

January 2021

Calgary to Japan Flight Cancelled When Crates Break During Loading

The CHDC has recently obtained documents for two Korean Air Cargo flights in June, 2020, which were transporting horses to Japan for slaughter. The flights in question occurred on June 3 and June 29.

The **June 29** flight was originally scheduled to leave on May 9 but the decision to cancel was made while the crate loading operations were underway at the airport as the crates were breaking.

Sent: 2020-05-11 11:22 AM

Subject: RE: Live horses delay

Good morning
Here are the information as per your request:
Exporter:
Importer:
Number of horses: 96
Original shipping date: May 09 to Calgary, overnight in Calgary airport and flight early Sunday morning, May 10, 2020.
Proposed shipping date: May 17th, 2020


Test date : April 13, 2020
Quarantine date: May 01, 2020.

Reason for derogation request: problems with wooden crates , crates were not designed and built properly for large horses and kept breaking. New crates had to be built thus new flight had to be arranged.
Horses were loaded into same C/D trailers and transported back to feed lot of origin where they were isolated prior to embarkation. They are under the lock. Horses were not in contact with any other animals during transport to Calgary Airport , at the airport or on the way back to a feed lot. They were under CFIA observation during loading at the feed lot and at Calgary Airport.

I also attached front page of the certificate. On the last page of the certificate it says the certificate is good till May 18, 2020 however the test is out of 30 days from test date to the potential proposed date of shipment (May 17, 2020). All horses were negative for tests as listed on the certificate off course.

I hope this is all you need.
I am very grateful you are helping our team and exporter to achieve the export of these horses.
Sincerely,

Canadian Food Inspection Agency / Government of Canada



Ninety four horses eventually were on the flight, described as Belgian crosses born in either 2017 or 2018. To give an idea of their size the average weight is recorded to be 825 kg. (pgs. 15, 16).

A summary of events can be found on the *Inspector Report (pages 157-161 of the ATI documents)*.

May 9

Inspection of a group of horses tested on April 13, 2020 at pre-export isolation facility. Out of 127 horses tested 103 obtained negative results for all of the tests listed on the *Veterinary Health Certificate for Export of Horses to Japan*, meaning they were eligible for export. The horses were placed into pre-export isolation under lock and CFIA seals with identification inspection and verification for eligibility on May 1, 2020 by CFIA.

Later that morning the horses were inspected while standing and in motion **and it was agreed to eliminate 7 horses from the group:**

- **One horse for laboured breathing (brand #407)**
- **One horse for exhibiting stiffness of the stifle joint (brand #344)**
- **Five horses for a smaller body frame and lesser "Belgian cross" characteristics in body frame and size as suggested by exporter representative.**

Ninety-six horses remained selected for export and listed on the Health Certificate for export reference number CLEE-2020-0030.

Horses selected to remain at the feedlot were segregated and placed in another pen while the 96 who had been chosen for export to Japan remained in the pre-export isolation pen.

Following inspection of the group of horses they were haltered in the restraining chute- red halters for larger horses, black for smaller horses. There was a significant number of large horses whose rump touched the top of the hydraulic squeeze (where horses are led for testing, for identification or halter placing).

The horses were loaded in 7 trailers, the export certificates were completed, the trailers weighed and the horses were taken to the Calgary airport.

At approximately 8:42 pm it was decided the crate loading procedure would be halted as the crates "were not suitable". **In fact, they were breaking** (see page 51). The horses were returned to the same pens they had occupied at the pre-export isolation facility prior to their transport to the airport. After unloading the gates were locked and a CFIA seal was placed the following day.

May 12, 13

It was hoped the crates could either be repaired or replaced and a new flight arranged by May 12 as the Health Certificate was only valid until that date. Korean Air could not provide a replacement flight by that time but also asked for the **crates to be provided by a specified builder..** Because of these delays the importer would be asked to approach Japanese authorities for a derogation.

May 27

Questions arose regarding the interpretation of the meaning of "outbreak" in clause 2 of the Health Certificate which states:

2. There have been no outbreaks of equine viral arteritis, equine encephalomyelitis, equine infectious anemia, equine influenza, equine rhinopneumonitis strangles, equine paratyphoid and equine piroplasmosis within three (3) months preceding the exporting date in the breeding farm or the keeping premises of the exported horses.

June 1

Japan indicated its willingness to accept the April 13 test results for these horses with re-testing for EVA. However for future shipments from (*redacted*) they consider the keeping premise ineligible for exporting horses to Japan as the EVA SN test result for one horse was "positive", not inconclusive and had not confirmed there is no EVA circulating within the premises. The CFIA will need to provide more information on how the keeping premise can be declared as free for EVA virus, in order to resume exports.

June 2

Bleeding 95 horses. One horse was removed, not fit for transportation because of Left Hind lameness, swollen inguinal area.

June 5

Questions related to the equine industry, including the live horse exports. *Answers can be seen on pages 100 - 102 of the ATI documents.*

June 16

Exporter advises new transport day will be June 21 pending airline confirmation.

June 17



Exporter requests amending the transit date to June 26 as airline could not provide a suitable aircraft until then. The exporter was asked to provide a letter of explanation for the reason of their extension request and acknowledge the date will not change again.

