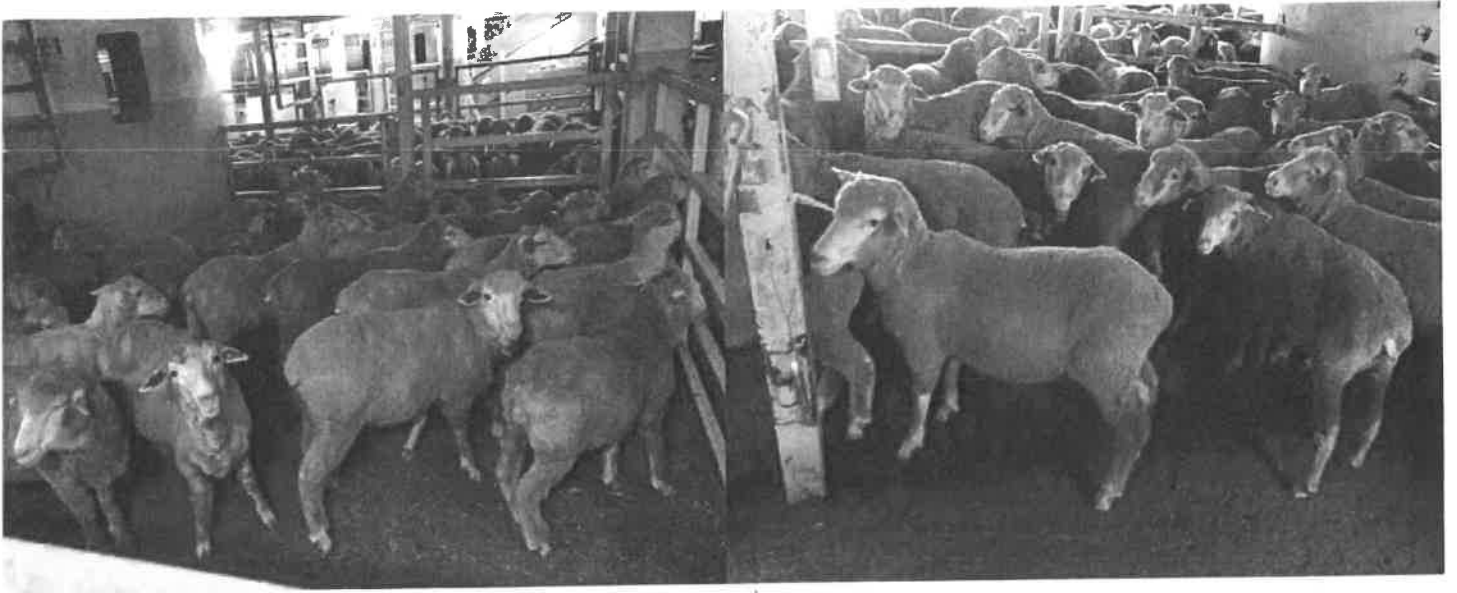


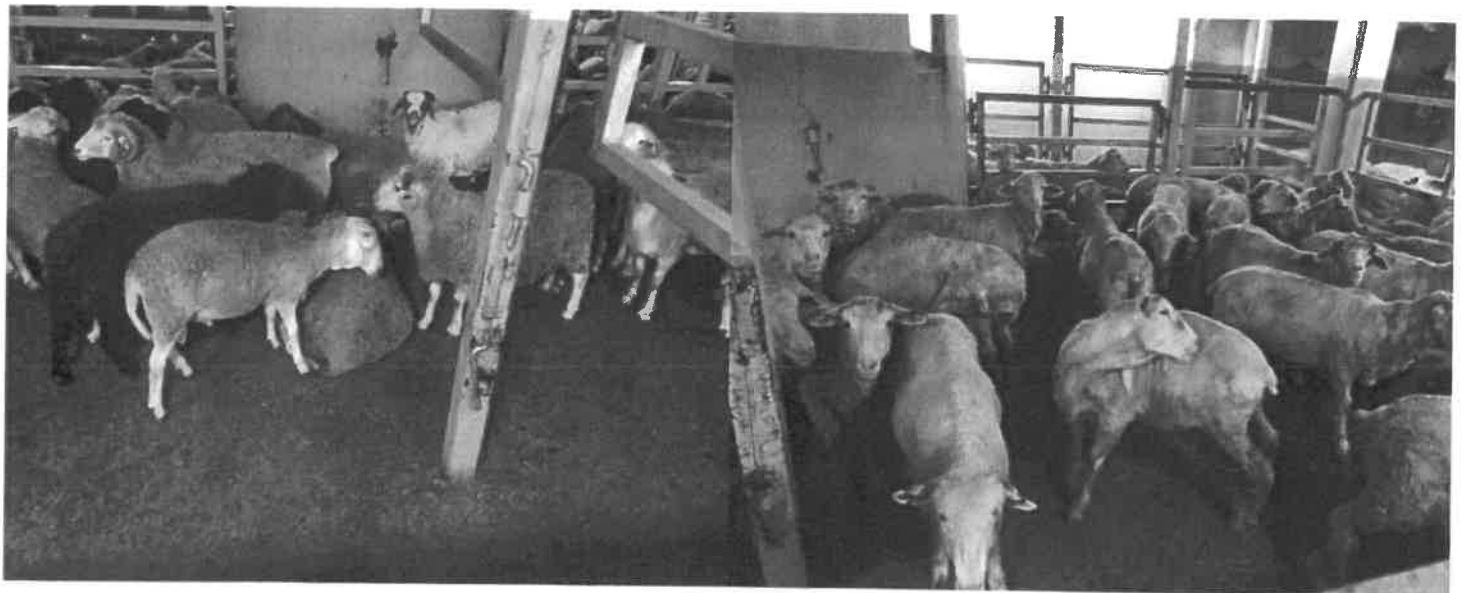


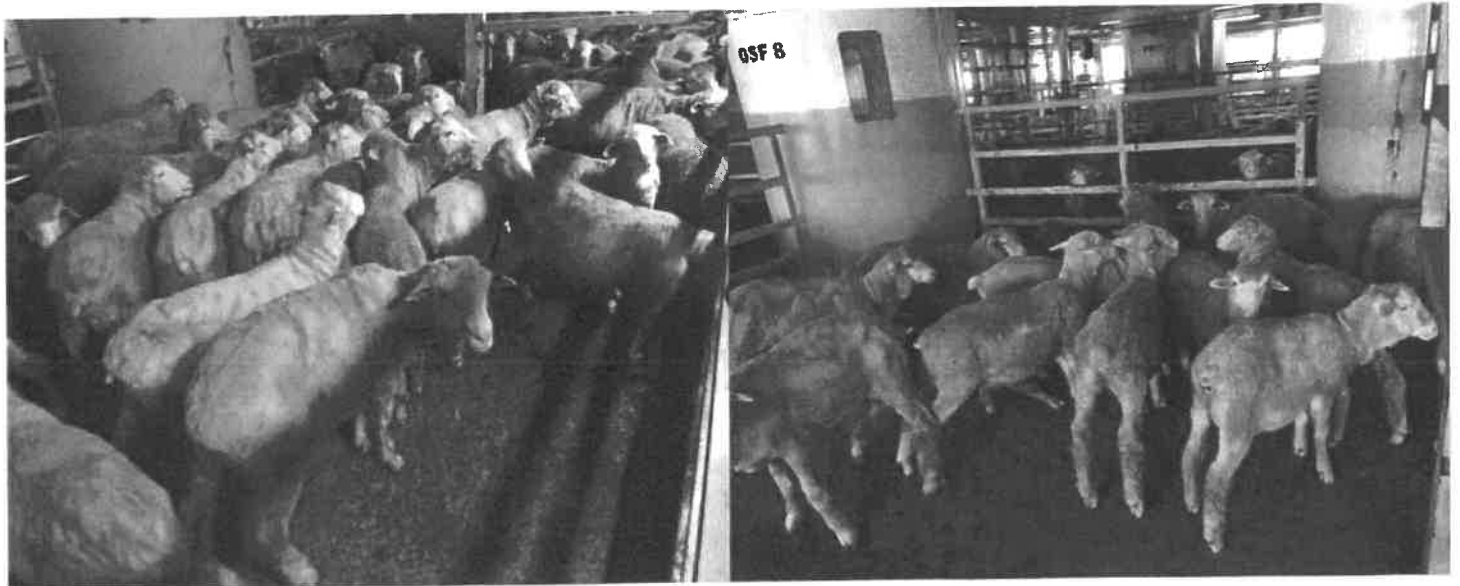
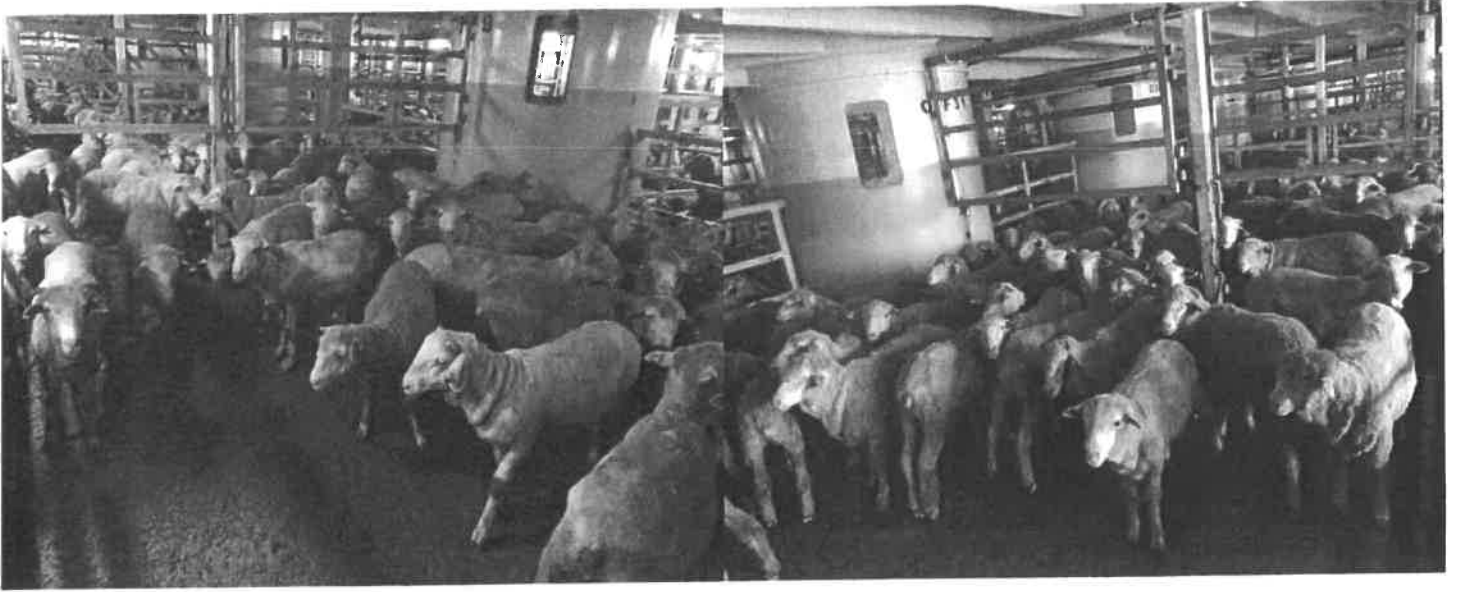


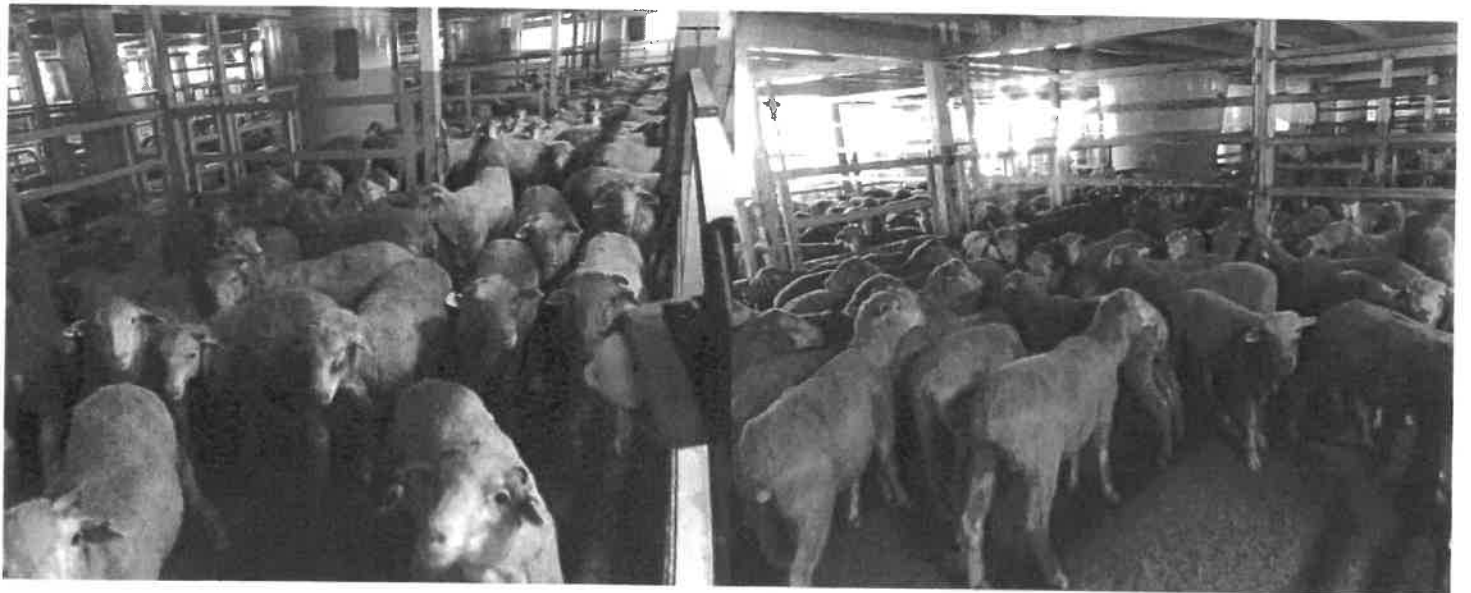
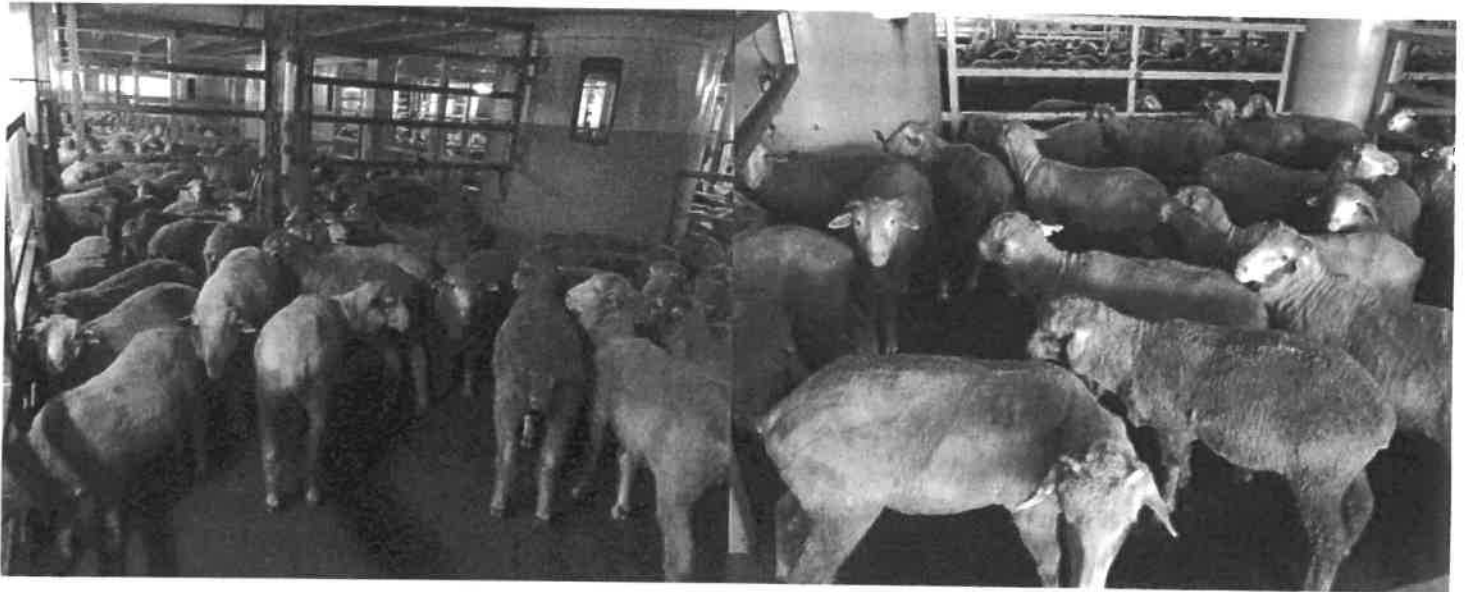
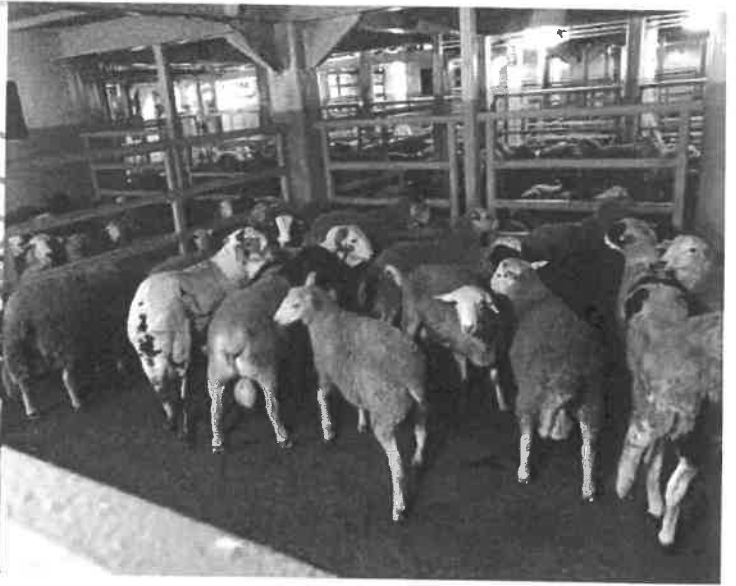


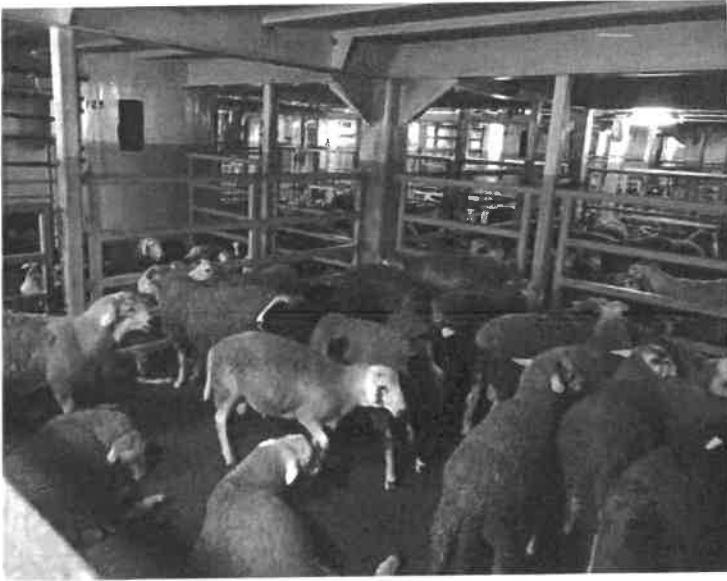
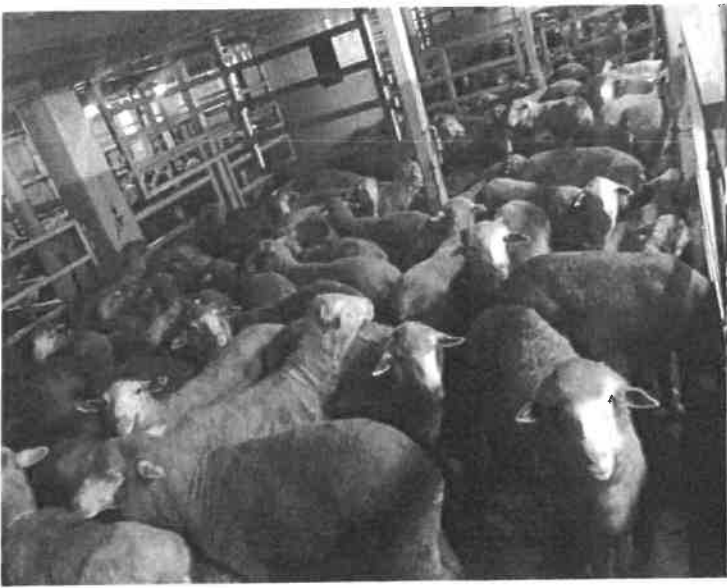


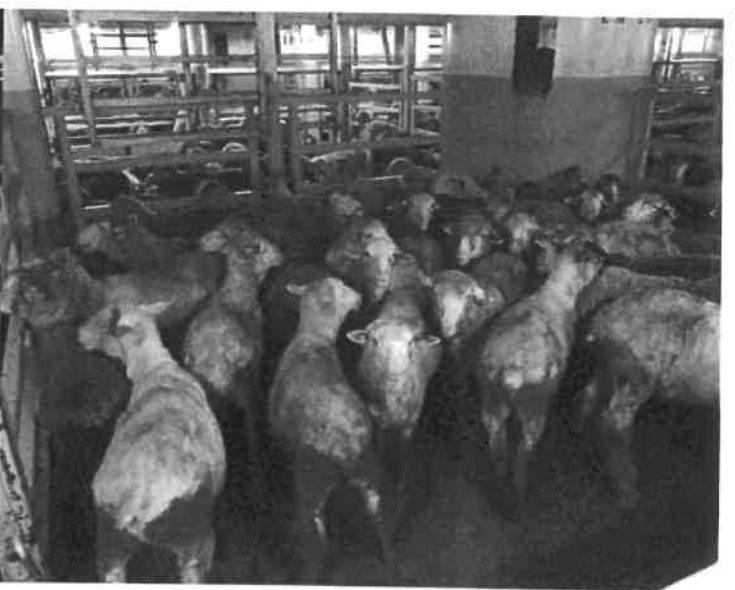
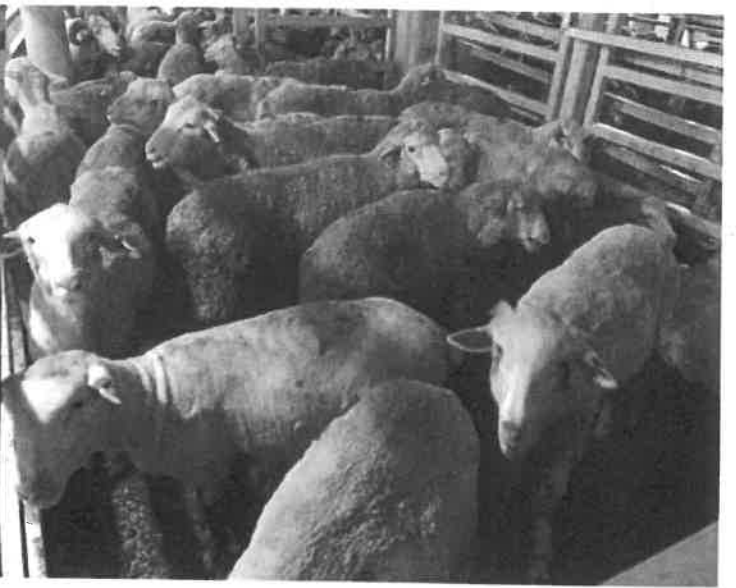
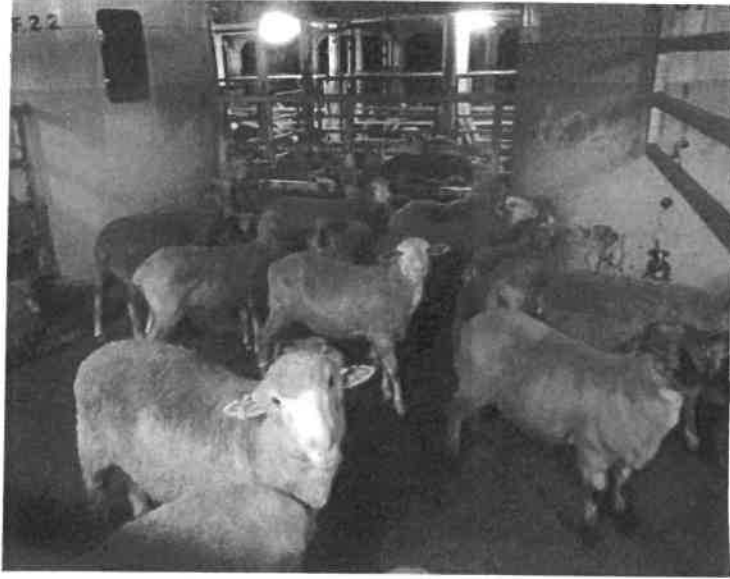


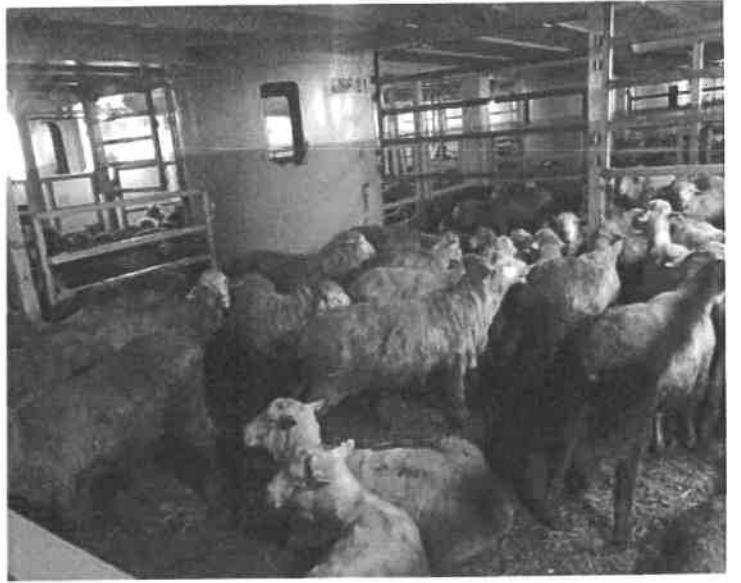


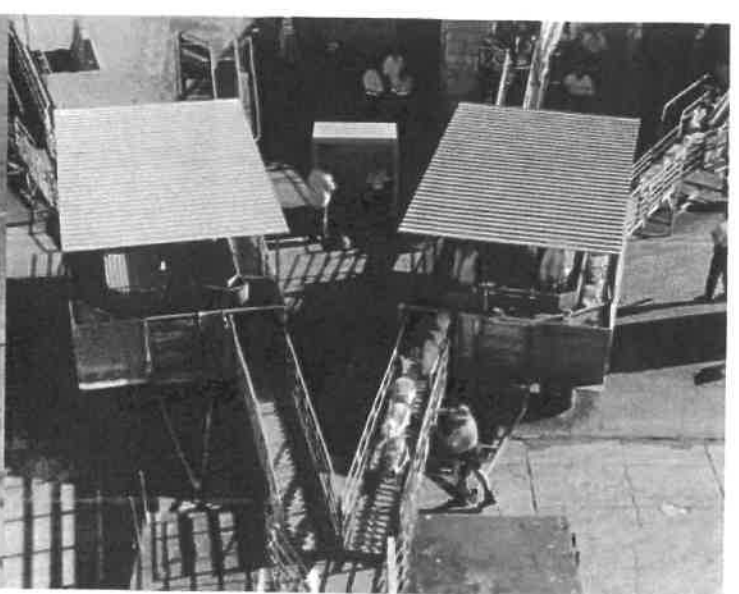
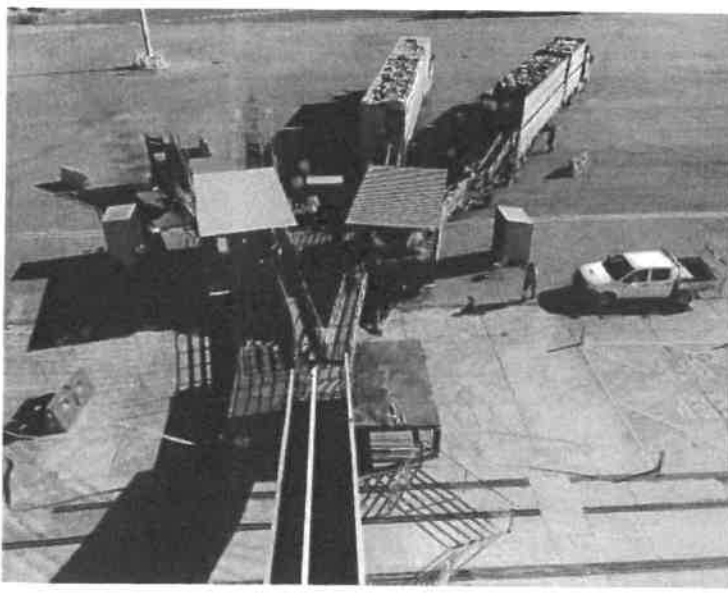
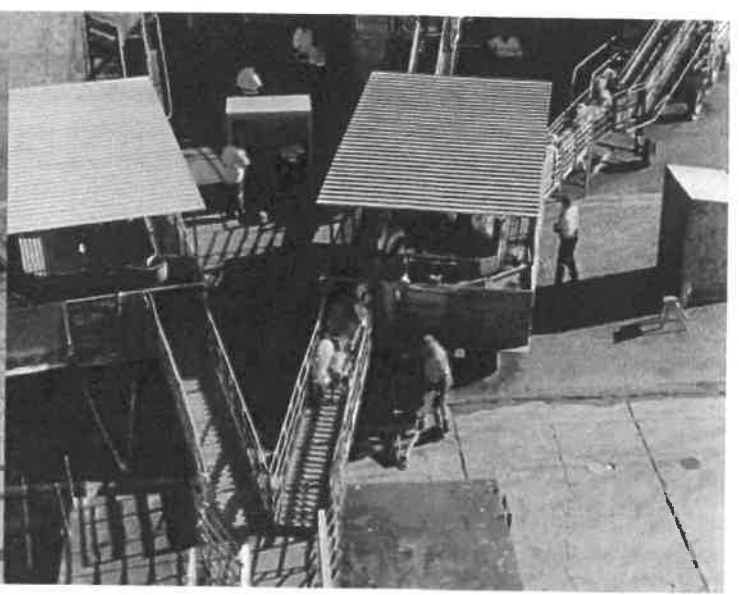
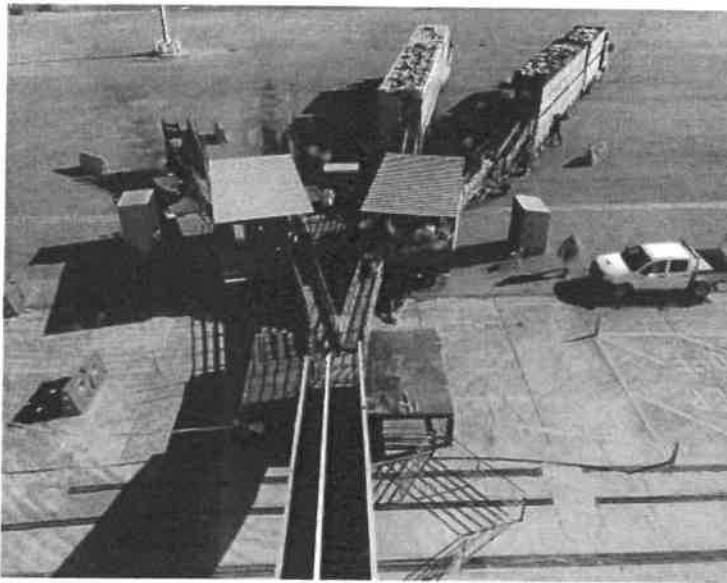
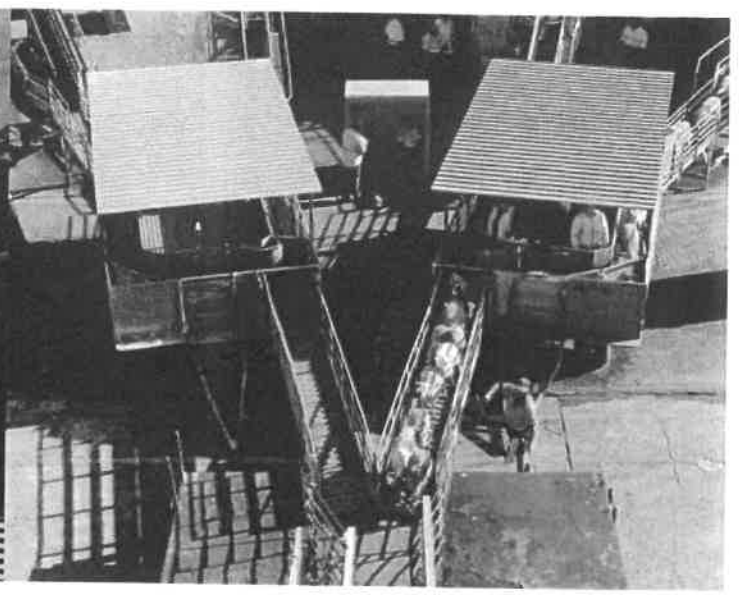
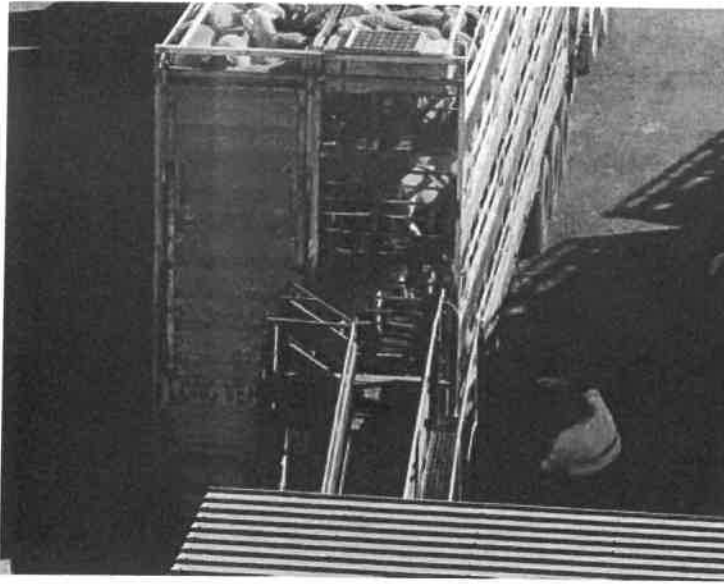


