
From: Debra Ashton <debra@safe.org.nz>
Sent: Wednesday, 6 December 2023 4:41 pm
To: Hon Todd McClay
Subject: 0120 Meeting request
Attachments: Todd McClay 051223 [1].pdf

Dear Todd

Please find attached a letter requesting a meeting with you.

Kind regards

Debra Ashton
Chief Executive Officer

PO Box 5750, Victoria Street West, Auckland 1142
0800 SAVE ANIMALS (7283 2646)
Mob s9(2)(a) | safe.org.nz

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5 December 2023

Hon Todd McClay
Minister of Agriculture, Forestry, Hunting and Fishing, and Trade
Private Bag 8888
Parliament Buildings
Wellington 6160

Re: Invitation to meet with SAFE

Tēnā koe Minister,

Congratulations on your appointments in the 54th Parliament.

SAFE is one of New Zealand's leading animal advocacy organisations, representing both the interests of animals and the values of the public. We aim to meet frequently with policymakers to facilitate constructive dialogue on how we can eradicate forms of animal cruelty and protect the country's reputation for world-leading animal welfare standards.

I'm writing to request a meeting with you at your earliest convenience to discuss some of the pressing issues in New Zealand's animal welfare sector and particularly, the proposed reinstatement of the live export by sea trade. As the newly appointed Minister for Agriculture, your stewardship presents an opportunity to ensure that policy concerning animals continues to evolve in line with evidence on animal health and welfare, and societal expectations. Your leadership in this domain can significantly contribute to shaping policies that reflect our shared goal of improving the lives of animals in Aotearoa.

Thank for your time and attention to this crucial matter, and I look forward to hearing from you soon with a suitable meeting date and time.

Naku noa, nā



Debra Ashton
Chief Executive Officer

From: Arnja Dale s9(2)(a) @spca.nz>
Sent: Tuesday, 19 December 2023 9:18 am
To: Clare Sahayam
Subject: RE: EXTERNAL: FW: SPCA Briefing for Minister Hoggard
Three attachments publicly available

Hi Clare,

Wednesday the 24th at 2pm is perfect thank you very much.

It will be myself and Todd Westwood (SPCA CEO) at the meeting with the Minister.

How long are will you schedule the meeting for?

Ngā mihi,
Arnja



Dr Arnja Dale BSc., GDipNFPL, GDipHE, MSc., MSc.(Hons), PhD
Chief Scientific Officer (Science, Education & SPCA Certified)

SPCA | National Support Office | 199 Lincoln Road |
Henderson | 0610
PO Box 15349 | New Lynn | Auckland | 0640 | New Zealand
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From: Clare Sahayam <Clare.Sahayam@parliament.govt.nz>
Sent: Tuesday, 19 December 2023 9:10 am
To: Arnja Dale s9(2)(a) @spca.nz>
Subject: RE: EXTERNAL: FW: SPCA Briefing for Minister Hoggard

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Thanks,

24th January at 2pm?

Clare

From: Arnja Dale s9(2)(a) @spca.nz>
Sent: Tuesday, 19 December 2023 9:03 AM
To: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Cc: Clare Sahayam <Clare.Sahayam@parliament.govt.nz>
Subject: RE: EXTERNAL: FW: SPCA Briefing for Minister Hoggard

Good morning,

That would be great thank you. What time would suit?

I am in Wellington also on the 24th January if meeting in the afternoon would work.

Ngā mihi,

Arnja



Dr Arnja Dale BSc., GDipNFPL, GDipHE, MSc., MSc.(Hons), PhD
Chief Scientific Officer (Science, Education & SPCA Certified)

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From: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Sent: Tuesday, 19 December 2023 8:20 am
To: Arnja Dale s9(2)(a)@spca.nz
Cc: Clare Sahayam <Clare.Sahayam@parliament.govt.nz>
Subject: EXTERNAL: FW: SPCA Briefing for Minister Hoggard

This message is from an EXTERNAL SENDER. BE CAUTIOUS, particularly with links and attachments.

Hello Arnja,

On behalf of of Hon Andrew Hoggard, Minister for Biosecurity, Food Safety, Associate Minister of Agriculture (Animal Welfare, Skills) and Associate Minister for the Environment, thank you for your email.

Minister Hoggard would like to meet with you on Tuesday 23rd January at Parliament.

Does that date work for you?

Kind regards,



Clare Sahayam
Senior Private Secretary (Transition) | Office of Hon Andrew Hoggard
Minister for Biosecurity
Minister for Food Safety
Associate Minister of Agriculture (Animal Welfare, Skills)
Associate Minister for the Environment

DDI: s9(2)(a) | Mobile: s9(2)(a)
Email: Clare.Sahayam@parliament.govt.nz | Website: www.Beehive.govt.nz
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

Authorised by Hon Andrew Hoggard, Parliament Buildings, Wellington

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From: Arnja Dale s9(2)(a)@spca.nz
Sent: Monday, 18 December 2023 5:18 PM
To: Andrew Hoggard <Andrew.Hoggard@parliament.govt.nz>

Cc: Hon Todd McClay <Todd.McClay@parliament.govt.nz>
Subject: SPCA Briefing for Minister Hoggard

Dear Minister Hoggard,

Congratulations on your appointment as the Associate Minister of Agriculture (Animal Welfare). We look forward to working closely with you.

Please see attached a letter for you and three policy briefings we have prepared in relation to cat legislation, tethered dogs and livestock export.

We would like to request a meeting with you at your earliest convenience & look forward to hearing back from you.

Merry Christmas to you and your family.

Ngā mihi,
Arnja



Dr Arnja Dale BSc., GDipNFPL, GDipHE, MSc., MSc.(Hons), PhD
Chief Scientific Officer (Science, Education & SPCA Certified)

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30 November 2023

Hon Andrew Hoggard
Associate Minister of Agriculture (Animal Welfare)
Parliament Buildings
Wellington 6160
Andrew.Hoggard@parliament.govt.nz

CC: Minister of Agriculture, Hon Todd McClay Todd.McClay@parliament.govt.nz

Dear Andrew,

CONGRATULATIONS AND MEETING REQUEST FROM SPCA NEW ZEALAND: ANIMAL WELFARE

The New Zealand Society for the Prevention of Cruelty to Animals (SPCA) would like to warmly congratulate you on your appointment as Associate Minister of Agriculture with responsibility for animal welfare. We are looking forward to working with you.

SPCA is the preeminent animal welfare and advocacy organisation in New Zealand with a supporter base representing well over 100,000 New Zealanders. Our inspectorate team, employing 60 inspectors, works with the Ministry for Primary Industries to enforce the Animal Welfare Act 1999, and our organisation receives over 90% of the nation's animal welfare complaints each year.

We met quarterly with your predecessor, Meka Whaitiri. We look forward to meeting with you as soon as possible and continuing a high level of engagement with your office. SPCA's animal welfare scientists can provide your team with evidence-based expertise to support decision making, and our organisation has a long history of working alongside farming organisations.

Our immediate recommendations to improve the lives of animals in line with the expectations of New Zealanders include the following:

- **Regulate the prolonged tethering and confinement of dogs:** SPCA has been working with MPI on regulations to help end the practice of 'life-chaining' of dogs. We understand that you are soon to receive advice on this issue, and a Cabinet paper is due to be submitted. We trust that this will continue to be prioritised. A policy brief that supported the call for regulations is enclosed.
- **Introduce pet bonds:** We applaud the coalition policy goal of making it easier for responsible tenants to own pets, and will reach out to the Housing Minister on this. SPCA supports more pets in rentals as we are concerned that current restrictions contribute to the number of pets relinquished to shelters in New Zealand.



- **Mandatory desexing of cats:** Every year, SPCA and independent animal rescues are flooded with unwanted and abandoned kittens and cats. New Zealand’s cat population also has an impact on rural communities, our native species and animal and human health. The Environment Select Committee recently recommended mandatory desexing and microchipping of cats. A policy brief is enclosed.
- **A ban on commercial greyhound racing:** We were pleased to hear Prime Minister Luxon’s comments in the final leaders’ debate that now would be the time to end commercial greyhound racing. Following industry being placed ‘on-notice’ in late 2021 over animal welfare concerns, we await a final decision from you and the new Racing Minister.
- **Keep the ban on livestock export by sea:** SPCA has worked tirelessly for decades for the total ban on the live export of farmed animals by sea, using the overwhelming evidence that shows that it cannot be done in accordance with high standards of animal welfare and our trade agreements. We know that New Zealanders, and overseas consumers, are appalled by live exports – regardless of any ‘Gold Standard’. Our organisation will stand alongside our supporters and international organisations to make this clear. Our submission to the Select Committee that considered this issue is enclosed.
- **Reforming the National Animal Welfare Advisory Committee to ensure an independent voice for animals:** SPCA has been concerned for some time about the process in place for codes of welfare and animal welfare regulations, partly overseen by NAWAC. Therefore we welcomed the recent recommendation of the Regulations Review Committee for a prompt and substantive review of the process for developing animal welfare secondary legislation. Our organisation has recently drafted and submitted three codes of welfare (for dogs, cats and rabbits), and we will embrace any opportunity to generate public scrutiny and discussion of NAWAC’s functions and priorities.

As a key stakeholder for animal welfare, we look forward to hearing from you soon about a meeting.

Ngā māua nā,

A handwritten signature in blue ink, appearing to read "Todd Westwood".

Todd Westwood
CEO

A handwritten signature in blue ink, appearing to read "Dr Arnja Dale".

Dr Arnja Dale
Chief Scientific Officer

From: Andrew Hoggard (MIN)
Sent: Wednesday, 7 February 2024 9:55 am
To: s9(2)(a)
Subject: RE: COR130 Live Cattle Exports

Kia ora,

Thank you and acknowledging receipt of your email to Minister Andrew Hoggard. Minister Hoggard and his ministerial team are working on a response now

Kind regards,



Office of Hon Andrew Hoggard
Minister for Biosecurity
Minister for Food Safety
Associate Minister of Agriculture (Animal Welfare, Skills)
Associate Minister for the Environment

Email: a.hoggard@ministers.govt.nz | **Website:** www.Beehive.govt.nz
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand
s9(2)(a)

Authorised by Hon Andrew Hoggard, Parliament Buildings, Wellington

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From: s9(2)(a) s9(2)(a) @nzhfa.org.nz>
Sent: Friday, February 2, 2024 10:43 AM
To: Todd McClay (MIN) <T.McClay@ministers.govt.nz>; Nicola Grigg (MIN) <N.Grigg@ministers.govt.nz>
Cc: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Subject: COR130 Live Cattle Exports

Hi Todd and Nicola,

Further to our meeting in April last year and the discussion around the potential reversing of the ban on live animal exports and reform of the National Animal Welfare Advisory Committee, Holstein Friesian NZ(HFNZ) is keen to be involved in an across industry approach.

From a dairy perspective Holstein Friesian animals have seen the largest number of exports prior to the ban and have always been in high demand from overseas buyers. Throughout the years of live animal export from NZ, Holstein Friesian NZ have been involved in the process of the verification of dairy cattle and/or the inspection of dairy animals as true to type Holstein Friesian's prior to export. We have worked with both the buyers and the exporters over many years. HFNZ is supportive of strict regulations in the form of gold standard protocols and robust legislation being introduced to ensure that any reversing of the live animal exports ban is managed in the best way possible.

Can you please provide an update on where this review is at currently and how HFNZ can become involved in the review, as I believe that HFNZ plays a vital role in the identification, verification, and inspection of dairy cattle for export.

Should you require any further information, or wish to discuss this matter further, please do not hesitate to contact me.

Kind Regards,

s9(2)(a)

General Manager



Holstein Friesian New Zealand

23 Vialou Street, PO Box 9282, Hamilton 3240

s9(2)(a) | s9(2)(a) | www.nzholstein.org.nz

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From: Arnja Dale s9(2)(a) @spca.nz>
Sent: Thursday, 8 February 2024 5:25 pm
To: Andrew Hoggard
Subject: COR154 SPCA Live Export Campaign - advanced notice
Attachments: SPCA Media Release_Live Exports_12 Feb 2024.pdf; SPCA Public Opinion Results_Live Exports_12th Feb 2024.pdf

Tēnā koe Minister Hoggard,

Thank you for meeting with Todd Westwood & myself on the 24th January. We look forward to meeting with you again soon.

We wanted to give you the heads up that SPCA is launching a campaign to stop the repeal of the live export ban so that this does not come as a surprise.

The campaign is due to launch on Monday 12th February.

I have attached an embargoed press release and an embargoed infographic of our live export survey that we commissioned Camorra Research Ltd to undertake.

I am more than happy to answer any questions at any stage that you may have.

If the repeal does happen, we would like to reiterate our offer to collaborate on the gold standard of live export.

Ngā mihi,
Arnja



Dr Arnja Dale BSc., GDipNFPL, GDipHE, MSc., MSc.(Hons), PhD
Chief Scientific Officer (Science, Education & SPCA Certified)

**SPCA | National Support Office | 199 Lincoln Road |
Henderson | 0610**
PO Box 15349 | New Lynn | Auckland | 0640 | New Zealand
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Media release: Live exports

FEB 2024

National disgrace: Reintroduction of live exports would be deeply shameful for NZ

SPCA is urging the Government to rethink its election promise to reintroduce the live export of livestock by sea, which would be an unprecedented leap backwards for animal welfare.

The previous Government's ban on live exports by sea came into effect early last year, following decades of campaigning by SPCA and other animal welfare advocates. But despite strong public support for the ban, the National and ACT parties promised to undo the legislation if they were elected.

SPCA Chief Scientific Officer Dr Arnja Dale says reintroducing live exports would be deeply shameful and embarrassing for New Zealand, and a risk to our country's reputation.

"The day that live export of animals by sea is reintroduced will be a dark day for New Zealand and animal welfare," says Dr Dale. "A decision to reinstate this archaic and barbaric practice would be throwing away years of advocacy work and progress, and would be a complete disregard of public sentiment around this issue, as we know just 19 percent of people support overturning the ban*.

