

ANIMAL WELFARE EXPORT CERTIFICATE APPLICATION

Brownrigg Agriculture Group Ltd (Exporter: BAGroup1)

Breeding Ewes from New Zealand to The Kingdom of Saudi Arabia

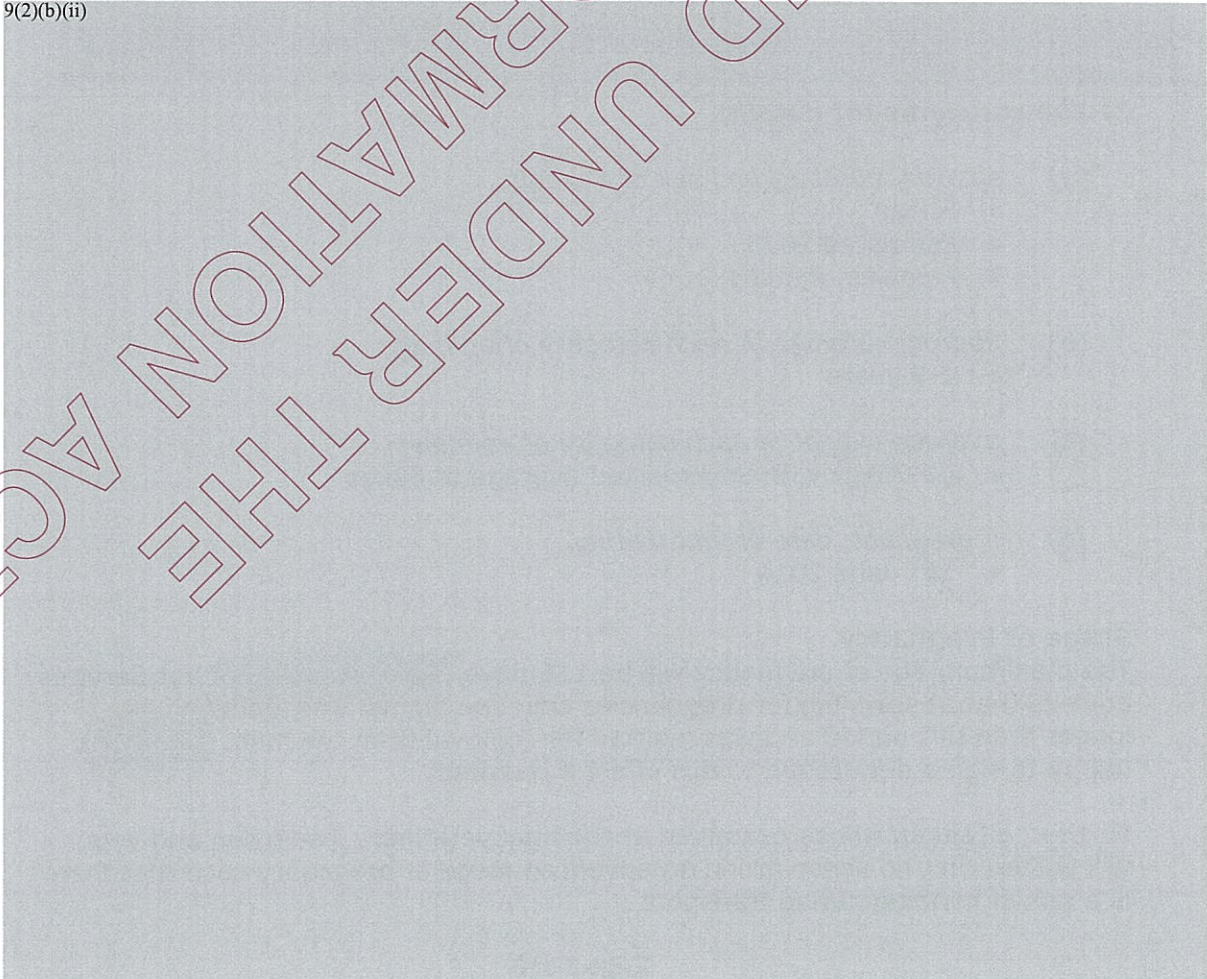
11th October 2014

Submission Date: 1 August 2014

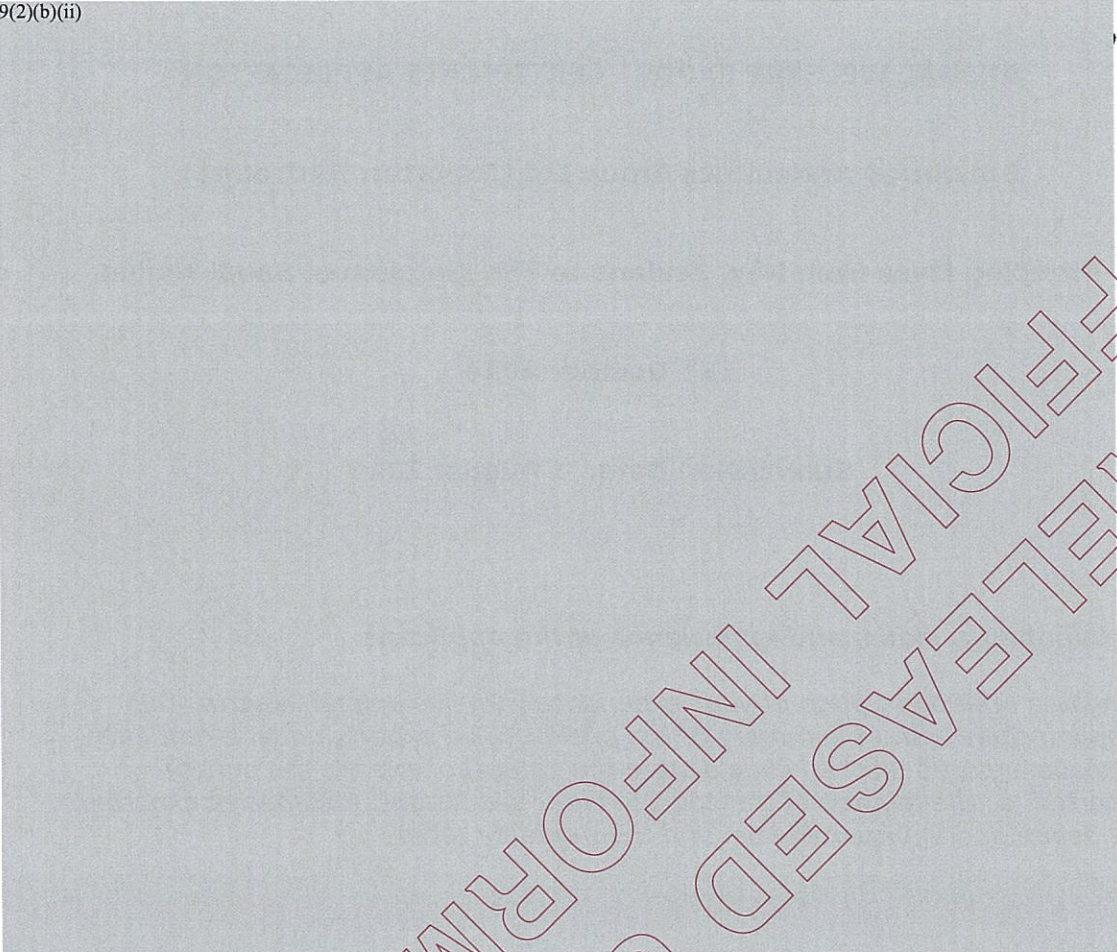
1) Capability, skills, and experience of the applicant

Provide a brief description of your experience with live animal exports. This should include a short summary of the previous five exports undertaken. Each previous export described should state the date(s) of export, the port(s) exported to, the method of transport ie air or sea freight, the species exported, the health and injury problems, and the mortality rates.

9(2)(b)(ii)



9(2)(b)(ii)



2) The consignment details

- (a) *species, number, and sex of animals;*
 - Sheep
 - Estimated 1025
 - Females, mated.
- (b) *approximate age of each category of animals;*
 - 1-5 years
- (c) *average weight of each category of animals;*
 - 40-70kgs with an expected average of 60kgs
- (d) *if pregnant, date of first mating.*
 - 16th June 2014

Stage of Pregnancy

The maximum age of pregnancy will be 116 days. ^{9(2)(a)} of Vet Services advised that at scanning for pregnancies only one animal was identified as longer than this period and was marked for removal from the mob. ^{9(2)(a)} s happy to sign a declaration to this effect if required.