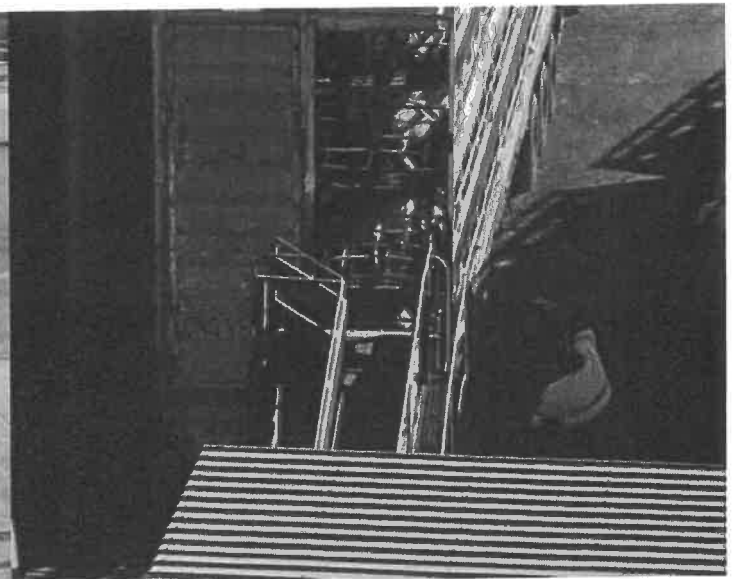
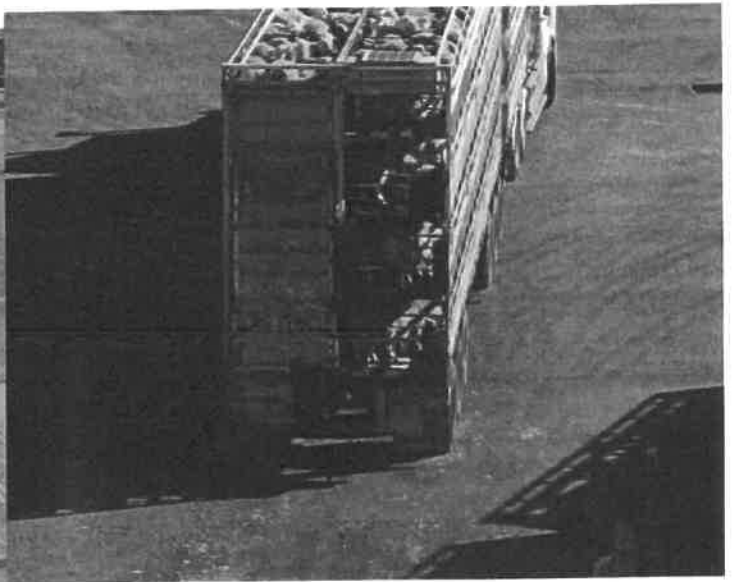
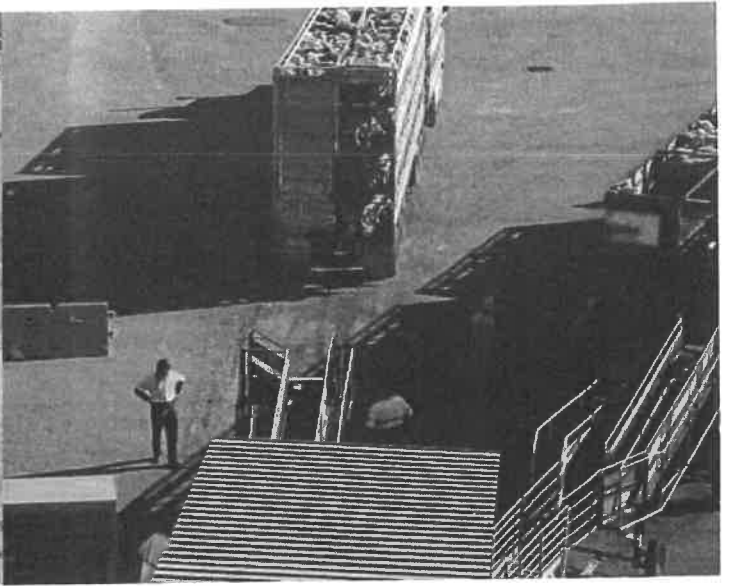


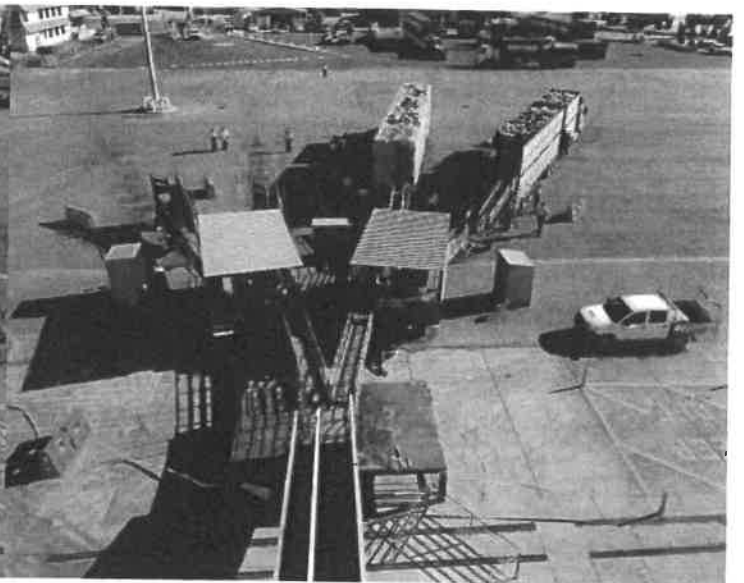


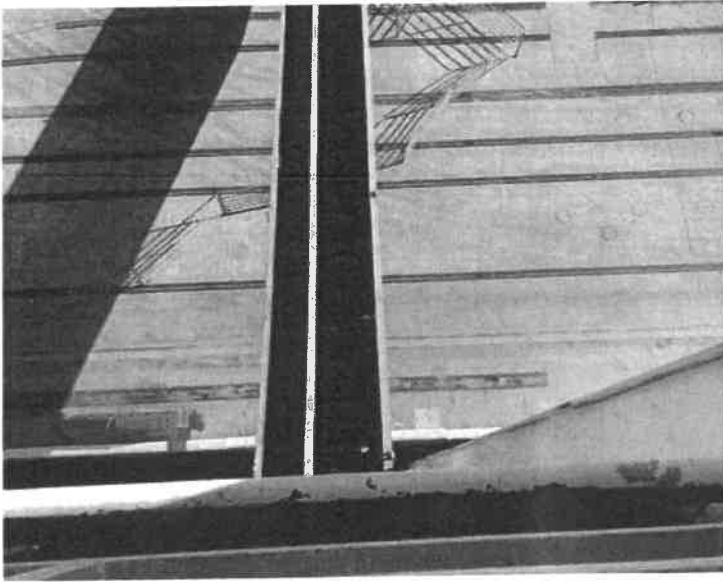
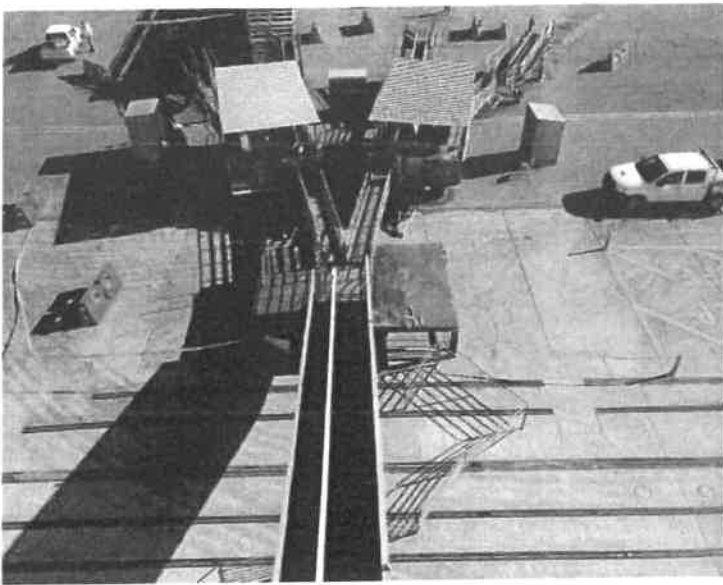


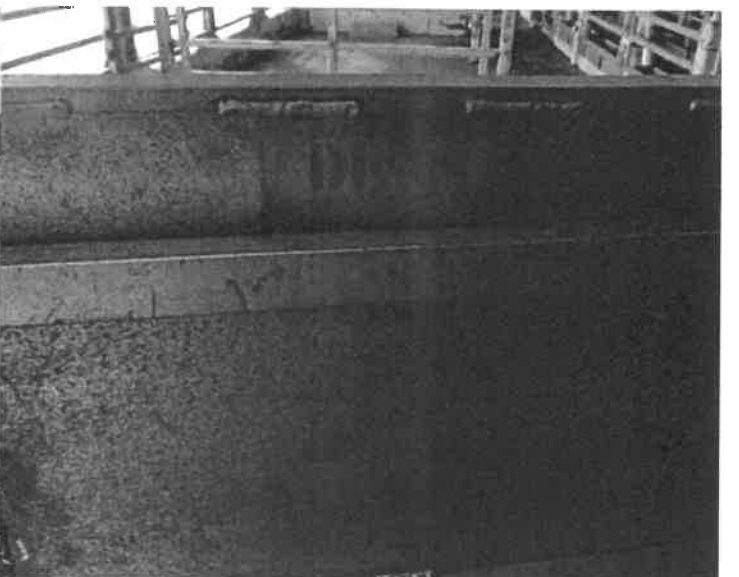
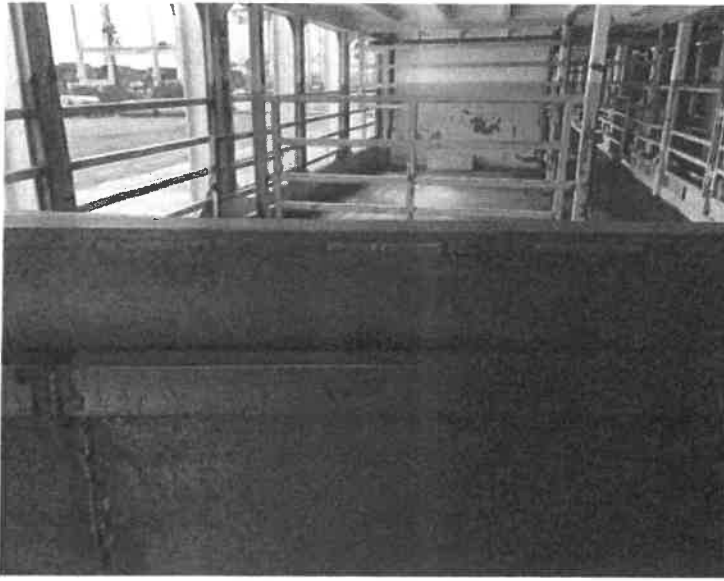


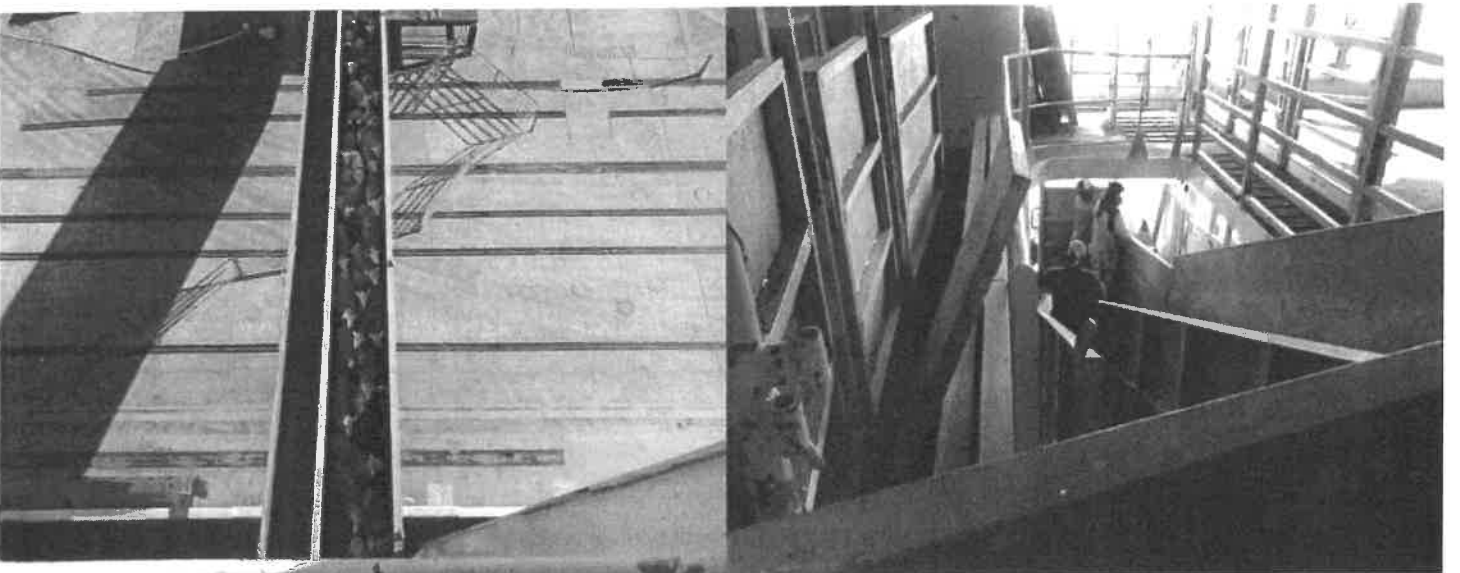
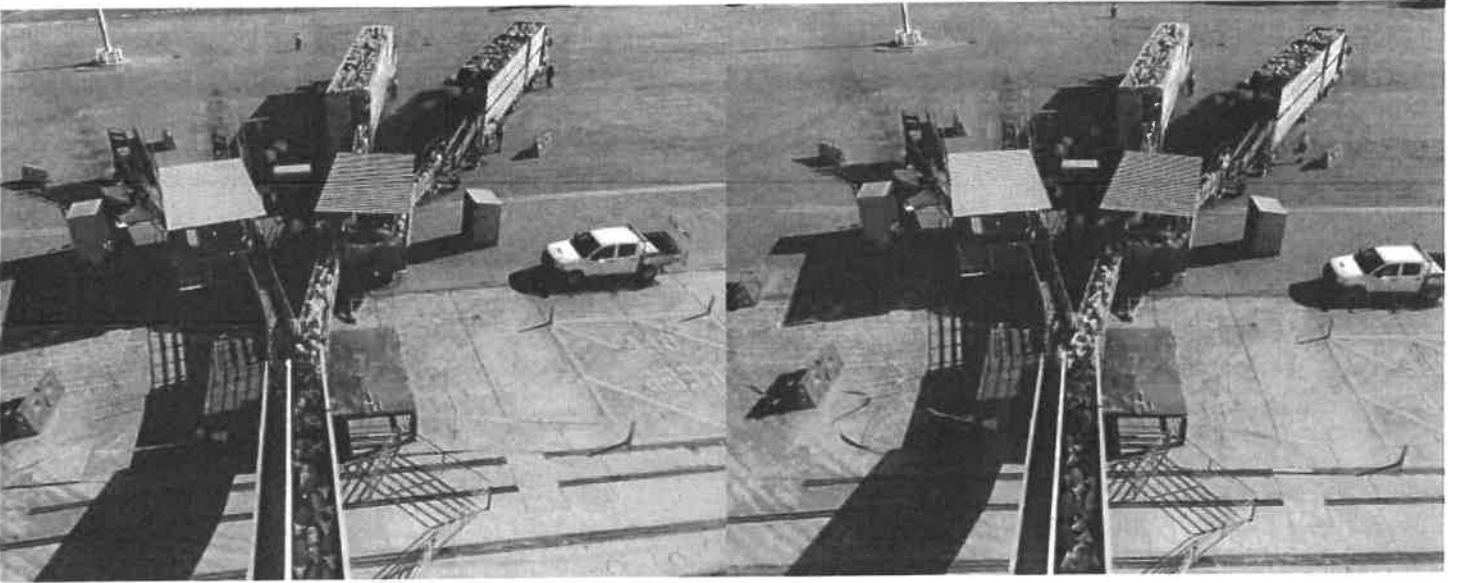
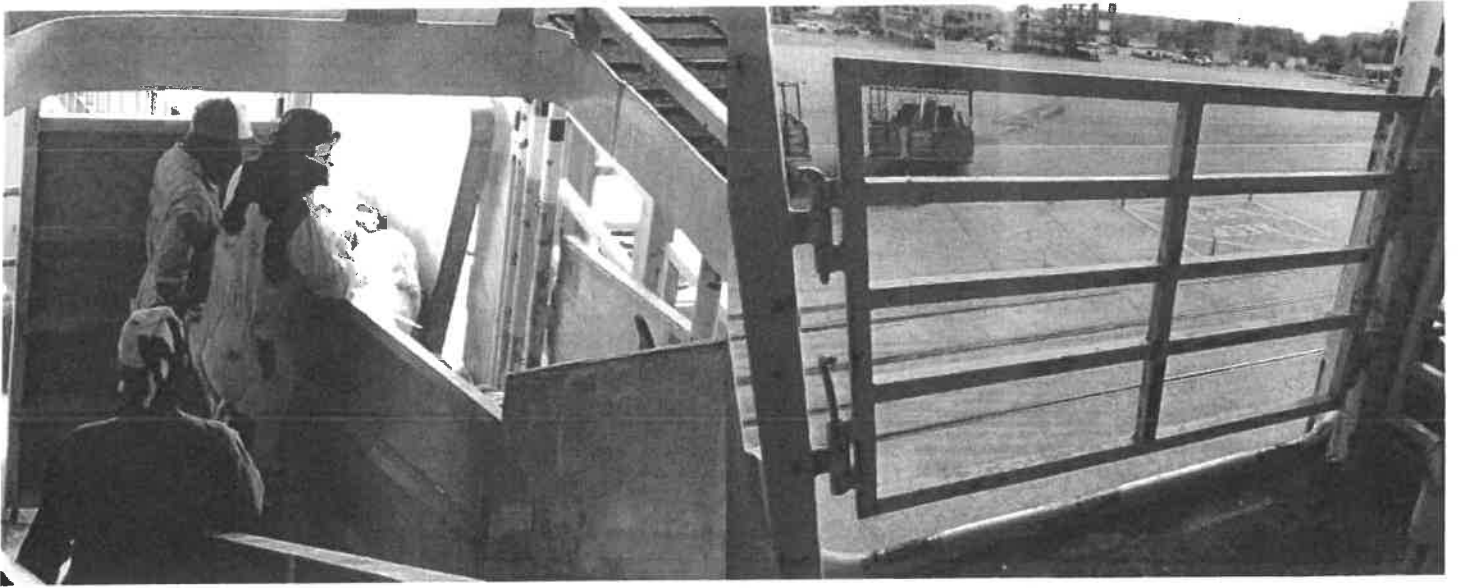


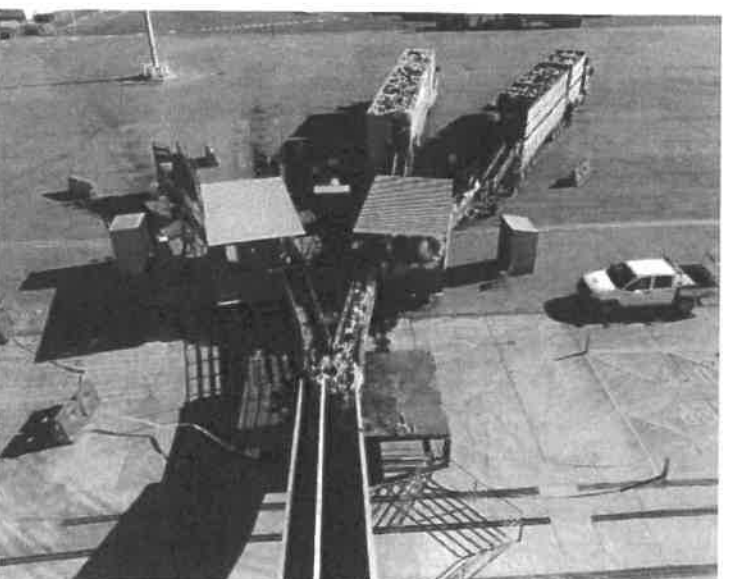
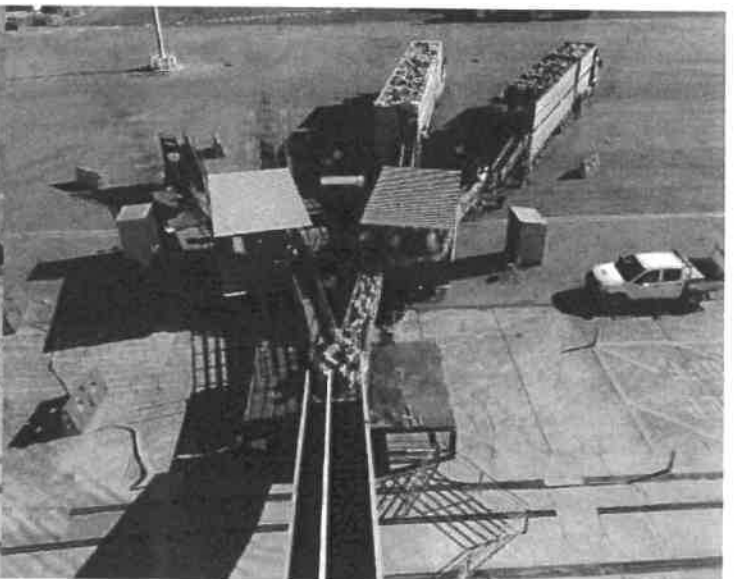
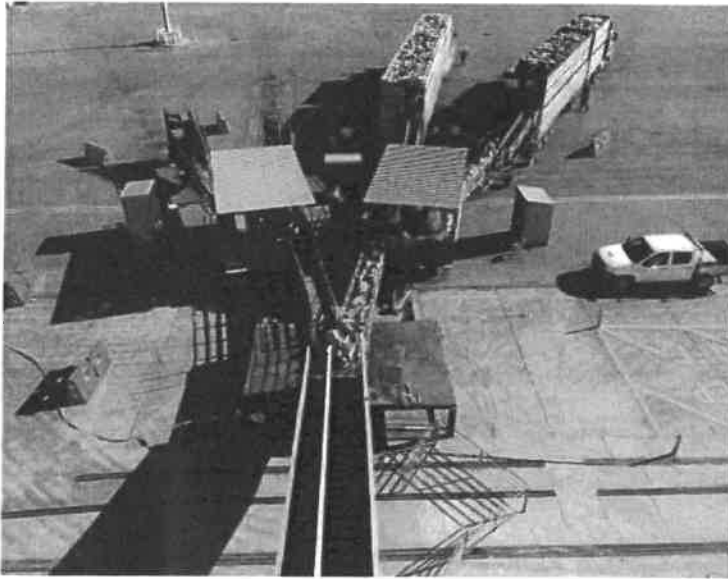
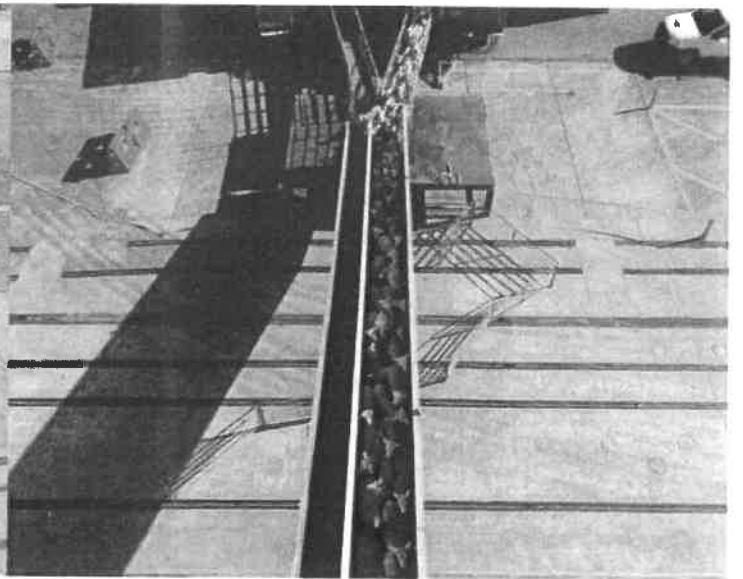
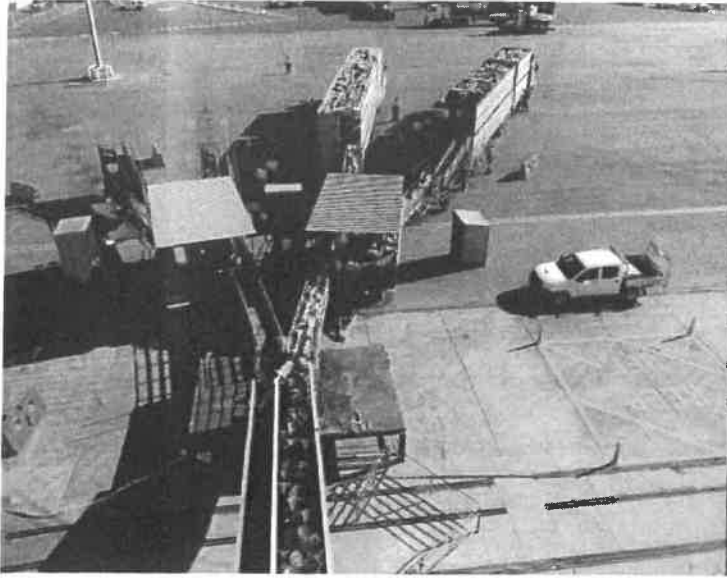


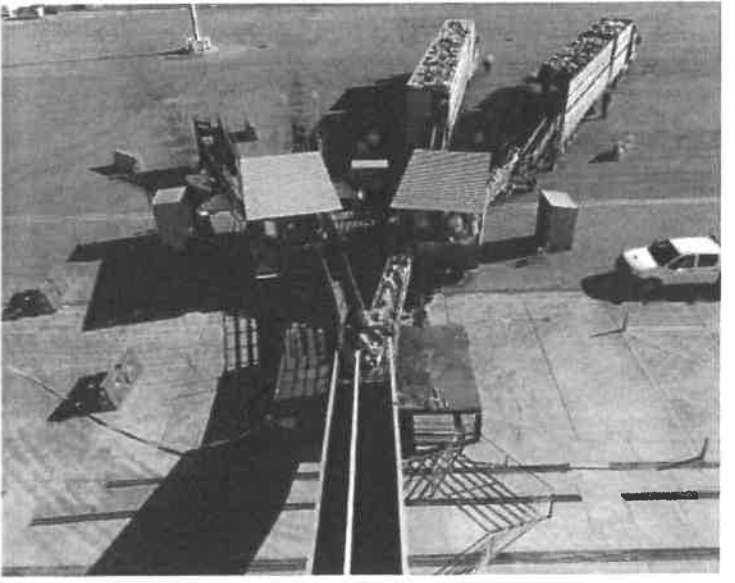
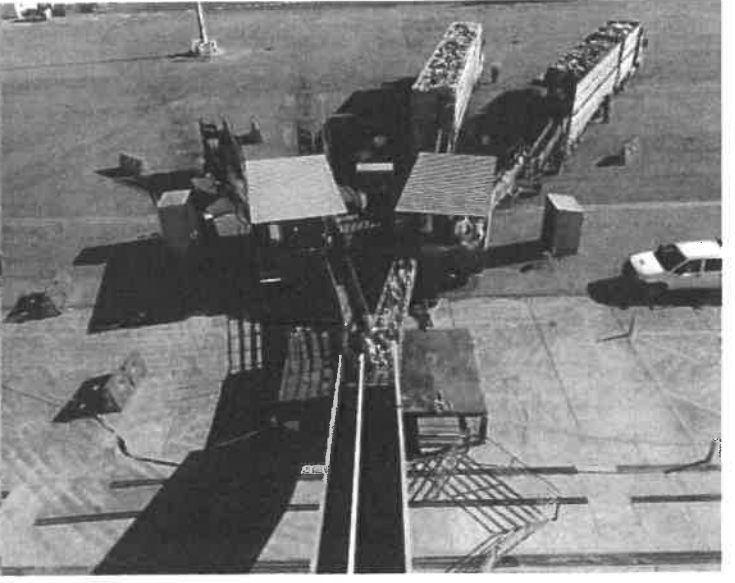
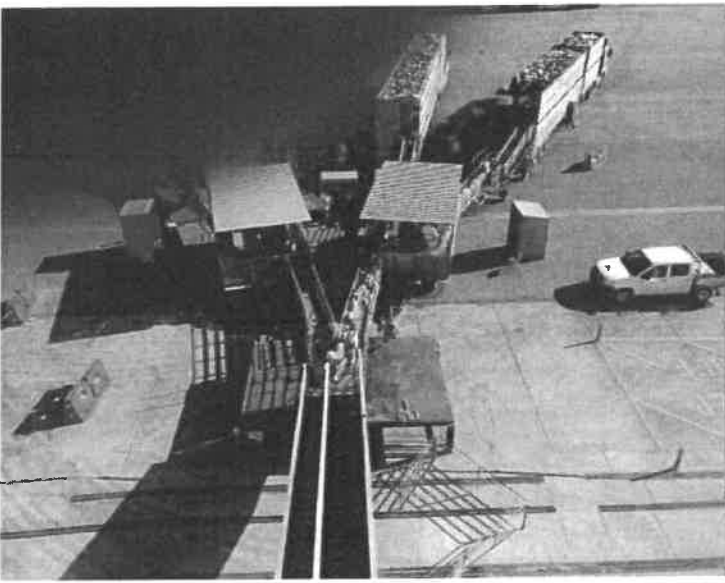
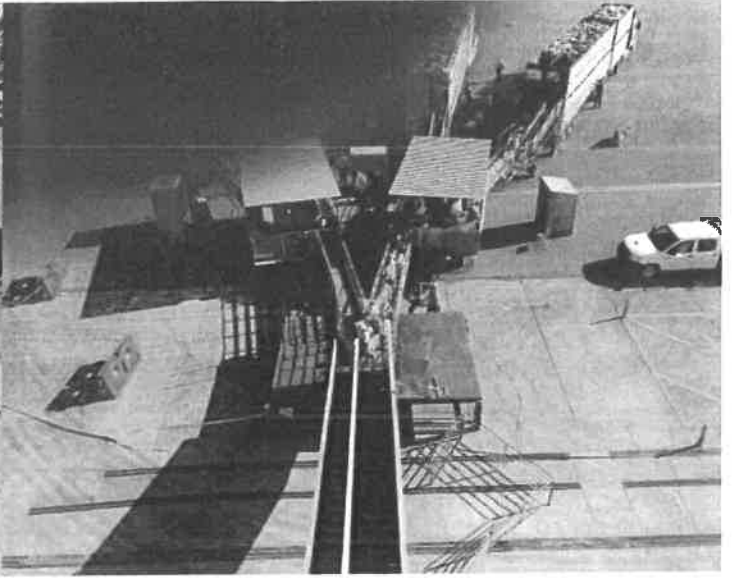
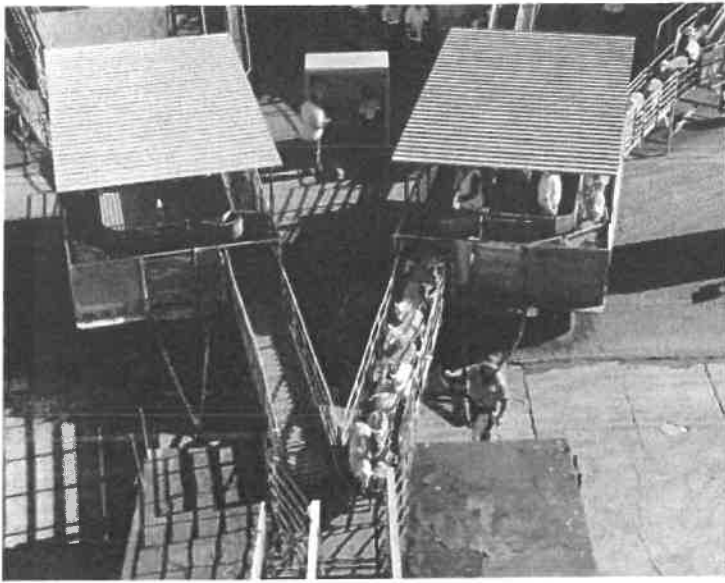












June 2020 Animal Welfare Management Plan MV Al Kuwait (LNC 11558)

1 Background

Rural Export & Trading (WA) (RETWA) was due to load Sheep and Cattle on the MV Al Kuwait for export to Kuwait and United Arab Emirates (UAE) as described in LNC11558. Members of the crew of the vessel developed infection with the pandemic coronavirus (COVID-19), and the vessel has been quarantined until June 13 2020.