Animals on premises / Nombres d'animaux sur les lieux								
Cattle/Bovins	Bisons	Cervidae/Cervidés	Sheep/Moutons	Goats/Chèvres	Swine/Porcs	Camelidae/Camélidés	Poultry/Volaille	Other (spec.)/Autre (précisez)
								Equine
Date of visits Dates des visites		Report / Rapport						
2020-05-09		<p>On May 09, 2020 pre-export isolation facility.</p> <p>The purpose of the visit was to inspect the group of horses tested on April 13, 2020 for the purpose of obtaining negative test results and become eligible for export to Japan under the requirements of the HA 1138 (Amended March 28, 2012) Veterinary Health certificate for Export of Horses to Japan.</p> <p>LSTS submissions and authorized test results available on file at</p> <p>Out of 127 horses tested 103 obtained negative results for all of the tests listed on the certificate and thus became eligible to be exported. 103 horses were placed into pre-export isolation under the lock and CFIA seals under CFIA identification inspection and verification for eligibility completed on May 01, 2020 by CFIA</p> <p>"Isolation-quarantine" records are available on file at</p> <p>arrived to the feed lot at 11:15 am, joined by verified that CFIA seals were intact and gates were locked. After that inspected horses by walking through the pens between horses and inspected them in motion and while standing. Mutual agreement was to eliminate 7 horses out of the eligible group of 103, one horse for labored breathing (brand # 407), one horse for exhibiting slight stiffness of the stifle joint (brand # 344) and other 5 horses for a smaller body frame and lesser "Belgian cross" characteristics in body frame and size as suggested by exporter representative.</p> <p>Ninety-six horses were remained selected for export.</p> <p>All of the horses were listed on health Certificate for export reference number CLEE-2020-0030. Horses that were selected to remain at the feed lot were segregated and placed in the pen on the east side of the sheltered testing facility while 95 horses selected to be exported to Japan were remained in pre-export isolation pen located on the west side of the alley west of the testing facility.</p> <p>After inspection of the group of horses in the pens the crew gathered together and horses were led one by one through the restraining chute where halters were placed on each horse based on the size and weight. Red halters were for bigger horses and black for smaller ones. There was a significant number of large horses whose rump touches the top of the hydraulic squeeze where horses are led for testing or for thorough identification or halter placing.</p> <p>did additional individual horse inspection as they were approaching the chutes, inside the chutes and leaving them. also verified the hair colour, white markings and unique brands for all horses and cross referenced with "Quarantine List". Individual identification matched for all 96 horses</p>						
Date of Report Date du rapport 2020-05-12		Inspector (Signature) de l'inspecteur				Inspector's Name/ Nom de l'inspecteur		

The information on this document is collected by the Canadian Food Inspection Agency under the authority of the *Health of Animals Act* for the purpose of detecting diseases of toxic substances or ensuring compliance with this Act and the regulations. Information may be accessible or protected as required under the provisions of the *Access to Information Act*.

Les renseignements dans le présent document sont recueillis par l'Agence canadienne d'inspection des aliments en vertu de la *Loi sur la santé des animaux* afin de vérifier l'existence de maladies ou de produits toxiques ou d'assurer l'observation de la présente loi et des règlements. Les renseignements peuvent être accessibles ou protégés selon ce que prévoit la *Loi sur l'accès à l'information*.

	<p>Horses were placed into empty pens categorized by size and pre-planned loading system.</p> <p>inspected 7 single-deck trailers for cleanliness and disinfection. All trailers were cleaned and disinfected. provided 7 invoices, letter statements of each trailer C&D for to verify as well. Photo was taken of one of the certificates for keeping on file. All of the trailers' floor were strewn with wood shavings manufactured in Canada and of Canadian origin (photos on file). Six bags of 4 cu.ft. shavings were strewn on the floor of each trailer.</p> <p>One randomly checked trailer was also inspected inside to assess the suitability for transport of animals to meet Part XII H of A Regulations requirements. The trailer inspected for HT task 1101 had a license plate</p> <p>monitored loading of horses into trailers. Loading went smooth. Trailers were loaded with 9, 12, 12, 12, 18, 18 and 15 horses depending on size and inner configuration. Great care was taken about the space, separation and weight distribution as well as loading planned for plane and loading into wooden crates at the airport.</p> <p>Once when all horses were loaded, verified the identity of the seven remaining, excluded horses located in the east pen and then proceed with completion of the export certificates. Horses selected/opt out were crossed and initialed. Letter of explanation in relation to number of horses isolated/eligible and shipped was filled out and signed by The letter is an explanation that accompanies the official CFIA export health certificate with identification description of horses eligible but remained at the feed lot. Trailers with horses went to lot to be weight.</p> <p>met with lot office and went through all of the details listed on the original certificate and also provided 4 copies to</p> <p>provided contact information in case if needed and left feed lot around 18:15 pm. also called who was expecting horses at Calgary Airport to inform about the inspection completion and anticipated arrival time.</p> <p>Around 8:42 pm contacted and informed about his decision to stop the loading of horses into wooden crates specially designed for this purpose as the crates were not suitable. I supported his decision and judgment and informed my supervisor, also called around 9:00 pm to inform me of the incident.</p> <p>The decision was made to bring horses back to pre-export isolation facility promptly that evening. Horses were placed into same pens where they were located prior to loading and where they spent their pre-export isolation from May 01, 2020 to May 09, 2020, loading time. The gates were chained and locked after unloading. went and placed the CFIA official seals the next day and inspect the horses in the pens.</p> <p>with proposed plans for action for the load of horses. E mails are on file to support this communication as well as phone calls.</p> <ul style="list-style-type: none"> - try to fix/create new suitable crates by Tuesday, May 12, 2020 - try to arrange new flight with Korea Air and inform of the progress. <p>Health certificate is valid to May 18, 2020 however test has to be done within 30 days of shipment and 30th day is Tuesday, May 12, 2020 which means the last day when these horses can leave is May 12, 2020.</p> <p>Otherwise CFIA needs to ask for a derogation to potentially accept this load of horses passed 30 days of test to shipping date.</p> <p>and requested communication with with derogation request.</p>	
Date of Report Date du rapport 2020-05-12	Inspector (Signature) de l'inspecteur	Inspector's Name/ Nom de l'inspecteur