"Live exports are entirely unethical, and we must not allow this cruel practice to return," says Dr Dale.

Many people will remember the tragic sinking of Gulf Livestock 1 in 2020, where almost 6,000 pregnant cattle and 41 people lost their lives. In addition to the obvious risk of catastrophic sinking incidents, which result in both animals and people suffering terrifying deaths at sea, there are significant and unavoidable welfare issues surrounding live exports by ship. These include usually pregnant animals being at sea for two to three weeks and exposed to heat stress, injury, disease, overcrowding, motion sickness, changes in feed and poor environmental conditions – not to mention the potential for poor treatment at their destination, which New Zealand authorities have no control over.

A recent survey conducted on behalf of SPCA found just 22 percent of farmers want to see the current ban overturned, and only 12 percent of people trust in the live export industry. Meanwhile, 60 percent of people agreed that reversing the ban would damage New Zealand's reputation for animal welfare.

"We've seen horrific images from onboard these ships from the last few years, which show unimaginable conditions," says Dr Dale. "The cattle are packed tightly together, covered in filth and standing in their own urine and faeces. It's abhorrent that anyone could allow these animals to be transported in such poor conditions, and it's beyond belief that a government would want to reintroduce this practice when it's already been banned."

Industry stakeholders have promised a 'gold standard' of welfare for these animals, but this would be impossible to achieve given the inevitable welfare issues that are associated with animals being transported in large groups via sea.

"The only thing 'gold standard' about reintroducing live exports after already banning it, would be gold standard embarrassment for New Zealand," says Dr Dale. "Other countries are moving away from livestock exports due to the significant and unavoidable welfare issues associated with it. It would be unprecedented for a nation to ban such a cruel practice and then reinstate it.

“We’re asking the Government not to put short-term profits for those involved in the trade over the welfare of these animals, who feel pain, distress and fear just like we do. If we want to show the world that we care about animal welfare, then we simply have to do better, and reintroducing live exports would be a national disgrace.”

SPCA strongly supports a ban on the live export of farmed animals by sea and will continue to advocate for New Zealand’s current ban to remain in place.

**Statistics are taken from SPCA’s Live Exports survey conducted in December 2023 by Camorra Research Ltd.*

*** Images attached to this email were provided in submission to Parliament Dec 2021 – they show NZ cattle onboard a live export vessel crammed together in knee-deep faeces and filth for weeks at sea.*

ENDS

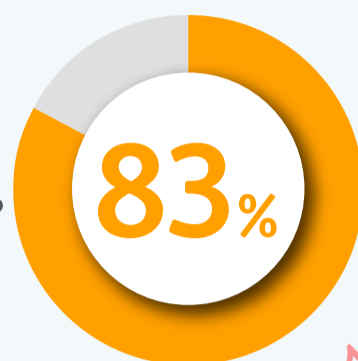
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Public opinion on livestock export by sea

What do New Zealanders think about bringing back livestock export by sea?



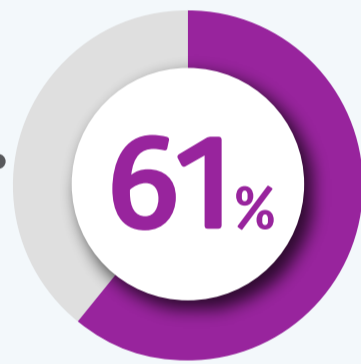
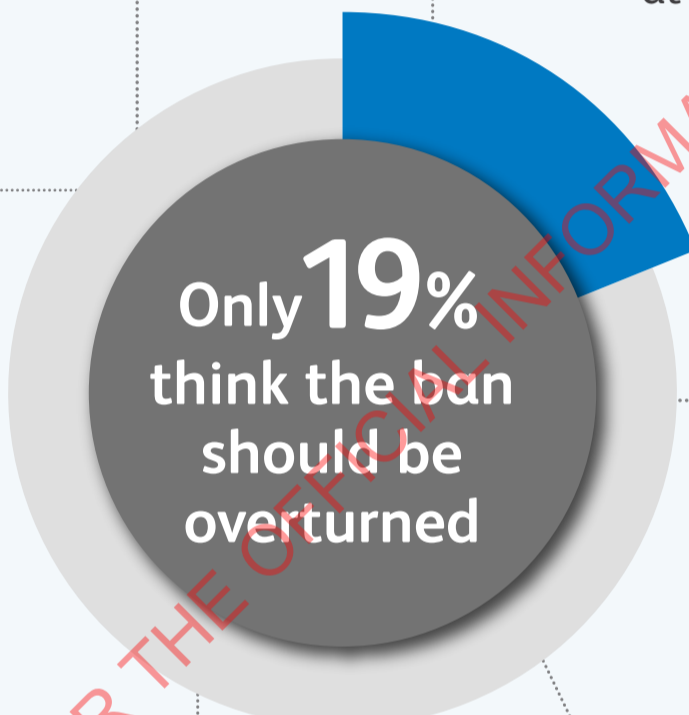
agree that **animal welfare** is important



think we cannot **guarantee** how animals are treated at their destination



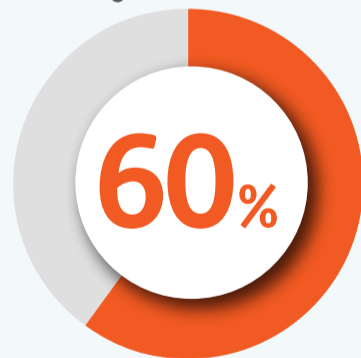
trust the live export industry



agree that overturning the ban is the **wrong** thing to do

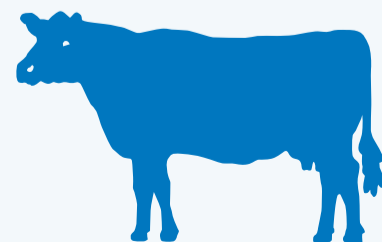


of farmers or those involved in the farming industry think livestock export by sea should be banned



say overturning the ban would **damage** NZ's reputation for animal welfare

Source: Camorra Research were commissioned to undertake an independent, robust and representative analysis of sentiment towards live export among the New Zealand population during December 2023.



Visit: www.sPCA.nz/advocacy/details/liveexport



From: s9(2)(a) s9(2)(a)
Sent: Friday, February 9, 2024 3:29 PM
To: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Subject: Re: INV127 Meeting request - Livestock Export New Zealand (LENZ)

Thank you s9(2)(a) we appreciate how busy the Minister's diary is and that you have managed to find this time.

May we please confirm **12.00 noon on Tuesday 13 February** in the Minister's office. s9(2)(a) and I will be attending.

Please let me know if you need any further information at this stage.

Best
s9(2)(a)

From: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Date: Friday, 9 February 2024 at 13:12
To: s9(2)(a) s9(2)(a)
Subject: RE: INV127 Meeting request - Livestock Export New Zealand (LENZ)

Hi s9(2)(a)

Sorry for the delay in response, the Ministers calendar has been very full and has been hard to find a time as this is a House-sitting week.

I was wondering if s9(2)(a) would be available on Tue 13 Feb for 30 minutes from anytime from 11am-12:30pm.

Thanks,

s9(2)(a)



s9(2)(a)
Private Secretary (Administration) | Office of Hon Andrew Hoggard
Minister for Biosecurity
Minister for Food Safety
Associate Minister of Agriculture (Animal Welfare, Skills)
Associate Minister for the Environment

Email: s9(2)(a) @parliament.govt.nz | **Website:** www.Beehive.govt.nz
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand
s9(2)(a)

Authorised by Hon Andrew Hoggard, Parliament Buildings, Wellington

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From: s9(2)(a) s9(2)(a)
Sent: Thursday, January 25, 2024 3:32 PM

To: Andrew Hoggard <Andrew.Hoggard@parliament.govt.nz>; s9(2)(a) s9(2)(a) @parliament.govt.nz>
Subject: INV127 Meeting request - Livestock Export New Zealand (LENZ)

Hi s9(2)(a)

As you know the Government coalition agreements include the repeal of the ban of live cattle export. The repeal is dependent on high standards of animal welfare being achieved.

s9(2)(a) will be in Wellington on **13th 14th and 15th February** and is keen to meet with the Minister to update him on the work plan and progress on supporting work regarding the animal welfare standards. LENZ represents the major exporters and has been working with MPI on continuous improvement and animal welfare regulation.

Please let me know if you need any further information at this stage. Briefing papers were sent to the Minister late last year.

All the best
s9(2)(a)

s9(2)(a)
Principal

s9(2)(a)

Level 10 142 Lambton Quay Wellington MOBILE s9(2)(a) DIRECT s9(2)(a) s9(2)(a)
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Hon Andrew Hoggard

Minister for Biosecurity
Minister for Food Safety
Associate Minister of Agriculture (Animal Welfare, Skills)
Associate Minister for the Environment



MIN24-0069

s9(2)(a)

General Manager
Holstein Friesian New Zealand
By email: s9(2)(a)@nzhfa.org.nz

Dear s9(2)(a)

Thank you for your email of 2 February to Hon Todd McClay, Hon Nicola Grigg, and myself regarding Livestock exports. I am responding to your email as the matters you raise, fall within my portfolio responsibilities as Associate Minister of Agriculture (Animal Welfare, Skills).

I appreciate the support of Holstein Friesian New Zealand (HFNZ) of the Government's intention to reinstate livestock exports by sea while ensuring the highest standards of animal welfare.

Reinstating livestock exports by sea will require an amendment to the Animal Welfare Act 1999 which will go through standard legislative procedures. There will be several opportunities for all impacted parties to engage in the process. I have advised officials at MPI to add HFNZ as a stakeholder in this work programme.

We have a lot of work to do to ensure that high animal welfare standards are maintained when livestock are exported. I expect any input HFNZ provide will be useful in informing the outcome.

Thank you for taking the time to write about a matter that is important to you and many other New Zealanders.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'A. Hoggard'.

Hon Andrew Hoggard
Associate Minister of Agriculture (Animal Welfare, Skills)

From: [Arnja Dale](#)
To: [Andrew Hoggard](#)
Subject: COR227 SPCA: LIVE EXPORT UPDATE
Date: Monday, 4 March 2024 7:33:03 am
Attachments: [image001.jpg](#)

Dear Andrew,

I hope that you are well.

As discussed with you previously, SPCA continues to maintain significant concerns regarding the repeal of the ban on the export of livestock by sea. As advised, we will stand with our supporters to make that concern clear.

To that end, we have worked with Dr John Hellström in order to launch a parliamentary petition on this topic which is being launched later today. With the support of SPCA New Zealand, World Animal Protection New Zealand, SAFE, Veterinarians for Animal Welfare Aotearoa, Helping You Help Animals (HUHA), Animals Aotearoa, Animal Save Aotearoa, and End Live Exports New Zealand, signatures will be gathered for John's petition over the next few months. From SPCA, this will include emails to 150k subscribers, media releases and social media posts.

John intends to hand the petition to Damien O'Connor to present to the House.

In addition, SPCA will continue to inform our supporters about this issue via articles and infographics on our website.

We are happy to discuss livestock exports with you and your officials at any time, including coming to the table with MPI and industry to discuss the drafting of relevant animal welfare regulations to protect animal welfare during export.

Please let me know if you have any questions or would like to meet to discuss this, or any other animal welfare issues.

Ngā mihi,
Arnja



Dr Arnja Dale BSc., GDipNFPL, GDipHE, MSc., MSc.(Hons), PhD
Chief Scientific Officer (Science, Education & SPCA Certified)

SPCA | National Support Office | 199 Lincoln Road | Henderson | 0610

PO Box 15349 | New Lynn | Auckland | 0640 | New Zealand

P: +64 9 827 6094 | **Cell:** s9(2)(a) | **DD:** s9(2)(a)

E: s9(2)(a)@spca.nz | **W:** www.spca.nz

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From: [Andrew Hoggard \(MIN\)](#)
To: [Arnja Dale](#)
Subject: RE: COR228 SPCA: Purpose built live export ships update
Date: Wednesday, 20 March 2024 10:00:36 am
Attachments: [MIN24-0152.pdf](#)
[image002.jpg](#)
[image003.jpg](#)

Dear Arnja,

Thank you for your email.

Please find attached a response from Hon Andrew Hoggard.

Thanks,

s9(2)(a)



s9(2)(a)

Private Secretary (Administration) | Office of Hon Andrew Hoggard
Minister for Biosecurity
Minister for Food Safety
Associate Minister of Agriculture (Animal Welfare, Skills)
Associate Minister for the Environment

Email: s9(2)(a) [@parliament.govt.nz](mailto:s9(2)(a)@parliament.govt.nz) | **Website:** www.Beehive.govt.nz
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

s9(2)(a) s9(2)(a)

Authorised by Hon Andrew Hoggard, Parliament Buildings, Wellington

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From: Arnja Dale s9(2)(a) [@spca.nz](mailto:s9(2)(a)@spca.nz)>

Sent: Monday, March 4, 2024 2:10 PM

To: Andrew Hoggard <xxxxxx.xxxxxx@xxxxxxxxxx.xxxx.xx>

Cc: Christopher Luxon <xxxxxxxxxx.xxxx@xxxxxxxxxx.xxxx.xx>; Hon Todd McClay
<xxx.xxxxx@xxxxxxxxxx.xxxx.xx>

Subject: COR228 SPCA: Purpose built live export ships update

Dear Andrew,

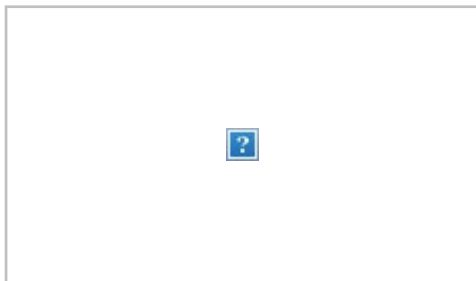
I trust that you are well.