Section 8 of the Prohibition of Export of Sheep by Sea to Middle East – Northern Summer - Order 2020 (Northern Summer Order) prohibits the export of sheep from Australia by sea that leave from June 1 until September 14 and travel through the Arabian or Red Seas. This order was introduced to manage the risk of poor or adverse animal welfare outcomes due to heat stress.

The Al Kuwait was not able to load its consignment before June 1, 2020, and in accordance with Section 11 of the Northern Summer Order, RETWA has submitted an exemption request as this vessel will be cleared and ready to load by the approximately the 13 June 2020 and before 24:00 17 June 2020. This document - the "June 2020 Animal Welfare Management Plan MV Al Kuwait" (June 2020 Animal Welfare Management Plan) will be invoked to mitigate risks of any adverse animal welfare outcomes.

1.1 Purpose

The June 2020 Al Kuwait Management Plan outlines how RETWA proposes to mitigate risks to ensure acceptable animal welfare outcomes if an exemption is granted. The plan is intended for loading on the MV Al Kuwait before 24:00 June 17 2020

This plan has been developed for the management of LNC 11558 operating under an exemption to the Northern Summer Order. It does not form part of RETWA's Approved Arrangement (AA) and Approved Export Program (AEP). Upon the granting of the exemption any additional instructions will be provided via to the vessel master, Australian Government Accredited Veterinarian (AAV) and stockpersons via specific separate instructions and directions. The plan and all supporting documents will be filed in RETWA's Consignment Specific Export Plan (CSEP).

1.2 Exemption Request

RETWA has applied for an exemption as per the letter dated 8th June to the Secretary Mr Andrew Metcalfe. The letter addresses the following details:

- Nominated vessel is the MV Al Kuwait
- Loading will be completed before 24:00 17 June 2020
- Kuwait "Shuwaikh" port, will be the only port of discharge and discharge will be completed by 30th June 2020.
- At least 10% additional space will be provided by using an allometric stowage of at least k 0.037
- No livestock over 60 kg or over BCS 3 will be loaded.
- No sheep over 20 mm of wool will be loaded
- At least one additional stock person will accompany the voyage

2 Animal welfare management plan

In accordance with EAN 2018-06, exporters prepare a heat stress management plan for each voyage. The following risk mitigation strategies will be in place to ensure the animal welfare, with a focus on mitigations to reduce the risk of heat stress, during the proposed voyage on the Al Kuwait.

2.1 Consignment Preparation

Consignment preparation includes aspects of export planning covered by Standards 1–4 of the Australian Standards for the Export of Livestock (v2.3), including but not limited to:

- Sourcing and on-farm preparation of livestock
- Land transport of livestock
- Management of livestock in registered premises
- Vessel preparation and loading

2.1.1 Selection and sourcing of appropriate heat tolerant livestock

This includes consideration of breed, age, weight etc.

Mitigation 1: Livestock at potentially higher risk will be removed from the consignment.

Only the most heat tolerant livestock will be loaded on the Al Kuwait. To ensure this:

- All sheep greater than 60 kg and greater than BCS 3 will be removed from the consignment
- The maximum average weight is [REDACTED] with the majority of lines averaging [REDACTED] or less
- Sheep will have a wool length of 20 mm or less at the time of export

Heavy wethers and rams have the greatest liveweight which increases the risk of heat stress, and they are known to have a lower heat stress threshold. These sheep have been removed.

Mature ewes are the oldest livestock in the consignment. This class can be less stoic to the cumulative stresses that can occur during livestock export supply chain processes due to multiple points of handling. These sheep have been removed.

Outcome:

The original inspected consignment planned for LNC 11558 has been significantly reduced and redrafted for the exemption request. The lines proposed to load are represented in Table 1. Re-drafting has included the removal of; wethers over 60 kg (approximately [REDACTED] head removed average [REDACTED]), mature ewes (approximately [REDACTED] hd average [REDACTED] and all rams (approximately [REDACTED] average [REDACTED]).

A maximum of 60 kg has been set in this management plan to allow for variation in the heaviest line/mob. The general deviation from a drafted line is 2-5 kg or less from the average and the average weight of the heaviest line is 55kgs. Tight drafting will continue to occur and the updated load before a deck plan is developed.

Table 1: Proposed livestock lines, weight and stowage factor (Refer to space, fodder and water calculations attached)

RETWA (LNC-11558)		2% feed ration	3% feed ration	Proposed Weight (no curfew)	Proposed weight gain	Allometric Area/Hd K factor 0.037	Area with additional space	Feed per Day	Total Weight
% sheep	Sheep Types	head	head	Av Kg	Av Kg	m ²	m ²	MT	Kg
	Wethers								
	Wethers								
	Young Wethers								
	Young Wethers								
	MW Lambs								
	XB Lambs								
	Dorper Male Lambs								
	Dorper Ewe Lambs								
Total Sheep - Fremantle		48,850 Head		45.98	46.62	Excess space	791.25 m²		

Mitigation 2: Loading with a higher allometric K-value to reduce stocking density.

Heat accumulation on decks can be reduced by use of a decreased stocking density. The EAN 2018-06 requires the use of a K-value of 0.033. The load plan has been recalculated using a K-value of 0.037, which will provide at least additional 10% space for the selected livestock.

Table 1 outlines the proposed lines, weights and space that will be allocated. Estimates of weight gain have also been included in the calculations as sheep with additional space and fodder access are more likely to gain weight.

Outcome:

The sheep travelling on this voyage will have more than 10% additional than required under allometric K-value of 0.033. This has positive implications in access to fodder and water in addition to the reduced pressure on heat accumulation.

2.1.2 Preparation of stock

(This includes issues such as wool length, additional rejection criteria beyond ASEL requirements etc.)

All ASEL requirements will be undertaken during the preparation, transport and loading of stock.

In order to provide confidence in the fitness and suitability of the stock additional preparation measures will be undertaken. In defining these measures, we note that there is an inherent trade-off between increased handling to prepare the animals and the stress caused by such handling. All stock have been shorn, providing over seven days to recover prior to loading commencing. The majority of sheep are currently in sheds at the feedlot, and fully converted to the sailing rations.

Mitigation 3: Additional inspections and preparation

To ensure only healthy, fit animals will be loaded the following practices will be in place:

- An Australian Government Accredited Veterinarian (AAV) will inspect sheep daily in quarantine until the consignment is loaded to identify and remove unfit or unhealthy sheep.
- The RP report will be provided and discussed with the Regional Veterinary Officer (RVO) daily until the vessel is loaded
- Final inspection at the Registered Premises (RP) and wharf will focus on individual sheep wool length, with sheep nearing or exceeding 20mm wool removed.
- An AAV and two additional Quality Assurance (QA) inspectors will be engaged at the RP during load out processes to identify and remove unfit or unhealthy sheep.
- The AAV and inspectors at the RP and the wharf will focus on weight, BCS, wool length and all ASEL rejection criteria. Rejection reasons and numbers rejected will be recorded and provided to the RVO and kept in the CSEP file.

While much of these mitigations are normal and meet ASEL there will be a far greater individual scrutiny on livestock with additional QA inspections and personnel available to focus on individual weight, BCS and wool length above current approved practices.

2.1.3 Information about the structure of the vessel and remediation

The Al Kuwait (formerly registered as Ocean Shearer) was built in 2016. It is owned and operated by Livestock Transport & Trading Company, Kuwait (KLTT).

The vessel is a purpose-built livestock carrier from the keel up. Unlike most large livestock carriers this vessel is not a conversion and is specifically designed and engineered as a livestock carrier.

The Al Kuwait is the most technologically advanced livestock carrier RETWA is aware of, with state-of-the-art monitoring technology in areas such as ventilation, automated feed and watering distribution, spacious pen enclosures and dynamic stability.

2.1.3.1 Vessel specifications

- Length: 189.5 metres
- Livestock space: [REDACTED] m²
- Operational Speed: [REDACTED] knots
- Freshwater storage capacity: [REDACTED] tonnes
- Freshwater production: [REDACTED] tonnes per day from [REDACTED]
- Fodder Capacity: [REDACTED] metric tonnes

The vessel has superior ventilation to that of any other livestock vessel currently engaged in the trade. The pen air turnover (PAT) on this vessel is three times greater than both the Australian industry standard for livestock vessels and commercial passenger aircraft.

The Al Kuwait has 9 decks, of which 4 are open sided and 5 are fully enclosed. The closed decks are divided into forward and aft compartments. The livestock housing is supplied by [REDACTED] axial fans of various sizes. Separate fans provide air to closed and open decks. The ventilation system evenly distributes fresh air throughout the entire pen area with inlets or outlets located in each pen. The operation of the ventilation system is monitored 24 hours a day and is powered by two fully independent on-board power stations, so that in case of mechanical failure in one system the other automatically provides continuity of service.

The Al Kuwait has superior ventilation to that of any other livestock vessel, including its sister ship the Ocean Drover. The Al Kuwait has a sailing PAT of [REDACTED] and Port PAT of [REDACTED]. The Al Kuwait has completed highly successful voyages to the Arabian Gulf which is a testament to the design and ventilation efficacy. The recent voyage in April had mortality rate on 0.10% (62 animals) and excellent animal welfare outcomes reported.

2.1.3.2 Management of problem areas (hot spots, areas with low air flow etc.)

The Al Kuwait, as a custom built vessel based on upgrades to a previous design, has very few known problem areas. The extremely high PAT values ensure robust air flow in all areas of all decks.

The proposed high levels of monitoring including daily deck temperature monitoring and animal performance support this.

2.1.4 Load planning to maximise heat tolerance and space allowance for livestock travelling to subsequent ports (if applicable)

This voyage will be a single port discharge in Kuwait. Kuwait is recognised as the preferred first port because of its dry climatic conditions and lower WBTs compared with other areas and ports in the region.

Predictions of climatic conditions in Kuwait at the end of June are consistent with historical averages with hot dry temperatures typically experienced as a result of prevailing N NW winds. [REDACTED] has been engaged to provide more accurate forecast as they become available.

Discharge information is covered in Section 2.2.7.

2.2 Active Voyage Management

The remaining areas in the animal welfare management plan include reference to the requirements of ASEL (Standard 5) and the additional requirements as outlined in EAN2018-06, and the Northern Summer Order.

Mitigation 5: Active Voyage Management by expert Voyage Management Team

Historical and meteorological evidence suggests that this voyage can be completed with due regard for the health and welfare of the livestock on the vessel, in particular taking into account the ability to use highly sophisticated reporting from the boat, and predictions for climatic conditions. Provisioning the boat with low stocking density and carefully selected sheep can be enhanced by creating an environment where the performance of the sheep and the current and anticipated conditions are reviewed continuously by an expert, who provide advice to the vessel captain and veterinarian. We refer to this as Active Voyage Management (AVM).

To provide this, an expert panel will convene at least every 48 hours post vessel sailing (every 2nd day if not daily) and every 24 hours as the vessel approaches the Gulf of Oman to consider current information about the voyage, and updated predictions about conditions en-route. The panel will then provide guidance on the current plans, and suggest alternative plans if indicated. The panel will have the capacity to co-opt members for specialist advice.

2.2.1 Voyage reporting and routing

In line with Mitigation 5, this component forms a vital component of the animal welfare management plan.

2.2.1.1 Continuous enhanced monitoring

Continuous enhanced monitoring will involve the assimilation of data on the voyage at regular intervals, depending on the data source availability. This may be limited by resources (weather satellite orbits) or be nearly continuous (vessel location and temperatures).

Monitoring of the following will be provided at least daily:

- Actual conditions on the vessel including:
 - Deck temperatures (as specified in EAN 2018-06)
 - Bridge temperatures (a surprising omission from EAN 2018-06 and Northern Summer Order)
 - Water and fodder consumption
 - Mortalities (see section 2.2.6)
 - Morbidities and treatments
 - Pad condition
- Predicted meteorological conditions
 - The exporter has engaged the services of an expert maritime weather forecasting organisation [REDACTED] to provide updated route weather predictions up to 15 days in advance.

The panel will include expert representation covering:

- Meteorology
- Animal Physiology / Animal Welfare

- Livestock vessel operations
- Animal health / disease management

List of current expert panel members engaged.

Name	Expertise
[REDACTED]	Meteorologists
	Animal health and disease management
	Animal Physiology
	Animal Physiology
	Exporter
	AAV and animal health support
	Secretariat Support

The terms of reference is being reviewed for the group. A department member would be welcomed to sit in on all meetings and informed of outcomes daily.

The panel will be able to provide advice on:

- Options for action if extreme weather is forecast or occurs, including heat events and storms.
- Management or treatment to respond to unforeseen disease events on the vessel.
- Advice on stock management and welfare in the event of other events
- Review of current onboard management.

2.2.1.2 Animal physiology and behaviour monitoring

The voyage will collect additional information including 50 sheep will have;

- Thermoregulatory data through insertion of rumen loggers
- Animal behaviour data collected by video footage twice daily
- Animal welfare monitored by behaviour recorded twice daily

2.2.2 Onboard management of livestock

Increased onboard monitoring will be enabled by providing at least two Australian stockpersons to accompany the AAV. In the event there is a shortage in crew numbers for livestock operations additional Australian staff will be sourced.

Handling and animal disturbances will be kept to a minimum, especially in the afternoons and early evening when sheep are resting to avoid stress. This will not be at the detriment of identifying and treating sick or injured animals.

Review of onboard management will form part of the responsibilities

Mitigation 6: Animal welfare monitoring and management

Animal welfare monitoring and management includes increased monitoring, and changes to management of fodder, water and pads.

The increased number of specialist livestock staff will allow all livestock to be subject to twice daily inspections, as well as compilation of reports as described in Section 2.2.6.

2.2.3 Airflow/ventilation management during the voyage, and during discharge (e.g. use of additional fans, destocking pens, ship route etc.)

The Northern Summer Orders require monitoring of deck temperatures at three locations on each deck for the size of this vessel. This logging is already well established on the Al Kuwait, and data from the previous voyage has been used to inform the decisions about stocking rates and load plan for this proposed voyage. Rather than post-hoc analysis, the data will be collected daily from each logger, and returned along with the daily reports for assessment by the voyage management team.

2.2.4 Management of fodder and water provision

All ASEL requirements for fodder and water will be exceeded during this voyage.

For fodder:

- [redacted] metric tonnes of chaff/hay will be loaded to feed as roughage.
- At least [redacted] metric tonnes of sheep pellets will be available for the voyage. This is [redacted] tonnes in addition to ASEL requirement for the voyage. [redacted]
[redacted] It is not expected this fodder will be required however provides provisions for additional sailing time to take advantage of the active voyage management that is planned.

For water:

- Fresh water storage ([redacted] tonnes) is in excess of consumption requirements for this voyage
 - [redacted] litres/head/day * 50000 head * [redacted] days = [redacted] tonnes)
- An additional [redacted] tonnes is generated every 24 hours.

2.2.5 Pad management

An additional [redacted] to the volume of sawdust required for sheep voyages will be loaded. This will be available to be used to manage the pad conditions should increased humidity (such as during periods of high WBT) cause softening of pads.

The reduced stocking rates will make it feasible to shovel any affected pens when necessary, without the risk that the handling/activity causing further heat stress to the livestock.

2.2.6 Management of deceased/euthanased livestock

All mortalities will be recorded individually, including the date and time, deck, pen and class of animal, and the presumptive cause of death.

A list of these mortalities and details will be included with the Daily Report, and be provided to the voyage management team for consideration during their daily meetings.

2.2.7 Discharge operations/management

Discharge operations will be designed to expedite the process with due regard to minimal-stress handling of the livestock.

Mitigation 7: Animal management during discharge

Sheep will be discharged in a quick and efficient manner with minimal delays to reduce risk of heat accumulation on decks while in port. A number of mitigations will be implemented:

- All stock will be discharged in Kuwait, where predictions are for a low wet bulb temperatures during the end of June.
- Compliance with ASEL Standard 5.5 (b) will be monitored for all stock until removed from their pens.
- There will be a heavy focus on timing and logistics on approach to discharge.
 - Vessel to port / local transporter communications will occur 12 and 6 hours prior to arrival to confirm arrangements.
 - Vessel arrival and the start of discharge operations will be scheduled to avoid heavy vehicle transport curfews in place in Kuwait to ensure rapid unloading without livestock.
 - Additional trucks will be made available to facilitate a faster discharge and discharge sheep as quickly as possible into feedlot environments.

Outcome:

Discharge will be completed within the minimum time possible having regard for the safety of the animals.

Any other actions the exporter will take in addition to the requirements of ASEL and the Australian Meat and Live-stock Industry (Export of Sheep by Sea to Middle East) Order 2018.

2.2.8 Additional supporting Information

2.2.8.1 Resources

KLTT Masters, Officers and crew are all very experienced in transporting livestock. Most have spent their working lives at sea.

Veterinarians and stockpersons employed by RETWA to accompany cargos are professional and experienced with livestock consignments to Middle East destinations during Northern Hemisphere summer months.

2.2.8.2 Biosecurity for crew

Company policy requires crew accommodation, community and mess areas to be kept clean and hygienic at all times. Additional resources are devoted to cleaning and disinfection of these areas daily. Social distancing is difficult at sea given the work environment and close contact living quarters.

The LiveCorp biosecurity information has been provided to the vessel and all crew will be signing that they understand and acknowledge the requirements for zero contact loading and discharge practices.

2.2.8.3 COVID-19 Precautions

All advice from the WA Health Department will be followed.

The veterinarians and stockpersons required to join the vessel will be sourced from WA which has had no community transmission in the last 14 days. Before joining the vessel they will be tested negative for COVID-19.

3 Appendix

3.1 Proposed load plan MV Al Kuwait _ updated 10/06/20

VESSEL: Al Kuwait VOYAGE: 2 PROPOSED NUMBERS updated 10/06/20
 LOAD PORT: Fremantle ALLOMETRIC K Factor = 0.037

SHIPS PEN CAPACITY Approved Pen Area (Sheep) [REDACTED]

Fremantle

RETWA (LNC-11558)

% sheep	Sheep Types	2%	3%	Proposed	weight	Allometric	Area with	Feed per	Total Weight
		feed ration	feed ration	Weight	gain	Area/Hd	additional	Day	
		head	head	(no curfew)	Av Kg	K factor 0.037	space	MT	Kg
	Wethers								
	Wethers								
	Young Wethers								
	Young Wethers								
	MW.Lambs								
	XB Lambs								
	Dorper Male Lambs								
	Dorper Ewe Lambs								
Total Sheep - Fremantle		48,850 Head		45.98	46.62	Excess space	791.25 m²		

* excluding Deck 5 Aft

% sheep	sheep types	head	Av Kg
	Wethers		
	Young Wethers		
	MW.Lambs		
	XB.Lambs		
	Dorper Lambs		
	Total Sheep	48,850	46.0

SHIPBOARD RATION SPECIFICATIONS & PROVISIONING

PROPOSED NUMBERS updated 10/(APPENDIX 4.2)

Voyage Requirement - Feed

Sheep	Days	Feed Required
48,850 voyage Fremantle - Kuwait @ 19 knots		Less Feed ROB
Days Discharge		Feed to Load
Days Emergency		Fodder & Chaff
Days Contingency		Proposed Fodder Loaded
		Proposed Chaff Loaded
		Surplus / Deficit

Voyage Requirement - Fresh Water

Ltrs	Days	FW Required
48,850 voyage Fremantle - Kuwait		FW Capacity
Days Discharge		Generation (days x)
Days Emergency		FW Available
Days Contingency		Surplus / Deficit
		Bedding
		Bedding Required
		Sheep @ per
		additional sawdust
		Required Bedding
		Total Sawdust to load
		Surplus / Deficit

**Please note sheep are being continuously being drafted. Numbers, lines and weights will be finalised 24 hours before loading to ensure accurate stowage/deck plan.

VESSEL NAME AL KUWAIT																			
VOYAGE NUMBER 002-L																			
DATE 18/06/2020	DAY NUMBER 01	Veterinarian:		Head Stockmen :															
POSITION		LAT: 32- 11.6 S																KLTT	
		LONG: 115- 42.0 E																KLTT	
TOT. CARGO LOADED @ FREMANTLE		SHEEPS 33341																	
ETA @KUWAIT		01/07/2020 @ PM																	

1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading		18	17	15		17	18	17	18	16	16	18	18	18	18
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading		71%	70%	68%		80%	80%	80%	80%	79%	79%	80%	80%	80%	80%

BRIDGE TEMPERATURE (AMBIENT)
Dry - 18°C / Wet - 16°C / Hum - 80% - Sea 18°C

2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading		15	14	12		15	16	15	16	14	14	16	16	16	16

3 FODDER CONSUMPTION - average per head
Cattle's 0 kgs Sheep's: 1.55 kgs

4 WATER CONSUMPTION - average per head
Cattle's 0 ltrs Sheep's: 3.6 ltrs

5 HEALTH AND WELFARE ISSUES

HOSPITAL PEN REPORT

All decks have multiple hospital pens that were empty at the start of the voyage. Three sheep hospitalized and treated yesterday. Sheep with puncture wound found dead this am.

MEDICATION AND TREATMENTS

1- Fresh L hock abrasion. 1 puncture wound L semi-membranosus/tendinosus muscles. Both Rx - depocillin, meloxicam, vit B comp. 1 - Lambe LR leg. Swelling in the hip area. No fx or dislocation. Likely trauma. Rx - meloxicam only.

6 RESPIRATORY CHARACTER - 1

1 = Normal, 2 = panting, 3 = gasping
Presently = 1 = Normal

7 FAECES - average for each Cattle deck - 1

1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet
Presently = 1 = Normal

8 DECK CONDITION- AVERAGE FOR ALL DECKS - 1

1 = Normal, 2 = sloppy, 3 = wash
Presently = 1 = Normal

9 ISSUES FROM DAILY MEETING (Livestock Related)

Prep today for chaff feeding on all decks to start tomorrow.

MORTALITY BY TYPE			Reseach Sheeps B	Reseach Sheeps G	OT Young Wethers	GT Young Wethers	XB Lambs	NW Lambs	Dorper Male Lamb	Dorper EWE Lamb		TOTAL CATTLE & SHEEP					
	DAILY	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	3
	PREVIOUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE	0	0	0	1	2	0	0	0	0	0	3	0	0	0	0	3

MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL	
10 CATTLE	Loaded																	0	
	DAILY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP	Loaded		0	7748	6619	4884	0	1500	1562	1500	1558	1500	1650	1350	1450	1000	1000	33338	
	DAILY		0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	3	
	PREVIOUS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	CUMULATIVE		0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	3	

CAUSE OF MORTALITY

1-Malignant edema from puncture wound. 2- found dead. No chance to post due to proximity to shore.

11 GENERAL COMMENTS

No sheep on decks 5S and 9. Very lightly loaded. All sheep have = to or > DAWR mandated space allotment. Due to the low pen stocking density, arrival at suitable pad formation will be delayed. Overcast. Cold wind. Light rain. Choppy sea. We are currently at anchorage in Cockburn Sound awaiting for the storm to pass.

VESSEL NAME		AL KUWAIT	
VOYAGE NUMBER		002-L	
DATE	DAY NUMBER	Veterinarian:	
19/06/2020	02	Head Stockmen :	
POSITION	LAT: 32-11.6 S		KLTT
	LONG: 115-42.0 E		KLTT
TOT. CARGO LOADED @ FREMANTLE	SHEEPS 33341		
ETA @KUWAIT	01/07/2020 @ PM		

1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading		17	17	17		18	18	18	18	18	18	18	18	18	19
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading		70%	70%	70%		80%	80%	80%	80%	80%	80%	80%	80%	81%	81%

BRIDGE TEMPERATURE (AMBIENT)
 Dry - 17°C / Wet - 15°C / Hum - 79% - Sea 18°C

2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading		14	14	14		16	16	16	16	16	16	16	16	17	17

3	FODDER CONSUMPTION - average per head	
	Cattle's 0 kgs	Sheep's: 1.70 kgs

4	WATER CONSUMPTION - average per head	
	Cattle's 0 ltrs	Sheep's: 3.9 ltrs

5 HEALTH AND WELFARE ISSUES

HOSPITAL PEN REPORT
 24 new cases. 1- Bilateral pinkeye and blindness. 23 reddish brown urine. Suspect myoglobinuria. 2 hospitalized sheep continue with treatment and observation.

MEDICATION AND TREATMENTS
 1- pinkeye, Rx subconjunctival dexamethasone and penicillin upper and lower both eyes. 23 reddish brown urine Rx 5 ml penicillin SQ, 5 ml dexapent IV, & PO 3 litres water with 200 ml vytrate. 1- Fresh L hock abrasion. Rx - depocillin. 1 - Lamé LR leg. Swelling in the hip area has now broke with reddish brown urine. Rx 3 litres water with 200 ml Vytrate

6	RESPIRATORY CHARACTER - 1	
	1 = Normal, 2 = panting, 3 = gasping	
	Presently = 1 = Normal	

7	FAECES - average for each Cattle deck - 1	
	1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet	
	Presently = 1 = Normal	

8	DECK CONDITION- AVERAGE FOR ALL DECKS - 1	
	1 = Normal, 2 = sloppy, 3 = wash	
	Presently = 1 = Normal	

9 ISSUES FROM DAILY MEETING (Livestock Related)
 Chaff feeding to start today. I discussed the rise in hospital cases. All to be vigilant in looking for sheep with depression and reddish brown urine if so lucky to observe.

MORTALITY BY TYPE		Research Sheep B	Research Sheep G	OT Young Wethers	GT Young Wethers	XB Lambs	MW Lambs	Dorper Male Lamb	Dorper EWE Lamb	TOTAL CATTLE & SHEEP
DAILY	0	0	0	0	0	0	0	0	0	0
PREVIOUS	0	0	0	1	2	0	0	0	0	3
CUMULATIVE	0	0	0	1	2	0	0	0	0	3

MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL
10 CATTLE	Loaded																	0
	DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP	Loaded	0	7748	8619	4884	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000		33338
	DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	3
	CUMULATIVE	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	3

CAUSE OF MORTALITY
 No Mortalities. :)

11 GENERAL COMMENTS
 I want to be clear that with the reduced number of sheep and greater space allotment we had no tight pens. However, some pens were less tight than others. Sheep redistribution started yesterday afternoon and will finish today. This new development of reddish brown urine which I suspect to be myoglobinuria is of great concern. Etiology can only be trauma pre-load at the RP. I firmly believe this negative animal welfare outcome is due to trauma that resulted from DAWE insistence that all rejects be marked prior to RVO inspection. The DAWE should know that chasing down and capturing a sheep to spray mark it sends the mob into a panic with sheep piling up on one another and crashing into walls and gates. This DAWE request crosses the line and is nothing but animal welfare negligence. All should know that myoglobin is nephrotoxic. Kidney failure and death does occur. I've only identified 23 animals with this condition. I suspect there are hundreds if not thousands more on this ship. Thanks to the foolish or foolish interpretation of the regulations I have a possible animal welfare and health crisis on my hands and a tenuous 7 to 10 days ahead. I rage.

VESSEL NAME

AL KUWAIT

VOYAGE NUMBER

002-L

DATE

20/06/2020

DAY NUMBER

03

Veterinarian:

Head Stockmen :

KLTT

KLTT

POSITION

LAT: 25- 44.2 S

LONG: 112- 17.6 E

TOT. CARGO LOADED @ FREMANTLE

SHEEPS 33341

ETA @KUWAIT

01/07/2020 @ PM

1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading		20	22	22		23	23	23	23	23	23	24	24	24	24
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading		73%	74%	74%		83%	83%	83%	83%	83%	83%	83%	83%	83%	83%

BRIDGE TEMPERATURE (AMBIENT)

Dry - 22°C / Wet - 19°C / Hum - 74% - Sea 24°C

2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading		17	19	19		21	21	21	21	21	21	22	22	22	22

3	FODDER CONSUMPTION - average per head																
	Cattle's 0 kgs	Sheep's: 1.75 kgs															

4	WATER CONSUMPTION - average per head																
	Cattle's 0 ltrs	Sheep's: 3.9 ltrs															

5 HEALTH AND WELFARE ISSUES

HOSPITAL PEN REPORT

1 New Case. Blue experimental group lame LR leg. Rx continues on stiff and sore myoglobinuria sheep. Urine colour is returning to normal. All sheep are bright, alert and moving more freely. Pinkeye is improving and partial sight has been restored.