Reference / Référence RDIMS # 13930559 CLEE-2020-0030	
Owner Information / Information sur le propriétaire	
Date of visits Dates des visites	Report Continued / Rapport Suite
2020-05-12	On Monday, May 11, 2020, confirmed the crates will be completed by 16:00 Tuesday, May 12, 2020 however Korea Air would confirm subsequent available flight no sooner than May 17, 2020 providing confirmation of crew and off course, pending obtaining derogation from
2020-05-13	created a letter of Explanation as per request communicated by The exporter/owner informed that unfortunately <u>Korea Airlines are asking for a specific certified crate builder only to build crates and the ones re-built are not satisfactory as they are built by a different builder.</u> New requested builder needs 2 weeks to complete the work. is asking for a new derogation for shipping date May 25th providing quarantine space in Japan is available as of May 26th. contacted doesn't believe would grant us derogation for about two weeks and suggested the exporter asks the importer to approach asked if we can start a new test and complete it by May 25th. We cannot meet this option by any means by the date indicated. confirmed he is going to ask the importer to approach authorities in Japan for a derogation.
2020-05-27	 This load is under the questions, there is a problem with interpretation of the meaning in the statement 2. "outbreak". The requested information is shared with Japan, will inform us of the outcome. requests that the additional EVA SN test be conducted on all 96 horses in quarantine.
2020-06-01	 As per the e-mail from Ottawa (attached with the file), Japan is willing to accept April 13th test results for this lot which is currently in pre-export quarantine under CFIA supervision since May 01 as long as the additional statements requested previously (i.e., horses have been in isolation and monitored with no signs of diseases) are made in the export certificate or as an addendum. The only re-testing required at this point is for the EVA. However, for future shipments from they consider the keeping premise not eligible for exporting horses to Japan (except the June 1 shipment/lot) according to the AH conditions as the EVA SN test result for one horse was "positive", not "inconclusive", and it is yet to confirm there is no EVA virus circulating within the keeping premise. Therefore, the CFIA will need to provide more information on how the keeping premise can be declared as free for EVA virus, in order to resume exports. A conference call will be scheduled with the Districts involved in shipping life horses to Japan, a possible new Health Certificate.
2020-06-02	Horse bleeding 95 horses, one horse was removed, not fit for transportation, LH lame, swollen inguinal area. Unsafe to palpate if it was a seroma or a testicle.
2020-06-05	requested answers to some questions from Ottawa, forwarded those questions to as a urgent request for follow up, Dr Deni was copied on this email, I was never received or copies on this email. forwarded email to me and requesting urgent response stating that This request was came on Friday and answers were due by early next week. Most of the questions were of general nature related to the equine industry, prevalence of disease out break, prevention vaccination followed, sources of horses for export and some specific to the premise where the load in question was located. I contacted two private equine practisers working for more then 10 years in the area and collected detail information about the questions related to industry like breeding farms, racing farm. Also contacted the both exporters in our area , barn managers of exporting facilities and collated the answers of the questions related to the premises. Analysed all the information collected and drafted the answers to all the questions for the Ottawa and submitted to the to forward to Ottawa. Please see attached copies of the all the emails communication for your reference and details answers of all the questions. Provided more clarification on the question from by email and on telephone about the facility, and keeping facility for these horses with export issue on June 10, 2020.

Several replacement flight dates were discussed but for a variety of reasons, including the airline's inability to supply the aircraft type required and difficulty in obtaining a landing and transit permit, none could be arranged until June 29. The sender of the e-mail below indicates there would be a \$120,000 USD flight cancellation fee but it is unclear who ultimately paid.

Sent: Thursday, May 14, 2020 8:32 AM

Subject: RE: RE: Delay

Dear

For sake of transparency, I got information that Korean HQ can only help based upon the message copied below. In summary, we need to build new stalls (which we can do), can only fly on 25th MAY earliest, and they have reduced the cancellation fee to \$120'000 USD.

I know this is a bad result due to the date, but due to COVID-19 there is no capacity in the market. This is the earliest date that can be given based upon available aircraft, and available crew.

As I said before, we will ensure that covers the \$120'000 USD extra fee. We will try to get this back from the agent who provided the below standard stalls. And hopefully we can earn this back on future flights if we get the chance.

Please confirm if we should go ahead with this date based upon CFIA certs, Japan quarantine. I will have new stalls from packaging ready.

Apologies again – I know this is very unprofessional and is causing unnecessary problems.

Hi

As discussed , the final offer from HQ is

1. New SKD

May 25 (Mon) or Jun 01 (Mon) departure

Estimated SKD

	ICN		LAX		YYC		ANC		KIX		ICN
Local time	23:20	18:40	20:35	0:40	4:40	5:50	6:50	8:20	12:20	14:10	
Flying hour	11:20		3:05		3:10		8:30		1:50		
Ground time			1:55		4:00		1:00		4:00		

2. The Stalls

only allows PEN built by

2. The cancellation/postponement fee

USD 120,000 has to be paid 7 days before flight departure

Summary of events (*pages 34,36*) :

Subject: CFIA_ACIA-#13872270-v1-Export_Certificate_-_01_-_CLEE-2020-0030_-_Transit_May_09_20.docx

Good Morning and Happy Friday to all,

Please find attached unsigned copy of the health certificate HA 1138 for Horses load to Japan going on June 28/29, 2020.

Today morning I did personally hand delivered the Original health certificate (Signed by _____ on May 9, 2020, Ref # CLEE-2020-0030), Additional letter approved by _____ Japan for this certification and unsigned copy of the exclusion letter for horses not going. Also provided 4 photo copies and extra copy not signed (Health certificate and exclusion letter) in case required.

_____ is told to wait for _____ and start processing at 2 PM, any change will be communicated with _____ for the transit by _____

The History in brief:

Total 127 horses were tested on April 13, 2020.

Total 103 horses were put in quarantine on May 1, 2020 by CFIA

Total 96 Horses selected for the Load on transit day by exporter and _____ deleted 7 horses and put numbers of seven horses in the exclusion letter.

Load could not go because of the Crate issue, Horses were came back to Feed Lot and put under "Quarantine-Isolation" under CFIA seals and monitor periodically for the health status, with pending approval from Japan for derogation.

Japan ask for the retest fro EVA, 95 Horses retested for EVA on June 2, 2020. One horse ID # 376 removed from the load because of the lameness and this was clearly mentioned in the letter submitted to the _____ Japan for the approval on June 17, 2020.

Exporter initially requested June 21, 2020 shipping date, Approved by Japan and because of aviability of plane type it was changed to June 28/29, 2020. This was approved BY _____ Japan, see additional letter to certification. This letter must go along with Original certificate and exclusion letter.