Please find attached a letter in relation to purpose built live export ships for you.

Please let me know if you have any questions, would like any further information, or would like to meet to discuss this.

We look forward to hearing from you.

Ngā mihi,
Arnja



Dr Arnja Dale BSc., GDipNFPL, GDipHE, MSc., MSc.(Hons),
PhD
Chief Scientific Officer (Science, Education & SPCA
Certified)

**SPCA | National Support Office | 199 Lincoln Road |
Henderson |0610**

PO Box 15349 | New Lynn | Auckland | 0640 | New
Zealand

P: +64 9 827 6094 | Cell: s9(2)(a) | DD: s9(2)(a)

E: s9(2)(a)@spca.nz | **W:** www.spca.nz

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4th March 2024

Hon Andrew Hoggard
Associate Minister of Agriculture (Animal Welfare)
Parliament Buildings
Wellington 6160
Andrew.Hoggard@parliament.govt.nz

CC: Minister of Agriculture, Hon Todd McClay Todd.McClay@parliament.govt.nz
Prime Minister Rt Hon Christopher Luxon Christopher.Luxon@parliament.govt.nz

Dear Andrew,

GOLD STANDARD LIVE EXPORT BY SEA – PURPOSE-BUILT SHIPS

Further to our letters sent 18 December 2023 and 8 February 2024, our meeting with you on 24 January 2024, and our email to you this morning, the Royal New Zealand Society for the Prevention of Cruelty to Animals (SPCA) continues to maintain significant concerns regarding the repeal of the Animal Welfare Amendment Bill 2022 which banned the export of livestock by sea. As advised, our organisation will stand alongside our supporters and international organisations to continue to communicate this concern.

The coalition agreement between National, ACT and NZ First commits you to reverse the recent ban on live animal exports, while ensuring the “highest standards of animal welfare.”

The National Party has communicated in the past that *“The bottom line of that gold standard is that only custom-built ships can land in New Zealand and depart with our animals on board”*¹, despite the fact that fewer than 20 purpose-built vessels have ever entered the worldwide fleet and there are no new livestock carriers on order².

Last week, our colleagues at the National Council of SPCAs (South Africa) obtained a warrant to board the Al Kuwait, a purpose-built vessel that was docked in Cape Town after a nine-day journey from Brazil.

The NSCPA described scenes on the vessel as “abhorrent”. They stand firm in an assertion that no country possesses the capacity or competence to ensure or guarantee adequate animal welfare standards aboard livestock vessels³.

The Al Kuwait has transported New Zealand cattle to China on multiple occasions in the past, and as far as we are aware, would be one of the approved ships to do so again in the future.

¹ <https://www.newshub.co.nz/home/shows/2023/04/newshub-nation-national-mp-nicola-grigg-defends-controversial-live-animal-export-policy.html>

² <https://www.beefcentral.com/live-export/ship-purchase-expands-livestock-express-fleet-no-new-builds-on-horizon/>

³ <https://nspca.co.za/the-big-stink-leaves-cape-town-but-suffering-continues/>



We have enclosed images taken on board by NSPCA inspectors during their inspection. SPCA New Zealand now requests from you an assurance that any future livestock export by sea from New Zealand will never again result in images like these.

In the view of our animal welfare scientists, along with your National Animal Welfare Advisory Committee, the only way to protect animal welfare is a total ban.

We have summarised our concerns regarding a so-called “gold standard” in an article now available on our website⁴.

As discussed with you, and raised multiple times with your officials at the Ministry for Primary Industries, SPCA’s scientific advisors are willing to come to the table alongside industry to discuss any draft gold standards being developed or that may have been developed in the past.

Following the NSPCA’s inspection of the Al Kuwait, we are concerned that purpose-built ships are simply not enough to ensure basic animal welfare. If you have a way to assure our organisation and our 100,000+ supporters that the below scenes will never happen to New Zealand cattle again – even though it appears to be happening on purpose-built ships as we write to you – then we look forward to hearing about this from you.

Ngā māua nā,

A handwritten signature in black ink, appearing to read "Todd Westwood", is positioned above the printed name.

Todd Westwood
CEO

A handwritten signature in blue ink, appearing to read "Dr Arnja Dale", is positioned above the printed name.

Dr Arnja Dale
Chief Scientific Officer

⁴ <https://www.sPCA.nz/advice-and-welfare/article/why-a-gold-standard-for-livestock-export-by-sea-is-a-shameful-deception>



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RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Hon Andrew Hoggard

Minister for Biosecurity
Minister for Food Safety
Associate Minister of Agriculture (Animal Welfare, Skills)
Associate Minister for the Environment



MIN24-0152

Todd Westwood
Chief Executive Officer
Dr Arnja Dale
Chief Scientific Officer
Royal New Zealand Society for the Prevention of Cruelty to Animals (SPCA)
s9(2)(a) @spca.nz

Dear Todd and Arnja,

Thank you for your letter of 4 March regarding livestock exports and purpose-built ships.

I am aware of the situation you refer to on the vessel Al Kuwait and the media coverage around this. This situation is under the regulatory control of Brazil's Ministry of Agriculture. Further information regarding animal transit and export from Brazil can be found on the gov.br website at: <https://www.gov.br/agricultura/pt-br/assuntos/sanidade-animal-e-vegetal/saude-animal/cgtqa/t-inter/exportacao>.

I am advised that the vessel Al Kuwait exported six consignments of cattle by sea from New Zealand to China in the years 2015 – 2022. The last consignment consisted of 11,113 cattle in September 2022. The average journey length (16 – 19 days) and the number of cattle of these consignments were lower than the shipment from Brazil to Iraq, via South Africa, that you refer to, which transported 19,000 cattle over a period of 26 days.

Determining the highest standards of animal welfare will include a comparison with the standards used in other countries which export livestock. This will be considered as part of the advice I will be seeking from officials and all stakeholders throughout the process of repealing the ban on livestock exports.

The Ministry for Primary Industries (MPI) will consult on options to reinstate the trade with improved animal welfare standards. I encourage you to engage in the consultation process when it is released.

Thank you for taking the time to write about a matter that is important to you.

Yours sincerely,

A handwritten signature in blue ink, appearing to be 'AHL'.

Hon Andrew Hoggard
Associate Minister of Agriculture (Animal Welfare, Skills)

From: s9(2)(a) s9(2)(a) @safe.org.nz>
Sent: Friday, 10 May 2024 11:25 am
To: Andrew Hoggard (MIN)
Cc: Debra Ashton
Subject: Re: INV257 RE: Follow-up meeting with SAFE

Kia ora s9(2)(a)

In preparation for our upcoming meeting on Monday, July 22nd at 1 PM, we have two requests we would like to discuss:

1. Dr. John Hellstrom, former Chief Veterinary Officer and chair of the National Animal Welfare Advisory Committee, would greatly enrich our discussion. Are we able to extend the invitation to include him?
2. Given the depth of topics, we anticipate the 30-minute duration might be insufficient. Could we extend the meeting, if possible?

Your flexibility is appreciated. Please let us know your thoughts.

Ngā mihi,

s9(2)(a)

Personal Assistant to the Chief Executive Officer

PO Box 5750 Victoria St West, Auckland 1142
0800 SAVE ANIMALS | safe.org.nz

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For Animals
Ngā Kararehe Haumarū

From: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Date: Tuesday, 9 April 2024 at 2:30 PM
To: s9(2)(a) s9(2)(a) @safe.org.nz>
Subject: RE: INV257 RE: Follow-up meeting with SAFE

Hi,

Happy to lock that in now.

On the day, please enter through the main entrance of the Beehive, clear security, and sign in at reception. I will then come meet you and take you to where the meeting will take place.

Thanks,

s9(2)(a)



s9(2)(a)

Private Secretary (Administration) | Office of Hon Andrew Hoggard
Minister for Biosecurity
Minister for Food Safety
Associate Minister of Agriculture (Animal Welfare, Skills)
Associate Minister for the Environment

Email: s9(2)(a)@parliament.govt.nz | **Website:** www.Beehive.govt.nz
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

s9(2)(a) s9(2)(a)

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From: s9(2)(a) s9(2)(a)@safe.org.nz
Sent: Tuesday, April 9, 2024 2:12 PM
To: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Cc: Debra Ashton <debra@safe.org.nz>
Subject: Re: INV257 RE: Follow-up meeting with SAFE

Kia ora s9(2)(a)

Thank you for getting back to us!

Are we able to please lock in Monday the 22nd of July at 1PM?

Ngā mihi,

s9(2)(a)

Personal Assistant to the Chief Executive Officer
PO Box 5750 Victoria St West, Auckland 1142
0800 SAVE ANIMALS | safe.org.nz

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From: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Date: Tuesday, 9 April 2024 at 9:30 AM

To: s9(2)(a) s9(2)(a) @safe.org.nz>
Subject: RE: INV257 RE: Follow-up meeting with SAFE

Hi s9(2)(a)

The Minister would be interested in a follow-up meeting with Debra regarding the Live Animal Export Trade.

The Minister has suggested that this meeting be pushed to July as the Live Animal Export Trade work will have progressed more and due to the recency of the last meeting.

Would you be available on any of the following dates:

Mon Jul 22
1pm-1:30pm
2-2:30pm
4-4:30pm

Thu Jul 25
Any time from 9:30am-12pm for 30 minutes
Any time from 3:30pm-5pm for 30 minutes

Let me know what would work best for you.

Thanks,

s9(2)(a)



s9(2)(a)
Private Secretary (Administration) | Office of Hon Andrew Hoggard
Minister for Biosecurity
Minister for Food Safety
Associate Minister of Agriculture (Animal Welfare, Skills)
Associate Minister for the Environment

Email: s9(2)(a) @parliament.govt.nz | Website: www.Beehive.govt.nz
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand
s9(2)(a) s9(2)(a)

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From: s9(2)(a) s9(2)(a) @safe.org.nz>
Sent: Thursday, April 4, 2024 12:27 PM
To: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>; Andrew Hoggard <Andrew.Hoggard@parliament.govt.nz>
Cc: Debra Ashton <debra@safe.org.nz>
Subject: INV257 RE: Follow-up meeting with SAFE

Tēnā koe Andrew Hoggard,

On behalf of Debra Ashton, SAFE Chief Executive Officer, please see the attached letter requesting a follow up meeting to continue discussing the complexity of Live Export.

Ngā mihi,

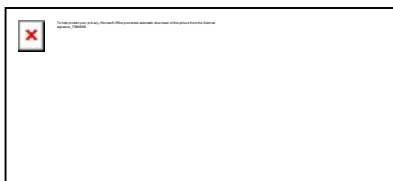
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4 April 2024

Hon Andrew Hoggard
Associate Minister for Agriculture (Animal Welfare)
Parliament Buildings
Wellington 6160

Dear Andrew Hoggard,

Re: Follow-up meeting with SAFE

I hope this letter finds you well. Thank you again for meeting with SAFE recently to discuss live animal export by sea.

I am writing to request a follow-up meeting to continue our discussion on the complexities of live export. I would like to introduce you to s9(2)(a) and s9(2)(a) from World Animal Protection who wish to speak to their International Animal Protection Index to provide more insight into the welfare standards of proposed destination countries. I would also like to introduce you to s9(2)(a) a veterinarian who spent several years working aboard live export vessels to discuss the inherent risks of transport by sea.

We kindly request to meet with you later in April, or early May.

Thank you once again for your attention to this crucial matter. I look forward to hearing from you soon regarding a suitable meeting date and time.

Naku noa, nā



Debra Ashton
Chief Executive Officer

From: Helen Beattie <info@vawa.co.nz>
Sent: Wednesday, 29 May 2024 5:15 pm
To: Andrew Hoggard (MIN)
Subject: Re: INV338 Livestock Exports - meeting request

Hi s9(2)(a)

That's great news.

In attendance in person will be:

Dr. John Hellstrom

Dr Lynn Simpson

Dr Helen Beattie

And via Teams:

s9(2)(a)

As noted, regarding protection of s9(2)(a) identity, we anticipate engagement of the provisions under the Official Information Act 1982, and do not consider s9(2)(a) name being publicly available is in the public interest.

OIA 1982, ss 9(2)(a)(b)(ii)(c) -

(a) protect the privacy of natural persons, including that of deceased natural persons

(b)(ii) to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who is the subject of the information.

(c) avoid prejudice to measures protecting the health or safety of members of the public;

Additionally, we note the purpose of and protections provided under the Protected Disclosures (Protection of Whistleblowers) Act 2022, and consider this to be relevant to the situation regarding this disclosure.

I appreciate your patience in getting this meeting set up, and enabling s9(2)(a) to be safely included.

We will provide papers before the meeting - for these to get in the Minister's weekend reading, is COB Wednesday 19th timely?

Best, Helen

Dr. B. Helen Beattie, BVSc, CAWI
Managing Director, VAWA
M | 021 122 6796

While I have your attention - can you help VAWA?

For just \$50, [JOIN US!](#) | We're not just for vets!

[DONATE HERE!](#) | We need YOUR support!

On Wed, May 29, 2024 at 11:56 AM Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz> wrote:

Hi Helen,

Thank you for your email and sorry for the confusion on this.

We will now be able to have an MS Teams meeting on 24 June. However, we will need to know the names of all attendees, whether in person or online. Minister Hoggard will not meet with anonymous attendees.

As to your concern around whether attendees' names will become publicly available, the office will consider this for a short time. As you pointed out there is provision in the OIA to withhold identifying details on the basis of privacy, but this has to be balanced against public interest. Normally, no contact details would be released if requested under the OIA.