MEDICATION AND TREATMENTS

New case of lameness Rx meloxicam. Stiffness/sore & myoglobinuria- Rx 5 ml penicillin SQ & PO 3 litres water with 200 ml vytrate.

6 RESPIRATORY CHARACTER - 1

1 = Normal, 2 = panting, 3 = gasping

Sheep 0. Far from signs of heat stress in any of the stock. Cool environmental conditions

7 FAECES - average for each Cattle deck - 1

1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet

Presently = 1 = Normal

8 DECK CONDITION- AVERAGE FOR ALL DECKS - 1

1 = Normal, 2 = sloppy, 3 = wash

Presently = 1 = Normal

9 ISSUES FROM DAILY MEETING (Livestock Related)

Chaff feeding will continue for 4 more days and then we'll re-evaluate the program. Plan is to keep disturbances to a minimum and allow the sheep to rest. Sheep on decks 6, 7, & 8 that were starboard side and moved to open internal pens to get them out of the rain will be redistributed today. Dumping all feeders due to fine accumulation and filling with fresh pellets.

MORTALITY BY TYPE			Research Sheeps B	Research Sheeps G	OT Young Wethers	GT Young Wethers	XB Lambs	MW Lambs	Dorper Male Lamb	Dorper EWE Lamb		TOTAL CATTLE & SHEEP					
	DAILY	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
	PREVIOUS	0	0	0	1	1	1	0	0	0	0	3	0	0	0	0	3
	CUMULATIVE	0	0	0	1	1	1	0	1	0	0	4	0	0	0	0	4

MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTALS	
10	CATTLE	Loaded																0	
		DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		PREVIOUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP		Loaded	0	7748	6619	4884	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000	33337	
		DAILY	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	
		PREVIOUS	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	3	
		CUMULATIVE	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	4	

CAUSE OF MORTALITY

1- pneumonia. I aspirated the bladder and pulled a dark red fluid. Presence of myoglobin tainted urine indicates this sheep had gone through the same physical trauma and stress as the others recently hospitalized. In my experience deaths in the early part of the voyage tend to be enteric. Primarily clostridial type B & C or D enterotoxin. Deaths from pneumonia usually start in the second half of the voyage. I believe the stress from the extensive handling mandated by DAWE during consignment prep is the source of the fatal

11 GENERAL COMMENTS

Sea very rough after leaving Freo yesterday. Much calmer today. Slight rocking of the ship. Rough seas have had no effect on the welfare of the stock. The sheep are moving more freely and appears they are not as stiff and sore as when first loaded.

VESSEL NAME AL KUWAIT																				
VOYAGE NUMBER 002-L																				
DATE 21/06/2020	DAY NUMBER 04	Veterinarian: Head Stockmen :										KLTT								
POSITION		LAT: 18- 40.3 S		LONG: 108- 39.6 E																KLTT
TOT. CARGO LOADED @ FREMANTLE		SHEEPS 33341																		
ETA @KUWAIT		01/07/2020 @ PM																		

1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F			
		Reading		26	26	27		26	27	26	27	27	27	27	27	26	27	27		
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F			
		Reading		76%	76%	77%		76%	76%	84%	84%	84%	84%	84%	84%	84%	84%			

BRIDGE TEMPERATURE (AMBIENT)
Dry - 26°C / Wet - 23°C / Hum - 74% - Sea 26°C

2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F			
		Reading		23	23	24		23	23	25	24	25	25	25	24	25	25			

3 FODDER CONSUMPTION - average per head

Cattle's 0 kgs Sheep's: 1.70 kgs

4 WATER CONSUMPTION - average per head

Cattle's 0 ltrs Sheep's: 4.0 ltrs

5 HEALTH AND WELFARE ISSUES
HOSPITAL PEN REPORT
49 sheep in hospital pens being monitored and/or receiving active Rx. 24 New Cases. One Bilateral pinkeye & 23 for whole body soreness/stiffness, dehydration and depression. 25 previously hospitalized sheep are all showing improvement and are currently being monitored. There is no visible evidence of discolouration in the urins of those hospitalized for myoglobinuria. Sight has been restored in the first case of bilateral pinkeye and blindness.

MEDICATION AND TREATMENTS
1- pinkeye, Rx subconjunctival dexamethasone and penicillin upper and lower both eyes. 23 whole body soreness - parental meloxicam, B comp and PO 3 litres water with 200 ml Vytrate.

6 RESPIRATORY CHARACTER - 1
1 = Normal, 2 = panting, 3 = gasping
Sheep 0. Far from signs of heat stress in any of the stock. Cool environmental conditions

7 FAECES - average for each Cattle deck - 1
1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet
Presently = 1 = Normal

8 DECK CONDITION- AVERAGE FOR ALL DECKS - 1
1 = Normal, 2 = sloppy, 3 = wash
Presently = 1 = Normal

9 ISSUES FROM DAILY MEETING (Livestock Related)
Chief and Head Stockman have compared Kestrel readings to ship's thermometers. Kestrels have been universally lower in temperature and humidity. Up to two degrees in temperature and up to 14% on humidity.

MORTALITY BY TYPE		Research Sheeps B	Research Sheeps G	OT Young Wethers	GT Young Wethers	XB Lambs	MW Lambs	Dorper Male Lamb	Dorper EWE Lamb	TOTAL CATTLE & SHEEP				
DAILY		0	0	0	1	0	0	1	0	2	0	0	0	2
PREVIOUS		0	0	1	1	1	0	1	0	4	0	0	0	4
CUMULATIVE		0	0	1	2	1	0	2	0	6	0	0	0	6

MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL
10 CATTLE	Loaded																	0
	DAILY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP	Loaded		0	7748	6619	4884	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000	33335
	DAILY		0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2
	PREVIOUS		0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	4
	CUMULATIVE		0	1	0	1	0	0	2	1	0	0	1	0	0	0	0	6

CAUSE OF MORTALITY
1) Severe bruising around neck, L ribs, loin, and upper left leg. Resolving subcutaneous haemorrhage in these areas. Liver orange yellow. Kidneys pale. Bladder filled with reddish brown fluid. Light jaundice in all SQ tissues. Dx- death resulting from previous crush injury. Time of injury was likely pre-load and at RP. 2) Death from pneumonia. Also had similar signs of crush injury to the first sheep which I believe to be a contributing factor.

11 GENERAL COMMENTS
There is a small percentage of the sheep that are still exhibiting stiffness and soreness via restriction of movement. 23 were hospitalized yesterday pm. 2 new deaths. One died from previous crush injuries and the second from complications from crush injury.
I worked from 06:00 18/06 to 22:00 19/06 (40 hours). During this span I managed to get about 5.5 hours of nap time. On this shift I covered my normal work duties, hospitalization & Rx for the myoglobinuria sheep. I started back at 06:30 on 20/06 and worked until 00:30 on 21/06 (today 18 hrs). Evening hours spent walking the ship and treating the 23 sheep hospitalized the previous afternoon (2nd wave) for reluctance to move, depression, and dehydration. I have performed 138 esophageal drenches with the Magrath esophageal feeder to maintain hydration and diuresis the sheep from the two waves of hospitalization. I have consumed all 15 litres of Vytrate
Further drenches will have to be home made from ingredients I can secure from the mess- salt, glucose, sugar. Thankfully we crossed time zone that set the clocks back an hour. That extra hour has been delightful. 08:00 (Late) start today.

VESSEL NAME AL KUWAIT																			
VOYAGE NUMBER 002-L																			
DATE 22/06/2020	DAY NUMBER 05	Veterinarian: Head Stockmen :																KLTT	
POSITION	LAT: 13-24.2 S																	KLTT	
TOT. CARGO LOADED @ FREMANTLE ETA @KUWAIT	SHEEPS 33341	01/07/2020 @ PM																	

1 DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading		28	28	29		28	28	28	29	29	29	29	29	30	30
HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading		77%	77%	78%		85%	85%	85%	85%	85%	85%	85%	85%	85%	85%

BRIDGE TEMPERATURE (AMBIENT)		Dry - 30°C / Wet - 26°C / Hum - 72% - Sea 28°C														
2 WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading		25	25	26		26	26	26	27	27	27	27	27	28	28

3 FODDER CONSUMPTION - average per head																
Cattle's 0 kgs	Sheep's: 1.70 kgs															
4 WATER CONSUMPTION - average per head																
Cattle's 0 ltrs	Sheep's: 4.4 ltrs															

5 HEALTH AND WELFARE ISSUES

HOSPITAL PEN REPORT

4 new cases. 1- Unilateral pinkyea. 2- stiff, sore, depressed & dehydrated. One very bad. Prog poor. 1- ventral swelling around sheath. Poss urinary calculi. Bright and alert. Will monitor for signs of uraemia. Prog poor. 49 sheep in hospital pens being monitored and/or receiving active Rx. 16 of the sheep treated yesterday for soreness, depression, and dehydration have slightly improved and are picking at chaff but not eating well. Seven are unchanged and remain off feed- prog guarded.

MEDICATION AND TREATMENTS

1- pinkyea subconj dexamet and penicillin. 2- stiff and sore Rx - PO 3 litres water with 3 teaspoons salt, 3 tablespoons of sugar & 50 grams of probiotics. 5 ml dexamet IV. 3 ml Depocillin IM. 5 ml Vit B comp & 5 ml B1 IV. 1 - ventral swelling Rx - 5 ml depocillin IM, 5 ml dexamet IV, & 3 ml Vit B comp IM. 23 whole body soreness - PO 3 litres water with 3 tsp salt, 3 tbsp sugar & 50 grams of probiotics.

6 RESPIRATORY CHARACTER - 1

0 - Normal, 1 - elevated, 2 - Heat affected, 3- Onset of heat stress, 4 - Severe heat stress. Enclosed decks feel more humid than open deck. Sheep 0. RR increased but still score 0. No signs of heat stress in any of the stock. Warmer all decks, still comfortable.

7 FAECES - average for each Cattle deck - 1

1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet

Presently = 1= Normal

8 DECK CONDITION- AVERAGE FOR ALL DECKS - 1

1 = Normal, 2 = sloppy, 3 = wash

1 = Normal. Sheep pads continua to build. Some areas too dry.

9 ISSUES FROM DAILY MEETING (Livestock Related)

After chaff feed today, plan is to feed chaff every other day.

MORTALITY BY TYPE		Research Sheeps B	Research Sheeps G	OT Young Wethers	GT Young Wethers	XB Lambs	MW Lambs	Dorper Male Lamb	Dorper EWE Lamb	TOTAL CATTLE & SHEEP						
DAILY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREVIOUS		0	0	0	1	2	1	0	2	0	0	6	0	0	0	6
CUMULATIVE		0	0	0	1	2	1	0	2	0	0	6	0	0	0	6

MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL
10 CATTLE	Loaded																	0
	DAILY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP	Loaded		0	7748	6619	4884	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000	33335
	DAILY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS		0	1	0	1	0	0	2	1	0	0	1	0	0	0	0	6
	CUMULATIVE		0	1	0	1	0	0	2	1	0	0	1	0	0	0	0	6

CAUSE OF MORTALITY

No mortalities. :)

11 GENERAL COMMENTS

All hospitalized sheep will remain in their respective hospital pens until final discharge. Those that have zero medication residues and require no follow up care will be discharged with their cohorts. This is the goal. Those that have antibiotic residues and those in need of additional hospital care will be moved to a single hospital pen and discharged as a group with individual follow up instructions for each sheep.

The sheep hospitalized for myoglobinuria appear fit and healthy at this time. They will continue to be monitored through the rest of the voyage.

The crew member working deck 8 noticed a rotund XB ewe lamb was developing an udder. Excellent observation by this crew. He moved the ewe lamb to an open pen. She lambed last night at 17:30. Very small but full term single birth. Our rookie stockman similar XB ewe lamb and moved her to the same pen. She lambed during the early morning hours. Excellent observation our rookie.

VESSEL NAME AL KUWAIT																		
VOYAGE NUMBER 002-L																		
DATE 23/06/2020	DAY NUMBER 06	Veterinarian: [REDACTED]										KLTT						
POSITION LAT: 08-25.1 S LONG: 096-43.4 E																		
TOT. CARGO LOADED @ PREMANTE ETA @KUWAIT		SHEEPS 33341 01/07/2020 @ PM																
1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	
	Reading		29	29	29		29	29	29	29	30	29	29	30	30	30		
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	
	Reading		78%	78%	78%		85%	85%	85%	85%	85%	85%	85%	85%	85%	85%		
BRIDGE TEMPERATURE (AMBIENT) Dry - 29°C / Wet - 26°C / Hum - 78% - Sea 28°C																		
2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	
	Reading		26	26	26		26	26	27	27	28	27	27	28	28	28		
3	FODDER CONSUMPTION - average per head																	
	Cattle's 0 kgs	Sheep's: 1.70 kgs																
4	WATER CONSUMPTION - average per head																	
	Cattle's 0 ltrs	Sheep's: 4.3 ltrs																
HEALTH AND WELFARE ISSUES																		
HOSPITAL PEN REPORT		1 new, pinkeye. Previous cases of concern. "2- stiff, sore, depressed & dehydrated. One very bad. Prog poor." Both responding to Rx. Poor prog upgraded to guarded. "1- ventral swelling around sheath. Poss urinary calculi... Prog poor," 22/06 Exam - small tag of tissue protruding from end of penis. General traction applied and 5 cm tag of tissue removed. Urine stream followed. Prognosis upgraded to guarded. Current Rx for soreness and depression, 3 are still off feed, 5 are picking at chaff. Rest are eating better. Still not on full feed.																
MEDICATION AND TREATMENTS		Pinkeye- subconj dexameth and depocillin. Follow up stiff and sore Rx -PO 3 litres water with 3 teaspoons salt, 3 tablespoons of sugar & 50 grams of probiotics New case PO mix + 5 ml dexameth IV. 3 ml Depocillin IM. 5 ml Vit B comp & 5 ml B1 IV. Ventral swelling Rx - 5 ml depocillin IM, 5 ml dexameth IV.																
6	RESPIRATORY CHARACTER - 1	0 - Normal, 1 - elevated, 2 - Heat affected, 3- Onset of heat stress, 4 - Severe heat stress. Sheep yesterday pm 1. This am 0.5. No signs of heat stress/distress in any of the stock. See General Comments.																
7	FAECES - average for each Cattle deck - 1	1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet 1= Normal for all classes of stock																
8	DECK CONDITION- AVERAGE FOR ALL DECKS - 1	1 = Normal, 2 = sloppy, 3 = wash 1 = Normal. Sheep pads generally good cover. Some continue to be too dry. No other issues.																
9	ISSUES FROM DAILY MEETING (Livestock Related)	No issues.																
MORTALITY BY TYPE			Research Sheep B	Research Sheep C	OT Young Weilers	OT Young Weilers	XB Lambs	MW Lambs	Dooper Male Lamb	Dooper EWE Lamb								TOTAL CATTLE & SHEEP
	DAILY	0	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
	PREVIOUS	0	0	0	1	2	1	0	2	0	0	6	0	0	0	0	0	6
	CUMULATIVE	0	0	0	1	2	1	2	3	0	0	9	0	0	0	0	0	9
MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL
10	CATTLE	Loaded																0
	DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SHEEP	Loaded	0	7748	6619	4884	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000	33332
	DAILY	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
	PREVIOUS	0	1	0	1	0	0	2	1	0	0	1	0	0	0	0	0	6
	CUMULATIVE	0	1	2	1	0	0	3	1	0	0	1	0	0	0	0	0	9
CAUSE OF MORTALITY		1-Morbund. Euth humane grounds. No evidence of an infectious agent at work. All organs normal except the liver- orange, yellow colour. Urine dark yellow. Rumen little content & very dry. SQ emphysema neck and ribs. Resolving bruising of neck and rib musculature and SQ haemorrhage. Conclusion- lamb suffered from trauma to these areas B4 loading & it was too painful to put it's head down to eat or drink. The liver colour indicates mobilization of fat stores to maintain life. Dehydration likely caused the moribund state.																
11	GENERAL COMMENTS	Despite their small size, the newborn lambs, born to lambs themselves, seem to be doing well. We continue to work through the morbidity and mortality resulting from the RP pre-load stress and trauma. Work load has dropped to 14.5 hours/day.																
Cause of Mortality #2. Moribund. Euth on humane grounds. No evidence of an infectious agent at work. All organs normal except liver- pale, friable, slight orange tinge, and kidneys- pale. SQ yellow- jaundice. Urine dark yellow. Rumen-moderate fill. Contents indicate that the sheep had been eating both pellets and chaff. There were multiple areas of resolving blunt force trauma on the left neck, ribs, loin, para lumbar fossa and the muscles surrounding the femur. The right side was not as badly affected as the left side.																		
The sheep died of liver disease. Likely triggered by inability to detoxify the myoglobin released from the damaged muscle. Kidney compromise may also have been a factor.																		
Respiratory Character. Up until yesterday my time has been devoted to the hospitalized sheep and I have not had the time for as much overall observation as I would have liked. Yesterday presented this opportunity. There is a wide variation in Pant Scores from deck to deck and even within the same pen. I saw a few sheep with open mouth panting standing next to sheep that had a normal respiration rate. The sheep with open mouth panting would score 3 but I would not qualify as a 3 as they did not seem like they were in extreme discomfort and their respiration character was increased but not laboured. Putting all the factors together I would give this sheep a Pant Score 2 and call it heat affected, not in the state of onset of heat stress. As one would expect, Pant Scores tend to be lower in the morning due to cooler conditions and rest overnight. Again making it difficult to arrive at a one score fits the entire mob. Therefore, I have listed an average pant score from yesterday afternoon and this morning which encompasses scores 0 to 2.																		
Mortality 3: found dead. Dx - Pneumonia. No signs of any previous musculoskeletal trauma.																		

VESSEL NAME AL KUWAIT																					
VOYAGE NUMBER 002-L																					
DATE 24/08/2020	DAY NUMBER 07	Veterinarian: Head Stockmen :																		KLTT	
POSITION		LAT: 04-03.9 S		LONG: 090-30.2 E																	
TOT. CARGO LOADED @ FREMANTLE		SHEEPS 33341																			
ETA @KUWAIT		01/07/2020 @ PM																			

1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading		29	29	29		29	29	29	28	30	29	30	29	30	30	30
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading		78%	78%	78%		78%	78%	78%	85%	85%	85%	85%	85%	85%	85%	85%
BRIDGE TEMPERATURE (AMBIENT)																	
Dry - 29°C / Wet - 26°C / Hum - 78% - Sea 29°C																	
2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading		26	26	26		26	26	26	26	28	27	28	27	28	28	28
3	FODDER CONSUMPTION - average per head																
Cattle's 0 kgs		Sheep's: 1.65 kgs															
4	WATER CONSUMPTION - average per head																
	Cattle's 0 ltrs		Sheep's: 4.4 ltrs														

Daily
 0800 am
 A
 Bridge
 1000 am

HEALTH AND WELFARE ISSUES

HOSPITAL PEN REPORT
 7 New cases. 1- pinkeys, 1- foot wound, 5- wt loss, depression, & dehydration. Current Rx for soreness and depression, 2 are picking at half, the rest are near or on full feed. Pinkeys cases have been clearing with slight restored within three days of subconjunctival treatment.

MEDICATION AND TREATMENTS
 Pinkeye- subconj dexameth and depocillin. Foot wound- depocillin and flunixin. Wt Loss- Meloxicam, B comp, PO 3 Litres electrolytes. Ventral swelling Rx - 2 ml meloxicam SQ

6 RESPIRATORY CHARACTER - 1
 0 - Normal, 1 - elevated, 2 - Heat affected, 3- Onset of heat stress, 4 - Severe heat stress.
 Sheep yesterday pm 1.25, This am 0.5. Range 0 to 2. No signs of heat stress/distress. See general comments.

7 FAECES - average for each Cattle deck - 1
 1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet
 1 = Normal for all classes of stock

8 DECK CONDITION- AVERAGE FOR ALL DECKS - 1
 1 = Normal, 2 = sloppy, 3 = wash
 1 = Normal. Sheep pads starting to develop enough thickness to become spongy. Some areas still over dry. No other issues.

9 ISSUES FROM DAILY MEETING (Livestock Related)
 Minor Kestrel issues that are being monitored and attended to.

MORTALITY BY TYPE		Research Sheeps B	Research Sheeps G	OT Young Wethers	GT Young Wethers	XB Lambs	NW Lambs	Derper Male Lamb	Derper EWE Lamb	TOTAL CATTLE & SHEEP										
DAILY		0	0	0	0	1	0	0	1	0	3	0	0	0	0	0	0	0	0	3
PREVIOUS		0	0	0	1	2	1	2	3	0	9	0	0	0	0	0	0	0	0	9
CUMULATIVE		0	0	0	1	3	1	2	4	1	12	0	0	0	0	0	0	0	0	12

MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL
10 CATTLE	Loaded																	0
	DAILY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP	Loaded		0	7748	6619	4884	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000	33329
	DAILY		0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	3
	PREVIOUS		0	1	2	1	0	0	3	1	0	0	1	0	0	0	0	9
	CUMULATIVE		0	1	2	1	0	0	4	1	1	0	2	0	0	0	0	12

CAUSE OF MORTALITY
 1- Pneumonia. No signs of musculoskeletal trauma. 1- Pneumonia. Additional findings- resolving bruising and haemorrhage around neck, ribs, loin and thigh musculature. 1- musculoskeletal trauma around all sides of the neck, both sides of the rib cage, loin, lateral abdominal musculature, and bilateral quadriceps and semi-membranosus and semi-tendinosus muscles. Liver orange and friable. Dx- liver failure from inability to process myoglobinemia.

11 GENERAL COMMENTS
 Judging the Pant Score with the department supplied guidelines has some ambiguity. I did see four sheep with open mouth panting. However their respiration rate was 140 rpm and was not laboured. I would also add that they did not appear to be in extreme discomfort. I feel one should take into consideration all of the findings when arriving at a pant score. I could not call these sheep a 3.
 Monsoonal cloud cover during the day and a light shower in the evening has seemed to dropped the temperature on all decks.
 Ewe lambs and their lambs appear to be doing well.

VESSEL NAME AL KUWAIT																			
VOYAGE NUMBER 002-L																			
DATE 25/05/2020	DAY NUMBER 08	Veterinarian:		[REDACTED]		Head Stockmen :		[REDACTED]		KLTT									
POSITION		LAT: 00- 03.2 N		LONG: 084-42.7 E															
TOT. CARGO LOADED @ FREMANTLE		SHEEPS 33341																	
ETA @KUWAIT		01/07/2020 @ PM																	

1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F		
	Reading		28	29	29		30	30	29	30	30	30	30	30	31	30	30		
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F		
	Reading		77%	78%	78%		85%	85%	85%	85%	85%	85%	85%	85%	85%	85%	85%		

BRIDGE TEMPERATURE (AMBIENT)
Dry - 30°C / Wet - 27°C / Hum - 78% - Sea 30°C

2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F		
	Reading		25	26	26		28	28	27	28	28	28	28	28	29	28	28		

3	FODDER CONSUMPTION - average per head																		
	Cattle's 0 kgs	Sheep's: 1.65 kgs																	

4	WATER CONSUMPTION - average per head																		
	Cattle's 0 ltrs	Sheep's: 4.4 ltrs																	

HEALTH AND WELFARE ISSUES

HOSPITAL PEN REPORT
7 New cases, 8-non-infectious lameness. 1- thin and inanition. Of the 70 hospital cases, 17 are receiving current treatment. The remainder are being monitored.

MEDICATION AND TREATMENTS
Lameness - Flunixin. Thin- PO 3 litres electro mix + 50 grams Protexin. IM 3 ml Vit B comp. 3 ml IV Flunixin. Open lateral foot wound- Depocillin and Flunixin. PO 3 litres home made electrolyte mix plus 50 grams Protexin supportive care to weak and depressed.

6 RESPIRATORY CHARACTER - 1
0 - Normal, 1 - elevated, 2 - Heat affected, 3- Onset of heat stress, 4 - Severe heat stress.
Sheep yesterday pm 0.5. This am 1. Range 0 to 2. No signs of heat stress/distress.

7 FAECES - average for each Cattle deck - 1
1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet
1 = Normal for all classes of stock

8 DECK CONDITION- AVERAGE FOR ALL DECKS - 1
1 = Normal, 2 = sloppy, 3 = wash
1 = Normal. Most pens have developed a spongy pad. Very few dry areas. Surface of pads on some of lower decks sticky. See comments.

9 ISSUES FROM DAILY MEETING (Livestock Related)
Plan set to move Dorper males deck 5F to open pens deck 6 and redistribute remainder 5F.

MORTALITY BY TYPE		Research Sheeps B	Research Sheeps C	OT Young Wethers	GT Young Wethers	XB Lambs	MW Lambs	Dorper Male Lamb	Dorper EWE Lamb	TOTAL CATTLE & SHEEP									
DAILY		0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
PREVIOUS		0	0	0	1	3	1	2	4	12	0	0	0	0	0	0	0	0	12
CUMULATIVE		0	0	0	1	3	1	2	6	14	0	0	0	0	0	0	0	0	14

MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL	
10	CATTLE	Loaded																	0
		DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		PREVIOUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	SHEEP	Loaded	0	7748	6619	4884	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000	33327	
		DAILY	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2	
		PREVIOUS	0	1	2	1	0	0	4	1	1	0	2	0	0	0	0	12	
		CUMULATIVE	0	1	2	1	0	0	6	1	1	0	2	0	0	0	0	14	

CAUSE OF MORTALITY
1 - Ruptured Rt Lung abscess. 1 -Enzootic Pneumonia. Both additional findings- resolving bruising and haemorrhage around neck, ribs, loin and over hips.

11 GENERAL COMMENTS

Monsoonal cloud cover yesterday and a light shower yesterday afternoon provided comfortable conditions on all decks, more so on the open decks. Despite their small size, the new born lambs continue to do well and are very cute. Crossing the equator noon today.

Of the 14 deaths to date, 6 have been in Dorper males. On the surface this may seem like a significantly high death rate in this class. Looking closer, 5 of the 6 had endured blunt force trauma/crush type injury and 3 of the deaths can be attributed to these prior injuries. One death was from a ruptured lung abscess. This is chronic disease condition and this sheep was going to die regardless if it were on a ship or standing in a pasture or feedlot. There is one single death, an uncomplicated pneumonia, that can not be attributed to a pre-existing or pre-load condition. Although the sheep that died from Enzootic pneumonia did have pre-existing injuries, I don't believe they contributed to the death of this sheep. If we remove the deaths from pre-existing or pre-load conditions, we are left with two deaths in this class. Two deaths don't constitute a disease outbreak. However, due to our awareness of problems in this group, we are moving rows A & F to open pens on deck 6. Rows B through E will be thinned and stock redistributed.

The pens in rows A & F in the enclosed decks have a moist and sticky surface that is causing some soiling of the sheep. There is no deterioration in the pad. Plan is to continue to monitor and add sawdust if necessary.

VESSEL NAME		AL KUWAIT	
VOYAGE NUMBER		002-L	
DATE	DAY NUMBER	Veterinarian:	
26/06/2020	09	Head Stockmen :	
POSITION		KLTT	
LAT: 00-03.2 N			
LONG: 084-42.7 E			
TOT. CARGO LOADED @ FREMANTLE		SHEEPS 33311	
ETA @KUWAIT		01/07/2020 @ PM	

1 DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading		29	29	30		30	30	30	30	31	30	30	30	30	30
HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading		78%	78%	78%		85%	78%	85%	85%	85%	85%	85%	85%	85%	85%
BRIDGE TEMPERATURE (AMBIENT)																
Dry - 30°C / Wet - 27°C / Hum - 78% - Sea 30°C																
2 WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading		26	26	27		28	27	27	28	28	29	28	28	28	28
3 FODDER CONSUMPTION - average per head																
Cattle's 0 kgs		Sheep's: 1.7 kgs														
4 WATER CONSUMPTION - average per head																
Cattle's 0 ltrs		Sheep's: 4.4 ltrs														

HEALTH AND WELFARE ISSUES
HOSPITAL PEN REPORT
 6 New case, 2 -Lame, non-infectious. 3 - Pinkeye. 14 are receiving current treatment. The remainder are being monitored.

MEDICATION AND TREATMENTS
 Lameness - Flunixin. Pinkeye - subconjunctival dexameth + depocillin. Thin- PO 3 litres electro mix + 50 grams Protexin. IM 3 ml Vit B comp. 3 ml IV Flunixin. Open lateral foot wound- Depocillin and Flunixin. PO 3 litres home made electrolyte mix plus 50 grams Protexin supportive care to weak and depressed.

6 RESPIRATORY CHARACTER - 1	0 - Normal, 1 - elevated, 2 - Heat affected, 3- Onset of heat stress, 4 - Severe heat stress. Sheep yesterday pm 1.25. This am 1. Range 0 to 2.5 Some stock are heat affected. No signs of heat distress.															
7 FAECES - average for each Cattle deck - 1	1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet 1 = Normal for all classes of stock															
8 DECK CONDITION- AVERAGE FOR ALL DECKS - 1	1 = Normal, 2 = sloppy, 3 = wash 1 = Normal. Pens have developed a spongy pad. Surface of pads on some of lower decks sticky but no worse than previous day.															
9 ISSUES FROM DAILY MEETING (Livestock Related)	All crew and Stockmen are being extra vigilant on ID new pinkeye cases.															

MORTALITY BY TYPE		Research Sheeps B	Research Sheeps C	OT Young Weibens	OT Young Weibers	XB Lambs	MW Lambs	Dorper Male Lamb	Dorper EWE Lamb	TOTAL CATTLE & SHEEP						
DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PREVIOUS	0	0	0	1	3	1	2	6	1	0	14	0	0	0	0	14
CUMULATIVE	0	0	0	1	3	1	2	6	1	0	14	0	0	0	0	14

MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL
10 CATTLE	Loaded																	0
	DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP	Loaded	0	7748	6619	4894	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000		33327
	DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS	0	1	2	1	0	0	6	1	1	0	2	0	0	0	0	0	14
	CUMULATIVE	0	1	2	1	0	0	6	1	1	0	2	0	0	0	0	0	14

CAUSE OF MORTALITY
 None :)

11 GENERAL COMMENTS

33341
 loaded

VESSEL NAME																			
AL KUWAIT																			
VOYAGE NUMBER																			
002-L																			
DATE	DAY NUMBER	Veterinarian: [REDACTED]										KLTT							
27/06/2020	10																		
POSITION		LAT: 09-05.2 N LONG: 073-58.9 E																	
TOT. CARGO LOADED @ FREMANTLE		SHEEPS 33341																	
ETA @KUWAIT		01/07/2020 @ PM																	
1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F		
		Reading	29	29	30		30	30	30	30	30	31	30	30	30	30	30		
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F		
		Reading	77%	77%	78%		85%	78%	85%	85%	85%	85%	85%	85%	85%	85%	85%		
BRIDGE TEMPERATURE (AMBIENT)		Dry - 30°C / Wet - 27°C / Hum - 78% - Sea 30°C																	
2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F		
		Reading	26	26	27		28	27	27	28	28	29	28	28	28	28	28		
3	FODDER CONSUMPTION - average per head																		
	Cattle's 0 kgs	Sheep's: 1.65kgs																	
4	WATER CONSUMPTION - average per head																		
		Cattle's 0 ltrs	Sheep's: 4.1 ltrs																
HEALTH AND WELFARE ISSUES																			
HOSPITAL PEN REPORT																			
7 New cases. All pinkeys. 17 are receiving current treatment. The remainder are being monitored. Rx response to date has been excellent.																			
MEDICATION AND TREATMENTS																			
Lameness - Flunixin. Pinkeys - subconjunctival dexameth + depocillin.																			
6	RESPIRATORY CHARACTER - 1																		
		0 - Normal, 1 - elevated, 2 - Heat affected, 3 - Onset of heat stress, 4 - Severe heat stress. Sheep yesterday pm 1.25. This am 1. Range 0 to 2 Some stock are heat affected. No signs of heat distress.																	
7	FAECES - average for each Cattle deck - 1																		
		1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet 1 = Normal for all classes of stock																	
8	DECK CONDITION- AVERAGE FOR ALL DECKS - 1																		
		1 = Normal, 2 = sloppy, 3 = wash 1 = Normal.																	
9	ISSUES FROM DAILY MEETING (Livestock Related)																		
		Plan is to add sawdust to rows A & F decks 3, 4, 5 Aft and 4 Forward. Pad integrity is good but the surface is moist and sticky in these rows.																	
MORTALITY BY TYPE																			
	DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	PREVIOUS	0	0	0	1	3	1	2	6	1	0	14	0	0	0	0	14		
	CUMULATIVE	0	0	0	1	3	1	2	6	1	0	14	0	0	0	0	14		
MORTALITY BY DECKS																			
		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL	
10	CATTLE	Loaded																0	
		DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		PREVIOUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP	Loaded	0	7748	6619	4984	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000		33327	
	DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	PREVIOUS	0	1	2	1	0	0	6	1	1	0	2	0	0	0	0	0	14	
	CUMULATIVE	0	1	2	1	0	0	6	1	1	0	2	0	0	0	0	0	14	
CAUSE OF MORTALITY																			
:} None :																			
11	GENERAL COMMENTS																		
		Judging by my own personal sweat index, this portion of the voyage; approaching, crossing, and sailing away from the equator, as compared to our last voyage (LNC 11512) at the end of April feels less warm and humid on the decks. The monsoonal cloud cover, light showers and decreased stocking density would likely be factors.																	