Exclusion letter must include 7 horses removed from the original certificate(Old exclusion letter attached) , One removed during retesting of EVA on June 2, 2020 and any horses will be removed from the load on June 28, 2020.

Please call me anytime in week end, if, there will be any questions on

Thanks,

Sent: 2020-06-30 4:19 PM

Subject: HORSE LOAD TO JAPAN JUN 28/29 2020

Hi

I sent my travel claim and paper copy of 4600 to you. Total 9.0 hrs recoverable OT to charge.

_____ was at the airport and they will send their recoverable OT to you to claim.

Paper copy I gave it to _____ if you want copies as there were few corrections

1-One horse we removed due to lameness so total only 94 horses was on final load.

2-On HC there were 102 horses only (not 103)

3-I corrected the pool letter also

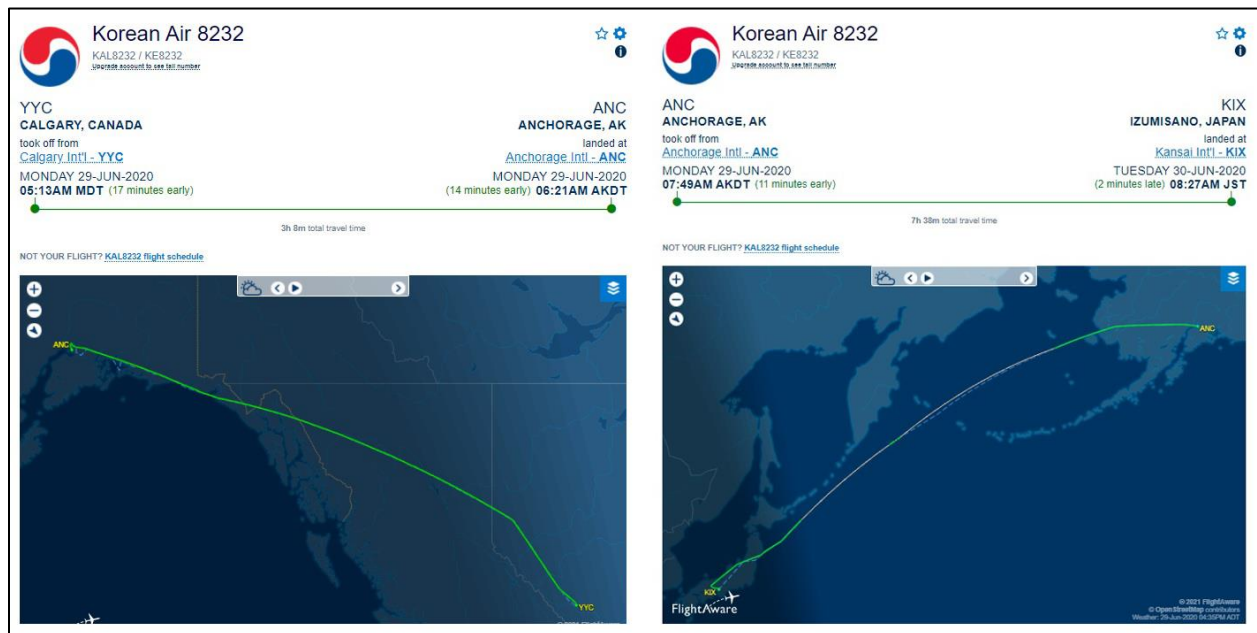
4-Total 8 horses were removed out of 102 on HC.

If you have any questions pls let me or _____ know.

Calgary
Canadian Food Inspection Agency / Government of Canada



The flight finally departed on June 29 and was **12h 14m** in duration, including the time spent on the ground in Anchorage.



June 3 Flight

On June 3, 2020 a Korean Air Cargo aircraft left the Calgary International airport carrying 99 horses to Japan to be slaughtered for human consumption.

All were recorded as Belgian cross geldings born in 2018.

The flight was 12h 32m in duration, including a stopover at the Anchorage airport before continuing on to its destination at Kitakyushu. This meant there was an additional landing and take-off to be endured which is particularly hard for the horses and they often [fall](#).

Originally 119 horses were eligible but some were removed to conform with shipping number and weight requirements. The Deadload list (see page 14) indicates there were 33 crates with 3 horses in each.

Test results indicated six horses were non-negative (inconclusive) for EVA and four were positive for paratyphoid. (The Veterinary Health Certificate Export Horse to Japan which must accompany each load stipulates there have been no outbreaks of several diseases, including equine paratyphoid)

A summary of events surrounding this flight can be found on the Inspector Report (pages 250,251):

May 29

Lethbridge district informed on May 29 @ 11:44 a.m. that Japan's decision for the (*redacted*) load will be the same as for the other load in question, meaning the June 2 load cannot go as planned. Message was conveyed to the exporter (by phone) by CFIA vet, the reason being 4 positive equine paratyphoid horses and thus part 2 of the Health Certificate cannot be verified.

2. There have been no outbreaks of equine viral arteritis, equine encephalomyelitis, equine infectious anemia, equine influenza, equine rhinopneumonitis strangles, equine paratyphoid and equine piroplasmosis within three (3) months preceding the exporting date in the breeding farm or the keeping premises of the exported horses.