Kind Regards,



s9(2)(a)

Private Secretary (Administration) | Office of Hon Andrew Hoggard

Minister for Biosecurity

Minister for Food Safety

Associate Minister of Agriculture (Animal Welfare, Skills)

Associate Minister for the Environment

Email: s9(2)(a) @parliament.govt.nz | Website: www.Beehive.govt.nz

Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

s9(2)(a) s9(2)(a)

Authorised by Hon Andrew Hoggard, Parliament Buildings, Wellington

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From: Helen Beattie <info@vawa.co.nz>
Sent: Wednesday, May 29, 2024 9:13 AM
To: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Subject: Re: INV338 Livestock Exports - meeting request

Hi s9(2)(a)

Just popping this back in your line of sight and seeking clarification about my question.

Sorry to nag - I'll need to consider options depending on your response, and I have a group of people waiting for my "thunderbirds are go!" announcement!

Thanks, Helen

Dr. B. Helen Beattie, BVSc, CAWI
Managing Director, VAWA
M | 021 122 6796

While I have your attention - can you help VAWA?

For just \$50, [JOIN US!](#) | We're not just for vets!
[DONATE HERE!](#) | We need YOUR support!

On Mon, May 27, 2024 at 5:00 PM Helen Beattie <info@vawa.co.nz> wrote:

Hello

I was just going to connect with the veterinarian via my laptop or phone so I can accommodate that if it's a room IT capability issue? I thought it was safer for the veterinarian that way too.

Unless you mean the Minister doesn't want to hear from this veterinarian?

Helen.

Dr. B. Helen Beattie BVSc, CAWI
Managing Director, VAWA
M | 021 122 6796
E | info@vawa.co.nz
W | www.vawa.co.nz

Sent from my phone.

On Mon, 27 May 2024 at 16:56, Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz> wrote:

Hi Helen,

The Minister has had a change of plans and is unable to accommodate a hybrid meeting at this time.

The Minister is happy to still have this meeting in person with those able to attend.

I apologise for the sudden change in circumstances. Please let me know if you are happy for this meeting to go ahead with the changes.

Thanks,



s9(2)(a)

Private Secretary (Administration) | Office of Hon Andrew Hoggard

Minister for Biosecurity

Minister for Food Safety

Associate Minister of Agriculture (Animal Welfare, Skills)

Associate Minister for the Environment

Email: s9(2)(a)@parliament.govt.nz | Website: www.Beehive.govt.nz

Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

s9(2)(a)

s9(2)(a)

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From: Helen Beattie <info@vawa.co.nz>
Sent: Monday, May 27, 2024 4:25 PM
To: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Subject: Re: INV338 Livestock Exports - meeting request

Hi s9(2)(a)

I'm confirming re: name sharing with the Minister, but I don't think that will be a problem.

I'll come back to you ASAP I hear

H

Dr. B. Helen Beattie, BVSc, CAWI
Managing Director, VAWA
M | 021 122 6796

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On Mon, May 27, 2024 at 2:17 PM Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz> wrote:

Hi Helen,

Thank you for your confirmation.

As discussed in our emails, Minister Hoggard looks forward to meeting with you on the Mon 24 June from 4-4:30pm.

On the day, please enter through the main entrance of the Beehive, clear security, and sign in at reception. I will then come meet you and take you to where the meeting will take place.

After further discussions with the team, we are able to redact the name of the anonymous vet through the OIA process and can confirm the safety of ^{s9(2)(a)} name regarding this meeting.

However, the Minister and his ministerial team feel uncomfortable about not knowing the name of the person they are meeting with. Would the anonymous vet be willing to share their name with the Minister?

I understand this is a sensitive matter for the anonymous vet and completely understand if this is not possible but the team feel uncomfortable about the political risks of meeting someone unknown.

Thanks,

s9(2)(a)



s9(2)(a)

Private Secretary (Administration) | Office of Hon Andrew Hoggard

Minister for Biosecurity

Minister for Food Safety

Associate Minister of Agriculture (Animal Welfare, Skills)

Associate Minister for the Environment

Email: s9(2)(a)@parliament.govt.nz | Website: www.Beehive.govt.nz

Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

s9(2)(a) s9(2)(a)

Authorised by Hon Andrew Hoggard, Parliament Buildings, Wellington

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From: Helen Beattie <info@vawa.co.nz>
Sent: Monday, May 27, 2024 11:16 AM
To: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Subject: Re: INV338 Livestock Exports - meeting request

Hi s9(2)(a)

Thanks for your email.

I can confirm that Lynn, John and I will attend at 4pm Monday 24th June - thank you for facilitating our window of opportunity.

Can you confirm the length of the meeting, please?

Regarding the other veterinarian, if OIA'ed their name could be redacted for reasons of personal safety, I assume, and the meeting could be entered under my name as the requestor, not all four of us.

Redaction is available, pursuant to OIA 1982, ss 9(2)(a)(b)(ii)(c) -

(a) protect the privacy of natural persons, including that of deceased natural persons

(b)(ii) to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who is the subject of the information.

(c) avoid prejudice to measures protecting the health or safety of members of the public;

I'm sure you appreciate that this is a very sensitive matter with respect to the future career of this veterinarian; they are at the reasonably early stage of their career, in the production sector, and are concerned about compromising that by being identified as a whistleblower. Regarding (c), if we take 'public' to include the veterinarian, the impacts of disclosure on s9(2)(a) health and safety could be very significant for s9(2)(a). Ironically, Lynn is best placed to offer expert comment on this matter, and I'm sure if you need a statement to support my concerns, I can readily obtain that from her.

I trust you understand I'm not trying to be awkward - I feel a great sense of responsibility to keep this veterinarian safe!

Helen

Dr. B. Helen Beattie, BVSc, CAWI
Managing Director, VAWA
M | 021 122 6796

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On Mon, May 27, 2024 at 10:28 AM Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz> wrote:

Hi Helen,

The Minister would like to meet with you on the Monday 24th June at 4pm in Parliament, if that works for you.

I have also discussed your concerns around the anonymous vet with the Minister and have concluded that it would not be possible to have someone attend a Ministerial meeting anonymously. The reason for this is that your request creates many unnecessary political risks as this meeting will most likely be asked for in an OIA request. I am sorry that this goes against the phone call discussion that we had previously.

Please let me know if you have any concerns regarding this.

Thanks,



s9(2)(a)

Private Secretary (Administration) | Office of Hon Andrew Hoggard

Minister for Biosecurity

Minister for Food Safety

Associate Minister of Agriculture (Animal Welfare, Skills)

Associate Minister for the Environment

Email: s9(2)(a)@parliament.govt.nz | Website: www.Beehive.govt.nz

Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

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From: Helen Beattie <info@vawa.co.nz>
Sent: Wednesday, May 22, 2024 12:21 PM
To: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Subject: INV338 Livestock Exports - meeting request

Hi Andrew.

In June, I am hosting Australian livestock export veterinarian, Dr Lynn Simpson.

Lynn is one of the world's most sailed - if not the most sailed - LSE veterinarians, having completed 57 voyages.

On the 24 and 25th June, we will be in Wellington, and we would welcome the opportunity to discuss export of farmed animals by sea with you.

I am also hoping that the Anon Vet who presented to the Select Committee during the consultation that led to the ban will be able to join us via zoom, as well as Dr John Hellström, previous MPI CVO, and Chair of NAWAC. Anon Vet's submission is attached for your information, which adds an additional important and independent voice.

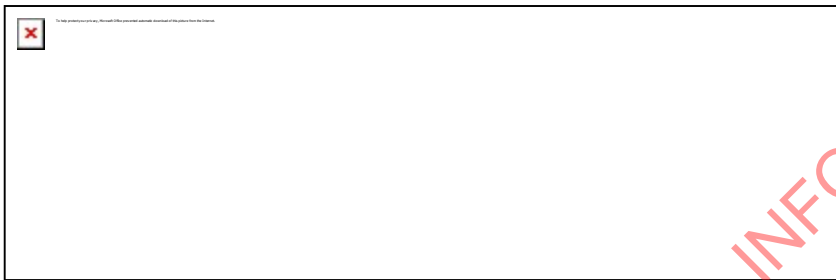
As independent veterinarians, we provide evidence and science-based expertise in animal welfare; Lynn's knowledge on the topic is second to none.

We'd very much appreciate the opportunity to share our independent veterinary perspective and knowledge with you.

Best, Helen

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RELEASED UNDER THE OFFICIAL INFORMATION ACT 1982

Submission on the Animal Welfare Amendment Bill

- E toa ai a Whiro, me noho puku noa a Kou tāngata -

Introduction

The following submission reflects my recent journey in the last 18 months as an experienced cattle veterinarian on board a live export ship carrying thousands of cattle to China. During my journey I did not witness any mistreatment of cattle by the stockpersons or ship's crew, quite the opposite, I saw that everyone on board was committed to providing the best care we could for the cattle under the most challenging of conditions.

I can only speak to what I experienced; I have not been on board any other cattle ship and I understand there can be a huge variation in conditions and factors that can affect the journey. I hope that my submission provides some insight into the realities and limitations of an export voyage at sea, for the cattle and the people on board.

Heat stress

Heat stress and lameness were the two most significant welfare issues I observed on board. As the ship approached the equator there was an obvious increase in warmth and humidity. High humidity and high temperatures are the two primary causes of heat stress in cattle. In this part of the journey when these conditions were encountered, there was no way of significantly reducing either factor that the cows were experiencing. During this period the cattle didn't have enough time to adapt to the warmer weather, so it really was a brutal period of 'survival of the fittest'.

The cramped nature of the pens and the effluent buildup (both on the floor and on the coats of the cattle) reduced air flow around the cattle, which added to the heat stress. I found it very difficult to alleviate the distress I observed during this period of the journey. In my experience, walking around the decks to observe the cattle only served to increase their respiratory rate further as they were disturbed by the presence of humans (some of the cattle were quite wild in their temperament) and so it was very difficult to know what the right way to approach the situation was. We could not hose the cattle down or the humidity would spike even higher and could have catastrophic results. We had different pen conditions depending on their location on the ship. The pens near the engine had hot walls which increased the temperature, but they also had more fans for ventilation. The pens above deck had natural ventilation but the starboard pens were exposed to the sun most of the day, and on 'equator day' unfortunately only a slight breeze was blowing, so these cattle fared worse than those below deck, in reality.

Strategies that sometimes made a meaningful difference included moving cattle that were exhibiting heat stress into a lower density pen in an attempt to increase airflow around them, and introducing more fans to the worst affected pens to increase ventilation. These strategies could only be implemented on a small scale to improve the welfare of individual animals or pens, but did nothing to improve the welfare of the entire shipment. A tool that can be used on a herd-level to reduce the heat produced by the fermentation process in the rumen, is to limit the total feed intake and the fibre content of the feed. This strategy was also implemented on the journey I was involved with, and yet still I observed the majority of the cattle on the ship to exhibit signs of heat stress (ranging from mild to severe) as we crossed the equator.

Despite our best efforts to get all the cattle across the equator alive, two cattle died of heat stress on the journey. Although the two cattle written down on our trip report represent a low mortality rate attributable to heat stress, the pain and distress they and the surviving cattle experienced still haunts me.

It wasn't a simple problem, and it didn't have a simple answer. I still don't have an answer for how to prevent heat stress. In my opinion heat stress is an inevitable and unacceptable aspect of transporting cattle by sea across the equator.

Lameness

Lameness was a cause of significant welfare compromise on the journey. The pens of the ship were floored with steel decking and non-skid paint that contained abrasive grit. When cattle were subject to being moved about by rough weather and/or disturbed for animal health checks, it often caused scrambling in the pens and, combined with the abrasive flooring, probably exacerbated any existing lameness and increased the likelihood of new cases of lameness developing. Once the effluent built up in the pens it covered the flooring, and any fissures or cracks that developed in the thick paint layer could not be detected. We had multiple cases of heifers with lacerations to their lower legs where we could not identify the cause, it was only on the return journey (once the pens were all empty and the decks were clean) that I could comprehend how the heifers were getting cut despite no visible hazard in the pen.

The ramps between the decks had steel rungs to provide grip for the cattle during ascent and descent of the ramps. The steel rungs on the ramp were useful for assisting the cattle when moving up and down decks during the loading and unloading process, however, the force with which their hooves collided with the steel meant that lameness developed as a result. In the 3 days after loading we identified and treated 31 animals that developed moderate to severe lameness, suspected to be due to bruising. It could not be confirmed due to the lack of animal handling facilities on this ship, but the timeframe from loading to developing lameness fits with the presumptive diagnosis. The surface of the pens and the ramps contributed in a massive way to the lameness that cattle experienced on their journey.

Pen conditions

The effluent management was basic. Faeces and urine built up on the surface of the pens over about 4 or 5 days, and then a 'wash' would commence. This involved the grates being taken off the roughly 30cm drains and high pressure hoses being sprayed at the ground to wash the effluent down the drains and be discharged, untreated, into the ocean. The cattle were sprayed with water (and effluent that was also splashed up off the ground) in the process, as they could not be removed from the pen while a wash was taking place on that deck. Some received eye injuries and infections from accidentally being sprayed at head height with the hose or effluent splashes. The washes took two full days to complete, doing half the ship's decks on day one and then the other half on day two. On wash days the crew were all busy trying to get the wash done as efficiently as possible, and as a result there were fewer staff available for regular tasks on the other decks, so feeding all the cattle took longer, and the cattle experienced periods without food and water. This is a limitation on the staff numbers of the ship and the nature of the hard work that is a wash. There are maritime limits on effluent discharge which dictates at what locations a wash can or cannot take place, so they have a small window to get it done before they get too close to land and cannot discharge the effluent.

Once the wash was completed a small sprinkling of sawdust was scattered in the pens again, which quickly absorbed any residual water, and the effluent began to build up again.