VESSEL NAME AL KUWAIT																					
VOYAGE NUMBER 002-L																					
DATE 28/06/2020	DAY NUMBER 11	Veterinarian:		[REDACTED]		Head Stockmen :		[REDACTED]		KLTT											
POSITION		LAT: 14-31.8 N		LONG: 069-51.5 E																	
TOT. CARGO LOADER @ PRIMA/TITLE ETA @KUWAIT		SHEEPS 22241		D1/07/2020 @ PM																	

1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading		28	28	28		29	29	30	29	30	29	30	29	30	29
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading		77%	77%	78%		85%	78%	85%	85%	85%	85%	85%	85%	85%	85%
BRIDGE TEMPERATURE (AMBIENT)			Dry - 29°C / Wet - 26°C / Hum - 78% - Sea 30°C														
2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading		25	25	25		28	26	28	27	28	27	26	27	28	27
3	FODDER CONSUMPTION - average per head		Cattle's 0 kgs Sheep's: 1.70kgs														
4	WATER CONSUMPTION - average per head		Cattle's 0 ltrs Sheep's: 4.0 ltrs														

HEALTH AND WELFARE ISSUES
HOSPITAL PEN REPORT
 6 new cases, 5 - Pinkeye, 1- PEM. 16 are receiving current treatment. The remainder are being monitored.

MEDICATION AND TREATMENTS
 Lameness - Flunixin. Pinkeye - subconjunctival dexameth + depocillin. PEM -IV Vit B1, B comp, Dexameth. Sedate xylazine.

6 **RESPIRATORY CHARACTER - 1**
 0 - Normal, 1 - elevated, 2 - Heat affected, 3- Onset of heat stress, 4 - Severe heat stress. Open decks comfortable. Enclosed decks close. Sheep yesterday pm 1.25. This am 1.25. Range 0 to 2 Some stock are open mouth panting. Humidity up. See general comments.

7 **FAECES - average for each Cattle deck - 1**
 1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet
 1= Normal for all classes of stock

8 **DECK CONDITION- AVERAGE FOR ALL DECKS - 1**
 1 = Normal, 2 = sloppy, 3 = wash
 1 = Normal.

9 **ISSUES FROM DAILY MEETING (Livestock Related)**
 Will continue to monitor pad for surface moisture and apply sawdust as needed.

MORTALITY BY TYPE		Research Sheeps B	Research Sheeps G	OT Young Wethers	OT Young Wethers	XB Lambs	MW Lambs	Dorper Male Lamb	Dorper EWE Lamb	TOTAL CATTLE & SHEEP
DAILY	0	0	0	1	0	0	1	0	0	2
PREVIOUS	0	0	0	1	3	1	2	6	1	14
CUMULATIVE	0	0	0	2	3	1	3	6	1	16

MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL
CATTLE	Loaded																	0
	DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP	Loaded	0	7748	6619	4884	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000		33325
	DAILY	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	PREVIOUS	0	1	2	1	0	0	6	1	1	0	2	0	0	0	0	0	14
	CUMULATIVE	0	1	3	2	0	0	6	1	1	0	2	0	0	0	0	0	16

CAUSE OF MORTALITY
 1- Euthanized- down, weak, unable to hold sternal recumbency. All ante and post mortem signs appear that the disease condition is cardiac related. Lungs - normal. Heart - enlarged. Right side wall seemed distended and thin. Left side thick and firm. Presence of valve degeneration both right and left with nodules at the end of the valve leaflets. Inside of the L ventricular surface multiple 2 to 3 mm black areas scattered diffusely over entire surface. 1: Pneumonia with 3 to 5 mm multifocal areas of muscle necrosis in loin, front and rear

11 **GENERAL COMMENTS**
 Trying to define the respiratory character is loaded with ambiguity. There are some sheep open mouth panting, supposedly an indication extreme discomfort at Pant Score 3 via DAWE Appendix 1 Heat Stress/Pant Score. However they do not have laboured breathing, only rapid RR putting them at a Pant Score 2, a supposed state of discomfort. After watching them for several minutes their RR would slow and they brought up a cud and began to chew, indicating they are in a state of comfort. I don't know how a sheep like this should be scored.

VESSEL NAME																			
AL KUWAIT																			
VOYAGE NUMBER																			
002-L																			
DATE	DAY NUMBER	Veterinarian: [REDACTED]										Head Stockmen: [REDACTED]					KLTT		
29/06/2020	12																		
POSITION		LAT: 19- 41.4 N LONG: 064-39.7 E																	
TOT. CARDS LOADED @ FREIGHT		SHEEPS 33341																	
ETA @KUWAIT		02/07/2020 @ AM																	
1	DRY BULB TEMPERATURE - per deck		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	
	Reading			30	30	30		31	31	31	31	31	31	31	30	31	30		
	HUMIDITY DECKS - per deck		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	
Reading			72%	72%	72%		78%	78%	85%	85%	85%	85%	85%	85%	85%	85%			
BRIDGE TEMPERATURE (AMBIENT)																			
Dry - 30°C / Wet - 26°C / Hum - 72% - Sea 30°C																			
2	WET BULB TEMPERATURE - per deck		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	
	Reading			26	26	26		28	28	29	29	29	29	29	28	29	28		
3	FODDER CONSUMPTION - average per head																		
Cattle's 0 kgs		Sheep's: 1.70kgs																	
4	WATER CONSUMPTION - average per head																		
Cattle's 0 ltrs		Sheep's: 4.1 ltrs																	
HEALTH AND WELFARE ISSUES																			
HOSPITAL PEN REPORT																			
1 New Case. Moving slowly. Poss back injury due to mates mounting. PEM-to my amazement and delight is improving. 9 are receiving current treatment. The remainder are being monitored.																			
MEDICATION AND TREATMENTS																			
Back pain - Flunixin. PEM -IV Vit B1 & Dexameth. PO 3 litres electro mix plus 50 grams Protexin																			
6	RESPIRATORY CHARACTER - 1		0 - Normal, 1 - elevated, 2 - Heat affected, 3- Onset of heat stress, 4 - Severe heat stress. Open decks comfortable. Enclosed decks close. Sheep yesterday pm 1.75. This am 1.25. Range 0 to 3. Only seven found at 3, open mouth panting. See general comments.																
7	FAECES - average for each Cattle deck - 1		1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pallet 1 = Normal for all classes of stock																
8	DECK CONDITION- AVERAGE FOR ALL DECKS - 1		1 = Normal, 2 = sloppy, 3 = wash 1 = Normal.																
9	ISSUES FROM DAILY MEETING (Livestock Related)		No issues. Plan to continue spread sawdust on pens with damp pad surfaces. Vigilance for pinkey continues with all crew looking for cases.																
MORTALITY BY TYPE																			
			Research Sheep B	Research Sheep G	OT Young Wethers	GT Young Wethers	XB Lambs	MW Lambs	Dorper Male Lamb	Dorper EWE Lamb		TOTAL CATTLE & SHEEP							
DAILY		0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	1		
PREVIOUS		0	0	0	2	3	1	3	6	1	0	16	0	0	0	0	16		
CUMULATIVE		0	0	0	2	4	1	3	6	1	0	17	0	0	0	0	17		
MORTALITY BY DECKS																			
		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL	
10	CATTLE		Loaded															0	
	DAILY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP	Loaded		0	7748	8619	4884	0	1500	1582	1500	1558	1500	1850	1350	1450	1000	1000	33324	
	DAILY		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
	PREVIOUS		0	1	3	2	0	0	6	1	1	0	2	0	0	0	0	16	
	CUMULATIVE		0	1	3	2	0	0	6	1	1	0	3	0	0	0	0	17	
CAUSE OF MORTALITY																			
Dx - Liver disease/failure. Liver friable, pale orange/yellow colour. All other organ systems normal. No signs of an infectious agent at work.																			
11	GENERAL COMMENTS		Yesterday afternoon felt like the warmest and most humid day of the voyage to date. I took a very slow walk around the ship in the afternoon, stopping at every pen, & found 7 sheep open mouth panting. All were Green Tag Young Wethers on the lower enclosed decks 1-3 forward and aft. They were individual animals in a single pen. There were no clusters. Pen mates were eating, ruminating, and demonstrating inquisitive behaviour. While these seven sheep were, according to the DAWE Pant Score Sheet, showing the onset of heat stress, their pen mates were demonstrating normal behaviour. I will agree these open mouth breathers were uncomfortable but they were not in a state of extreme discomfort. I returned to these pens at 11:00 and found four sheep open mouth panting. On my early morning rounds 03:00 start, no open mouth panting was seen in any of the sheep.																

VESSEL NAME AL KUWAIT																			
VOYAGE NUMBER 002-L																			
DATE 30/06/2020	DAY NUMBER 13	Veterinarian: Head Stockmen :																KLTT	
POSITION LAT: 24-30.4 N LONG: 058-49.2 E																			
TOT. CARGO LOADED @ FREMANTLE ETA @KUWAIT		SHEEPS 23341 02/07/2020 @ AM																	

1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading		31	31	31		31	32	31	31	32	32	32	32	32	32	32
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading		79%	79%	73%		78%	78%	85%	85%	85%	85%	85%	85%	85%	85%	
BRIDGE TEMPERATURE (AMBIENT)																	
Dry - 31°C / Wet - 28°C / Hum - 79% - Sea 31°C																	
2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading		28	28	27		29	30	29	29	30	30	30	30	30	30	
3	FODDER CONSUMPTION - average per head																
	Cattle's 0 kgs	Sheep's: 1.70kgs															
4	WATER CONSUMPTION - average per head																
	Cattle's 0 ltrs	Sheep's: 4.4 ltrs															

HEALTH AND WELFARE ISSUES

HOSPITAL PEN REPORT
13 New Casa. 2 - Moving slowly. Poss back injury due to mates mounting. 1 - Single Leg Lameness. 10 new pinkeye treatments. PEM-1s eating and cud chewing. Back to normal. 20 are receiving current treatment. The remainder are being monitored.

MEDICATION AND TREATMENTS
Back pain and single leg lameness - Dexameth. Pinkeye- subconj Depocilin and Dexameth.

6	RESPIRATORY CHARACTER - 1	0 - Normal, 1 - elevated, 2 - Heat affected, 3 - Onset of heat stress, 4 - Severe heat stress. Open decks comfortable. Enclosed decks close. Sheep yesterday pm 1.75. This am 1.25. Range 0 to 3. Many found open mouth panting. See general comments.															
7	FAECES - average for each Cattle deck - 1	1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet 1 = Normal for all classes of stock															
8	DECK CONDITION- AVERAGE FOR ALL DECKS - 1	1 = Normal, 2 = sloppy, 3 = wash 1 = Normal.															
9	ISSUES FROM DAILY MEETING (Livestock Related)	Plan is to keep work actively and all disruptions on decks 1 - 5 to a bare minimum. Give all the sheep on these decks maximum rest time.															

MORTALITY BY TYPE			Reseach Sheeps B	Reseach Sheeps G	OT Young Wethers	GT Young Wethers	XB Lambs	MW Lambs	Dorper/Mule Lamb	Dorper/EWE Lamb	TOTAL CATTLE & SHEEP						
	DAILY	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1
	PREVIOUS	0	0	0	2	4	1	3	6	1	17	0	0	0	0	0	17
	CUMULATIVE	0	0	0	3	4	1	3	6	1	18	0	0	0	0	0	18

MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL
10	CATTLE	Loaded	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		PREVIOUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP	Loaded	0	7748	6619	4884	0	1500	1682	1500	1558	1500	1650	1350	1450	1000	1000	33323	
		DAILY	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
		PREVIOUS	0	1	3	2	0	0	6	1	1	0	3	0	0	0	0	17
	CUMULATIVE	0	1	3	3	0	0	6	1	1	0	3	0	0	0	0	0	18

CAUSE OF MORTALITY
Too putrid to necropsy.

11 GENERAL COMMENTS
The Head Stockman and I walked the ship yesterday afternoon working different decks at different times and then compared notes. I found 78 sheep open mouth panting and he found 93. We compared our assessment of the respiratory rate and character and both found that the RR of the open mouth panting sheep was near the same rate of their pen mates breathing through their noses. None of the open breathers had a RR approaching 160, let alone over 160. We both agree that the open mouth panting sheep were in an uncomfortable state but not in extreme discomfort. None of the sheep showed any laboured breathing, only a rapid respiratory rate. These pens also had sheep that were eating, cud chewing, and demonstrating inquisitive behaviour. There were no pant score zero sheep but there were sheep with a pant score of one. The majority of the sheep on these decks were pant score two, mild panting, heat affected. However, at this score the sheep are supposed to be in a state of discomfort and many of these sheep were cud chewing or exhibiting inquisitive behaviour which are signs of comfort. All of the sheep with open mouth panting were dispersed over the lower, enclosed decks 1-5. The open decks 6-8 (8 not in use) had no sheep with open mouth panting.

VESSEL NAME AL KUWAIT																				
VOYAGE NUMBER 002-L																				
DATE 01/07/2020	DAY NUMBER 14	Veterinarian: Head Stockmen : [REDACTED]										KLTT								
POSITION		LAT: 27-37.2 N		LONG: 051-14.0 E																
TOT. CARGO LOADED @ FREMANTLE		SHEEPS 31341																		
ETA @KUWAIT		01/07/2020 @ PM																		

1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F				
	Reading		33	33	33		34	34	34	34	33	34	34	34	33	34	33				
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F				
	Reading		79%	79%	73%		86%	85%	86%	86%	86%	86%	86%	86%	86%	86%	86%				
BRIDGE TEMPERATURE (AMBIENT) Dry - 34°C / Wet - 30°C / Hum - 74% - Sea 33°C																					
2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F				
	Reading		30	30	30		32	32	32	32	31	32	32	32	31	32	31				
3 FODDER CONSUMPTION - average per head																					
		Cattle's 0 kgs																			Sheep's: 1.70kgs
4 WATER CONSUMPTION - average per head																					
		Cattle's 0 ltrs																			Sheep's: 4.6 ltrs

HEALTH AND WELFARE ISSUES

HOSPITAL PEN REPORT
1 new case- Ventral swelling. Poss urethral obstruction. Ten recently treated pinkeye cases being monitored at this time. All others, full recovery.

MEDICATION AND TREATMENTS
10 ml Dexamet and 5 ml B Comp IV. Removed debris from end of penis and small trickle of urine followed. Prog poor.

- 6 **RESPIRATORY CHARACTER - 1**
0 = Normal, 1 = elevated, 2 = Heat affected, 3 = Onset of heat stress, 4 = Severe heat stress. Open decks comfortable. Enclosed decks close. Sheep yesterday pm 1.75. This am 1.25. Range 0 to 3. Many found open mouth panting. See general comments.
- 7 **FAECES - average for each Cattle deck - 1**
1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pellet
1 = Normal for all classes of stock
- 8 **DECK CONDITION- AVERAGE FOR ALL DECKS - 1**
1 = Normal, 2 = sloppy, 3 = wash
1 = Normal decks 8-8. Surface many pens decks 1-5 sloppy and will add bedding today.
- 9 **ISSUES FROM DAILY MEETING (Livestock Related)**
Plan is to keep work activity and all disruptions on decks 1 - 5 to a bare minimum. Give all the sheep on these decks maximum rest time. Add bedding to pens with sloppy surface. Humidity supposed to start dropping as day progresses.

MORTALITY BY TYPE			Research Sheep	Research Sheep	OT Young Wethers	OT Young Wethers	XB Lambs	MW Lambs	Dorper Male Lamb	Dorper EWE Lamb		TOTAL CATTLE & SHEEP								
	DAILY	0	0	0	0	1	1	1	0	0	0	3	0	0	0	0	0	0	0	3
	PREVIOUS	0	0	0	3	4	1	3	6	1	0	18	0	0	0	0	0	0	0	18
	CUMULATIVE	0	0	0	3	5	2	4	6	1	0	21	0	0	0	0	0	0	0	21

MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL
10 CATTLE	Loaded																	0
	DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP	Loaded	0	7748	6619	4884	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000		33320
	DAILY	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	PREVIOUS	0	1	3	3	0	0	6	1	1	0	3	0	0	0	0	0	18
	CUMULATIVE	0	3	3	4	0	0	6	1	1	0	3	0	0	0	0	0	21

CAUSE OF MORTALITY
2- Too putrid to necropsy. 1- Euthanasia- Down in lateral recumbency and unable to rise. Lesions confined to lower ileum, cecum, and spiral colon, Hyperaemic. Mucosa haemorrhagic with fibrin. Contents watery. Suggestive of Salmonellosis.

11 **GENERAL COMMENTS**
Yesterday afternoon. Open decks 6-8 had been enjoying a cross sea breeze up until today. There was very little breeze and the afternoon Pant Scores rose on these decks. The junior stockman walked these decks and found 172 sheep open mouth panting. I walked the lower decks and found 193 open mouth panting. Despite the increase in open mouth panting, the demeanour and activity of the rest of the mob was the same as yesterday. Often I found a sheep chewing its cud standing next to one with open mouth panting. Like yesterday, none of the sheep showed any laboured breathing, only a rapid respiratory rate. These pens also had sheep that were eating, cud chewing, and demonstrating inquisitive behaviour. On all decks there were no pant score zero sheep but there were sheep with a pant score of one. The majority of the sheep on decks 1 - 5 were pant score two, mild panting, heat affected. However, at this score the sheep are supposed to be in a state of discomfort and many of these sheep were cud chewing or exhibiting inquisitive behaviour which are signs of comfort. On decks 6-10 - 10% score zero, 40% score one, 50 % score 2 and a handful (172) open mouth panting (Score 2.5)
None of the sheep on any of the decks appeared as if they were in extreme discomfort.

01/07/2020, 2:45 to 05:20. Slow walk through decks 1-5. Twenty-one found open mouth panting. The Jr. Stockman walked decks 6-8 and found zero sheep open mouth panting.
The pens on decks 1-5 ranged from zero to just under 3 as all open mouth panting sheep were not in extreme discomfort. None had a RR > 180. Pant score this morning on decks 6-8 ranged from 0 to 2. Feed consumption on decks 1 - 5 is unchanged. I continue to top up just as many feed troughs as I did earlier in the voyage.
I'm not sure what the Kestrel temperature and humidity readings are during the evening. It is clear that the sheep are able to blow off heat during this time. The early morning Pant Scores across all sheep in all pens on all decks is noticeably lower in the early morning as compared the previous late afternoon.

VESSEL NAME AL KUWAIT																			
VOYAGE NUMBER 002-L																			
DATE 02/07/2020	DAY NUMBER 15	Veterinarian: Head Stockmen:																KLT	
POSITION		LAT:																	
		LONG:																	
TOT. CARGO LOADED @ PREMANITL		SHEEPS 23341																	
ETA @KUWAIT		01/07/2020 @ PM																	

1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading			34	34	34			34		34						
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading			46%	51%	51%			56%		46%						
BRIDGE TEMPERATURE (AMBIENT)																	
Dry - 34°C / Wet - 23°C / Hum - 36% - Sea 33°C																	
2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
	Reading			25	26	26			26		25						
3	FODDER CONSUMPTION - average per head																
	Cattle's 0 kgs	Sheep's: 1.70Kgs															
4	WATER CONSUMPTION - average per head																
	Cattle's 0 ltrs	Sheep's: 4.4 ltrs															

HEALTH AND WELFARE ISSUES

HOSPITAL PEN REPORT

Ventral Swelling, Poss urethral obstruction. Great improvement. Discharged in hospital pen for further Kuwait feedlot staff care. Ten recently treated pinkeye cases vision restored, full recovery. Other than the recent case of ventral swelling, all other hospitalized sheep have made a full recovery, have no drug residues, and will be discharged with their classmates. Recently born lambs, the single ewe that is caring for them, and one ewe lamb that looks close to lambing were also discharged in the hospital group.

MEDICATION AND TREATMENTS

None

6 **RESPIRATORY CHARACTER - 1**
0 - Normal, 1 - elevated, 2 - Heat affected, 3 - Onset of heat stress, 4 - Severe heat stress. Open decks comfortable. Enclosed decks close. Sheep yesterday pm 2.0. This am 0.75. Range 0 to 3. See general comments.

7 **FAECES - average for each Cattle deck - 1**
1 = Normal, 2 = sloppy, 3 = diarrhoea, 4 = sheep pellet
1 = Normal for all classes of stock

8 **DECK CONDITION - AVERAGE FOR ALL DECKS - 1**
1 = Normal, 2 = sloppy, 3 = wash
1 = Normal decks 8-8. Bedding added yesterday to pens decks 1-5 firmed them up.

9 **ISSUES FROM DAILY MEETING (Livestock Related)**
XB Ewe lamb delivered twins 20:00, 01/07/2020. Discharge started 02:20 and temporary stop 10:00. 11,053 discharged (1381/hr)

MORTALITY BY TYPE			Research Sheep B	Research Sheep G	07 Young Wethers	07 Young Wethers	XB Lambs	MW Lambs	Dorper Male Lamb	Dorper EWE Lamb	TOTAL CATTLE & SHEEP					
	DAILY	0	0	0	1	2	0	1	0	0	4	0	0	0	0	4
	PREVIOUS	0	0	0	3	6	2	4	6	1	21	0	0	0	0	21
	CUMULATIVE	0	0	0	4	7	2	5	6	1	25	0	0	0	0	25

MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL
10	CATTLE	Loaded																0
		DAILY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		PREVIOUS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SHEEP	Loaded	0	7748	6619	4884	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000		33316
		DAILY	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	4
		PREVIOUS	0	3	3	4	0	0	6	1	1	0	3	0	0	0	0	21
	CUMULATIVE	0	4	4	6	0	0	6	1	1	0	3	0	0	0	0	0	25

CAUSE OF MORTALITY

1 - Lateral recumbency unable to rise. Euthanised. 3 - Found dead. All too close to port to necropsy.

11 **GENERAL COMMENTS**

01:07 afternoon. Zero to very little breeze across the open decks. Temperature increased and humidity decreased in the afternoon. End result was Pant Scores were less than the day before. The junior stockman walked decks 6-8 and found 28 sheep open mouth panting. I walked decks 1-5 and found 96 open mouth panting. The demeanour and activity of the rest of the mob was the same as yesterday.

The pens all had sheep that were eating, cud chewing, and demonstrating inquisitive behaviour. On all decks there were no pant score zero sheep but there were sheep with a pant score of one. The majority of the sheep on decks 1 - 5 were pant score two, mild panting, heat affected. However, as before, at this score the sheep are supposed to be in a state of discomfort and many of these sheep were cud chewing or exhibiting inquisitive behaviour, signs of comfort.

None of the sheep on any of the decks appeared as if they were in extreme discomfort. I expected that as the evening wore on, the deck humidity would continue to drop, temperatures would fall, and sheep comfort would increase. That was indeed the case and the change was quite rapid.

23:30. Walked decks 1-5 as I anticipate discharge to start around 02:00 on 02/07. There were no sheep with open mouth panting. To my amazement, the overall pant score for these decks is 0.75. Cud chewing is at 30%. Temperatures are around 33 on each deck but with the low humidity the sheep are comfortable. Very impressive decrease in pant score in a short period of time. A quick walk around decks 6-8 to evaluate their pant score also found no open mouth panting and an average pant score of 0.5.

VESSEL NAME
Al Kuwait
VOYAGE NUMBER
2
DATE
03/07/2020
DAY NUMBER
16
POSITION
LAT:
LONG:
TOT. CARGO LOADED FREMANTLE
Sheep 33,341 Cattle Nil
ETA @ Kuwait. Only port
In Port

Final Report

Veterinarian: [REDACTED] RETWA
Stockmen: [REDACTED] LNC 11558

1	DRY BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading															
	HUMIDITY DECKS - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading															
	BRIDGE TEMPERATURE (AMBIENT)		Dry - 34°C / Wet - 23°C / Hum - 36% - Sea 33°C														
2	WET BULB TEMPERATURE - per deck	Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F
		Reading															
3	FODDER CONSUMPTION - average per head		Cattle NA Sheep 1.7 kgs														
4	WATER CONSUMPTION - average per head		Cattle NA Sheep 4.4 L														
5	HEALTH AND WELFARE ISSUES																
	HOSPITAL PEN REPORT																
	Nothing																
	MEDICATION AND TREATMENTS																
	None																
6	RESPIRATORY CHARACTER																
	0 - Normal, 1 - elevated, 2 - Heat affected, 3- Onset of heat stress, 4 - Severe heat stress. Open decks comfortable. Enclosed decks close.																
	Sheep yesterday pm 2.0. This morning- 1.0																
7	FAECES - average for Cattle and Sheep																
	1 = Normal, 2 = sloppy, 3 = diarrhea, 4 = sheep pallet																
	1 = Normal for all classes of stock																
8	DECK CONDITION- AVERAGE FOR ALL DECKS																
	1 = Normal, 2 = sloppy, 3 = wash																
	1 = Very dry.																
9	ISSUES FROM DAILY MEETING (Livestock Related)																
	Discharge started 02/07, 17:00 and finished at 05:45, 03/07. 22105 discharged in this time period. Total 33158 discharged.																

MORTALITY BY TYPE		A Wethers	B Wethers	Sp C & C Wethers	OT Young Wethers	GT Young Wethers	XB Lambs	MW Lambs	Dorper Male Lamb	Dorper Ewe Lamb	Research Sheep	TOTAL SHEEP	Cattle HVY Steers	Cattle LGT Steers	Cattle Bulls	TOTAL		
	Loaded	0	0	0	2211	1452	3608	10663	1582	658	96	33341	0	0	0			
	DAILY	0	0	0	0	3	0	0	0	0	0	3	0	0	0			
	PREVIOUS	0	0	0	5	7	2	4	6	1	0	25	0	0	0			
	CUMULATIVE	0	0	0	5	10	2	4	6	1	0	28	0	0	0			
	%	####	####	#####	0.23	0.07	0.06	0.04	0.38	0.15	0	0.08	###	###	#DIV/0!			
MORTALITY BY DECKS		Dk	9	8	7	6	5S	5A	5F	4A	4F	3A	3F	2A	2F	1A	1F	TOTAL
10 SHEEP	Loaded		0	7748	6619	4884	0	1500	1582	1500	1558	1500	1650	1350	1450	1000	1000	33341
	DAILY		0	0	0	1	0	0	0	0	2	0	0	0	0	0	0	3
	PREVIOUS		0	4	3	7	0	0	6	1	1	0	3	0	0	0	0	25
	CUMULATIVE		0	4	3	8	0	0	6	1	3	0	3	0	0	0	0	28
	%		####	0.05	0.045	0.16	####	0	0.38	0.07	0.19	0	0.18	0	0	0	0	
CATTLE	Loaded																	0
	DAILY		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PREVIOUS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	CUMULATIVE		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	%						####											###

CAUSE OF MORTALITY

[REDACTED]

Tel : [REDACTED]
Mobile [REDACTED]
Fax : [REDACTED]

[REDACTED]

FODDER MANUFACTURER'S CERTIFICATE

ORIGINAL

This is to certify that a total of [REDACTED] tonnes of fodder in bulk (pellets), have been manufactured by us for supplying on board the vessel Al Kuwait commencing on the 15th June 2020. The fodder was manufactured in accordance with the National Pellet Standards issued by the Livestock Exporters' Industry Advisory Council (LEIAC), and monitored by the Department of Agriculture, Fisheries and Forestry, Australian Quarantine Inspection Service (AQIS).

We further certify that readings were taken of the average temperature and moisture content of the pellets as delivered alongside the vessel for loading, and that these were as follows:

Average Temperature	Ambient
Combined Oil and Moisture content less than	12%
Density	0.58 tonnes per cu mtr
No Added Oil (NAO)	

Signed [REDACTED]

Date : 15 June 2020

For and on behalf of [REDACTED]

RURAL EXPORT & TRADING (WA) PTY LTD

ABN 56 008781 664

43 Ventnor Avenue
West Perth
Western Australia 6005

PO Box 1362
West Perth 6872
Western Australia

08-93226649



Heat Stress Management Plan

Voyage: Al Kuwait V002(LNC 11558)

The following heat stress management plan will be followed for voyages between May to October to the Middle East as required by the Australian Meat & Livestock Industry (*Export of Sheep by sea to the Middle East*) Order 2018.

The following plan outlines actions to be taken at each point of the supply chain to reduce risk of heat stress leading to poor animal welfare outcomes. This plan co-indices with the June 2020 Animal Welfare Management Plan submitted to DAWE for this consignment exemption.

- Preparation
 - Heat tolerant breeds like merinos, dorpers within the weight range of [REDACTED] kgs and within the age group of [REDACTED] will be sourced from areas in WA. Body condition score of the sheep will be under 3 (refer Table A1.1.1 of ASEL).
- Shearing
 - Sheep will have a wool length of 20 mm or lesser
 - At the registered premise, sheep will be drafted and sheep having wool length of 20 mm or higher sent for shearing.
 - Any animals that have wool length of more than 20 mm will be rejected during Pre-export AAV inspection prior to loading, at the registered premise and/or at the wharf.
- Stocking density and Load plan
 - Before loading, the stocking densities will be calculated using the allometric formula ($k=0.037$).
 - The number of sheep permitted will be conveyed to the Captain, prior to loading. A loading sequence will then be created and continuously reviewed during loading.
 - Deck 5 Aft will not be used at any time during the voyage.
- Voyage
 - Portable high velocity fans will be available to improve air circulation during the voyage, as and when deemed necessary.
 - During hot weather dandling and animal disturbances will be kept to a minimum, especially in the afternoons and early evening when sheep are resting to avoid stress. This will not be at the detriment of identifying and treating sick or injured animals. During the voyage, if extreme hot weather is forecasted or encountered, the Captain will:

Active Voyage Management

Historical and meteorological evidence suggests that this voyage can be completed with due regard for the health and welfare of the livestock on the vessel, in particular taking into account the ability to use highly sophisticated reporting from the boat, and predictions for climatic conditions. Provisioning the boat with low stocking density and carefully selected sheep can be enhanced by creating an environment where the performance of the sheep and the current and anticipated conditions are reviewed continuously by an expert, who provide advice to the vessel captain and veterinarian. We refer to this as Active Voyage Management (AVM).