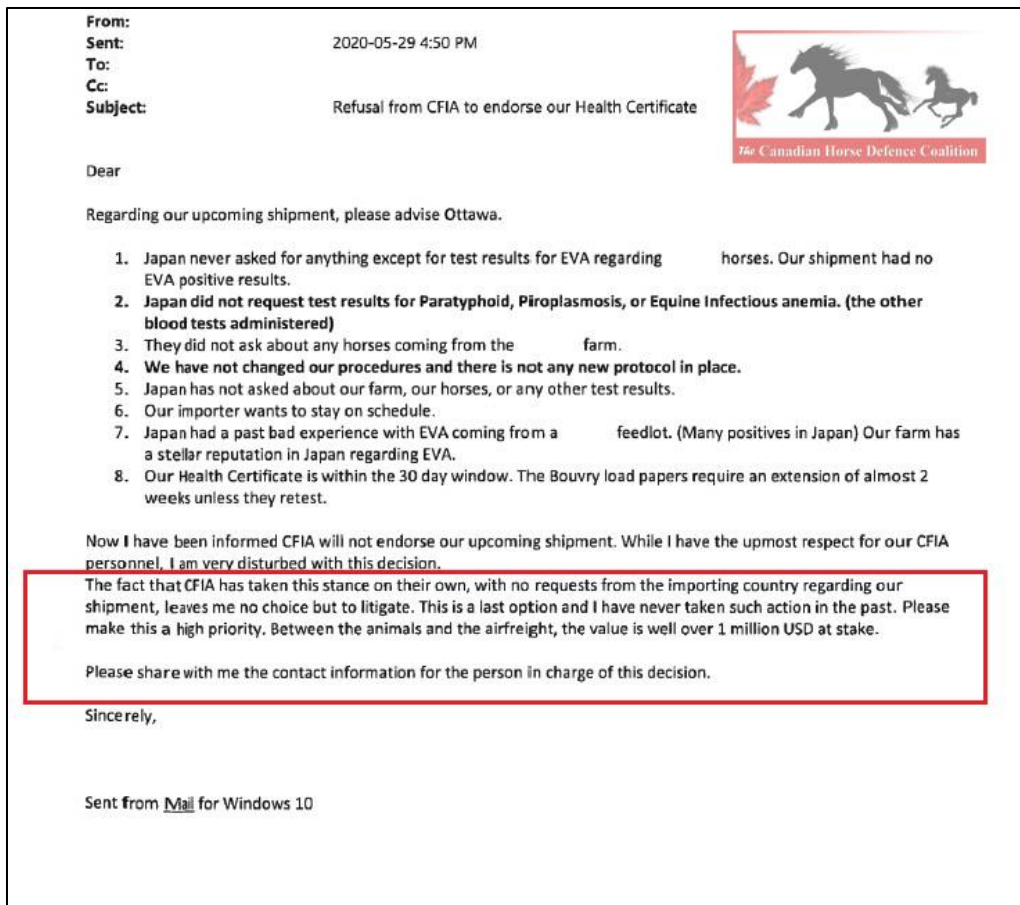
May 31

There were 3 emails from exporter:

May 29 @ 4:50 pm (***contained a threat to litigate see p 249***)

May 31 @ 6:52 pm

May 31 @ 10:49 pm



Letter from exporter expressing displeasure at the CFIA's decision not to certify the load and threat of litigation, stating that between the animals and airfreight \$1 million USD is at stake.

June 1

An email from (redacted) stating that (redacted) June 2 shipment is approved by (redacted) to go if local CFIA can certify the load.

June 2

Local CFIA made decision to certify the load on June 2 on the base that all the test results meet the requirement of the importing country. All the horses on the no go list were segregated, still meeting the requirements of quarantine in separate pens. Should a horse/horses be injured during loading or final inspection he/she can be replaced by horses from this pen.

Loading started at 5pm and was observed by CFIA vet. During this time an animal activist was discovered attempting to photograph/film loading and was chased away by exporter.

June 5

Exporter requested a correction letter for horse #415 who was identified on the Health Certificate as a gelding but discovered to be ungelded by the importer who sent photos to substantiate. The exporter was cautioned about this and informed of corrective actions for preventing future incidents. Correction letter was sent to importer.

From:
Sent: 2020-06-05 10:20 AM
To:
Cc:
Subject: Uncastrated Male URGENT

Dear



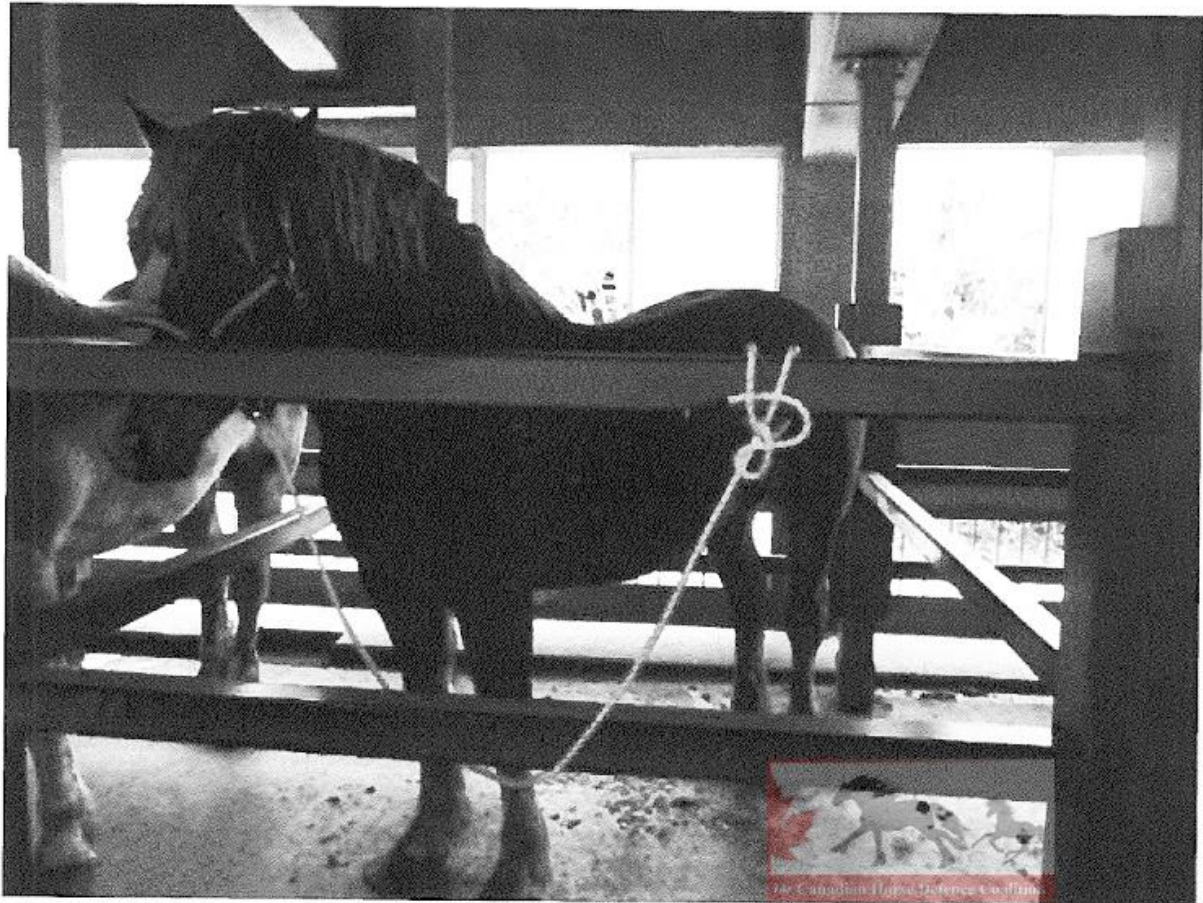
Looks like we missed gelding one male horse. A correction letter is needed. Sorry for the trouble. Please expedite and feel free to include in our correspondence. His message is below.