Further, all sheep will be examined at the final veterinary inspection and vets will ensure that no sheep are in an advanced stage of pregnancy such that there is a risk of lambing during transport

3) The length and nature of the proposed journey

- (a) *the date (s) on which it is intended that the animals leave New Zealand*
- 11th October 2014
- (b) *the proposed route, from pre-export isolation to the airport, and from the airport to the port of destination, including any stopovers;*
- Sheep will depart the isolation area by truck and travel direct to the airport
 - Flight routing: Auckland, Singapore for refuelling (1.5 hours) to Dammam, Saudi Arabia
- (c) *the anticipated length for each segment of the journey described above;*
- Isolation to Auckland Airport – est 8 hours
 - Auckland to Singapore – est 10 hours
 - Stopover I Singapore – est 1.5 hours
 - Singapore to Dammam – est 10 hours
- (d) *for each stopover (including any time spent at a New Zealand shipping agent's office, or New Zealand-airline freight facility) describe the arrangements made for the care of the animals while in transit including, watering, feeding, shelter, maintenance of suitable environmental temperature and ventilation, prevention of drafts, and inspection of the animals for signs of injury, disease, pain, or distress;*

Loading operation at the Airport Auckland:

Stock trucks will arrive in intervals from the pre-export isolation farm to reduce any waiting time in the truck to a minimum. Sheep will be loaded into single-deck and double-deck crates. Unless there are any adverse weather conditions the loaded sheep crates will be parked in an open and well ventilated space adjacent to the tarmac prior to loading. Once the plane has arrived and is operationally ready to receive the cargo all crates will be moved alongside the plane and then loaded within about 30 minutes. In case of adverse weather conditions the crates can be stored sheltered and under cover behind the weighbridge at the export freight terminal. This facility has good ventilation and is accessible by staff.

The crates will be setup with two water-troughs. Such trough can be filled during parking in Auckland and in Singapore. The crates are fitted with water troughs on two sides. Sheep Pellets sufficient for feeding sheep for two days will be available in Auckland and carried on the flight along with the required buckets to feed during the journey.

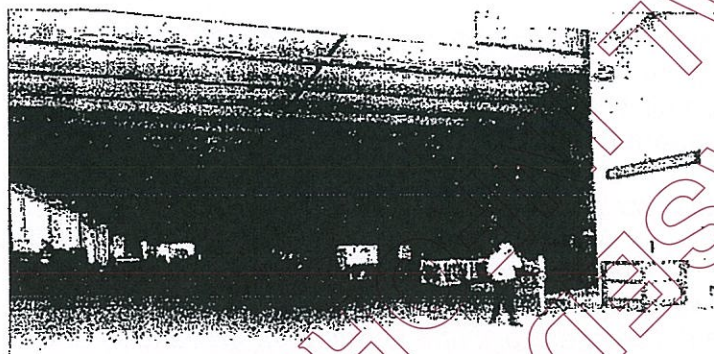
Singapore Stopover:

Sheep will remain on board the aircraft during the stopover and refuelling process. The aircraft ventilation system will be operating at maximum capacity during this time and an air conditioning unit (ACU) run by generator will be on standby should it be required as an

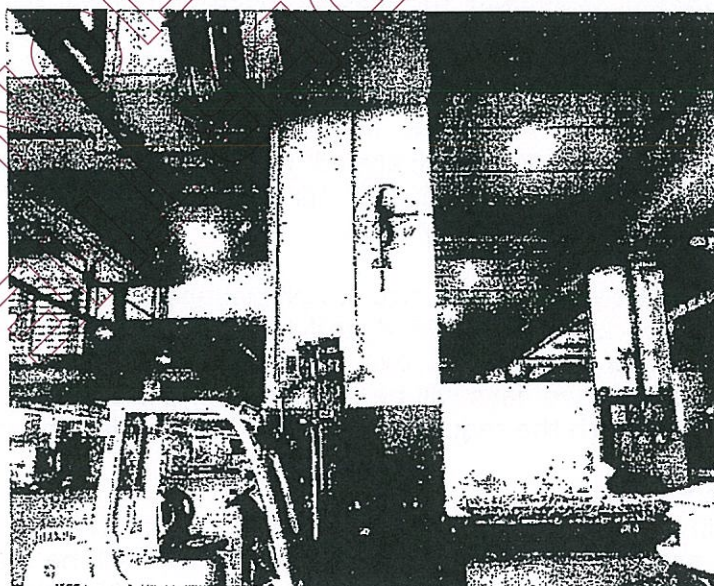
additional cooling system or if there are any issues with ventilation. The intention is to keep all cargo doors closed unless the additional ACU is required.