The bedding in the pens therefore consisted of faeces, urine, and a small amount of sawdust. The theory behind the sawdust sprinkling, as it was explained to me, was that it would mix with the faeces of the cattle and help to form a 'mat' on the floor of the pens that was more comfortable to lie on than the steel alone. At the start of the journey, the cattle had faeces of firm consistency, and I observed this to be true. It did appear to bind up and make a 5-10cm 'bed' of firm manure. This acted as a cushion when the cattle lay down and stood up again, protecting their joints and skin from abrasions and pressure injuries, especially from the abrasive grit as described above. After the first wash of the pens however, this mat was displaced, and the manure 'pad' did not form again for the rest of the journey (due to water spilling over from the troughs, the higher temperatures and subsequent increased water intakes due to thirst, the faeces was of a sloppier consistency) so the cattle had a very different experience than their first few days.

After the first wash the effluent built up again and cattle were living in up to 30cm of sloppy effluent. I observed most cattle would struggle to get up out of the faecal sludge, as it would form a suction around them, and they had to expend extra energy to stand up than they normally would. When they lay down their body mass would simply displace the effluent, it provided no meaningful cushioning against the hard surface of the pens. The faeces would build up over their coats and ear tags as well, which not only made it difficult to identify swellings or injuries, it also made it difficult to find a clean, appropriate area to administer an injectable treatment when required, and to identify the animals. The faecal build up on the cattles' coats also impaired their ability to thermoregulate, contributing to heat stress. I euthanised 5 cattle with severe leg infections that would not respond to antibiotic therapy, which were caused by pressure or abrasions from the lack of appropriate bedding. Generally speaking, if I observed a swollen leg there would be a poor chance of recovery, as the hard lying surface was so tough on their joints and they couldn't really rest and recover on the journey.

The environment the cattle lived in during the journey was challenging to the senses as well. In addition to the cramped conditions and steel flooring, the lights were kept on 24/7 for safety reasons, and the ventilation fans always operated to keep ammonia levels from rising and assist with reducing heat stress. The noise of the fans was deafening, I had to wear ear protection at all times, and the cattle were subjected to it for about 3 weeks, day and night.

Loading and unloading the cattle at port

I observed multiple "pile ups" when loading in New Zealand and unloading in China. This occurs when something causes the cattle to stall when they are meant to be moving steadily through the ship to their pens, and the ones behind keep travelling forward, adding pressure to the cattle at the front. When this happens on a ramp, it can cause injuries and result in deaths. In New Zealand, on two occasions I observed a cattle beast flipping upside down on the downhill ramps due to pile ups, and we then had to try to stop the oncoming cattle from continuing down the ramp on top of them. In China, one heifer died due to a pile up on a ramp within the first 20 minutes of unloading because something stalled on the port near the trucks. Although we had our crew all along the ramps of the ship ready to divert cattle in the case of a pile up, it still resulted in poor outcomes for multiple cattle (crush injuries for those that were involved but survived), due to a factor that we had little control over (capacity and processes of the transport at the port of arrival).

The trucks in China that the heifers were loaded on to were much smaller than stock trucks in New Zealand, and appropriate stocking rates did not seem to apply. I have no idea where they were going to, or how long the final leg of their journey was, after 18 days at sea. We lost one heifer at the port, when a full truck departed and the door wasn't swung across in time to the next truck that was waiting, so she jumped onto the wharf. She was chased for about an hour by the stevedores and other port staff who had minimal stockmanship, despite the best efforts of our stockperson to regain control of the situation, and tragically was chased to the edge of the wharf and fell about 2 metres onto concrete grates. Her legs were caught in the wide concrete grating, and as she struggled to free herself the sole of her hoof was sliced off and she most likely dislocated her hip. Due to the severity of her injuries I decided to euthanise her. We pulled her body out with the help of about 8 port workers and strops, and the importer said they would take her body so that we didn't have to add the death to the shipment tally.

Animal handling facilities

There was no headbail or crush on the ship. The only restraint option I had available was chemical restraint by means of sedation. This can be time-consuming, has risks of side-effects for the cattle, and significantly limited our ability to thoroughly examine or administer effective therapies frequently enough to overcome illness and injuries.

We treated most of the cattle with mild-moderate ailments in the pens. The only method available on the ship to administer injections of drugs without a crush or headbail was a spring-loaded syringe gun (wester gun). It only took a volume of 10ml at a time so it often required multiple injections to achieve a therapeutic dose. It could only be applied to the

muscle of the heifers (not under the skin or in the vein), and as the drugs that we were administering were often not formulated or registered for intramuscular injection the duration of therapeutic action was questionable. If onshore in Aotearoa New Zealand this would have constituted "off-label" use. Longer withholding periods would therefore have applied (i.e. for food safety/residue purposes) than if the medicine was used in the manner that it was registered. Per the next section, no handover was required so how these extended withholding periods were managed is not understood. As a veterinarian working in Aotearoa New Zealand, this would be entirely unacceptable.

Case succession

There was no handover of 'hospital cases' as I was advised there would be. I was given no opportunity to explain the history of the heifers that I had treated on the journey or that were still being treated on the day of discharge. I was told by one of the stockpersons that it was common practice not to spray them with an identifying mark (such as what we do in New Zealand, to easily show that they had been treated for an ailment with a medication that had a withholding period applied to it). The reason apparently being that the importer did not want animals that looked like they had been treated. We did write down on the daily reports to MPI which tag number was treated on what day and with what drug, but I highly doubt that these pieces of paper were collated prior to the cattle running through the yards to be sorted at their new facility. I was never asked for any paperwork or to verify any treatments other than the daily report, which I also received no feedback about.

Drug stewardship

The stewardship of the drugs was ambiguous. When I boarded the ship and examined the drug cupboard I found multiple vials of xylazine, an injectable sedative. None of the drugs in the cupboard were labelled with a veterinary authorisation, so I have no idea where they came from, or which veterinarian authorised them. On arrival in China, some people (I presumed them to be the importers) came aboard and took some boxes of drugs that we had carried over, and according to the stockperson this was common practice, not to be questioned, and was sorted out between the exporter and the importer.

Sea conditions

While I do not have experience of managing the welfare of cattle during rough seas, I will still offer my opinion on the matter, as although we had a clear run of reasonably calm seas on our departure voyage, with only a few days of rougher seas, on our return voyage, we encountered a typhoon. This was about 30 hours of violent swells and lashing winds. During this time, we were told not to go outside for obvious safety reasons and I couldn't help but imagine what it would be like if the cattle were still onboard. I had a duty to protect the cattle and alleviate suffering as I saw it, but I would have been pretty helpless in this situation, just having to hunker down until it was safe for us to examine the pens again. For ships that require manual feeding and watering, during such events, this would not be possible, as it would simply not be safe for people to move about the ship during such weather. As an indication of the severity of the conditions, during the typhoon I had to hold onto my mattress

to stop myself from rolling out of bed, so I can imagine that cattle in these conditions would have significant injuries that could possibly go days before being assessed and treated.

Ship design

Like most livestock export ships, the ship was not purpose-built for transporting cattle - it was a converted container ship. I did the best with what hand I had been dealt. The ship had good ventilation compared with other ships (I was told by many crew and the very experienced stockpersons) so we were lucky in that regard and as a result had minimal cases of pneumonia to manage. The surface of the pens was inappropriate for cattle to stand on for longer than a few hours, let alone a 17 day journey at sea (plus about 3 days of loading and unloading). We had no facilities to handle the animals for treatments. There was no crush or headbale on the entire ship, so any animal requiring a close examination had to be sedated.

The water troughs were the right height for some of the taller cattle in the shipment, but the weights of the cattle differed by about 250kg, and the smaller ones had to crane their necks over the metal bars of the pen to access the water and food troughs, putting pressure on their throats as they tried to eat or drink. So it wasn't simply pen sizes and square meterage that came into play, but the heights and sizes of troughs as well, that were not appropriate for the frame of the animals being shipped. The shape of the pens also had an effect on the ability of the cattle to have equal access to the food and water troughs, even though the pen might seem to offer the minimum space required as per the animal welfare guidelines. We used our discretion and moved animals between pens, to make these even lower stocking densities and to identify any shy animals or bullied animals and get them into a better pen environment.

On the return voyage I witnessed the incredible effort required to restore the ship to a satisfactory standard to re-enter New Zealand waters with minimal biosecurity risk. All of the decks were water blasted, which stripped off a significant amount of paint and revealed large areas of rust on the pen gates and fissures in the steel on the floor of the pens. The rust was painted over and the floor was patched up, to make the boat look like new again.

Leptospirosis

Another concern of mine was the effluent management in regards to leptospirosis, and the risk to the crew on board. Cattle can be shedders of leptospirosis and it is unlikely that these beef cattle were vaccinated for lepto as calves (it is not as common a practice in the beef sector as it is in the dairy industry in NZ, and to the best of my knowledge, lepto vaccination not a part of the vaccination programme for export heifers). I identified that there was a risk of the ship's crew contracting leptospirosis during a wash of the decks, due to the

environmental conditions, the technique of the wash and the lack of any personal protective equipment. As I would perform my daily checks of the heifers walking through the effluent sludge in their pens, I was vigilant about avoiding effluent contact in my mouth or eyes, and rinsing out any contamination as it occurred. The crew members I questioned about leptospirosis only knew of rats being carriers, as that is the dominant form of leptospirosis in their home country. Leptospirosis (caused by leptospira bacteria) is a disease affecting humans and animals. It can spread via animals to humans through direct exposure to urine or excrement, or via contaminated soil or water. In Aotearoa New Zealand it predominantly affects people working in the livestock industry. Leptospirosis occurred at a rate of approximately 2 cases per 100,000 people in 2019, a comparably higher rate than other countries, and is trending upwards (63 cases in 2015 versus 96 cases in 2019). There are vaccines available for cattle, sheep, deer and dogs, and while 99% of dairy farms have a vaccination programme for leptospirosis, there are much lower vaccination rates in the red meat sector. Dry stock farming contributes as many leptospirosis cases as dairy farming, and increasing the vaccination rate in this sector could help reduce the incidence of the disease in humans. A study in 2020 (Sanhueza, J.M et al) estimated the cost of leptospirosis each year in Aotearoa New Zealand to be US\$12.6million (around NZ\$18 million).

Trip reporting

When I boarded the vessel I was shown the template I would fill in each day for the daily report. It contained information on the mortality rate, feed and water consumption, temperature and humidity, health and welfare issues, information on hospital pen cases, medication and treatments and any issues from daily livestock meetings. The humidity and temperature readings were collected and inputted by the ship's crew. The mortality rate, animal welfare and health issues were filled in by myself after having a meeting with the other stockpersons. The template required me to rate the respiratory character of each deck from 1-3 (1- normal, 2 - panting, 3 - gasping) and the consistency of the faeces was also rated on a scale of 1-3 (1- normal, 2 - sloppy, 3 - diarrhoea).

In my opinion, the template was too rudimentary to accurately represent the situation on board, and there was no guideline as to the threshold between the different descriptions. For example, the heifers' faeces on my journey was certainly less firm than normal (due to factors mentioned previously) and when combined with spillage from the troughs accumulated to create an effluent slurry on the ground, but their faeces remained as expected for the conditions on board. Not every heifer had sloppy faeces, and any with diarrhoea were drafted out for examination and isolation in case of an infectious cause. When crossing the equator, the heifers were exhibiting the most severe signs of heat stress on the journey - however it was pockets of pens that were worst-affected throughout the ship, rather than entire decks. Furthermore, any heifers that were gasping were treated as an emergency (tended to immediately, upon noticing). So while most of the deck might be okay for the majority of the day, there could still be a lot of animals in distress amongst the pens, and this information is not captured in the daily report sheet. The basic nature of the reporting significantly impedes the information that is gathered about the journey from an animal welfare perspective, and is a significant oversight in being able to actually understand the welfare compromise during the voyage.

The daily trip reporting served as a box-ticking exercise in my opinion. The template seemed like they were designed to tell people what they wanted to hear. I was told that I could write whatever I wanted on the daily report, but to try to keep it brief, and to be cautious not to give the 'pen pushers back home' cause for concern where there was none. When I filled out the template daily, some crew and the stockpersons would stand around me, then it was printed off; I was given a copy to sign and keep, and the head stockperson was given a copy as well. I was discouraged from putting anything other than a '1' to describe the respiratory character, being told that if I put a '3' (indicating the highest level of distress/compromise) to describe the respiratory rate or faeces of any deck that it would raise alarm bells with MPI that something was going very wrong, when in reality, we did have individual animals experiencing a '3' for respiration during the voyage.

Looking at last year's voyage summaries published on the MPI website, there are two with high numbers of deaths attributed to factors that are hard to control - rough seas and heat stress. When compared with other common causes of death at sea, both of these causes of death likely affect greater numbers of animals (as we can see by the higher mortality rates than other voyages) and the conditions in which both causes arise (high humidity with low tolerance to adapt in a large number of animals and rough marine conditions) mean that assistance in the form of pain relief or other treatment is delayed. I also note that the 5,687 cattle on board the Gulf Livestock are not included in the calculation of mortality rates or mortality rates for completed journeys. While obviously an outlier, this tragic event is a part of the complete picture involving the risk to cattle (and humans) when at sea, and as such I believe it should be included in the mortality rate for voyages.

Some examples of animal welfare compromise that are not necessarily reported in the voyage summaries at present, and not necessarily able to be mitigated to a satisfactory standard.

- Pile ups
- Heat stress
- Lameness caused by inappropriate pen decking
- Effluent management
- Truck transport to final destination

The mortality rate published publicly does not take into account the types of deaths experienced, or the experience of the animals that survive the voyage, but suffer throughout. Animal welfare is about lived experience and can not be measured by mortality rate alone. To understand the suffering of the animals who did not perish from the suffering is just as important as the mortality rate.

Unfortunately I cannot comment on the content of a typical voyage summary, as I did not get the opportunity to write one for my voyage. I had planned to make recommendations in my final voyage report, and to highlight issues we faced on the ship I was on with particular regards to the flooring surface and the effluent management. The head stockperson wrote it and sent it off, told me afterwards as if they had done me a favour and saved me a job. No questions have been asked of me since then, so I can only presume that a trip summary for my voyage was approved without a veterinary signature of approval.