" We'll need a CFIA letter to correct the gender of #415 on the health certificate. It should be Male, not Gelding.

Please make sure they send us a scanned copy of the letter for verification by my customer BEFORE they send out the original. Once the scanned copy has been approved, we will advise you of the address where the letter should be couriered to. "

Best Regards,

Sent from my iPhone



When the exporter initially wrote to inquire about flight arrangements someone from the CFIA replied to inform him of the [new transport regulations](#) scheduled to come into effect in February, 2020 and indicated there would be a “soft enforcement period of two years for the changes to feed, water and rest” (p234).

From:
Sent: 2020-01-29 12:31 PM
To:
Cc:

Subject: RE: June Load

Hi

There is no objection to the dates proposed. I marked it into our schedule.

→ Are you aware of the new amended transport of animals regulations coming into force on February 20, 2020 in Canada? In case if not you can access our web page www.inspection.gc.ca and check under animal health, terrestrial animals then humane transport of animals or similar, look for amended HT regulations. There are lots of changes.

Let me know if you have any question after you read them. should also be familiar with them as well as all of the truckers. There will be a soft enforcement period of two years for feed, water and rest regulations and as usual for the rest of amendments.

Take care.

Canadian Food Inspection Agency / Government of Canada

Sent: 2020-01-29 11:49 AM

Subject: June Load

Hello All,

Happy New Year!

Looking at a flight in early June. The schedule for the load will be as follows:

Blood Test: **May 5th** at 10:00am

Quarantine: **May 26th** 10:00am

Transit to YYC: **June 2nd**

Begin loading into pens at YYC @ 8:00pm on the night of the second with early morning departure on the 3rd as per usual.

We have obtained several photos that were taken at the feedlot in question:





June 2, 2020- Trucks en route to the Calgary airport following loading at the feedlot



Trucks lined up at the Calgary airport waiting to unload the horses into crates

Photo credit: Trevor Miller



June 2, 2020 at the Calgary Airport

Photo credit: Trevor Miller



Photo credit: Trevor Miller

It should be noted that a separate e-mail was forwarded from the Tokyo post sent on June 1, discussing the June 1 and June 2 shipments.

June 2 shipment

An EVA positive result for a horse selected for export to Japan was discussed in a June 1 e-mail. Test results for some of the horses who had been selected for export were discussed in a June 1 e-mail- positive for EVA, some positive for equine paratyphoid and inconclusive for EVA..

Some horses selected for export were removed from the eligible list as some tested positive for Equine Paratyphoid and inconclusive for EVA. It was noted that MAFF (*Japan's Ministry of Agriculture, Forestry and Fisheries*) did not consider inconclusive EVA results to be an outbreak, did not object to the CFIA certifying no Paratyphoid outbreak at the keeping premise and left the decision to certify the load up to them.

June 1 shipment

This shipment would be accepted if the CFIA conducted another EVA SN testing on all exporting horses. Future shipments from one keeping premise would be considered not eligible for exporting horses to Japan as one horse had tested positive for EVA. In order to resume exports the keeping premise must first be declared free for the EVA virus.

From:
Sent: 2020-06-01 6:16 AM
To:

Cc:

Subject: RE: URGENT REQUEST - Shipment of horses to Japan - Update: test positive for EVA
Importance: High

Good morning
Hope everybody had a good relaxing weekend! It was a bit cold here in Ottawa. I received following message from our Tokyo post this morning:

June 02 shipment

has been consulted by regarding the June 2 shipment. They have received a copy of the tests results – please see attached. understands that there are some horses, which have been removed from the exporting lot of horses, tested positive for Equine paratyphoid and inconclusive (not positive) for EVA. They indicated that according to the tests results, the June 2 shipment is not in the same situation as the June 1 shipment for the following reasons.
1) On the EVA, MAFF do not consider there is an outbreak at the keeping/source farm due to inconclusive results.
2) On the Equine paratyphoid, the AH conditions require the test result to be under 1: 320. Without more details on the test results, it is not possible to determine if the horses are eventually positive or false positive. But, considering there are no horses in isolation showing any clinical signs of Equine paratyphoid, has no objection if CFIA certifies no outbreak of Equine paratyphoid at the keeping premise/source farm.
So, it is up to CFIA to decide whether to certify the June 2 shipment or not.

June 01 shipment

Regarding the June 1 shipment, indicated that if CFIA conducts another EVA SN testing on all exporting horses with negative results, they will accept the shipment. However, for future shipments from they consider the keeping premise not eligible for exporting horses to Japan (except the June 1 shipment/lot) according to the AH conditions as the EVA SN test result for one horse was "positive", not "inconclusive", and it is yet to confirm there is no EVA virus circulating within the keeping premise (due to the subclinical nature of the disease). Therefore, the CFIA will need to provide more information on how the keeping premise can be declared as free for EVA virus, in order to resume exports.

Please let me know how the DO wants to proceed with these shipments so that can be advised accordingly. As I mentioned before, I am going to initiate discussions with shortly on how to interpret "outbreak" and we will make changes in clause 2 of the certificate as needed so that similar situations can be avoided for future shipments.