In the case of extended delay during the refuelling process, we have arranged for a cargo storage area to be available where crates can be unloaded from the aircraft and stored. This will allow retention of the animal health status and allow for further feeding and watering of livestock within the crates in a sheltered, secure area next to the airport quarantine gates.

This warehouse has excellent ventilation and staff and veterinarian accompanying the livestock will have full access to the stock. Further, our Vet will have a vet kit with him should any animals need attention at any stage.



End view of storage warehouse showing ventilation



Internal view of storage warehouse showing height for air flow

- (e) *the contingency plans in place in the event of breakdown during transport to the airport, missing the flight, delay in departure of the flight for more than six hours;*
- Reserve transport will be available in case of breakdown so animals can be easily transhipped to another stock unit and continue the journey as planned.
 - For delay in flight departure, animals will have access to water through the water troughs explained in 3 (d) above.
 - Delay in Singapore during stopover, see (d) above.
- (f) *Describe the number, qualifications, and experience of the animal attendants and veterinarians proposed for the journey;*
- ^{9(2)(a)} Charter Manager Oceanic Navigation Ltd.
^{9(2)(a)} manages the operation of the charter flight on behalf of Browning Agriculture Group and will also attend the actual flight for this reason. ^{9(2)(a)} has attended all our charter flights to Japan and China during the last 10 years. (Last 5 and previous one's)
 - ^{9(2)(a)} On-Farm Research animal specialist experienced with livestock management, health and welfare.
 - ^{9(2)(a)} ^{9(2)(a)} Livestock manager and live export operator. ^{9(2)(a)} has experience in farming livestock including isolation management and live exports of sheep and cattle.
 - ^{9(2)(a)} Veterinarian, Vet Services (HB) Ltd, Hastings.
^{9(2)(a)} an experienced veterinarian and has been involved in live animal exports in the past. ^{9(2)(a)} will also have mobile phone contact with other Vets in his practice should this be required.
- (g) *Will the captain of the aircraft receive written instructions concerning the temperature and ventilation requirements, of the hold where the animals are kept, during flight and any stopover(s)?*
- Yes, the Captain will get written voyage instructions from Oceanic Navigation that enables us to control temperature and ventilation settings and allows us to access the main-deck for animal checks (every 2 hours).
- (h) *Describe the plans which ensure that all the animals will be loaded in a manner enabling easy monitoring during the flight, and the details of the monitoring programme, including frequency of inspection (if there is access).*
- See g). Frequency of inspection every 2 hours. The crates can be monitored from the outside but are not accessible. Animals will be checked on their behaviour and condition and any findings will be noted in a report by the stockman.
- (i) *If travelling in the hold of an aircraft with no access, whom will be responsible for looking after the welfare needs of the animals during any stopover(s)?*
- No Sheep will be held in the belly hold which has no access.

- (j) Will any company representative be present at the port of unloading when the shipment arrives?
- Yes. Those on the flight will stay for unloading.

4) Contact with MPI Export Group, AsureQuality, and MPI Verification Services

a) Have you contacted MPI Animal Exports, Wellington (AnimalExports@mpi.govt.nz) to confirm the current export health requirements?

- Yes.

b) Have you made arrangements with AsureQuality for pre-export isolation testing and treatment?

- Yes.

c) Have you notified MPI Verification Services, Auckland regarding arrangements for:

- Yes.
 - pre-export inspection of the IATA shipping crates.
 - See note below re shipping crates. ^{9(2)(a)} has contact details for the shipping agent and MCL, the manufacturers. We will contact ^{9(2)(a)} closer to the time of shipping for inspection.
 - preparation of the final export health certificates (if required),
 - final inspection of the animals for fitness for travel, and
 - signing the animal welfare export certificate and (if required) the export health certificate?

Note re Shipping Crates: MCL Packaging is the contracted company to manufacture the crates. All their crate designs and finished products comply with IATA and or MPI rules and regulations in the first instance. MCL is a trusted and approved supplier to Brownrigg Agriculture company Wagyu Breeders Ltd for the last 10 charter flights. In this capacity they are also well recognised by MPI and any freighter airlines. When the product is manufactured and ready MPI and the Airline will be invited to inspect and approve the product.

Contacts:

^{9(2)(a)}

Export Administrator

^{9(2)(a)}