Summary

My objective throughout the journey was to maintain animal welfare in the heifers to the best of my abilities, to alleviate pain and distress and treat heifers as required. I was limited in what I could do to improve animal welfare for the entire shipment, as the conditions of the ship were often what caused the welfare issues.

Given the nature of the ship (the style of pens, the inadequate bedding, inappropriate flooring, and minimal effluent management) animal welfare could not be maintained to an acceptable standard - and could not be in the future without significant modifications. I imagine in reality this would likely become non-viable in a commercial sense due to high costs.

In addition to improving the ship standards, an increase in transparency would also be required to oversee the animal welfare on board. I saw a compromise of animal welfare at every stage of the journey, and was employed by the exporter. I had all my communications overseen by others and did not get an opportunity to express my concerns at the end of the journey. An independent observer and/or cameras on board would help to improve transparency around animal welfare, but these too have their limitations, and per my comment above, would require significant modifications of questionable financial viability .

In conclusion, while export of animals occurs on ships that are not purpose built, with low transparency of the experience of those animals that survive the journey, I cannot support live export by sea.

References

Sanhueza, J.M., Baker, M.G., Benschop, J., et al. (2020). Estimation of the burden of leptospirosis in New Zealand. *Zoonoses and Public Health*, 67(2) 167-176.

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Images



Image 1 - amount of sawdust used as a base for bedding

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Image 2 - faecal contamination of coats and ear tags

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Image 3- high stocking density

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Image 4 - damage to pen flooring only evident after ship had been cleared of cattle and effluent

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Image 5 - abrasive grit material designed to increase friction of the surface and give cattle more grip, but resulted in lameness

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Image 6 - level of effluent 'slurry' in the pens with an adult mid-calf gumboot for scale, about 30cm deep

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From: FFYN <ffyn@youngfarmers.co.nz>

Sent: Wednesday, June 19, 2024 8:27 AM

To: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>

Subject: RE: INV348 He Tātai Rangahua FFYN - Youth perspective on livestock exports by sea

Hi s9(2)(a)

Monday 29 July 4-4:30pm works for us.

The attendees at this stage are:

Jesse Brennan

Sarah Wilson

Ellie Copeland

Kazi Talaska

I can forward the meeting request through to them.

Cheers,



**THE FOOD & FIBRE
YOUTH NETWORK**
HE TĀTAI RANGAHUA

**He Tātai Rangahua - Food & Fibre Youth
Network Council**

<https://www.ffyouthnetwork.co.nz/>



From: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>

Sent: Monday, June 17, 2024 3:39 PM

To: FFYN <ffyn@youngfarmers.co.nz>

Subject: RE: INV348 He Tātai Rangahua FFYN - Youth perspective on livestock exports by sea

Kia Ora Jesse,

I apologise that we will have to reschedule this meeting due to urgent commitments that have come up for the Minister.

Would any of the following dates work?

Mon 29 July 9:30am-10am 4-4:30pm

Wed 31 July 11am-11:30am

Sorry for any inconvenience this may have caused.

Kind Regards,



s9(2)(a)

Private Secretary (Administration) | Office of Hon Andrew Hoggard
Minister for Biosecurity
Minister for Food Safety
Associate Minister of Agriculture (Animal Welfare, Skills)
Associate Minister for the Environment

Email: s9(2)(a)@parliament.govt.nz | **Website:** www.Beehive.govt.nz

Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

s9(2)(a) s9(2)(a)

Authorised by Hon Andrew Hoggard, Parliament Buildings, Wellington

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From: FFYN <ffyn@youngfarmers.co.nz>

Sent: Tuesday, June 11, 2024 8:20 AM

To: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>

Subject: RE: INV348 He Tātai Rangahua FFYN - Youth perspective on livestock exports by sea

Kia ora s9(2)(a)

Thanks for getting in touch. He Tātai Rangahua – Food and Fibre Youth Network appreciate the opportunity to discuss our findings with Minister Hoggard.

Thursday 25 July 3:30pm-4pm works best for us. Online would be our preference, as most of us are not based in Wellington.

I am just confirming attendance from our Council members at the moment, I will be able to confirm this hopefully within a week if that works for you.

Ngā mihi,

Jesse Brennan



**THE FOOD & FIBRE
YOUTH NETWORK**
HE TĀTAI RANGAHUA

**He Tātai Rangahua - Food & Fibre Youth
Network Council**

<https://www.ffyouthnetwork.co.nz/>



From: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>

Sent: Monday, June 10, 2024 1:25 PM

To: FFYN <ffyn@youngfarmers.co.nz>

Subject: RE: INV348 He Tātai Rangahua FFYN - Youth perspective on livestock exports by sea

Dear Jessie,

Minister Hoggard is very interested in the results of your survey. I was wondering if you would be interested in meeting with Minister Hoggard to discuss your findings further.

There is the potential to meet in Parliament or online, depending on your preference.

Do any of the following dates work for you?

Wed 24 July 11:30-12pm

Thu 25 July 3:30pm-4pm

I can give times for the following week if this does not work for you.

Let me know if this would be possible for you and what your preference would be.

Thanks,



s9(2)(a)

Private Secretary (Administration) | Office of Hon Andrew Hoggard
Minister for Biosecurity
Minister for Food Safety
Associate Minister of Agriculture (Animal Welfare, Skills)
Associate Minister for the Environment

Email: s9(2)(a) @parliament.govt.nz | Website: www.Beehive.govt.nz

Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand

s9(2)(a) s9(2)(a)

Authorised by Hon Andrew Hoggard, Parliament Buildings, Wellington

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From: FFYN <ffyn@youngfarmers.co.nz>

Sent: Tuesday, May 28, 2024 6:18 PM

To: Andrew Hoggard <Andrew.Hoggard@parliament.govt.nz>; Hon Todd McClay <Todd.McClay@parliament.govt.nz>

Subject: INV348 He Tātai Rangahua FFYN - Youth perspective on livestock exports by sea

Dear Minister McClay, and Associate Minister Hoggard.

I hope this email finds you both well.

For your interest, attached is a two-page (double sided) summary of our survey results, looking at a youth perspective on livestock exports by sea.

As a one-line summary – our findings show that youth want to be involved in the discussion, and there are constructive conversations to be had around animal welfare, alternatives, financial implications, and economic viability of the practice.

If you have any questions about our findings or anything else related to our network, please do not hesitate to get in touch. FFYN will also be in the advocacy hub at fielddays this year, if you are there for any of the days feel free to pop by for a catch up.

Please feel free to share these findings with other people that may find them useful.

Ngā mihi,
Jesse Brennan



**He Tātai Rangahua - Food & Fibre Youth
Network Council**

<https://www.ffyouthnetwork.co.nz/>



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IMPORTANT: The contents of this email and any attachments are confidential. It is strictly forbidden to share any part of this message with any third party, without the written consent of the sender. If you received this message by mistake, please reply to this message and follow with its deletion, so that we can ensure such a mistake does not occur in the future.

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LIVESTOCK EXPORTS: SURVEY RESULTS MAY 2024

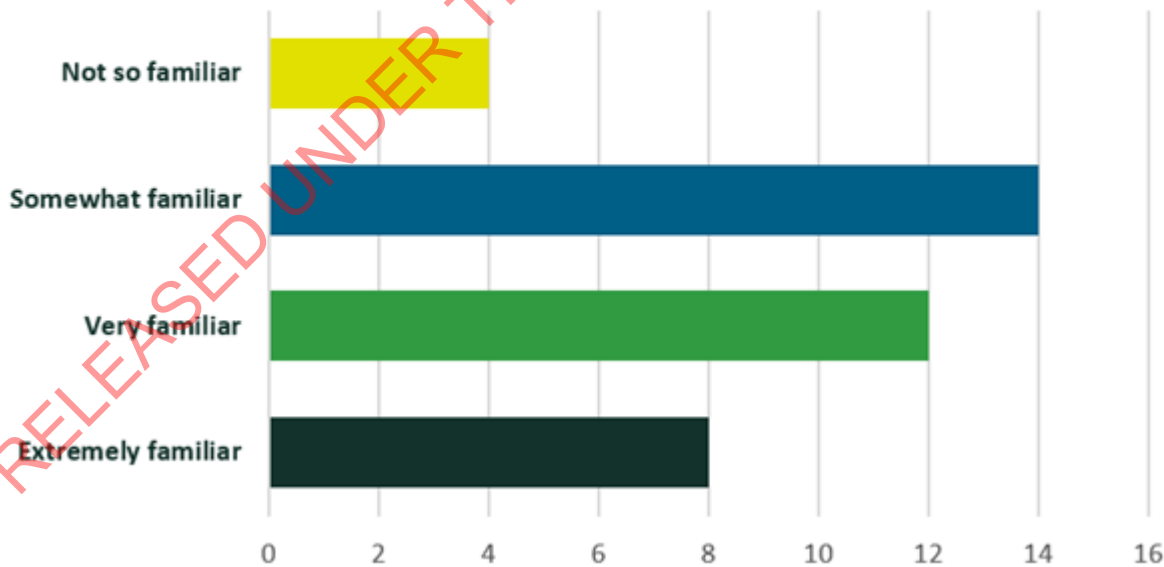
ABOUT THIS PROJECT

He Tātai Rangahua – Food and Fibre Youth Network (FFYN) is a network of over 300 young people working in the Aotearoa food and fibre sector. A survey was undertaken of network members to gain a youth perspective on livestock animal exports by sea. This is polarising topic for a raft of reasons – once again front of mind with the lifting of the ban under the current government. FFYN had 33 members engaged in the survey in April 2024, with the results highlighted below:

HOW FAMILIAR ARE YOUTH WITH LIVESTOCK EXPORTS?

Familiarity of the concept of live exports was mixed bag. Overall, most respondents were familiar – but to varying degrees as illustrated in the graph below.

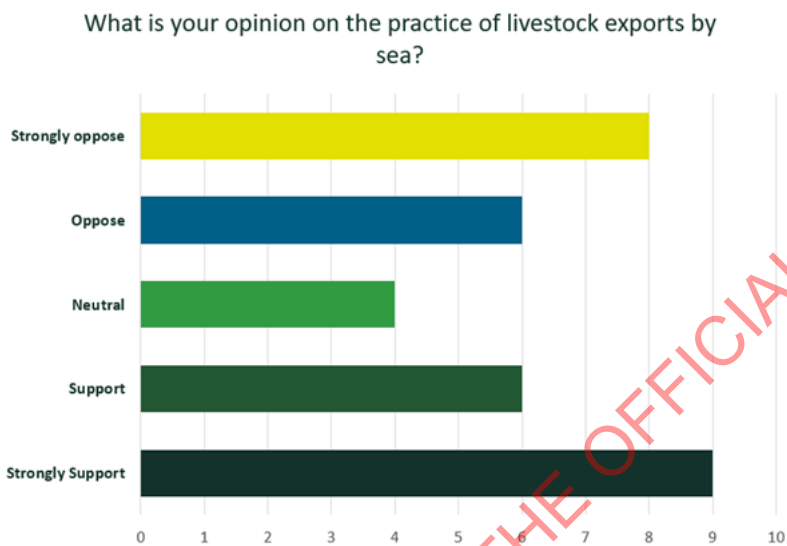
How familiar are you with the concept of livestock animal exports by sea?





WHAT DO YOUTH THINK ABOUT LIVESTOCK EXPORTS?

Any initial hypothesis of more liberal or conservative trends from a younger cohort were dispelled. With results again, providing a mixed bag. The relatively even split across supporting the practice, opposing it and being on the fence illustrates that the topic divides even segmented age cohorts.



Participants were asked to share what informed their opinions on livestock exports.

Key themes for supporting exports included:

- Benefits and opportunity for the New Zealand economy,
- Benefits for genetic improvement and breeding choice, and
- The practice being an avenue for facilitating trade and for farmers to diversify income.

Key themes opposing exports included:

- The animal welfare both on the boat and the destination country,
- Economic gain for a small proportion of farmers with big risk for reputation and animal welfare, and
- The practice being an animal rights issue.

This followed on with a direct question of whether livestock exports by sea was 'unethical', i.e., not morally correct. While most answered no, a large proportion answered yes – with a couple stating they were unsure. This highlights that although some respondents supported the ban, they are uncertain as to whether it is on a moral basis or not.



HOW DO YOUTH FEEL ABOUT THE CURRENT BAN?

An almost 50/50 split on overall support of the ban shows that consultation of youth on this topic is key as regardless of outcome, a large proportion of the group would oppose.

WHAT FACTORS SHOULD BE CONSIDERED WHEN DISCUSSING LIVESTOCK EXPORTS BY SEA?

Key factors to consider when discussing livestock exports by sea practices included:

- Animal health and welfare including food, water, length at sea, space, etc.
- Economic viability and sustainability of the practice – getting value for our products.
- Global perceptions of the ban – is this progressive or prohibitive to trade?
- Financial implications for farmers.
- Pros and cons of sharing genetics.
- Biosecurity risks.

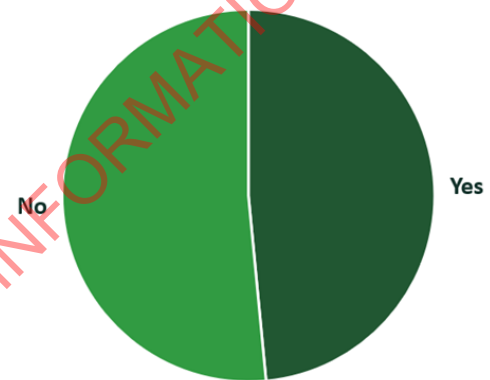
WHAT ABOUT IF LIVESTOCK EXPORTS RESTART?

The graph shows that although many people feel strongly about the prospect of live animal exports, they are less confident in the specific details of the regulation. It indicates that there is potential for further education in the process of live animal exports, allowing people to make more informed decisions.