The positive and inconclusive test results for some of the horses intended to be included on the flights led to much confusion. One exporter attempted to make the arrangements themselves, without using a broker, in order to cut expenses which doesn't appear to have worked out very well:

Applicant consents to redacting names of companies and individuals		<small> Pour obtenir votre Visa d'entrée au Canada, vous devez fournir des renseignements personnels. </small>
s.19(1)		
Good morning		
<p>I have informed the Exporter to cancel this weekend flight for their horse shipment to Japan. I have to mention that the</p> <p style="text-align: center;">I have explained the best I could. This was their first load</p> <p>done by themselves without a broker that went all wrong from the beginning. <u>said that they wanted to do it</u></p> <p><u>themselves to cut expenses.</u> was questioning how the other exporter has been doing it this way with no</p> <p>issues.</p>		
<p>I think we will have to discuss how we proceed with future loads in similar situation.</p> <p>We should take our precautions, we have another load from lined up to be exported to Japan on June second.</p> <p>The blood results have 6 EVA SN inconclusive (toxic to cells) results, removed from quarantine, there are no EVA +ve, should we retest them?</p> <p>The June 2 load has 4 horses +ve for E PTYP-AGG that have been removed from the quarantine as well, paratyphoid is one of the conditions mentioned in point 2 of the Health Certificate. Please note that unlike this exporter has their quarantine on the same location with their feedlot. How do we proceed with this load? There were no PTYP +ve on the load to compare, so I don't know how they will interpret "outbreak" on this load if they ask for blood results. This is a different exporter and their quarantine is at the same location as the feedlot its self.</p>		
I will not send for testing the two samples collected yesterday.		
I will e-mail to let them know what needs to be done in order to get their horses exported.		
Thank you all for your help.		
<hr/> <p>Sent: 2020-05-29 6:08 AM</p>		

Also included are answers to several questions regarding the live horse exports to Japan for slaughter industry that Canada participates in (see p.100-103) including:

“Are exporting horses for fattening raised for this purpose? Or are any "originally grown for breeding turned over to be exported as horses for fattening".

In answer to this question it is stated the exporters being referred to buy young horses from breeding farms in the US and Canada. One feedlot has a 120 day isolation and screening period before the horses enter the feedlot and may vaccinate for Equine influenza and rhinopneumonitis combination at time of entry. Another exporter had 180 day waiting period at keeping premise prior to export.

Not all horses purchased have been produced for fattening; some are produced for other purposes and those who don't meet the requirements, as well as cull mares and stallions, are sold for fattening

In (redacted) district horses are vaccinated against West Nile Virus, Equine Influenza, Equine Rhinitis, East and West Encephalitis and Tetanus. but not Equine Viral Arteritis as it's difficult to get this vaccine in Canada.

According to this document there have been no reported outbreaks of any disease on breeding, fattening or race horse farms but it is noted that some countries include seropositive animals in their definition of an "outbreak". Occasional cases of strangles and West Nile virus have occurred in the area (in a June 5 email we learn that clause 2, animal health conditions on the Export Certificate, is currently being renegotiated).

To:
Cc:

Subject: RE: URGENT REQUEST - Shipment of horses to Japan - Update: test positive for EVA

Good Afternoon to all,

Please fine my Responses in red text:

Production of horses for fattening in Canada:

- ⇒ - For which diseases are horses vaccinated in Canada?
In district area horses are vaccinated against West Nile Virus, Equine Influenza, Equine Rhinitis, East and West encephalitis and Tetanus.
Not vaccinated against Equine Viral Arteritis. Very difficult to get the EVA vaccine in Canada.
- ⇒ would like to have lists of diseases for each type of farms,
1: Fattening, Breeding, and Race horses:
In all three types of the farms, no outbreak of any disease reported.
Occasional seasonal strangles reported in area and West Nile virus reported sporadically in 2018 in last 5 years.
, etc., because in some countries, the definition of "outbreak" includes seropositive animals.
- ⇒ - Are there any standard/specification/criteria used to designate pre-export quarantine/isolation facilities?
The facility must be well fenced, have proper gates suitable for the applying CFIA seal, no mouth to mouth contacts with other animals, distance between isolation facility and nearest facility with animals is more than 30 feet. All the isolations facilities are on one side of the feed lot (One feed lot on West corner of feed lot and on another feed lot on North corner of the feed lot) , away from any movement of animals/receiving and on higher elevation to prevent any drainage from dirty to isolation facility. During isolation all the animals were fed from outside the fence to prevent contamination from equipments. All the Quarantine facility are always Sealed with CFIA seals when horse for the Japan are under quarantine. CFIA inspector will examine all the horses one by one through chute for health and fitness for transportation before place under quarantine. In case need to break the CFIA seals during Quarantine because of any emergency, like broken legs and any injured horse need to rescued, CFIA is always contacted and seals will be immediately replaced and assess the condition of horse in question about any other disease condition. Both facilities (Pens) used exclusively for quarantine, never hold other horses or other animals. All the isolation pens are cleaned regularly and dry with fresh bedding material before they put animals for quarantine.