To provide this, an expert panel will convene at least every 48 hours post vessel sailing (every 2nd day if not daily) and every 24 hours as the vessel approaches the Gulf of Oman to consider current information about the voyage, and updated predictions about conditions en-route. The panel will then provide guidance on the current plans, and suggest alternative plans if indicated. The panel will have the capacity to co-opt members for specialist advice.

Voyage reporting and routing

Continuous enhanced monitoring

Continuous enhanced will involve the assimilation of data on the voyage at regular intervals, depending on the data source availability. This may be limited by resources (weather satellite orbits) or be nearly continuous (vessel location and temperatures).

Monitoring of the following will be provided at least daily:

- Actual conditions on the vessel including:
 - Deck temperatures (as specified in EAN 2018-06)
 - Bridge temperatures (a surprising omission from EAN 2018-06 and Northern Summer Order)
 - Water and fodder consumption
 - Mortalities (see section 2.2.6)
 - Morbidities and treatments
 - Pad condition
- Predicted meteorological conditions
 - The exporter has engaged the services of an expert maritime weather forecasting organisation [REDACTED] to provide updated route weather predictions up to 15 days in advance.

The panel will include expert representation covering:

- Meteorology
- Animal Physiology / Animal Welfare
- Livestock vessel operations
- Animal health / disease management

The panel will be able to provide advice on:

- Options for action if extreme weather is forecast or occurs, including heat events and storms.
- Management or treatment to respond to un foreseen disease events on the vessel.
- Advice on stock management and welfare in the event of other events
- Review of current onboard management.

Airflow/ventilation management during the voyage, and during discharge (e.g. use of additional fans, destocking pens, ship route etc.)

The Northern Summer Orders require monitoring of deck temperatures at three locations on each deck for the size of this vessel. This logging is already well established on the Al Kuwait, and data from the previous voyage has been used to inform the decisions about stocking rates and load plan for this proposed voyage. Rather than post-hoc analysis, the data will be collected daily from each logger, and returned along with the daily reports for assessment by the voyage management team.

Management of fodder and water provision

■ MT of chaff has been loaded for use in hot weather

Pad management

An additional ■ to the volume of sawdust required for sheep voyages will be loaded. This will be available to be used to manage the pad conditions should increased humidity (such as during periods of high WBT) cause softening of pads.

The reduced stocking rates will make it feasible to shovel any affected pens when necessary, without the risk that the handling/activity causing further heat stress to the livestock.

Extreme event

If it is likely that very hot weather conditions will be encountered / continue / possibly worsen at sea and that heat stress could become an issue, the Captain in consultation with the veterinarian and stockman will put in place measures as follows:

- empty or reduce density of pens in hotspots
 - adjust penning densities where possible by utilising alley ways and internal ramps and other voids
 - reduce / stop feeding to avoid metabolic heat load
 - increase access to water by filling feed troughs with water
 - minimise disturbance of the animals in the pens– all unnecessary physical exertion will be avoided
 - if pads are deteriorating because of excessive moisture, action will be taken by applying wood chip shavings (sawdust) to absorb the moisture. During deck washdown of the cattle pens, care will be taken to see that adjacent sheep pens (if any) are not affected.
-
- All additional requirements/conditions as per the Australian Meat and Livestock Industry (Export of Sheep by sea to the Middle East) Order 2018 and the Australian Meat and Livestock Industry (Export of Sheep by sea to the Middle East) Order 2020-Northern summer will be adhered to.



RURAL EXPORT & TRADING (WA) PTY. LTD.

ABN 56 008 781 664

REGISTERED PREMISES INSTRUCTIONS

LNC: 11558 Vessel: MV AL KUWIAT

SEP: MIDDLE EAST (KUWAIT, QATAR, UNITED ARAB EMIRATES, OMAN) SHEEP SLAUGHTER BY SEA

MANAGEMENT PLAN: JUNE 2020 ANIMAL WELFARE MANAGEMENT PLAN

The following registered premises instructions have been prepared for the LNC 11558 consignment which has been granted an Exemption from the Northern Summer Order to export livestock in June. All additional requirements have been made to protect animal welfare from heat stress.

Copies of the normal CSEP and the full **June 2020 Animal Welfare Management Plan** are attached. The below is a summary of additional requirements for this consignment. Please note directions from DAWE directions override other instructions and the highest standard instructions should be used if any confusion.

DAWE DECISION AND DIRECTIONS

The following specific points from DAWE conditions are relevant to the Registered Premise and must be followed and all records kept.

7. The two sheep types described as wethers and with a proposed average weight (no curfew) of [REDACTED] in Appendix 3 on page 9 of the 'June 2020 Animal Welfare Management Plan MV Al Kuwait (LNC 11558)' dated 11 June 2020 and submitted by RETWA to the Department (**the Management Plan**), are to be removed from the consignment prior to its departure.

For the avoidance of doubt, sheep may be redrafted such that their average weight is no more than 50.00 kg.

8. Sheep with wool of over 20mm are to be removed from the consignment.

For the avoidance of doubt, this refers to the average wool or fleece length across the animal.

9. Conditions 7 and 8 are to be satisfied prior to the consignment leaving the registered premises.
10. Animals ineligible for export as per conditions 7 and 8, and any animals identified as not meeting ASEL requirements, must be removed from the consignment prior to the Department's regional veterinary officer/s inspecting the consignment at the registered premises. Animals later identified as not meeting ASEL requirements must be removed prior to loading at the registered premises. Nothing in this condition prevents the removal of animals at the wharf, if identified as ineligible at the wharf.

*Please note ALL sheep must be drafted or rejects clearly identified by marking before the RVO inspection for this consignment. We note marking and re-drafting can cause poor animal welfare outcomes however is a specific requirement that has been directed to be undertaken before RVO inspection for this exemption.

** These instructions override Section 2.1.1 of the **June 2020 Animal Welfare Management Plan**



RURAL EXPORT & TRADING (WA) PTY. LTD.

ABN 56 008 781 664

JUNE 2020 ANIMAL WELFARE MANAGEMENT PLAN

The following specific points are relevant for the RP in preparation of the voyage

2.1.1. SELECTION AND SOURCING OF APPROPRIATE HEAT TOLERANT LIVESTOCK

Mitigation 1. Livestock at potentially higher risk will be removed from the consignment.

- Refer to **specific points 7-10 from the DAWE Instrument of Exemption** above
- The average weight of the heaviest line must not exceed 50 kgs
- greater than BCS 3 will be removed from the consignment
- Sheep will have a wool length of 20 mm or less at the time of export

2.1.2. PREPARATION OF STOCK

Mitigation 3: Additional inspections and preparation

To ensure only healthy, fit animals will be loaded the following practices will be in place:

- An Australian Government Accredited Veterinarian (AAV) will inspect sheep daily in quarantine until the consignment is loaded to identify and remove unfit or unhealthy sheep.
- The RP report will be provided and discussed with the Regional Veterinary Officer (RVO) daily until the vessel is loaded
- Final inspection at the Registered Premises (RP) and wharf will focus on individual sheep wool length, with sheep nearing or exceeding 20mm wool removed.
- An AAV and two additional Quality Assurance (QA) inspectors will be engaged at the RP during load out processes to identify and remove unfit or unhealthy sheep.
- The AAV and inspectors at the RP and the wharf will focus on weight, BCS, wool length and all ASEL rejection criteria. Rejection reasons and numbers rejected will be recorded and provided to the RVO and kept in the CSEP file.

All other instructions in the CSEP should be followed in regards to importing country requirements and ASEL.

RESEARCH SHEEP - ANIMAL PHYSIOLOGY AND BEHAVIOUR MONITORING

As per 2.2.1.2 in management plan animal physiology and behaviour will be monitored during the voyage. RP staff are instructed to facilitate two groups of sheep being tagged, marked and rumen bolus inserted. The sheep must be kept in separate groups in the RP and on transport vehicles.

VERIFICATION AND PREPARATION FOR REGIONAL VETERINARY INSPECTIONS

- Daily reports and veterinary inspections sent to RVO
- All sheep will be presented in sheds
- Records of drafting, rejected or removed (ineligible) sheep from consignment will be provided to RVO at final inspection.

CSEP for Al Kuwait V002-Sheep

Standard Export Plans

The following SEPs for sheep export are approved under the approved arrangement for market, class and mode of transport.

As the name suggests, the CSEP details the specific parameters of the consignment. A CSEP is developed for every consignment. As appropriate, the CSEP invokes any of the management plans applicable that are approved in the arrangement. In addition, the CSEP also provides additional documentation specific to the consignment, such as a heat stress risk assessment, travel plans and a load plan.

Table 3: RETWA approved SEPs

Market	Species	Class	Mode of Transport
Middle East - Kuwait - Oman - Qatar - UAE	Sheep	Slaughter	Sea

CSEP - Middle East (Kuwait, Qatar, United Arab Emirates, Oman)

Sheep Slaughter by sea

Consignment details

Company shipping file:

LNC:11558

Importer name: Livestock Transport & Trading Co

Importer address: Kuwait

ESCAS Numbers:166

Any management plans invoked? If yes, name of the plan: Heat Stress mgmt plan, June 2020 Animal Welfare mgmt. plan MV Al Kuwait (LNC11558)

Transport details

Vessel details: Al Kuwait V002

Shipping operators: LTTC

Departure port/s: Fremantle

Departure date/s: 16/6/20

Arrival port/s: Shuwaikh

Arrival date/s: ETA Shuwaikh 28.06.20

Sea transport route: Fremantle- Shuwaikh

On-board stockman: [REDACTED]

On-board AAV (if required): [REDACTED]

Land transport route from RP: Peel Feedlot to Fremantle Port

Land transport operator/s: [REDACTED]

Registered Premises

Registered Premises	1. Peel Feedlot	2.	3.	4.	5.
Registration no.	[REDACTED]				
Arrival date:					
Registration expiry:	[REDACTED]				
Departure date:	15-16/06/20				
AAV for preparation:	[REDACTED]				

Livestock details

Type	Female	Male	Total
Entire	[REDACTED]	[REDACTED]	[REDACTED]
Desexed	[REDACTED]	[REDACTED]	[REDACTED]
Total	[REDACTED]	[REDACTED]	[REDACTED]

Australian Requirements

ASEL

ASEL standards for slaughter sheep exported by sea will be met through the process and procedure described in the approved arrangement.

Approved management plans will be invoked where necessary:

- Extended voyage
- Load out of a registered premises before AMSA & Biosecurity clearance

ASEL rejection criteria will be used and applied to all points in the export chain. Any livestock that are rejected will be clearly identified and isolated from the consignment. Sick or injured livestock will be given immediate treatment or humanely euthanised as appropriate. Records of rejections and treatments will be kept when required.

Additional conditions/requirements

- For exports during the months of May to October:
 - The vessel is equipped with an automatic livestock watering system for sheep. Details of watering system are set out in the AMSA certificate and documentation
 - A heat stress management plan is in place and covers the requirements in EAN 2018/06
 - The minimum bedding loaded 1 tonne per 10,000 sheep
 - Approved whistle-blower hotline posters will be displayed, in accordance with the requirements, at the registered premises, at the port of loading, and on the vessel from before the time they arrive until the last animal has left or been discharged
 - The pen air turnover for the vessel has been verified by an independent qualified mechanical engineer with the last 5 years prior to day before departure and no changes to the vessel have occurred within this period. If changes to the ship have occurred since last verification and may have affected the pen air turn over the vessel will undergo a verification process by an independent qualified mechanical engineer. The exporter may make confirmation processes if there is question to the accuracy of the reported vessel pen air turnover. Records will be kept of pen air turnover assessment report including:
 - The name of the vessel;
 - The pen air turnover for the vessel has been verified by an independent qualified mechanical engineer within the 5-year period ending on the day before the sheep are to be exported;
 - The name and qualifications of the independent qualified mechanical engineer who carried out the most recent verification of the pen air turnover for the vessel;
 - The method used to carry out the verification
 - The date of the verification
 - The results of the verification
 - The pen air turnover report will be provided to the department for each consignment.
 - Space allocation for sheep will be calculated using the allometric formula spreadsheet supplied by the department and will be consistent with EAN 2018/06- the Legislative amendments for the export of sheep by sea and any relevant management plans.
 - If Kuwait is one of the destinations, then it will be the first port of call. If this is not practical a dispensation will be requested from the Australian government.
 - All export conditions set out in the Australian Meat and Livestock Industry (Prohibition of Export of sheep by Sea to the Middle East-Northern Summer Order 2020) under Part 2 – Export conditions will be complied with. The export conditions to be complied with, namely:
 - 6-Prohibition of export of sheep to Oman between 8 May and 14 September- Sheep consignments will not be planned for export to this market during this period,
 - 7-Prohibition of export of sheep to Qatar between 22 May and 22 September- Sheep consignments will not be planned for export to this market during this period,

- 8- Prohibition of export of sheep between 1 June and 14 September- Sheep consignments will not be planned for export to any market during this period,
- 9- Conditions relating to number of ports where vessel may dock – No more than two (2) ports of discharge will be planned for sheep or any other livestock for vessels arriving in the Middle East after June 1st and for those departing Australia between Sept 15th and 30th
- 10- Conditions relating to condition of sheep and pens on vessel-
 - Drafting and shearing processes at the registered premise will ensure all animals have wool length of 25 mm or less than 25 mm at the time of shipping and animals will have a body condition score of 2 or 3 as specified in the table A1.1.1 of ASEL 2.3. The drafting summary records will specify wool length and fat scores for each line of sheep and will be kept in the CSEP file.
 - The vessels currently used by RETWA- Al Shuwaikh, Al Messilah and Al Kuwait have a length of 140 m or over. The relative humidity and wet bulb temperature will be recorded in line with three devices on each deck and atleast one per hold as per Conditions 10-4 and 5 of the Northern Summer Order 2020. Reporting requirements will be discussed with the AAV as outlined in the AEP. RETWA will have sufficient devices set up and technology available for the AAV to complete the reporting requirements as in Condition 10-5 of the Northern Summer Order 2020.
- If an exemption/s is required from any provision/s of the AMLI Prohibition (Prohibition of Export of sheep by Sea to the Middle East-Northern Summer) Order 2020, then it will be sought in line with Part 3-Exemptions of the same order.



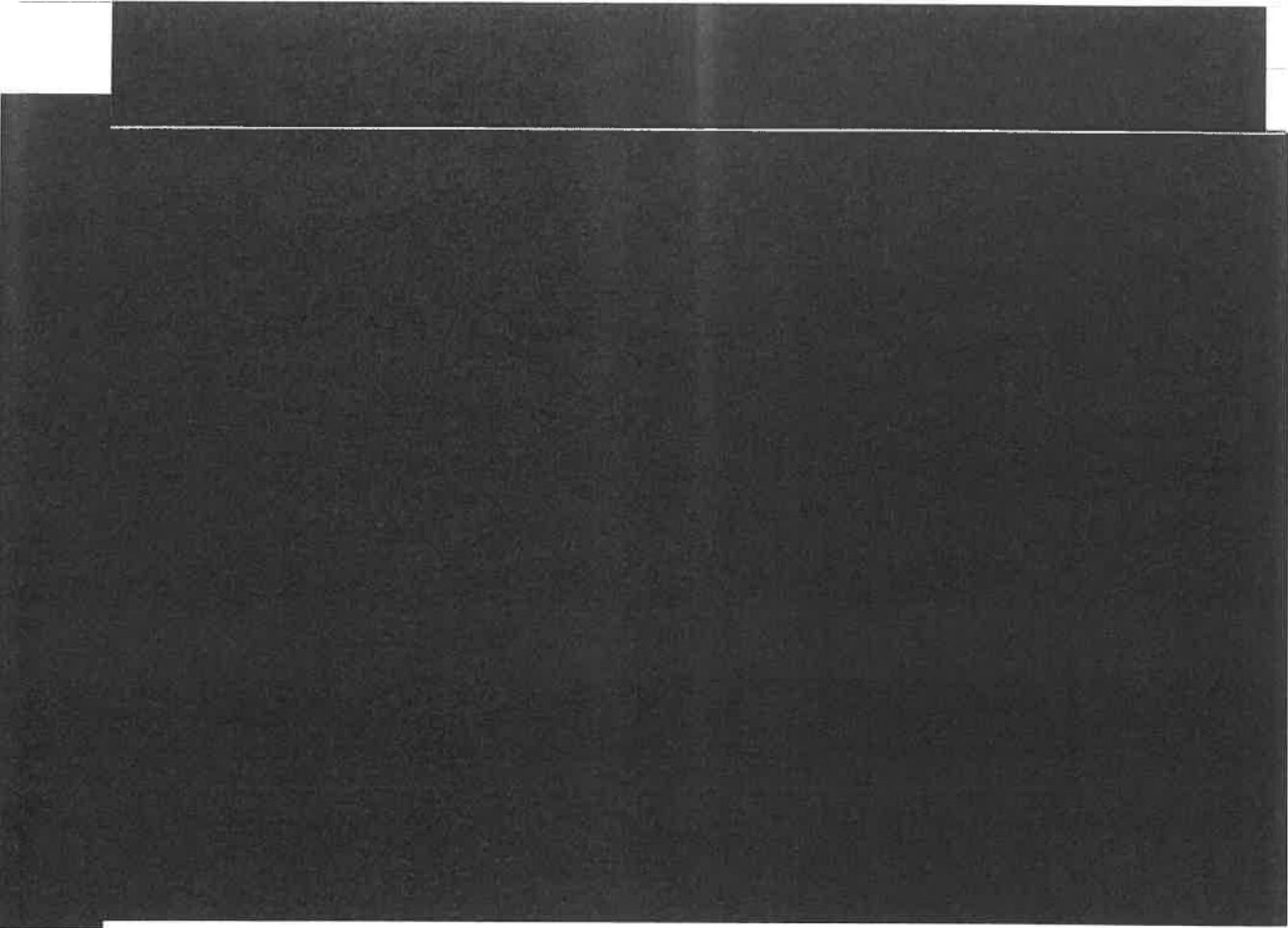
• **MICoR dates and core documents to be uploaded to TRACE**

Market	Species	Class	MICoR negotiation date	MICoR update date	Import Permit	Testing results & tag lists	Treatments	Heat stress model / load plan	Tag list at sign off	Reject list at sign off	Disinfectants	Other	Dispensations
	Sheep	Slaughter		27/08/2014				Yes					
	Sheep	Slaughter		27/08/2014				Yes					
	Sheep	Slaughter		27/08/2014				Yes					

Importing Country Requirements








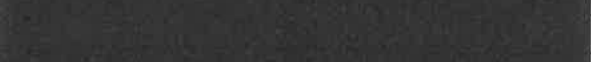

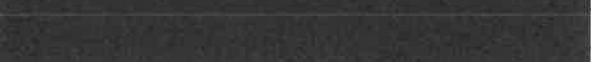




Middle East slaughter sheep

Country	Requirement	Specific	Certification basis	Documentation obtained
All				



Consignment documentation

The commercial and regulatory documents to be compiled during the preparation and export include, but not limited to:

	Received
Uploaded to TRACE or communications with DoAWR Canberra	
	
	
	
	
	
To go to Suppliers	
	
	
	
	
	
	
Shipping Agent	
	
	
	

To go to Vendor and back (from the office of the contracted livestock Supplier)

[Redacted]		

To go to Registered Premise operator

[Redacted]		

Vendor to complete and send with Livestock to Registered Premise

[Redacted]		

To obtain from importing country buyer

[Redacted]		

Transport Provider (to/from the office of the contracted livestock supplier)

[Redacted]		

To go to AAV

[Redacted]		
------------	--	--

For AAV to Complete

[Redacted]		

Health requirements

[Redacted]		

Vessel Loading

[Redacted]		

Other documentation required	

Reviewed by:

Comments, if any:



Australian Government


**Department of Agriculture
and Water Resources**

Secretary's Approved Export Program

Section 1A.45 of the Export Control (Animals) Order 2004

I approve, for the purposes of s 1A.45(1) of the *Export Control (Animals) Order 2004* (**Order**) the following program of activities, to be undertaken by an authorised officer, for the purpose of ensuring the health and welfare of livestock that are to be exported by sea, in the course of export activities:

1. Monitoring and reporting on the health and welfare of live animals, including in relation to;
 - a. the implementation of procedures to ensure the health and welfare of live animals ;
 - b. the conditions of the voyage (including the condition of the vessel) to ensure that they are adequate for health and welfare of the live animals
2. Keeping records of the implementation of the program; and
3. Reporting on the implementation of the program.

Approved by	
	04/10/2018
Delegate of the Secretary for the purposes of s 1A.45 of the Order	Date

VESSEL:
LOAD PORT:

Al Kuwait VOYAGE: 2
Fremantle

PROPOSED NUMBERS
ALLOMETRIC K Factor = 0.037

SHIPS PEN CAPACITY

Approved Pen Area (Sheep) [redacted] m²
Excluding deck 5 special [redacted] m²

Fremantle

RETWA (LNC-11558)

% sheep	Sheep Types	2%	3%	Proposed Weight	Allometric Area/Hd K factor 0.037	Area with additional space	Feed per	
		feed ration	feed ration	(no curfew)			Day	Total Weight
		head	head	Av Kg	Av Kg	m ²	MT	Kg
	Young Wethers							
	Young Wethers							
	MW.Lambs							
	XB Lambs							
	Dorper Male Lambs							
	Dorper Ewe Lambs							
		0	42,000					
Total Sheep - Fremantle		42,000 Head		44.65	45.13	Excess space	3,549.08 m²	

% sheep	sheep types	head	Av Kg
	Young Wethers		
	MW.Lambs		
	XB.Lambs		
	Dorper Lambs		
	Total Sheep	42,000	44.6

SHIPBOARD RATION SPECIFICATIONS & PROVISIONING

PROPOSED NUMBERS

APPENDIX 4.2

Voyage Requirement - Feed

42,000 voyage Fremantle - Kuwait @ 19 knots
Days Discharge [redacted]
Days Emergency [redacted]
Days Contingency [redacted]

Feed Required
Less Feed ROB
Feed to Load

Fodder & Chaff
Proposed Fodder Loaded
Proposed Chaff Loaded

Surplus / Deficit



Voyage Requirement - Fresh Water

42,000 voyage Fremantle - Kuwait [redacted] Ltrs
Days Discharge [redacted]
Days Emergency [redacted]
Days Contingency [redacted]

FW Required
FW Capacity
Generation ([redacted] days [redacted])
FW Available

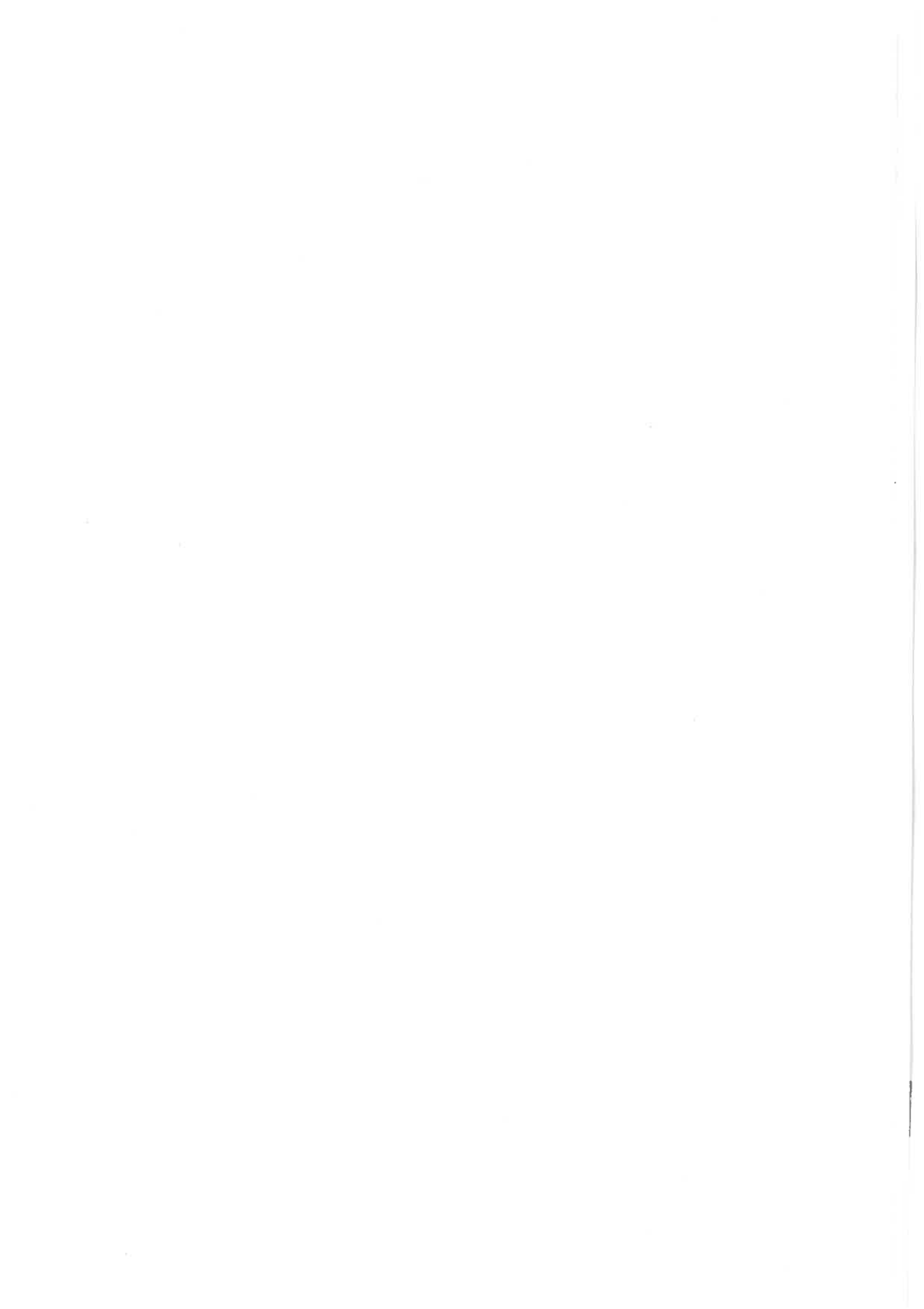
Surplus / Deficit

Bedding
Bedding Required
Sheep @ [redacted] per 10,000h
[redacted] additional sawdust
Required Bedding

Total Sawdust to load

Surplus / Deficit





SHIP'S PARTICULARS

Ship's Name		M.V. Al Kuwait	
Owner		Livestock Transport & Trading Co. K.S.C.	
Builder		STX/Cosco Dalian	
Class		DNV-GL	
Ship Type		Livestock Carrier	
Nationality		Kuwait	
Port Of Registry		Kuwait	
Official No.	KT/1835	I.M.O. No.	9590931
Call Sign	9KKX	MMSI NO	447302000
Gross Tonnage	36028 MT	L.O.A.	189.50 M
Net Tonnage	15716 MT	L.B.P.	177.80 M
D.W.T.	16110 MT	Reg. Length	179.71 M
Reg. Depth(Freeboard)	14.53 M	Reg. Breadth	31.10 M
Keel To Mast Height (Air Draft)		51.66 M	
Draft (Design) Extreme		7.70 M	
Draft (Summer) Extreme		8.85 M	
Suez Gross Tonnage		39817.46 MT	
Suez Net Tonnage		36500.99 Mt	
Light Ship		14199.86 Mt	
Telephone Bridge		Telephone Capt Off	
Inmarsat C Tlx			
E-Mail:		Radio Company	Master System LLC
Date Keel Laid	December 2011	Date Delivered	April 2016
Propulsion		1 X MAN B & W, 7550ME-B, 12460 kW	
Propeller		1 X Fixed, 4 Blades	
Rudder		1 X Full Spade	
Max B.H.P. Main Engine		12460 kW (16702 Hp)	
Bow Thruster		1 X 750 kW	
Livestock Area(Net)		23474 m ² Cattle / 23584 m ² Sheep	
Bow To Bridge	15.35 m	Bridge To Stern	174.15 m
Bridge To Fwd Ramp	102 m	Bridge To Ramp	145 m
Mobile Ramps 3 Nos	3 Ramps (14 m Length each)	Weight Of Ramp	2450 kg EACH
Stern To Manifold	36.8 m	Bow To Manifold	152.7 M
Parallel Length Ball	39.3 m	Parallel Length Load.	82.1 m
Previous name		Ocean Shearer	
Previous owner		Ocean Shearer PTE Ltd, Singapore	
Date vessel sold		26th March 2020	

DK	HDS	ANG WT	PEN WT	DEPOT	CLIENT	LINE	POL	POD	TL WT
3A	1124								
3B	1124								
3C	1124								
3D	1124								
3E	1124								
3F	1124								

DK	HDS	ANG WT	PEN WT	DEPOT	CLIENT	LINE	POL	POD	TL WT
3A	1124								
3B	1124								
3C	1124								
3D	1124								
3E	1124								
3F	1124								

DK	HDS	ANG WT	PEN WT	DEPOT	CLIENT	LINE	POL	POD	TL WT
2A	1124								
2B	1124								
2C	1124								
2D	1124								
2E	1124								
2F	1124								

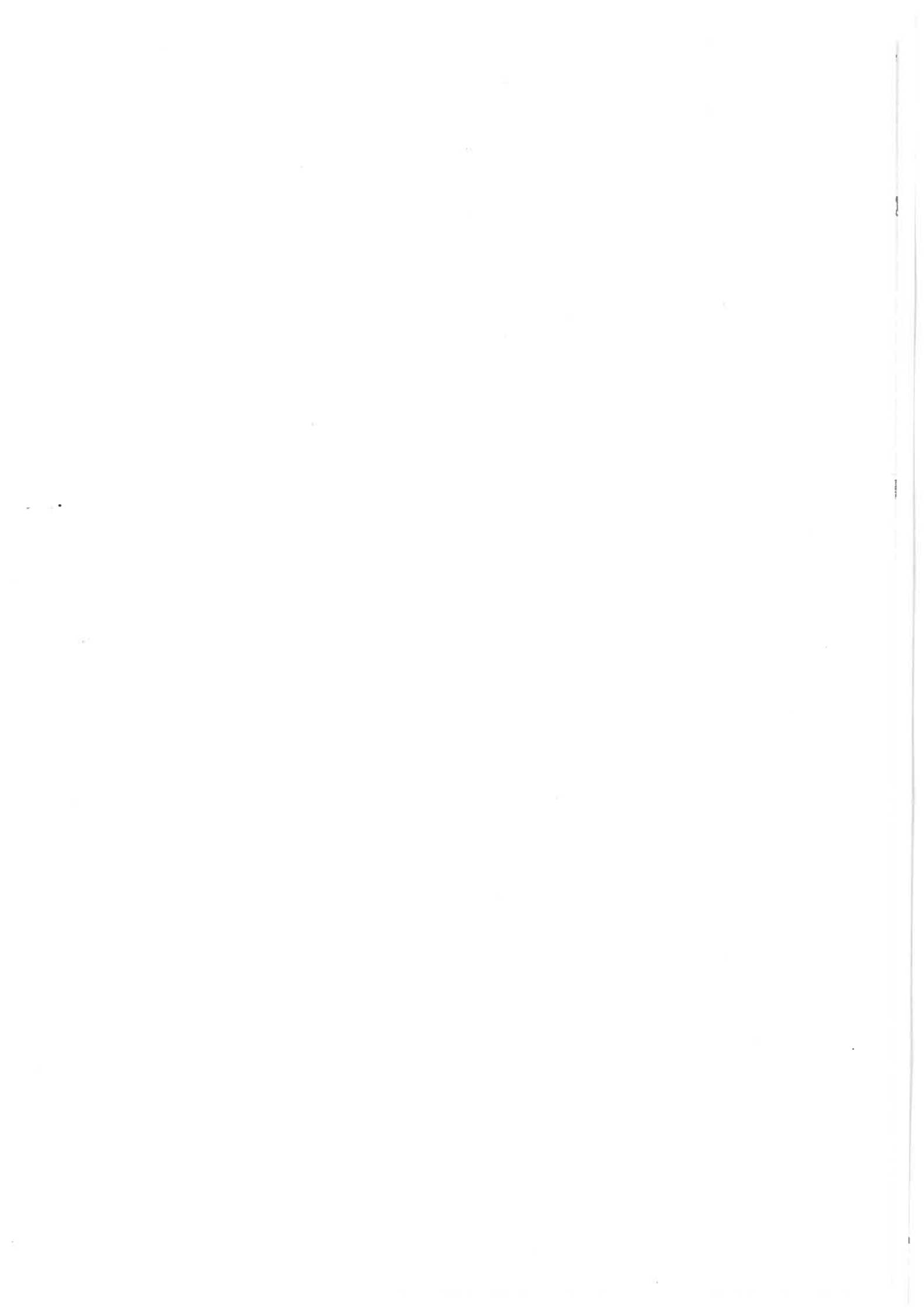
DK	HDS	ANG WT	PEN WT	DEPOT	CLIENT	LINE	POL	POD	TL WT
2A	1124								
2B	1124								
2C	1124								
2D	1124								
2E	1124								
2F	1124								