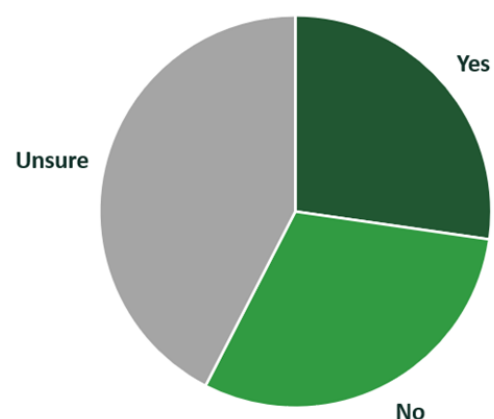
Participants were asked should the practice start again, what other measures could be considered to ensure the welfare of livestock, while still facilitating international trade. Key themes included:

- Having a regulated control scheme for the practice under an Act (for example, Animal Products Act).

Do you support the current ban on livestock exports by sea (which came into effect in April 2023)?



Do you believe that current regulations adequately address the welfare and ethical considerations of livestock export by sea?





WHAT ABOUT IF LIVESTOCK EXPORTS RESTART? (Continued)

- Ensuring minimum conditions of animals prior to transit and implementing real time monitoring systems with mandatory reporting during transit. This reporting should be public to increase transparency and accountability in the industry.
- Ensure qualified veterinarians and animal welfare experts are involved during transit and provide training to crew looking after animals.
- More stables on transport ships.
- Ensuring animal standards in destination countries are maintained to the same degree as New Zealand.
- Exploring logistical strategies to shorten transit times.
- Investigating alternative trade models (e.g., exporting genetic material) to reduce the need for live animal exports.

SO, WHERE TO NEXT?

To summarise, our survey indicates that:

- Despite the differences of opinion on the topic, there are constructive conversations to be had around animal welfare, investigating alternatives, financial implications, and economic viability of the practice.
- There is potential here for further education which would allow people to make more informed decisions moving forward.
- Youth want to be involved in the discussion moving forward, with many respondents writing significant, well-grounded responses.

FIND OUT MORE

Please feel free to get in touch to discuss further:



WILL ROBERTSON

Council Chair
s9(2)(a)



JESSE BRENNAN

Council Member
s9(2)(a)

From: s9(2)(a) s9(2)(a)
Sent: Thursday, 27 June 2024 3:12 pm
To: Andrew Hoggard (MIN); s9(2)(a)
Subject: Re: INV376 Live Export NZ - Announcmeent

Hi s9(2)(a)

Thanks - s9(2)(a) suggest 12noon if that still suits?

I'll be in Hamilton Monday - MC'ing the Food Safety Science event that Minister Hoggard is speaking at but an to fly back first thing Tuesday.

Very pleased to see the Minister's announcement this morning and we can update Minister Hoggard on Tuesday with our plans and communications intentions around the regulatory and parliamentary processes.

Cheers

s9(2)(a)

From: Andrew Hoggard (MIN) <A.Hoggard@ministers.govt.nz>
Sent: 27 June 2024 2:14 PM
To: s9(2)(a) s9(2)(a)
Subject: RE: INV376 Live Export NZ - Announcmeent

You don't often get email from a.hoggard@ministers.govt.nz. [Learn why this is important](#)

Hi s9(2)(a)

I was wondering if you s9(2)(a) would be available on Tues next week (2 July) for a meeting with the Minister in parliament.

The Minister is currently flexible on the time and is free from 9am-3pm (however this could change due to other meetings) but we should be able to find a time that will work.

Please let me know if this will be possible.

Thanks,



s9(2)(a)

Private Secretary (Administration) | Office of Hon Andrew Hoggard
Minister for Biosecurity
Minister for Food Safety
Associate Minister of Agriculture (Animal Welfare, Skills)
Associate Minister for the Environment

Email: s9(2)(a) @parliament.govt.nz | **Website:** www.Beehive.govt.nz
Private Bag 18041, Parliament Buildings, Wellington 6160, New Zealand
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From: s9(2)(a) s9(2)(a)

Sent: Thursday, June 20, 2024 11:28 AM

To: Andrew Hoggard <Andrew.Hoggard@parliament.govt.nz>

Cc: s9(2)(a) s9(2)(a) @parliament.govt.nz; s9(2)(a) s9(2)(a)

Subject: INV376 Live Export NZ - Announcmeent

Good morning Minister

Nice to chat briefly last week at Fielddays.

Please see attached announcement about my role with LENZ.

I have spoken to Famers Weekly this am and expect a story to be up on-line shortly.

As discussed -s9(2)(a) and I would welcome a meeting with you to share our understanding and intentions around the restoration of the live trade.

Cheers

s9(2)(a)

s9(2)(a)

s9(2)(a)

GOLD STANDARD



FOR THE EXPORT OF LIVESTOCK FROM NEW ZEALAND BY SEA

The 'Gold Standard' for the export of livestock from New Zealand by sea is a world leading welfare assurance program that ensures our livestock is unequivocally cared for throughout the export process and beyond. The Gold Standard system takes export welfare to a level unmatched internationally and contributes to New Zealand's position as a premium producer of sustainable and ethically produced agriculture. The 'Gold Standard' is backed by strong evidence that the application of these policies will lead to a positive sentient state for our exported livestock.

Preparation of Livestock for Export

Livestock will be prepared for export in a manner which ensures they are fit, healthy and happy throughout. To achieve this, the industry 'Gold Standard' will require.

- Minimum standards of weight and condition score that are independently verified
- Superior environmental and nutritional management that ensures animals are well-prepared and satiated
- Careful social and behavioural management that provide a secure and enriched support structure for all livestock

The Sea-freight of Livestock

Safe transit during the sea voyage is critical to the animal's happiness and welfare during export. To achieve this, the industry 'Gold Standard' will require.

- The lowest regulated stocking densities in the world during transit
- Specialist training of stockmen and veterinarians to provide the highest levels of on-board animal husbandry
- The phasing out of the export of pregnant cattle from 01 June 2022
- Contingency fodder and provisioning to ensure welfare is maintained during unforeseen delays
- A 'responsible vessel owner' program that prioritises on-board and vessel safety
- Minimum standards of vessel quality, that will result in the discontinued use of any ship that poses an inherent or high animal welfare risk
- A transparent reporting system that measures and reports on animal welfare during the voyage
- Behavioural measuring and management that provides a safe, secure and satisfied voyage environment for livestock

Destination Welfare

It's important to New Zealanders that our animals will enjoy the same or a better life than they would have should they have remained in New Zealand. To achieve this, the industry 'Gold Standard' will require:

- A two-way training, support and information exchange program with buyers, focused on the long-term welfare of the livestock through the export process and beyond.
- Farms that buy New Zealand animals should be inspected by a trusted verification agency and proved to meet or exceed the Gold Standard in:
 - Environment

- Nutrition and Management
- Veterinary Care
- Transport
- Humane End of Life policy

Regulating the Gold Standard

Ensuring the highest welfare standards requires commitment from industry and an appropriate regulatory framework to ensure it is consistently adhered to. The 'Gold Standard' would partner with Government to provide:

- Clear and Defined Standards
- Exporter Licensing
- Performance monitoring and measuring
- Training and upskilling programs
- Intervention tools

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**Attitudes to live animal exports
and costs and benefits to
wellbeing of a ban on the trade**

Summary of industry-commissioned research

Live Animal Export New Zealand (LENZ), December, 2022

Executive summary

\$320m

ongoing cost to net national wellbeing

\$75m

reduction in carbon emissions

150,000

extra bobby calves slaughtered

- New Zealanders trust the industry to act responsibly – at levels of trust about the same as for the government.
- There is strong confidence among New Zealanders that regulation can hold industry accountable and ensure it does the right thing.
- Levels of acceptance of the live export trade by New Zealanders are around the mid-point (accepting or rejecting) with widespread acknowledgement they don't know much about how the industry operates but understand the complexity of animal welfare considerations.
- New Zealanders understand the importance of agricultural trade to New Zealand, and that livestock farmers are important to New Zealand society and the economy.
- A majority of New Zealanders (54%) agree that the live export industry is an important part of the agricultural sector.
- New Zealanders understand that the ban will cause hardship for farmers (49% agree, 17% disagree, 34% neutral).
- The ban results in a net cost to farmers of around \$49,000 to \$116,000 a year per farm, costs incurred by around 1,060 to 2,900 farms.
- Overall, the ban is likely to impose a net monetised cost to national wellbeing of around \$475m p.a. in the short run and around \$320m p.a. on an ongoing basis. The costs to financial wellbeing will be concentrated around rural communities.
- This amounts to an ongoing annual cost to net national wellbeing of \$150 a year per household, or \$60 per person.
- Environmental benefits of a ban include a reduction in CO₂e (with an estimated value of around \$75m in 2030) as well as benefits to animal welfare from reduced health risks to livestock.
- Costs to animal welfare of a ban include increased bobby calves slaughtered by around 150,000 calves per annum.
- Other benefits of a ban arise in the area of “social cohesion”. These include a benefit to New Zealand’s reputation from the perspective of animal-welfare proponents, and a benefit from the reduction in the risk of sea-freight incidents.
- Costs of a ban to social cohesion include a cost to New Zealand’s reputation from the perspective of some in the international trading community, and a cost to our trade relationships with livestock-trading partners.

Section one – Introduction

With New Zealand’s ban on live animal export to come into effect in April 2023, Live Animal Export New Zealand (LENZ) has sought to better understand New Zealanders’ attitudes towards live animal exports, and the costs and benefits of the ban to national wellbeing.

This report is summary of research this year by Voconiq and TDB Advisory to better understand the context surrounding the impending ban, its likely impacts, and New Zealanders’ attitudes to issues highlighted by the industry.

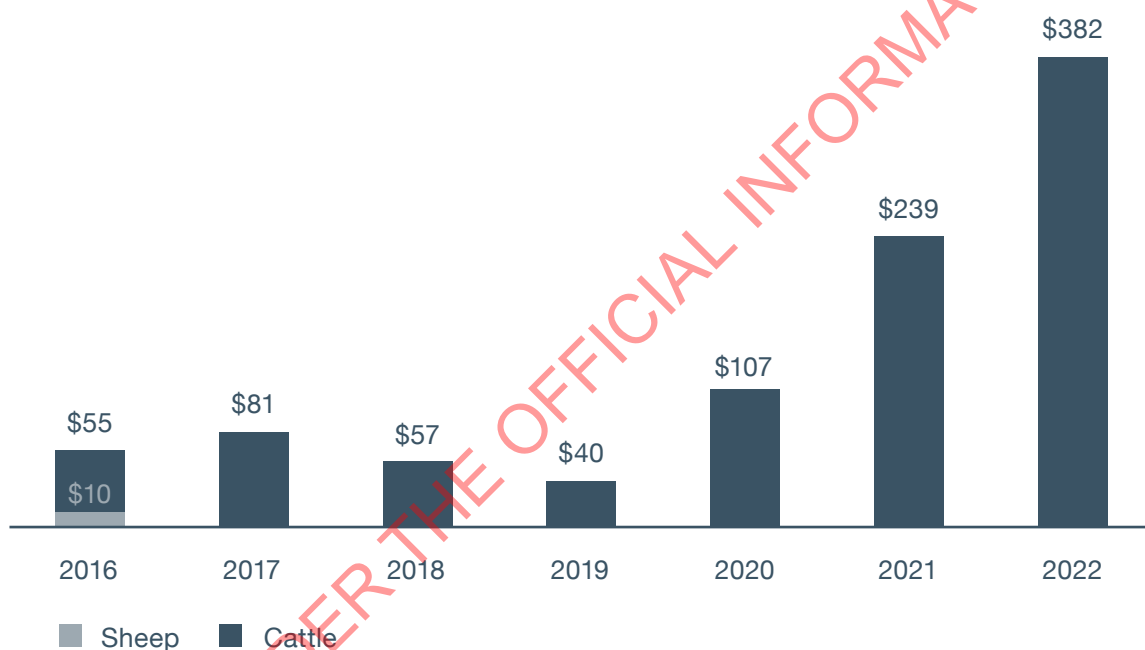


This report represents a summary of the findings of the Voconiq and TDB Advisory / Infometrics research. While all care and diligence has been applied in the preparation of this summary, no responsibility is accepted by LENZ for errors or omissions arising out of the preparation of this report, or for any consequences of reliance on its content or for discussions arising from its publication.

Section two – about the live animal export industry and ‘the Gold standard’ regulatory framework

About the industry

Livestock exports have been part of New Zealand’s primary sector since the 1860s, though significant growth of live sheep and cattle export began in the mid 1980s when a ban on live sheep export was lifted. In 2007, New Zealand banned live export for slaughter, so since 2008, all livestock exports by sea have been either for breeding or milking purposes with China as a major market. The sector has been growing rapidly in recent years, worth \$382 million in 2021/22. The total number of cattle exported in 2021/22 was 150,000. Though sheep were a major livestock export at the beginning of the millennium, no sheep, deer or goats have been exported by sea since 2015/16.



About the Gold Standard framework

One of the arguments for a ban is that it is the most effective way to ensure risk is minimised and reputational benefits are enhanced. However, this overlooks improvements to animal welfare by the live animal export industry. Current best practice for these codes, known as the Gold Standard, was developed in 2020 by LENZ. One of the best frameworks in the world of its type, it provides considerable protections over and above traditional live animal export standards.

This new 12-point livestock export regulation framework offers options to regulators concerned about animal welfare but cognisant of the social and economic value of the industry. It means that a ban is not the only option by which to safeguard both animal welfare, and mitigate the reputational issues arising from live animal exports. It supports the Ministry for Primary Industry’s advice to government that improved regulation, rather than a ban, was its recommended option.

The Gold Standard includes new regulation and new standards of best-practice at each phase of the export process, as detailed below.

Pre-departure:

- new minimum weight standards and independently verified condition score;
- enhanced environmental and nutritional management; and
- enhanced social and behavioural management.