- ⇒ - Is there such a case that a pre-export quarantine facility is located within a keeping premise? Yes for one exporter quarantine facility is within same premise but on west corner, on high elevation with no traffics. The another exporter isolation facility on the north corner and have some pens on real south have some horses. These horse are always prescreened for possible future export from keeping premise.
- ⇒ More specifically, is the pre-export quarantine facility where the delayed horses are staying located within the keeping premise? : NO, Horses are moved to this facility 3 to 5 months before export in the past. Past load gelding were moved to this facility after screening in Sept 2019 and fillies were moved in March 2020. The isolation facility is 4 to 5 miles away from the keeping premise.
- ⇒ Is the designation of pre-export quarantine facilities made under the same criteria as that for production farms/keeping premises? YES, see the answer below.
- ⇒ How about oversight/observations by CFIA? For this load of ;
Keeping premise facility approved by CFIA as under Equine Lot Program for export of the horse meats to EU. Annually audited to meet the requirements and also audited by EU as well. All the horses entered this premise y with valid Equine Identification Documents, this documents is signed from the owner about any treatments history, ownership duration and not treated with prohibited drugs as required by the EU. This feed lot received horses from USA and Canada in different age group, stay 180 days in the lot and subsequently go for slaughter. Those horse meet the genetics requirements for export to japan are exported. All the horses were braded until 2019 and now microchipped for identification. All animals treatment records kept computerized . All the horses were castrated on feed lot until 2018. No castration done since 2018 but one they are planning to restart soon.
No vaccination performed on this feed lot except for export to Japan with Equine influenza and West Nile Virus in case. All the animals were injected with Invermectin injection.
- ⇒ - Would there be any cases that horses for fattening go to a pre-export quarantine facility directly from a breeding farm?
Yes, both the exporter buy young horses from the breeding farms in USA and Canada but they were never exported directly. One feed lot have program for 120 days isolation and screening before entering the feed lot. This feed lot may vaccinate for Equine influenza and Rhino combination at the time of entry in feed lot. Another exported had 180 days waiting period at keeping premise before exported.
- ⇒ Or, are horses always gathered at a keeping premise before going into isolation?
Yes, for one exporter, farm horses collected as mentioned above, wait for 180 days at keeping premises before moving to isolation premise and at other exported 120 days waiting period before export.
- ⇒ Are exporting horses for fattening produced for fattening from birth? Or, would there be any cases that horses originally grown for breeding are turned over to be exported as horses for fattening?

Not all horses purchased by both exporter are produce for fattening, these are the mixer of all kinds like some are coming for breeding farm produce horse for fattening, some come from breeding farm produce for some other purposes and horses not meet the requirements sold for fattening as well as cull mare and stallion come to feed lot.

sees that some imported horses are over 7 or 8 years old so wonders if those are originally for breeding. Yes, Both exporter have source of mare and stallion from the breeding farms in USA and Canada.

- would like to be shared with AH conditions for exporting horses to other countries as a reference. Not only for fattening but also for other purposes.

Please review before submission to for any confusion or need more clarification. This is better option in my opinion.

Thanks in advance and stay safe.

Sent: 2020-06-05 9:07 AM

Subject: RE: URGENT REQUEST - Shipment of horses to Japan - Update: test positive for EVA

Hi Everyone,

can you follow-up on this. is "out of office" and not available today.

Thanks

Sent: 2020-06-05 9:00 AM

Subject: FW: URGENT REQUEST - Shipment of horses to Japan - Update: test positive for EVA

Importance: High

Good Friday everyone.

could you please help answering the questions that are more of how these exporter's facilities are operating before the horses get shipped to Japan. I wasn't here long enough to know the specifics.

I asked some of the questions related to the delayed load. I just called to clarify question that he could not understand. He will reply in writing.

Please let me know if I or could help.

Sent: 2020-06-05 5:38 AM

Subject: RE: URGENT REQUEST - Shipment of horses to Japan - Update: test positive for EVA
Importance: High

Good morning

I am currently working with Japan to renegotiate animal health conditions especially clause 2 of the current certificate. had requested for the following information in order for us to prepare the proposed amendment to the AH requirements.

Production of horses for fattening in Canada:

- For which diseases are horses vaccinated in Canada? would like to have lists of diseases for each type of farms, i.e., fattening, breeding, race horses, etc., because in some countries, the definition of "outbreak" includes seropositive animals.
 - Are there any standard/specification/criteria used to designate pre-export quarantine/isolation facilities?
 - Is there such a case that a pre-export quarantine facility is located within a keeping premise? More specifically, is the pre-export quarantine facility where the delayed horses are staying located within the keeping premise? Is the designation of pre-export quarantine facilities made under the same criteria as that for production farms/keeping premises? How about oversight/observations by CFIA?
 - Would there be any cases that horses for fattening go to a pre-export quarantine facility directly from a breeding farm? Or, are horses always gathered at a keeping premise before going into isolation? Are exporting horses for fattening produced for fattening from birth? Or, would there be any cases that horses originally grown for breeding are turned over to be exported as horses for fattening? sees that some imported horses are over 7 or 8 years old so wonders if those are originally for breeding.
 - would like to be shared with AH conditions for exporting horses to other countries as a reference. Not only for fattening but also for other purposes.
- I'll take care of this question.

Information was sought on the origins of a horse who had been slated for export to Japan but who tested positive for EVA. The exporter was unable to provide this beyond the horse's arrival at their feedlot as they could not trace back to where and when he/she was born (see page 125):

thank you for getting the information and confirming that horses are not vaccinated for EVA and the exporter does not have the information to trace back the horse beyond September 11 2018. A letter from the private vet would be useful.

Please note my attached e-mail for additional recommendation. Also, would you be able to provide specific responses to below questions :

- (1) Please confirm if the EVA positive and EVA inconclusive horses are currently kept at the same premises but separate from the rest of the horses?
- (2) The exporter can not confirm where the EVA positive horse came from i.e farm of origin. Correct?
- (3) Pre-export isolation facility is on the same feedlot, not off-site. Correct?
- (4) The horses in shipment are sourced from multiple farms – from both US and Canada. Correct?
- (5) How many horses are currently there at this premises?

Thanks for all the good work

Much appreciated.

Sent: 2020-05-28 2:07 PM

Subject: RE: URGENT REQUEST - Shipment of horses to Japan - Update: test positive for EVA

Just got off the phone with [redacted] They were able to provide the RFID number of this horse and to trace his arrival date at their feedlot on September 11 2018. I also asked them to provide a letter from their feedlot Accredited veterinarian to confirm if there was any EVA outbreaks or clinical signs since 2018. This is not a breeding farm so there is no way to trace this horse back when and where it was born. From an veterinarian perspective it would be highly improbable to have a EVA sick horse without having an outbreak in the feed lot.
Do you think the Japan authorities would accept this ?

Thanks

Documents may be viewed as received, with portions having been exempted under sections 16(2)(c) and 19(1) of the *Access to Information Act*.

For more information on horse slaughter and the [live horse shipments](#) to Japan and South Korea please visit the CHDC's [website](#), [blog](#) and [archived blog posts](#).