DK	HDS	ANG WT	PEN WT	DEPOT	CLIENT	LINE	POL	POD	TL WT
1A	1124								
1B	1124								
1C	1124								
1D	1124								
1E	1124								
1F	1124								

DK	HDS	ANG WT	PEN WT	DEPOT	CLIENT	LINE	POL	POD	TL WT
1A	1124								
1B	1124								
1C	1124								
1D	1124								
1E	1124								
1F	1124								

TOTAL HEADS		AVG WEIGHT		TOTAL WEIGHT	
SHEEP6	33341				
CATTLE					
GRAND TOTAL	33341				

TOTAL HEADS		AVG WEIGHT		TOTAL WEIGHT	
SHEEP6	33341				
CATTLE					
GRAND TOTAL	33341				



DK	HDS	AVG WT	PEN WT	DEPOT	CLIENT	LINE	POL	POD	TL WT
5A	0	103	104	105	106	107	108	109	110
5B	0	107	108	109	110	111	112	113	114
5C	0	107	108	109	110	111	112	113	114
5D	0	107	108	109	110	111	112	113	114
5E	0	107	108	109	110	111	112	113	114
5F	0	107	108	109	110	111	112	113	114

DK	HDS	AVG WT	PEN WT	DEPOT	CLIENT	LINE	POL	POD	TL WT
4A	0	112	113	114	115	116	117	118	119
4B	0	112	113	114	115	116	117	118	119
4C	0	112	113	114	115	116	117	118	119
4D	0	112	113	114	115	116	117	118	119
4E	0	112	113	114	115	116	117	118	119
4F	0	112	113	114	115	116	117	118	119

DK	HDS	AVG WT	PEN WT	DEPOT	CLIENT	LINE	POL	POD	TL WT
32	27	27	0	29	27	29	0	29	0
45	44	38	38	38	38	26			
48	44	38	38	38	38	26			
49	44	38	38	38	38	26			
40	44	38	38	38	38	26			
45	44	38	38	38	38	26			
45	44	38	38	38	38	26			
45	44	38	38	38	38	26			
45	44	38	38	38	38	26			

DK	HDS	AVG WT	PEN WT	DEPOT	CLIENT	LINE	POL	POD	TL WT
32	27	27	0	29	27	29	0	29	0
45	44	38	38	38	38	26			
48	44	38	38	38	38	26			
49	44	38	38	38	38	26			
40	44	38	38	38	38	26			
45	44	38	38	38	38	26			
45	44	38	38	38	38	26			
45	44	38	38	38	38	26			
45	44	38	38	38	38	26			

K15

K21

K19

K17

K18

K16

DK	HDS	AVGWT	PENWT	DEPOT	CLIENT	LINE	POL	POD	TLWT
34	34	43	43	34	43	43	21	43	43
21	22	23	24	25	26	27	28	29	30
39	40	40	40	40	40	40	41	41	42
61	80	59	58	57	56	55	54	53	52
102	103	104	105	106	107	108	109	110	111
22	40	40	40	40	40	40	40	40	40
0	39	40	40	40	40	40	40	40	40
122	141	140	138	136	135	134	133	132	131
179	180	40	182	183	184	185	186	187	188
0	39	40	40	40	40	40	40	40	40
220	219	218	217	216	215	214	213	212	211
39	34	43	43	43	34	40	35	17	34

DK	HDS	AVGWT	PENWT	DEPOT	CLIENT	LINE	POL	POD	TLWT
34	34	42	42	42	42	42	42	42	42
38	40	40	40	40	40	40	40	40	40
81	80	57	56	55	54	53	52	51	50
102	103	104	105	106	107	108	109	110	111
22	40	40	40	40	40	40	40	40	40
0	39	40	40	40	40	40	40	40	40
122	141	140	138	136	135	134	133	132	131
179	180	40	182	183	184	185	186	187	188
0	39	40	40	40	40	40	40	40	40
220	219	218	217	216	215	214	213	212	211
39	34	43	43	43	34	40	35	17	34

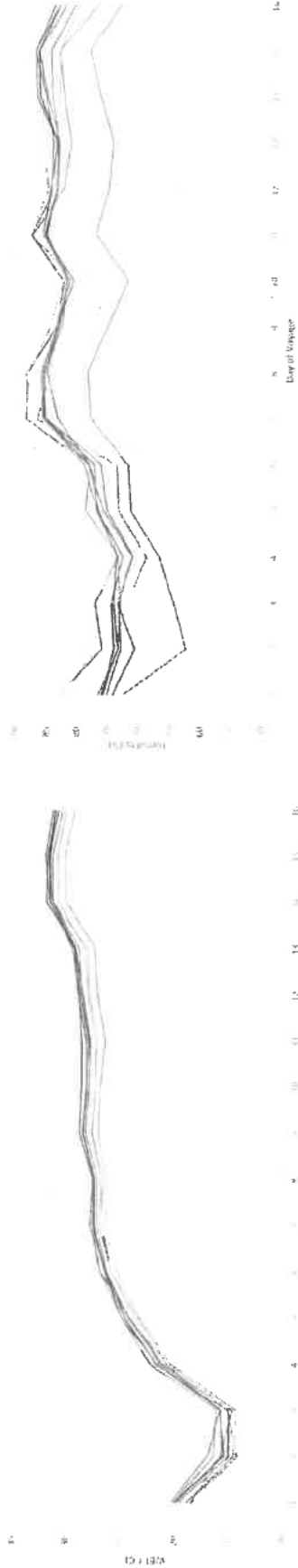
DK	HDS	AVGWT	PENWT	DEPOT	CLIENT	LINE	POL	POD	TLWT
34	34	42	42	42	42	42	42	42	42
38	40	40	40	40	40	40	40	40	40
81	80	57	56	55	54	53	52	51	50
102	103	104	105	106	107	108	109	110	111
22	40	40	40	40	40	40	40	40	40
0	39	40	40	40	40	40	40	40	40
122	141	140	138	136	135	134	133	132	131
179	180	40	182	183	184	185	186	187	188
0	39	40	40	40	40	40	40	40	40
220	219	218	217	216	215	214	213	212	211
39	34	43	43	43	34	40	35	17	34

DK	HDS	AVGWT	PENWT	DEPOT	CLIENT	LINE	POL	POD	TLWT
34	34	42	42	42	42	42	42	42	42
38	40	40	40	40	40	40	40	40	40
81	80	57	56	55	54	53	52	51	50
102	103	104	105	106	107	108	109	110	111
22	40	40	40	40	40	40	40	40	40
0	39	40	40	40	40	40	40	40	40
122	141	140	138	136	135	134	133	132	131
179	180	40	182	183	184	185	186	187	188
0	39	40	40	40	40	40	40	40	40
220	219	218	217	216	215	214	213	212	211
39	34	43	43	43	34	40	35	17	34

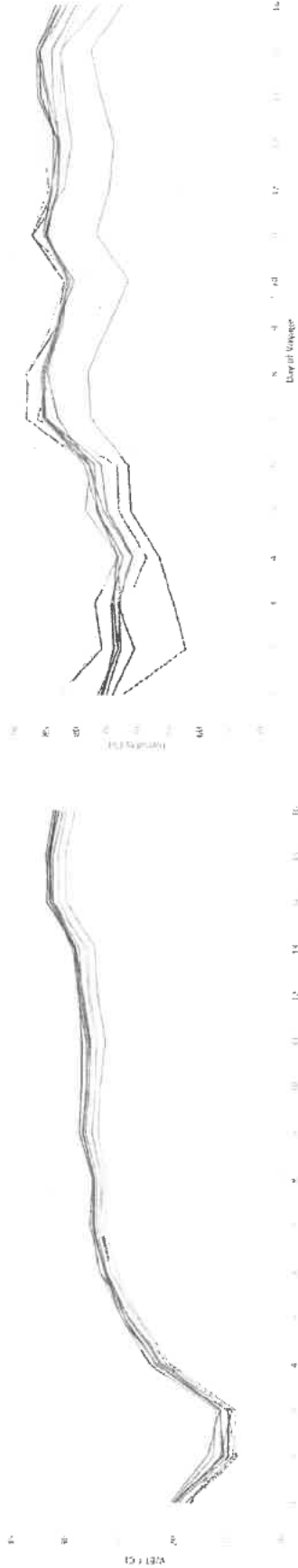
Bridge port side K31 wing
 Bridge starboard side K32 wing

Central Day	Deck 8		Deck 7		Deck 6		Deck 5F		Deck 5S		Deck 4A		Deck 3A		Deck 2F		Deck 1F	
	Max WBt	Min H	Max WBt	Min H	Max WBt	Min H	Max WBt	Min H	Max WBt	Min H	Max WBt	Min H	Max WBt	Min H	Max WBt	Min H	Max WBt	Min H
1	18.9	32.4	18.8	29.9	18.4	33.5	19.5	32.5	19.8	35.2	19.6	35.2	19.9	34.3	20.2	36.5	20.0	35.6
2	14.5	51.8	14.2	50.3	14.1	52.7	14.9	52.0	15.6	41.7	15.3	52.5	15.5	53.0	16.3	53.3	16.3	52.2
3	14.2	47.5	15.0	46.6	11.8	34.5	48.7	77.1	14.9	47.9	15.3	51.5	15.6	51.8	15.7	50.9	16.0	50.2
4	20.3	51.9	21.0	50.7	68.7	20.8	53.8	72.8	21.3	52.0	21.7	54.7	21.6	55.7	21.1	51.7	22.2	54.0
5	23.2	61.6	23.8	60.4	73.1	23.6	64.6	77.7	24.2	63.3	24.5	65.2	24.8	65.0	24.1	65.7	24.8	65.7
6	25.3	71.1	25.8	68.4	73.4	25.6	73.3	78.2	26.2	72.0	26.3	73.3	26.4	73.2	26.8	71.6	26.8	73.6
7	26.3	71.8	26.7	67.9	86.6	26.7	73.8	88.4	27.1	71.7	27.2	73.6	27.5	73.1	27.8	72.7	27.8	74.1
8	26.2	69.6	26.5	67.6	84.3	26.7	71.0	87.9	27.1	70.4	27.2	71.8	27.5	71.1	27.6	71.1	27.6	74.1
9	27.0	71.2	27.6	70.3	83.6	27.8	71.7	84.6	28.2	71.1	28.4	72.2	28.5	72.2	28.6	72.0	28.6	74.1
10	26.8	70.6	27.3	69.9	80.3	27.6	71.7	82.4	28.2	71.7	28.4	72.2	28.5	72.2	28.6	72.0	28.6	74.1
11	27.1	73.4	27.1	71.5	87.7	27.3	73.5	87.9	28.1	71.8	28.1	72.4	28.2	72.4	28.3	72.9	28.4	72.5
12	27.1	73.4	27.9	75.1	84.0	28.0	75.4	85.0	28.5	73.9	28.8	75.2	29.0	75.5	28.6	73.9	28.9	73.6
13	30.1	75.7	31.3	72.2	85.7	28.2	77.0	85.8	29.2	76.2	29.3	77.8	29.3	77.9	29.5	78.1	28.9	77.8
14	30.1	67.3	31.3	70.3	83.1	30.8	72.2	86.0	31.4	80.4	31.6	81.3	31.9	81.6	31.6	79.2	31.3	81.0
15	29.3	16.4	29.3	16.9	75.9	30.5	18.3	82.0	30.8	31.7	31.6	75.4	31.8	75.6	32.0	76.9	31.4	76.0
16	29.3	16.4	29.3	16.9	75.9	30.5	18.3	82.0	30.8	31.7	31.6	75.4	31.8	75.6	32.0	76.9	31.4	76.0

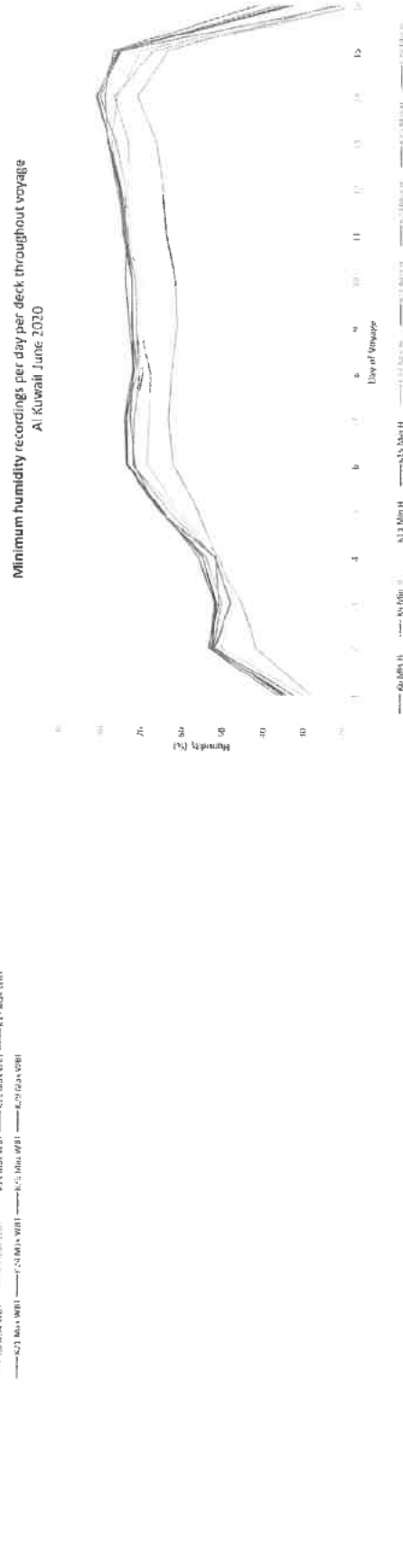
Maximum WBt per day deck throughout voyage
Al Kuwait June 2020



Maximum WBt per day deck throughout voyage
Al Kuwait June 2020



Minimum humidity recordings per day per deck throughout voyage
Al Kuwait June 2020





RURAL EXPORT & TRADING (WA) PTY LTD

ABN 56 008781 664

43 Ventnor Avenue
West Perth
Western Australia 6005

PO Box 1362
West Perth 6872
Western Australia

08-93226649

CAPTAIN, STOCKPERSONS & VETERINARIAN

VOYAGE INSTRUCTIONS LNC- 11558

FOR MANAGEMENT OF LIVESTOCK

Emergency Contacts - available 24 hours:

Name: [REDACTED] [REDACTED]
Mb Aust: + [REDACTED] [REDACTED]
Email: [REDACTED] [REDACTED]

Reports to: Rural Export & Trading (WA) Pty Ltd
tel: 61 8 93226649
fax: 61 8 93221240
email: retwa@retwa.com.au

Onboard Veterinarian: [REDACTED]
Accredited Stockpersons: [REDACTED], [REDACTED]

Vessel/Voyage: Al Kuwait V002
Load Port: Fremantle
Discharge port/s: Shuwaikh
Voyage no. days: 19-21 days

<u>Loaded</u>	MT Loaded	Supplier
Fodder Pellets:	About	MT
Chaff		MT
Saw Dust		MT

SPECIAL INSTRUCTIONS FOR LNC-11558

Please note this consignment is being exported under an exemption granted by the Department of Water and resources.

To meet DAWE exemption directions and conditions and the June 2020 Animal Welfare Management Plan the following additional requirements and records should be kept. This should be used in conjunction with normal instructions below. If there is any confusion, please contact RETWA. However, assume the higher standard is always required.

Conditions of export LNC 11558 Melissa McEwen

Notice of direction for LNC-11558 to Rural Export & Trading (WA) Pty Ltd pursuant to paragraph 17(1)(b) of the Australian Meat and Live-stock Industry Act 1997

- Loading is to cease by 2400 hours on 17 June 2020.
- Kuwait 'Shuwaikh' port must be the only port of discharge.
- The vessel must be stocked at a minimum allometric stocking density of 0.037.
- The deck area described as Deck 5 Aft (5 special) on page 6 of RETWA's letter of 11 June 2020 to the Department is not to be loaded with sheep at any time during the voyage.

Conditions of export – LNC 11558 Tina Hutchison

Notice of direction for LNC-11558 to Rural Export & Trading (WA) Pty Ltd pursuant to paragraph 17(1)(b) of the Australian Meat and Live-stock Industry Act 1997

Conditions 1 – 2 Kestrel Data loggers

- AAV requested to ensure as per AEP
 - 3 loggers are placed on each deck
 - All loggers are set to record at 20-minute intervals
 - Check the functionality throughout the voyage
 - Data must be sent to the department at the end of the voyage

Condition 3 – Stockperson

The head stock person to ensure adequate feed and water access for livestock. Propose daily inspection of all animals, pen and deck conditions are maintained and crew understand requirements. This is outlined in the normal instructions below

Condition 4. - RETWA must ensure that the AAV collects the following records:

a. Three photos from two different decks per day, rotating through all decks during the voyage. Take photos from the same vantage point to demonstrate how the condition of the area is faring throughout the voyage.

i. Photos should include pens maintaining good condition and those deteriorating in condition as the voyage progresses.

b. A small amount of video footage of the animals in the pens. This should include:

- i. animals on day 2 of the voyage; and
- ii. animals at the time of discharge.

c. Responses to the checklist provided, as indicated at the commencement of the voyage, on a daily basis and at the end of the voyage.

June 2020 Animal Welfare Management Plan

Please review the June 2020 Animal Welfare Management Plan. The following is important for the Captain, AAV and stockperson.

Active Voyage Management

Anticipated conditions will be reviewed continuously by an expert panel, who provide advice to the vessel captain and veterinarian. We refer to this as Active Voyage Management (AVM). To assist the panel the following information is required.

Daily reporting for Export Panel

- Record all mortalities individually, including the date and times, deck, pen and class of animal and presumptive cause of death. The list of these details must be included with the daily report.
- Record all morbidities and treatments. The list of these details must be included in the daily report.
- Data from each Kestrel should be emailed to the exporter daily for use by Active Voyage Management export panel to review

The expert panel will communicate with the vessel daily regularly (every 48-24 hours) and work with meteorologist and [REDACTED] to provide additional climatic forecasts and support.

Management of hot spots

- Deck 5 Aft (special 5) should not be loaded at any time during the voyage
- Any other areas identified as "hot" should have sheep moved to other areas with the remaining space available

Daily monitoring

- To avoid stress to the sheep, handling and animal disturbances must be kept to a minimum in hot weather, especially in the afternoons and early evenings

Research sheep

- [REDACTED] group of sheep of approximately [REDACTED] head in each group will be loaded separately as research sheep.
- Monitored twice daily with records for animal behaviour and video footage collected.
- Sheep can be discharged as one group however to remain in separate groups during the voyage for daily monitoring.

Discharge

- Compliance with ASEL standard 5.5 (b) must be monitored for all sheep until removed from their pens.

These instructions are issued to the Captain, Stockperson and the Veterinarian of each Voyage and form part of any agreement between You and the Exporter relating to a Voyage. If there is any doubt at any point, consult with the other parties to ensure that the task is performed correctly. If these Instructions or the ASEL Standards are not available at any time, the Exporter is to be contacted and a new copy requested.

Definitions

- “ASEL Standards” means the most recent version of the Australian Standards for the Export of Livestock.
- “Agreement” means any agreement between You and the Exporter (whether written or oral), with respect to the Voyage and includes these Instructions.
- “AMSA Regulations” means any regulations made by the Australian Maritime Safety Authority relevant to the Voyage.
- “Captain” means the captain/master of the Vessel described on the front page of the Instructions and may also be referred to as the “Master” in these Instructions.
- “Discharge Port” means the discharge port described on the front page of the Instructions.
- “Exporter” means Rural Export and Trading Pty Ltd (ACN 008 781 664).
- “Instructions” means these instructions, including the Contingency Plan attached, as may be amended from time to time by the Exporter.
- “Livestock” means the livestock on board the Vessel and includes any reference to “cattle” or “animals”.
- “Stockperson” means the Stockperson appointed by the Exporter to be the Stockperson on the Voyage accredited in accordance with the AESL Standards described on the front cover of the Instructions.
- “Veterinarian” means the Veterinarian appointed by the Exporter to be the Veterinarian on the Voyage accredited in accordance with the AESL Standards described on the front cover of the Instructions.
- “Voyage/Vessel” means the Voyage/Vessel described on the front page of these Instructions.
- “We” “Us” “Our” means the Exporter
- “You” “Your” means the Captain, Stockperson or Veterinarian (whichever is applicable).

Responsibility

The Captain/Master assumes overall responsibility of the management and care of the livestock during the Voyage from the point of embarkation to the point of disembarkation. This includes the provision of satisfactory livestock services such as ventilation, food water, drainage and lighting.

The Accredited Veterinarian is responsible for providing appropriate care and management of the livestock on board during the Voyage. They are also responsible for monitoring and regular reporting of consignment conditions on board on an approved form and submitted daily and after the Voyage. The accredited Veterinarian must remain with the consignment until the Vessel has completed discharging at the final port of discharge. The Veterinarian must ascertain the mortality rate and report in the daily report to the Exporter.

The Accredited Stockperson is responsible for supporting the accredited veterinarian on board the voyage and providing appropriate care and management of the livestock on board during the Voyage. The Stockperson must remain with the consignment until the Vessel has completed discharging at the final port of discharge. The Stockman must ascertain the mortality rate and report in the daily report to the Exporter.

Captain/Master, Accredited Veterinarian and Accredited Stockperson jointly ensure that the below is undertaken:

1. PRE-LOADING

- [Redacted]
- [Redacted]
- [Redacted]

2. ALONG-SIDE / LOADING

- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- The consignment must be checked before departure to ensure that the livestock have been loaded according to the loading plan. (S5.3)
- [Redacted]

3. DURING THE VOYAGE

3.1 First Sailing and Inspection

- All livestock must be provided with fodder and water as soon as possible after being loaded and within no more than twelve (12) hours of loading. (S5.4)
- [Redacted]
- [Redacted]
- Livestock and livestock services on the Vessel must be regularly inspected (day and night) to ensure that the health and welfare of the livestock are maintained while the livestock are on the Vessel. Livestock are to be systematically inspected to assess their health and welfare. (S5.6)

- A meeting is to be held daily to discuss all issues relating to the health and welfare of the livestock. This must include the Captain/Master and/or the Livestock Officer, accredited Stockperson and Veterinarian. (S5.6)
- Feed and water supply systems must be monitored day and night and maintained in good order. (S5.6)
- The pen stocking density must be checked regularly throughout the Voyage and adjustments made as required. (S5.6)
- Ventilation must be monitored regularly each day to ensure adequate thermoregulation of the livestock. (S5.6)
- [Redacted]
- Washing down decks and disposal of faeces and litter must be carried out with regards to the health and welfare of livestock. (S5.6)
- If sheep are penned adjacent to cattle without formal separation such as a passageway, an empty pen or an effective impermeable barrier, [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]

3.2 Fodder and Water

Livestock must have access to potable drinking water and suitable feed to satisfy their energy requirements, taking into consideration any particular needs of the livestock species, class and age. (S5.5)

[Redacted]

- [Redacted]

Fodder

- [Redacted]
- Feed at a rate of at least 2% body weight, and 3% for 0-4 tooth sheep & goats.
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- Fodder is to be supplied to all livestock waiting to be discharged and during the discharge period. (S5.5)
- At the time of departure, at least three day supply of fodder is to be kept in reserve.

Water

- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- [Redacted]
- The sheep and goats are to receive clean and ^{and} water at all times.
- Water is to be supplied to all livestock waiting to be discharged and during the discharge period. (S5.5)
- At the time of departure, at least three day supply of water is to be kept in reserve.

- Maintain water and feed supply during discharge and as required. No livestock to be left on standby waiting in the aisles without food or water. (S5.5)
- [REDACTED]

5. DISCHARGE REPORT

6. CONTINGENCY PLANS

The attached Contingency Plans are to be followed in the event of a Mechanical Breakdown, Feed shortage, water shortage, outbreak of disease, extreme hot weather conditions, rejection of consignment in the overseas market and pregnant females aborting during the Voyage. (S5.10)

7. NOTIFIABLE INCIDENT

A **notifiable incident** means an incident that has the potential to cause serious harm to the health and welfare of the livestock. A notifiable incident includes, but is not limited to:

- A shipboard mortality rate 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;
- Diagnosis or strong suspicion of an emergency disease in a consignment of livestock;
- Marine casualty of a Vessel carrying livestock;
- Disablement of a Vessel carrying livestock, such that assistance is required for return to port;
- An act of terrorism or piracy; and/or
- Any other incident that has a serious adverse effect on animals health and welfare.

Reportable levels are shown below, or three (3) animals whichever is the greater number:

- sheep and goats: 1%
 - cattle and buffalo, Voyages \geq 10 days: 1%
 - cattle and buffalo, Voyages < 10 days: 0.5%
 - camelids: more than three (3) deaths
 - deer: more than three (3) deaths
- If a notifiable incident occurs at any time notify immediately the Exporter who will notify the relevant Australian Government agency as soon as possible and within twelve (12) hours. (S5.11)
 - In relation to a notifiable incident involving a mortality equal to or greater than the reportable level, a report must be provided that includes details of the mortalities (number species, suspected cause), factors that may have contributed to the deaths, the current locations of the Vessel and if appropriate, its destination and estimated time of arrival. (S5.11)
 - This report does not replace the need to report in accordance with Section 40 of marine Orders 43. (S5.11)

8. Abide by additional conditions as described at the start of this document to meet exemption requirements.

9. CONFIDENTIALITY

9.1 For the purposes of this clause 9 **Confidential Information** shall mean all information relating to the Exporter or the Voyage acquired by you as a direct or indirect result of Your engagement by the Exporter or Your involvement in the Voyage which is by its nature confidential or You know or ought to know is confidential and includes (without limitation):

- (a) number, class and quality of livestock aboard the Vessel;
- (b) numbers of livestock discharged at each Discharge Port;
- (c) information about the price of the livestock;
- (d) information about the persons to whom the livestock is consigned;
- (e) mortality rates;
- (f) animal welfare issues arising during the Voyage;
- (g) information about the physical attributes of the Vessel, and the on-board livestock control systems;
- (h) the system of work aboard the Vessel;
- (i) any event, circumstance, incident or thing that happens during the Voyage;
- (j) the daily reports and end of Voyage reports.

9.2 For the purposes of this clause 9 **Records** shall mean records (including all copies) in any form or media (whether or not visible) that contain, refer to or are based on any confidential information.

9.3 You agree and undertake that You will not without the prior express written consent of the Exporter disclose to any third party any Confidential Information except and only to the extent required by law or government agency or other regulatory body.

- 9.4 If You are required to make a disclosure in accordance with sub-clause (b), you must:
- (a) notify the Exporter immediately if You anticipate that You may be required to disclose the Confidential Information;
 - (b) consult with and follow reasonable directions from the Exporter to monitor and manage the disclosure prior to the disclosure being made;
 - (c) if disclosure cannot be avoided advise the Exporter prior to the disclosure;
 - (d) use reasonable efforts to ensure that only Confidential Information to the extent necessary to comply is disclosed; and
 - (e) use reasonable efforts to ensure that any Confidential Information disclosed is kept confidential.
- 9.5 You acknowledge and agree that you have no right or interest in the Confidential Information other than the right to use and disclose it in accordance with this clause 9.
- 9.6 You must upon the Exporters' request, as soon as is reasonably practical deliver (or destroy at the Exporters' option) every tangible record in your possession and erase or destroy another way all intangible Records except those Records required to be retained by You in accordance with the law or by an order or direction of a government agency.
- 9.7 Where You are required to retain Confidential Information or Records in accordance with clause 9.6, You must:
- (a) make all reasonable efforts to ensure that the Confidential Information and Records are kept confidential in a way that makes it clear that is it confidential;
 - (b) under Your effective control; and secure from theft, loss, damage and unauthorised access use and disclosure.
 - (c) notify the Exporter immediately if You become aware of any actual, suspected or likely theft, loss, damage, authorised access or disclosure of the Confidential Information or Records.
 - (d) indemnify the Exporter and must pay on demand the amount of all losses, damages, liabilities, costs, expenses suffered by the Exporter in connection with a breach of an obligation of confidence under this clause 8.
- 9.6 You acknowledge that Your obligations of confidentiality contained in this clause 9 are ongoing and shall survive the termination or expiration of this Agreement.
- 9.7 You acknowledge that the Confidential Information is confidential and valuable to the Exporter and that its disclosure to third parties not permitted in accordance with this Agreement may cause the Exporter immediate and irreparable harm for which damages alone may not be an adequate remedy and thereof agrees that the Exporter may commence legal proceedings to restrain any breach of Your obligations under this clause 9 or to compel specific performance.
- 9.8 For the avoidance of doubt, nothing in this clause is intended to restrict, prevent or hinder you in any way in the performance of Your duties under this Agreement or to comply with Your obligations under the ASEL Standards and, in particular, in performance of Your duty to prepare and submit an end-of-Voyage report.
- 9.9 These obligations of confidentiality shall form part of any agreement with the Exporter and You and shall apply to all Voyages.
- 10. ACCEPTANCE**
- 10.1 By signing these Instructions where indicated below You acknowledge that You have read, accept and are bound by the terms and conditions contained in these Instructions which form part of Your Agreement with the Exporter.
- 10.2 A copy of these Instructions must be kept for your records.

Regards,

Name: [REDACTED]

for
RURAL EXPORT & TRADING PTY LTD

Please sign confirming that you have been supplied with a set of Instructions and will abide by these requirements.

Captain/Master

Stockpersons 1 & 2

Onboard Veterinarian

Name:

Name:

Name:

07 - Contingency Planning

Ensure that the possible course of action has been noted for those unlikely but high impact situations during the Voyage.

These contingency plans are prepared for each consignment as part of the consignment risk management plan and attached to the Captain's / Stockperson's Instructions.