On-board:

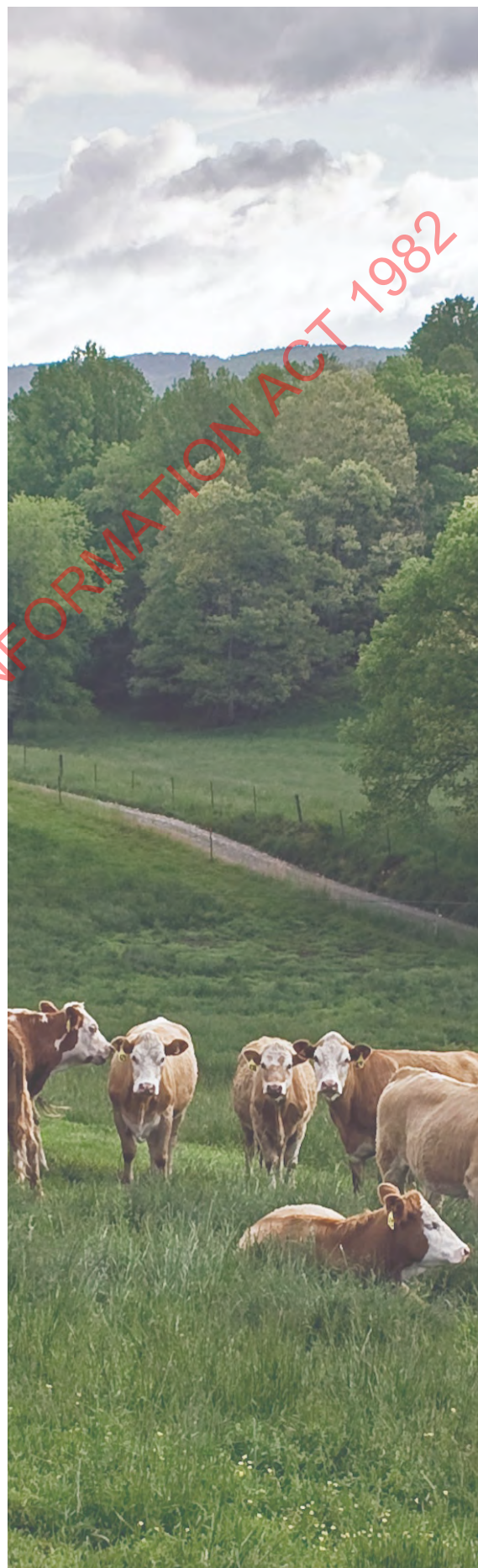
- reduced stocking densities;
- specialist training of stockman and veterinarians onboard;
- phasing out the export of pregnant cattle;
- contingency fodder and provisioning;
- new minimum standards of vessel quality;
- improved reporting systems that measure and report on animal welfare onboard; and
- behavioural measurement and management.

At destination:

- a two-way training, support and information programme for buyers focused on long-term animal welfare; and
- independent inspections of farms that buy New Zealand animals by a trusted verification agency to ensure they meet the Gold Standard in environment; nutrition and management; veterinary care; transport and humane end of life policy.

The Gold Standard is a framework to provide assurance that all animals are cared for throughout the export process and beyond, and importantly to hold operators accountable, licensed by the Ministry for Primary Industries.

It represents a means of ensuring high standards of animal welfare are maintained and the risk of an adverse reputational event is minimised. As such, it is an option for the future of the industry, and it means that a ban is not the only way to provide assurance around these issues.



Section three – summary of research

Two independent pieces of research have been conducted into the live animal export sector:

- a survey of the attitudes of New Zealanders to the industry conducted by Voconiq; and
- an analysis of impact of a ban on live export to national wellbeing by TDB Advisory and Infometrics.

This section summarises the findings of this research.

3.1 Attitudes of New Zealanders to the industry

Voconiq surveyed New Zealanders' perceptions and understanding of the live animal export industry. The sample was nationally representative of 2,139 respondents in New Zealand 18 years of age and over. The size and diversity of the sample, and rigorous methodology, makes it a reliable reflection of societal views.

The survey showed that New Zealanders understand that animal welfare in the live export industry is a complex issue (69% agreement) and that the welfare of animals is not just about the absence of harm to them (66% agreement).

The survey showed that many New Zealanders are concerned by the way animals are transported by sea – 48% agreed that 'the way animals are transported overseas (e.g. by ship) really bothers me'. But most acknowledged that they don't know much about how the industry operates – 55% agreed that they don't really know how animals are treated on live export ships, and 68% agreed they don't know how animals are treated when they arrive at their destination.

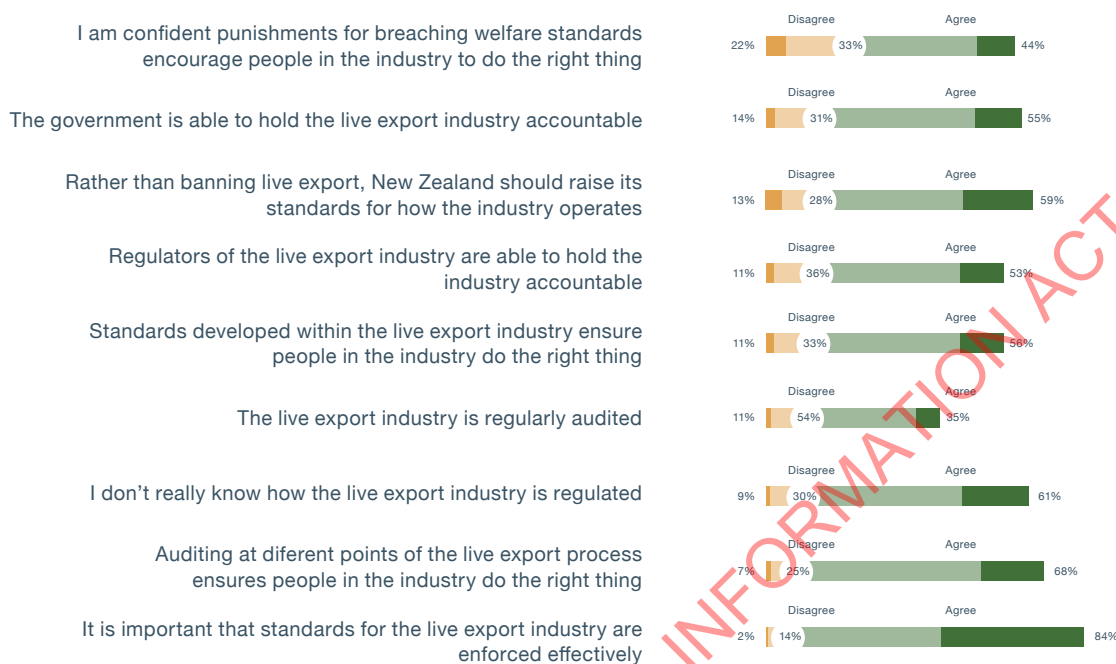
While New Zealanders put a high value on animal welfare, and have concerns about the risks of live export, they don't accept that a ban is necessarily the best way to deal with these issues, having high levels of confidence in regulation as well as favouring a view that a whole industry should not be held accountable for the actions of a few bad operators.

There is also an understanding of the importance of agriculture to New Zealand, and the live export trade within that sector, as a contributor to New Zealand's economy, as well as the cost of losing this trade.

Key findings:

- Overall, public acceptance of the live export industry is above – 2.78/5
- New Zealanders trust in the industry to act responsibly is 2.8/5 – about the same as the government
- New Zealanders are evenly divided as to whether the live export industry bothers them a lot, and whether a ban on exports would mean animal welfare standards would decline in overseas countries
- There is agreement among New Zealanders that:
 - New Zealand should raise its standards for how the live export industry operates, rather than an outright ban (59% agree, 28% neutral)
 - banning live export will mean New Zealand has less influence with trading partners in other areas (44% agree, 36% neutral)
 - many New Zealand livestock producing areas will face economic hardship (49% agree, 34% neutral)
 - the live export industry is an important part of the agriculture sector (54% agree, 31% neutral)
 - the live export industry makes an important contribution to New Zealand (60% agree, 28% neutral)
 - the live export industry exports animal welfare know-how and technology as well as livestock (46% agree, 43% neutral)
 - the live export of animals to overseas markets supports the improvement of diet and nutrition of people in those countries (50% agree, 36% neutral)
 - exporting breeding stock to overseas countries helps them to ensure their own food security (56% agree, 33% neutral)
 - Applying New Zealand welfare standards to our animals when sold overseas improves animal welfare standards in those countries (57% agree, 34% agree)
 - It is not reasonable to expect New Zealand exporters to be responsible for animals once it is clear they are being treated in line with our welfare standards (51% agree, 30% neutral)
 - Provided due diligence is done on the buyers of New Zealand animals, New Zealand exporters have fulfilled their responsibility to those animals (55% agree, 28% neutral)
 - New Zealand exporters should carefully vet buyers of breeding stock before selling them (82% agree, 15% neutral)

The survey showed that, with a suitable regulatory framework like the Gold Standard, a ban is not the best solution. This is because New Zealanders expressed a strong confidence in regulation, as shown in the following excerpt from the survey results:



3.2 Costs and benefits to wellbeing of an export ban: TDB Advisory / Infometrics

TDB Advisory Ltd and Infometrics were commissioned to provide an assessment of the impacts on national wellbeing of the ban on livestock export by sea. The report analyses the wellbeing costs and benefits of the ban using the New Zealand Treasury's Living Standards Framework. Costs and benefits are assessed in relation to a counterfactual scenario where livestock exports continue but under stricter regulatory controls – the Gold Standard.

Based on the New Zealand Treasury's Living Standards Framework, the ban has material impacts in three areas:

- financial and physical capital
- natural environment; and
- social cohesion.

The report's modelling and analysis finds that the ban will result in:

- a net cost to farmers who would have otherwise exported heifers of around \$49,000 to \$116,000 per farm per year with these costs incurred by around 1,060 to 2,900 farms
- a net cost to New Zealand GDP in the short-term (1 to 2 years after the ban) of around \$475million per annum; and
- subsequent and ongoing net costs to national financial wellbeing of around \$320million per annum or around \$150 per household (or \$60 per person) per year.



In terms of the natural environment, the analysis finds both quantifiable and non-quantifiable impacts that result in:

- a benefit to the natural environment from a reduction in CO2 emissions by 500 kt (a 0.7% decline in New Zealand's emissions) with an estimated value of around \$75 million in 2030
- a benefit to animal welfare of reduced health risk to livestock; and
- a cost to animal welfare in the form of increased bobby calves slaughtered by 150,000 per annum.

Finally, costs and benefits in the domain of social cohesion show that the ban results in:

- a benefit to New Zealand's reputation from the perspective of some animal welfare proponents
- a cost to New Zealand's reputation from the perspective of some in the international trading community
- a benefit relation to the reduction in the risk of sea-freight incidents; and
- a cost to our trade relationships with livestock-trading partners.

For the ban to enhance overall national wellbeing, the non-monetary benefits, i.e., the net benefits to the natural environment (other than the reduction in CO2 emissions which is included in the monetised benefits) and the net benefits to social cohesion, if any, would need to be judged to be worth more than \$320million per annum.

Section four – Summary of insights

Taking these two important pieces of research together, the following insights may be drawn:

- New Zealanders understand the complexity of animal welfare considerations with live animal export. They are concerned about risks with live animal transportation by sea but have confidence that appropriate regulation, properly enforced and monitored, rather than a ban, offers a better path forward for the industry, avoiding the costs of a ban, and the harm to farmers and rural communities in particular.
- New Zealanders understand the importance of livestock farmers and the live export sector to the economy and to society, and are concerned about the costs of a ban; at the same time wanting to ensure animal welfare standards in live animal export are enhanced.
- Measurable, monetised costs of the ban are significant – around \$150 per household per year or \$60 per person in New Zealand – but non-monetised benefits, if any, are difficult to assess and must be judged to be greater than \$320 million per year if a ban is to enhance national wellbeing. It is more likely that a ban will significantly reduce national wellbeing, based on the NZ Treasury’s Living Standards Framework used in the TDB Advisory report.





About LENZ

Livestock Export New Zealand (LENZ) is dedicated to supporting the livestock export trade, providing transparency and educating the public. LENZ are members of the Animal Genetic Trade Association (AGTA), which represent the interests of the livestock export and germplasm industries. www.livestockexports.nz

About Voconiq

Voconiq is a data science and community engagement company operating globally to bring community voices to companies, industries, institutions and all levels of government. www.voconiq.com

In April, 2022, Voconiq was commissioned by AUSTREX New Zealand, a member of LENZ, to survey the views of New Zealanders about live animal exports. Results in this report are based upon questions asked in a Voconiq nationwide online survey. The sample was nationally representative of 2,139 respondents in New Zealand 18 years of age and over. The size and diversity of the sample, and rigorous methodology, makes it a reliable reflection of societal views.

About TDB Advisory / Infometrics

AUSTREX New Zealand also commissioned TDB / Infometrics to conduct an independent analysis of the impact on national wellbeing of the ban on livestock export. This report, completed in August 2022, analyses the wellbeing costs and benefits of the ban using the New Zealand Treasury's Living Standards Framework. It includes an assessment of the costs and benefits of the ban in relation to a counterfactual scenario where livestock exports continue but under stricter regulatory controls – the 'Gold Standard'.

TDB has been a trusted economic and corporate finance advisor for twenty years. It is an independent consultancy specialising in corporate finance, economics, and treasury risk management, helping corporates, social organisations, iwi and public sector clients across a wide range of sectors. www.tdb.co.nz

Infometrics' economic intelligence and forecasting services help a range of New Zealand public and private sector organisations make better-informed decisions. The firm is an independent, trusted advisor on how the New Zealand economy is performing, with particular expertise in understanding the macro-economy, local economies, sectors, the construction industry, demographic projections, climate change policy, and the supply and demand for skills. www.infometrics.co.nz