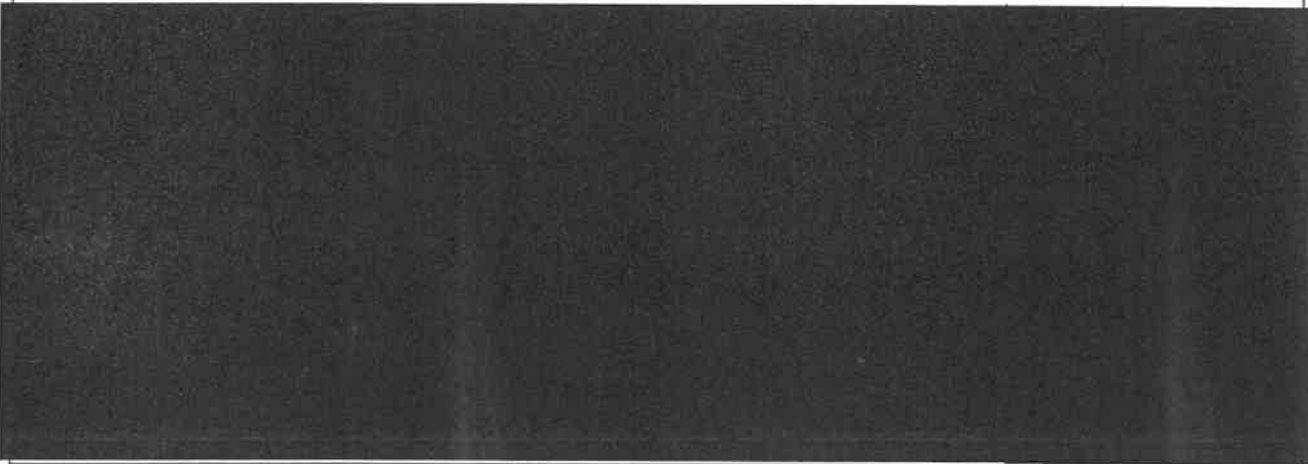
P.07 Page: of 3
Date 10.10.07
Rev 1

- Sheep & Goats
- Cattle & Buffalo

07.1 Vessel - Mechanical Breakdown



07.2 Vessel - Feed Shortage



07.3 Vessel - Water Shortage

07 - Contingency Planning

Ensure that the possible course of action has been noted for those unlikely but high impact situations during the Voyage.

These contingency plans are prepared for each consignment as part of the consignment risk management plan and attached to the Captain's / Stockperson's Instructions.

P.07 Page: of 3
Date 10.10.07
Rev 1

- Sheep & Goats
- Cattle & Buffalo

07 - Contingency Planning

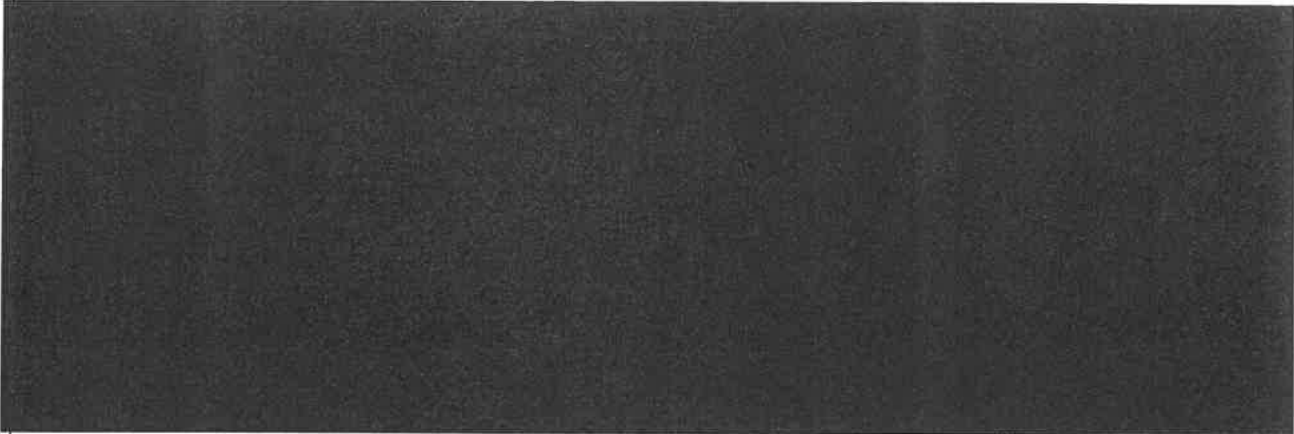
Ensure that the possible course of action has been noted for those unlikely but high impact situations during the Voyage.

These contingency plans are prepared for each consignment as part of the consignment risk management plan and attached to the Captain's / Stockperson's Instructions.

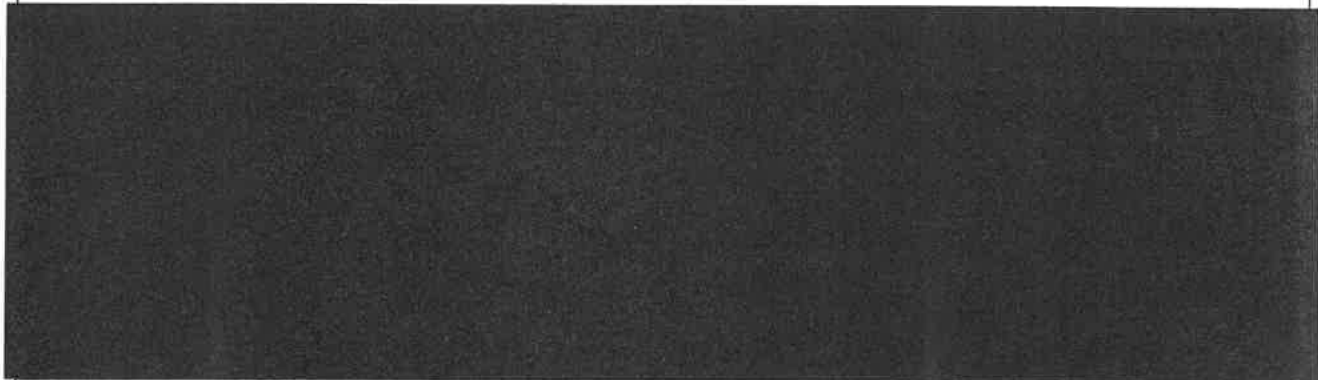
P.07 Page: of 3
Date 10.10.07
Rev 1

- Sheep & Goats
- Cattle & Buffalo

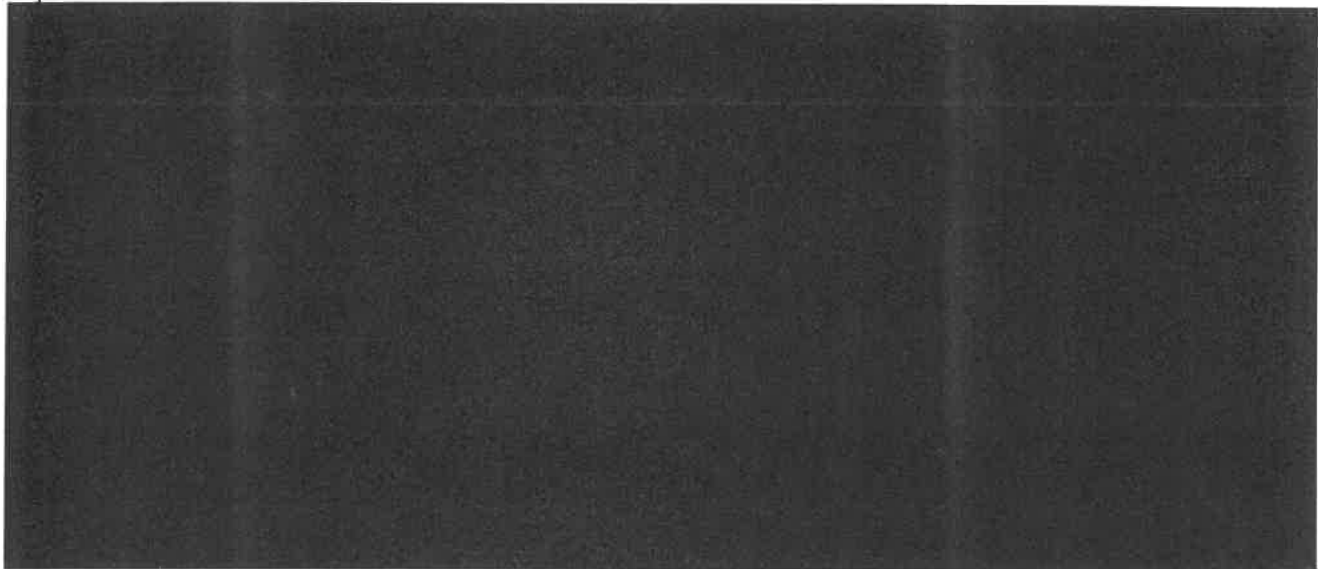
07.4 Vessel – Outbreak of Disease / Large Numbers of Deaths for no Apparent Reason



07.5 Vessel – Extreme Hot Weather Conditions



07.6 Vessel – Rejection of consignment by the overseas market



07.11 Risk Management

07 - Contingency Planning

Ensure that the possible course of action has been noted for those unlikely but high impact situations during the Voyage.

These contingency plans are prepared for each consignment as part of the consignment risk management plan and attached to the Captain's / Stockperson's Instructions.

P.07 Page: of 3
Date 10.10.07
Rev 1

- o Sheep & Goats
- o Cattle & Buffalo

RURAL EXPORT & TRADING (WA) PTY LTD

ABN 56 008781 664

43 Ventnor Avenue
West Perth
Western Australia 6005



PO Box 1362
West Perth 6872
Western Australia

08-93226649

Heat Stress Management Plan

Voyage: Al Kuwait V002(LNC 11558)

The following heat stress management plan will be followed for voyages between May to October to the Middle East as required by the Australian Meat & Livestock Industry (*Export of Sheep by sea to the Middle East*) Order 2018.

The following plan outlines actions to be taken at each point of the supply chain to reduce risk of heat stress leading to poor animal welfare outcomes. This plan co-indices with the June 2020 Animal Welfare Management Plan submitted to DAWE for this consignment exemption.

- Preparation
 - Heat tolerant breeds like merinos, dorpers within the weight range of [REDACTED] kgs and within the age group of [REDACTED] will be sourced from areas in WA. Body condition score of the sheep will be under 3 (refer Table A1.1.1 of ASEL).
- Shearing
 - Sheep will have a wool length of 20 mm or lesser
 - At the registered premise, sheep will be drafted and sheep having wool length of 20 mm or higher sent for shearing.
 - Any animals that have wool length of more than 20 mm will be rejected during Pre-export AAV inspection prior to loading, at the registered premise and/or at the wharf.
- Stocking density and Load plan
 - Before loading, the stocking densities will be calculated using the allometric formula ($k=0.037$).
 - The number of sheep permitted will be conveyed to the Captain, prior to loading. A loading sequence will then be created and continuously reviewed during loading.
 - Deck 5 Aft will not be used at any time during the voyage.
- Voyage
 - Portable high velocity fans will be available to improve air circulation during the voyage, as and when deemed necessary.
 - During hot weather dandling and animal disturbances will be kept to a minimum, especially in the afternoons and early evening when sheep are resting to avoid stress. This will not be at the detriment of identifying and treating sick or injured animals. During the voyage, if extreme hot weather is forecasted or encountered, the Captain will:

Active Voyage Management

Historical and meteorological evidence suggests that this voyage can be completed with due regard for the health and welfare of the livestock on the vessel, in particular taking into account the ability to use highly sophisticated reporting from the boat, and predictions for climatic conditions. Provisioning the boat with low stocking density and carefully selected sheep can be enhanced by creating an environment where the performance of the sheep and the current and anticipated conditions are reviewed continuously by an expert, who provide advice to the vessel captain and veterinarian. We refer to this as Active Voyage Management (AVM).

To provide this, an expert panel will convene at least every 48 hours post vessel sailing (every 2nd day if not daily) and every 24 hours as the vessel approaches the Gulf of Oman to consider current information about the voyage, and updated predictions about conditions en-route. The panel will then provide guidance on the current plans, and suggest alternative plans if indicated. The panel will have the capacity to co-opt members for specialist advice.

Voyage reporting and routing

Continuous enhanced monitoring

Continuous enhanced will involve the assimilation of data on the voyage at regular intervals, depending on the data source availability. This may be limited by resources (weather satellite orbits) or be nearly continuous (vessel location and temperatures).

Monitoring of the following will be provided at least daily:

- Actual conditions on the vessel including:
 - Deck temperatures (as specified in EAN 2018-06)
 - Bridge temperatures (a surprising omission from EAN 2018-06 and Northern Summer Order)
 - Water and fodder consumption
 - Mortalities (see section 2.2.6)
 - Morbidities and treatments
 - Pad condition
- Predicted meteorological conditions
 - The exporter has engaged the services of an expert maritime weather forecasting organisation [REDACTED] to provide updated route weather predictions up to 15 days in advance.

The panel will include expert representation covering:

- Meteorology
- Animal Physiology / Animal Welfare
- Livestock vessel operations
- Animal health / disease management

The panel will be able to provide advice on:

- Options for action if extreme weather is forecast or occurs, including heat events and storms.
- Management or treatment to respond to un foreseen disease events on the vessel.
- Advice on stock management and welfare in the event of other events
- Review of current onboard management.

Airflow/ventilation management during the voyage, and during discharge (e.g. use of additional fans, destocking pens, ship route etc.)

The Northern Summer Orders require monitoring of deck temperatures at three locations on each deck for the size of this vessel. This logging is already well established on the Al Kuwait, and data from the previous voyage has been used to inform the decisions about stocking rates and load plan for this proposed voyage. Rather than post-hoc analysis, the data will be collected daily from each logger, and returned along with the daily reports for assessment by the voyage management team.

Management of fodder and water provision

■ MT of chaff has been loaded for use in hot weather

Pad management

An additional ■ to the volume of sawdust required for sheep voyages will be loaded. This will be available to be used to manage the pad conditions should increased humidity (such as during periods of high WBT) cause softening of pads.

The reduced stocking rates will make it feasible to shovel any affected pens when necessary, without the risk that the handling/activity causing further heat stress to the livestock.

Extreme event

If it is likely that very hot weather conditions will be encountered / continue / possibly worsen at sea and that heat stress could become an issue, the Captain in consultation with the veterinarian and stockman will put in place measures as follows:

- empty or reduce density of pens in hotspots
 - adjust penning densities where possible by utilising alley ways and internal ramps and other voids
 - reduce / stop feeding to avoid metabolic heat load
 - increase access to water by filling feed troughs with water
 - minimise disturbance of the animals in the pens– all unnecessary physical exertion will be avoided
 - if pads are deteriorating because of excessive moisture, action will be taken by applying wood chip shavings (sawdust) to absorb the moisture. During deck washdown of the cattle pens, care will be taken to see that adjacent sheep pens (if any) are not affected.
-
- All additional requirements/conditions as per the Australian Meat and Livestock Industry (Export of Sheep by sea to the Middle East) Order 2018 and the Australian Meat and Livestock Industry (Export of Sheep by sea to the Middle East) Order 2020-Northern summer will be adhered to.



Australian Government
Department of Agriculture,
Water and the Environment

Mr [REDACTED]
General Director
Rural Export & Trading (WA) Pty Ltd
43 Ventnor Avenue
West Perth WA 6005

Dear [REDACTED]

Notice of direction for LNC-11558 to Rural Export & Trading (WA) Pty Ltd pursuant to paragraph 17(1)(b) of the Australian Meat and Live-stock Industry Act 1997

Notice of Direction

Rural Export & Trading Pty Ltd (RETWA) is the holder of export licence number L758 (licence) under the *Australian Meat and Live-stock Industry Act 1997 (AMLI Act)*.

Under paragraph 17(1)(b) of the AMLI Act the Secretary may give written directions, not inconsistent with the regulations, to the holder of an export licence. I am a delegate of the Secretary for the purposes of section 17.

Relevantly, a direction given under section 17 of the AMLI Act may make provision with respect to any matter relating to, or incidental to, the carriage, handling and storage of livestock and the measures to be taken to ensure compliance with directions given under section 17 of the AMLI Act: see paragraphs 17(2)(d) and (g).

Legislative context

Under the AMLI Act, the Australian Government has a responsibility to act in the interest of all those involved in the sustainable export of livestock. This includes livestock producers, exporters and support industries such as transport that rely on livestock exports for their income, and the broader Australian community that relies on the Australian Government to enforce standards that reflect their values, including protecting the welfare of exported animals.

The importance of animal health and welfare, including to the ongoing sustainability of the industry, is reflected in legislation including the *Export Control Act 1982*, the *Export Control (Animals) Order 2004 (Animals Order)*, the AMLI Act, the *Australian Meat and Live-stock Industry (Conditions on live-stock export licences) Order 2012 (AMLI Conditions Order)* and the *Australian Meat and Live-stock Industry (Standards) Order 2005 (AMLI Standards Order)*.

The AMLI Standards Order provides that the holder of a livestock export licence must not export livestock except in accordance with the *Australian Standards for the Export of Livestock (Version 2.3) 2011 (ASEL)*.

The AMLI Conditions Order provides that it is a condition on a livestock export licence that the holder of a licence must comply with any relevant provisions of the Animals Order.

An export licence is subject to the condition that the holder of the licence must comply with any directions given from time to time to the holder under section 17 of the AMLI Act: see subsection 17(5). Failure to comply with licence conditions may also constitute a criminal offence.

Direction

I am giving RETWA the following direction under paragraph 17(1)(b) of the AMLI Act:

In the course of the export of sheep to Kuwait on the MV *Al Kuwait* for LNC-11558, RETWA must comply with the conditions set out below under the heading "Conditions".

To avoid any doubt, RETWA must also comply with all other legislative requirements, including any relevant conditions and the direction issued to RETWA on 21 May 2020 by Tina Hutchison, Assistant Secretary, Live Animal Export, in relation to this consignment.

Grounds for giving direction

Animal health and welfare is an important aspect of the live animal industry, therefore in the interests of ensuring animal health and welfare and to ensure RETWA is able to meet its legal responsibilities, I am applying these conditions on your licence.

Conditions

The conditions are as follows:

1. RETWA must not move the livestock prepared for export from the registered premises to the Port of Fremantle for loading onto the vessel for export until written permission to do so is received from the department.
2. The vessel to be used for consignment LNC-11558 is the MV *Al Kuwait*.
3. Loading is to cease by 2400 hours on 17 June 2020.
4. Kuwait 'Shuwaikh' port must be the only port of discharge.
5. The vessel must be stocked at a minimum allometric stocking density of 0.037.
6. The deck area described as Deck 5 Aft (5 special) on page 6 of RETWA's letter of 11 June 2020 to the Department is not to be loaded with sheep at any time during the voyage.
7. The two sheep types described as wethers and with a proposed average weight (no curfew) of [REDACTED] kg in Appendix 3 on page 9 of the 'June 2020 Animal Welfare Management Plan MV *Al Kuwait* (LNC 11558)' dated 11 June 2020 and submitted by RETWA to the Department (**the Management Plan**), are to be removed from the consignment prior to its departure.

For the avoidance of doubt, sheep may be redrafted such that their average weight is no more than 50.00 kg.

8. Sheep with wool of over 20mm are to be removed from the consignment.
For the avoidance of doubt, this refers to the average wool or fleece length across the animal.
9. Conditions 7 and 8 are to be satisfied prior to the consignment leaving the registered premises.
10. Animals ineligible for export as per conditions 7 and 8, and any animals identified as not meeting ASEL requirements, must be removed from the consignment prior to the Department's regional veterinary officer/s inspecting the consignment at the registered premises. Animals later identified as not meeting ASEL requirements must be removed prior to loading at the registered premises. Nothing in this condition prevents the removal of animals at the wharf, if identified as ineligible at the wharf.

11. At least one additional stock person must accompany the voyage.

For the avoidance of doubt, the additional stockperson is not required to be an accredited stockperson.

12. The export and related loading, voyage and discharge must otherwise be undertaken in accordance with RETWA's application for exemption submitted to the Department on 8 June 2020, and in strict compliance with the June 2020 Animal Welfare Management Plan MV Al Kuwait (LNC 11558) dated 11 June 2020.

Publication of conditions

The department may publish any conditions that it decides to impose through this direction. Such publication will not include personal information or details of RETWA.

Right of review

You may make an application to the Administrative Appeals Tribunal within 28 days for a review of this direction under s 20(2) of the AMLI Act.

Next steps

If you have any questions, please contact the department on 02 6272 4581.

Yours sincerely



Melissa McEwen
First Assistant Secretary
Export Reform and Live Animal Exports

14 June 2020



Mr [REDACTED]
General Director
Rural Export & Trading (WA) Pty Ltd
43 Ventnor Avenue
West Perth WA 6005

Dear [REDACTED]

Notice of direction for LNC-11558 to Rural Export & Trading (WA) Pty Ltd pursuant to paragraph 17(1)(b) of the Australian Meat and Live-stock Industry Act 1997

Notice of Direction

Rural Export & Trading (WA) Pty Ltd (**RETWA**) is the holder of export licence number L0758 (**licence**) under the *Australian Meat and Live-stock Industry Act 1997* (**AMLI Act**).

Under paragraph 17(1)(b) of the AMLI Act the Secretary may give written directions, not inconsistent with the regulations, to the holder of an export licence. I am a delegate of the Secretary for the purposes of section 17.

Relevantly, a direction given under section 17 of the AMLI Act may make provision with respect to any matter relating to, or incidental to, the carriage, handling and storage of livestock and the measures to be taken to ensure compliance with directions given under section 17 of the AMLI Act: see paragraphs 17(2)(d) and (g) and 17(3)(a) and (b).

Legislative context

Under the AMLI Act, the Australian Government has a responsibility to act in the interest of all those involved in the sustainable export of livestock. This includes livestock producers, exporters and support industries such as transport that rely on livestock exports for their income, and the broader Australian community that relies on the Australian Government to enforce standards that reflect their values, including protecting the welfare of exported animals.

The importance of animal health and welfare, including to the ongoing sustainability of the industry, is reflected in legislation including the *Export Control Act 1982*, the *Export Control (Animals) Order 2004* (**Animals Order**), the AMLI Act, the *Australian Meat and Livestock Industry (Conditions on live-stock export licences) Order 2012* (**AMLI Conditions Order**) and the *Australian Meat and Live-stock Industry (Standards) Order 2005* (**AMLI Standards Order**).

The AMLI Standards Order provides that the holder of a livestock export licence must not export livestock except in accordance with the *Australian Standards for the Export of Livestock (Version 2.3) 2011* (**ASEL**).

The AMLI Conditions Order provides that it is a condition on a livestock export licence that the holder of a licence must comply with any relevant provisions of the Animals Order.

An export licence is subject to the condition that the holder of the licence must comply with any directions given from time to time to the holder under section 17 of the AMLI Act: see subsection 17(5). Failure to comply with licence conditions may also constitute a criminal offence.

Direction

I am giving RETWA the following direction under paragraph 17(1)(b) of the AMLI Act:

In the course of the export of cattle and sheep to the Middle East on the *MV Al Kuwait* for LNC-11558, RETWA must comply with the conditions set out below under the heading "Conditions".

To avoid any doubt, RETWA must also comply with all other legislative requirements, including any relevant conditions.

Grounds for giving direction

Animal health and welfare is an important aspect of the live animal industry, therefore in the interests of ensuring animal health and welfare and to ensure RETWA is able to meet its legal responsibilities, I am applying these conditions on your licence.

Conditions

The conditions for the purpose of the direction are as follows:

1. RETWA must ensure vessels are equipped with environmental data recording devices (**loggers**) in the following manner:
 - a. **Capability:** The logger must be able to:
 - i. record Wet Bulb Temperatures (as a minimum) to a resolution of 0.1 degree Celsius at adjustable time intervals to at least every 20 minutes;
 - ii. auto-store all data points for the full duration of the voyage;
 - iii. download data to an external device in Excel-compatible format; and
 - iv. operate in a potentially contaminated and wet environment.
 - b. **Certification:** The model(s) of portable logger proposed to be used must have a certificate of conformity certifying the device has been tested against the standards of an internationally recognised standards organisation such as ISO or National Institute of Standards Technology (NIST).
 - c. **Quantity:**
 - i. for ships $\leq 140\text{m}$ in length – there must be 2 loggers per deck and at least one logger in each hold (where applicable) per deck;
 - ii. for ships $> 140\text{m}$ in length – there must be 3 loggers per deck and at least one logger in each hold (where applicable) per deck;
 - iii. there must be additional loggers for at least 3 hotspots identified by the Australian Government Accredited Veterinarian (**AAV**); and

A "hotspot" is an area on board the vessel which is hotter than surrounding areas due to radiated heat from walls and ceilings. This may be due to proximity to heat-generating structures, such as fuel tanks or engine bulkheads or, for the uppermost deck(s), due to being in direct sunlight.

- iv. there must be at least 1 spare logger per vessel.
- d. Identification: Each logger must be individually identified by a number visible on the exterior of the device.
- e. Duration of use: Each logger must be appropriately powered such that measurements can be taken from the completion of loading until the completion of unloading.

The purchase, maintenance and upkeep of the loggers will be the responsibility of RETWA.

2. RETWA must ensure there are written instructions provided to the AAV for the voyage (in addition to those in your Approved Export Program) that the AAV must:

- a. Place loggers on the deck of the vessel prior to or during loading;
 - i. for ships $\leq 140\text{m}$ in length – there must be 2 loggers per deck and at least one logger in each hold (where applicable) per deck;
 - ii. for ships $> 140\text{m}$ in length – there must be 3 loggers per deck and at least one logger in each hold (where applicable) per deck;
 - iii. there must be additional loggers for at least 3 hotspots identified by the AAV; and

“Hotspots” are an area on board the vessel which is hotter than surrounding areas due to radiated heat from walls and ceilings. This may be due to proximity to heat-generating structures, such as fuel tanks or engine bulkheads or, for the uppermost deck(s), due to being in direct sunlight.

- iv. there must be at least 1 spare logger per vessel.
- b. Check the functionality of the loggers throughout the voyage on their daily walk-around.

If a device is not working, the AAV may change the batteries or replace it entirely with any spare devices that may be on board the vessel.

- c. Download the data from the loggers at the end of the voyage; and
- d. Provide the data collected from the loggers to the department with the end of voyage report. The data is to be provided in a Microsoft Excel compatible file format. The end of voyage report must include the location of each logger and the time that each measurement was taken by the logger.

Unless stated otherwise, the loggers should be set to Australian Western Standard Time (i.e. the time in Fremantle, Western Australia) and this setting should remain unaltered for the duration of the voyage.

3. RETWA must ensure instructions are provided to the head stockperson to address the following matters:

- a. stocking
- b. feed and water
- c. inspection of animals

- d. pen and deck conditions; and
 - e. crew.
4. RETWA must ensure that the AAV collects the following records:
- a. Three photos from two different decks per day, rotating through all decks during the voyage. Take photos from the same vantage point to demonstrate how the condition of the area is faring throughout the voyage.
 - i. Photos should include pens maintaining good condition and those deteriorating in condition as the voyage progresses.
 - b. A small amount of video footage of the animals in the pens. This should include:
 - i. animals on day 2 of the voyage; and
 - ii. animals at the time of discharge.
 - c. Responses to the attached checklist, as indicated at the commencement of the voyage, on a daily basis and at the end of the voyage.
5. RETWA must ensure that the AAV provides the following information directly to the department:
- a. Standard Daily and EOV reporting, uploaded to TRACE and/or emailed to LivestockExp@agriculture.gov.au as per standard reporting procedures. Daily reporting must be submitted daily; EOV reports must be submitted no later than 5 days after discharge.
 - b. The additional reporting records set out in condition 4.c. (additional Commencement, Daily and EOV reporting), uploaded to TRACE and/or emailed to LivestockExp@agriculture.gov.au as per standard reporting procedures. Commencement of Voyage must be submitted with the first daily report, daily reporting must be submitted daily, and EOV reporting must be submitted no later than 5 days after discharge.
 - c. The additional reporting Kestrel data set out in condition 2, uploaded to TRACE and/or emailed to LivestockExp@agriculture.gov.au as per standard reporting procedures no later than 5 days after discharge. If an extension to this time is required you must contact LivestockExp@agriculture.gov.au to determine the earliest practical submission date.
 - d. The additional reporting records set out in condition 4.a. and 4.b. (media), submitted to the IO.Reporting@agriculture.gov.au SigBox account no later than 5 days after discharge. If an extension to this time is required you must contact IO.Reporting@agriculture.gov.au to determine the earliest practical submission date.

Publication of conditions

The department may publish any conditions that it decides to impose through this direction. Such publication will not include personal information or details of RETWA.

Right of review

You may make an application to the Administrative Appeals Tribunal within 28 days for a review of this direction under s 20(2) of the AMLI Act.

Next steps

If you have any questions, please contact the department on 02 6272 4581.

Yours sincerely



Tina Hutchison
Assistant Secretary
Live Animal Export Branch

21 May 2020

Checklist for observations

Commencement of voyage

- Are the animals stocked in accordance with the load plan?
- Are hospital pens empty at the start of the voyage (not loaded with livestock or supplies)?

Daily

- Can at least 50% of the animals lie down at any one point in time?
- How often are the animals fed per day?
- Is there sufficient space so that all animals can readily access feed and water?
- Can the animals access water at all times?
- Please describe the daily inspection of animals routine.
- Are animals requiring treatment identified and moved to the hospital pen?
- Please record euthanasias and deaths separately.
- Is the daily maximum wet bulb temperature, humidity and dry bulb temperature recorded? If so, is it recorded for all decks?
- Is the ventilation in the pens adequate?
- Are decks washed?

End of the voyage

- Was the equipment monitored, with any problems addressed promptly by the crew?
- Was the water turned off for draining and cleaning? How long was it turned off for? Was the water turned off for any other reason?
- How well did the crew identify sick/injured animals for treatment?
- Were carcasses removed in a regular and timely manner?
- Was there sufficient bedding to ensure the comfort of the animals and manage their welfare throughout the voyage?
- Was the volume and quality of the bedding material (e.g. sawdust) adequate for the voyage?
- What is the lighting regime on each deck? Were there any periods of darkness and if so for how long?
- How many crew members are there per deck and what is their roster for looking after each deck/duties on each deck?
- Were there nightwatchmen? How many were there and what were their responsibilities?
- Are there areas of the ship assigned as pens which should not be used (e.g. lack visibility, excessively hot/humid).
- Are there any other comments regarding conditions or any other aspect worthy of note?



Australian Government

**Department of Agriculture,
Water and the Environment**

INSTRUMENT OF EXEMPTION

AUSTRALIAN MEAT AND LIVE-STOCK INDUSTRY (PROHIBITION OF EXPORT OF SHEEP BY SEA TO MIDDLE EAST—NORTHERN SUMMER) ORDER 2020

I, DAVID HAZLEHURST, Deputy Secretary, and a delegate of the Secretary of the Department of Agriculture, Water and the Environment (**Department**):

ACTING pursuant to sections 12 and 13 of the *Australian Meat and Live-stock Industry (Prohibition of Export of Sheep by Sea to Middle East—Northern Summer) Order 2020* (**Northern Summer Order**),

GRANT an exemption from section 8 of the Northern Summer Order:

- A. to Rural Export & Trading (WA) Pty Ltd (**RETWA**);
- B. in respect of the export of up to 50,000 sheep using the vessel MV Al Kuwait (**consignment**);
- C. subject to the following conditions:
 - (1) The vessel to be used for the consignment is the MV Kuwait.
 - (2) Loading is to cease by 2400 hours on 17 June 2020.
 - (3) Kuwait 'Shuwaikh' port must be the only port of discharge.
 - (4) The vessel must be stocked at a minimum allometric stocking density of 0.037.
 - (5) The deck area described as Deck 5 Aft (5 special) on page 6 of RETWA's letter of 11 June 2020 to the Department is not to be loaded with sheep at any time during the voyage.
 - (6) The two sheep types described as wethers and with a proposed average weight (no curfew) of [REDACTED] kg in Appendix 3 on page 9 of the 'June 2020 Animal Welfare Management Plan MV Al Kuwait (LNC 11558)' dated 11 June 2020 and submitted by RETWA to the Department (**the Management Plan**), are to be removed from the consignment prior to its departure.
 - (7) Sheep with wool of over 20mm are to be removed from the consignment;
 - (8) Conditions 6 and 7 are to be satisfied prior to the consignment leaving the registered premises.

- (9) At least one additional stock person must accompany the voyage.
- (10) The export and related loading, voyage and discharge must otherwise be undertaken in accordance with RETWA's application for exemption submitted to the Department on 8 June 2020, and in strict compliance with the June 2020 Animal Welfare Management Plan MV Al Kuwait (LNC 11558) dated 11 June 2020.

Date 13 June 2020

Signed



DAVID HAZLEHURST
Deputy Secretary
Department of Agriculture, Water and the Environment