AN INTERNATIONAL ORGANIZATION DEDICATED TO PROTECTING THE RIGHTS OF ALL ANIMALS

May 15, 2024

Roxanne Mullaney, D.V.M. Deputy Administrator Animal and Plant Health Inspection Service U.S. Department of Agriculture

Via e-mail: Roxanne.C.Mullaney@usda.gov

Dear Dr. Mullaney:

Thank you in advance for your time. I'm writing on behalf of People for the Ethical Treatment of Animals—PETA entities have more than 9 million members and supporters globally—to request that the U.S. Department of Agriculture's (USDA) Animal and Plant Health Inspection Service (APHIS) investigate another incident in which a registered research facility and a registered carrier failed to abide by federal Animal Welfare Act (AWA) regulations established to ensure the safe movement of primates throughout the U.S., this time leading to the death of at least one monkey.

PETA's latest documentation shows that a 3-year-old female pig-tailed macaque, identified only as number Z20178, died on September 29, 2023, while being trucked by JKL Secure Freight (88-T-0010) from the University of Washington (UW, 91-R-0001) breeding facility in Mesa, Arizona, to its laboratory in Seattle. Her death warrants investigation.

According to Z20178's necropsy report, received by PETA on April 26 following a records request to UW, this seemingly healthy macaque died during cross-country transit from one UW facility to another. In addition to documenting that she was dehydrated, necropsy results showed that her last breaths were painful as she struggled to breathe and aspirated material that would have been in the cramped crate.

According to a certificate of veterinary inspection that PETA obtained, Z20178 was one of 68 pig-tailed macaques hauled in a JKL Secure Freight truck, departing the Mesa facility on September 28, 2023. The drive takes approximately 24 hours without stopping. On this day, the temperature reached 102 degrees in Mesa.

We are particularly concerned as three months ago, a whistleblower contacted PETA. They described a harrowing transport of monkeys in late September from Arizona to the University of Washington on a JKL truck, which broke down twice, making the trip hours longer. The first breakdown occurred when an engine went out, causing the truck to be stuck for five hours and leaving the monkeys without air conditioning for at least part of the time on a hot day. Later, the truck blew a tire, causing further delay. We've been informed that an incident report should be filed by the driver(s) in situations involving the death of an animal during transport.



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JKL's Apparent Violations of AWRs

The whistleblower report about the breakdown and the death of at least one monkey during transit indicate that JKL Secure Freight likely violated multiple Animal Welfare Regulations (AWRs).

- 9 CFR § 3.88(e): "During surface transportation, the ambient temperature inside a primary conveyance used to transport nonhuman primates must be maintained between 45 °F (7.2 °C) and 85 °F (30 °C) at all times a nonhuman primate is present."
- 9 CFR § 3.89(a): "Each nonhuman primate must be offered potable water at least once every 12 hours."
- 9 CFR § 3.90(a): "Surface transportation (ground and water). Any person subject to the Animal Welfare regulations (9 CFR parts 1, 2, and 3) transporting nonhuman primates in commerce must ensure that the operator of the conveyance or a person accompanying the operator of the conveyance observes the nonhuman primates as often as circumstances allow, but not less than once every 4 hours, to make sure that they have sufficient air for normal breathing, that the ambient temperature is within the limits provided in § 3.88(d) of this subpart, and that all other applicable standards of this subpart are being complied with. The regulated person transporting the nonhuman primates must ensure that the operator or the person accompanying the operator determines whether any of the nonhuman primates are in obvious physical distress, and obtains any veterinary care needed for the nonhuman primates at the closest available veterinary facility."
- 9 CFR § 3.90(c): "If a nonhuman primate is obviously ill, injured, or in physical distress, [they] must not be transported in commerce, except to receive veterinary care for the condition."

Insecure Freight

JKL Secure Freight appears to operate insecurely from start to finish. The whistleblower alleged that JKL trucks are notoriously unreliable and have significant mechanical issues. This claim is supported by evidence in the Federal Motor Carrier Safety Administration's (FMCSA) <u>SAFER</u> <u>database</u>, which shows that inspections of JKL vehicles in the last 24 months have resulted in four "out of service" statuses. This represents 44% of JKL's inspections resulting in an "out of service" status, which is *double* the national average.

FMCSA's Safety Measurement System's <u>profile of the company</u> shows some of the violations that led to "out of service" statuses. The violations indicate that many of JKL's trucks, which all transport animals, are not safe. They also show that false reports have been made, which is alarming given that **APHIS inspectors rely solely on reports made by carriers to assess whether proper checks, food, and water are provided for animals during transit**. Some of the violations in the last 24 months include the following.

- February 27, 2024: Failing to have a record of duty status available for inspection
- **December 12, 2023:** False report of driver record of duty status; load weight carried exceeded tire load limit
- May 16, 2023: Operating a commercial motor vehicle (CMV) without a commercial driver license (CDL); tire in contact with another part of the vehicle; no/improper breakaway or emergency braking
- April 7, 2023: No or defective automatic trailer brake; operating a CMV without a CDL; no required record of duty status

JKL staff are apparently not appropriately qualified or trained to transport and monitor the condition of vulnerable and valuable monkeys. PETA's whistleblower explained that open jobs are posted on Craigslist with no mention of the animals drivers would be transporting. New employees receive no information or training regarding zoonotic diseases that monkeys used in experimentation are known to transmit or any animal-handling training. Animal training for the workers consists of being given a net and told that if monkeys escape, try to catch them with it. Employees are given no training in assessing the physical condition of animals who can spend days in the truck or trailer during cross-country transport. For deliveries that have a pickup in the same location, drivers take the truck or trailer to a local car wash to clean them out. Failure to adequately sanitize the vehicles between trips runs the risk of exposing the next load of animals to feces, urine, blood, saliva, and/or respiratory droplets that remain on surfaces.

Moving Monkeys Between Facilities Plagued With Disease

As PETA has <u>exposed</u> and <u>reported</u> to APHIS, UW's pig-tailed macaque colony is riddled with multiple **unintended** infectious agents—including trypanosomiasis (Chagas disease), coccidioidomycosis (Valley fever), Campylobacter, Shigella, salmonella, cryptosporidium, MTBC (tuberculosis), and cholera. Although regulations that require a veterinary inspection prior to shipment are meant to prevent sickly and/or contagious animals from being transported, pathology reports indicate that many slip through the inspection, and monkeys infected with pathogens routinely make their way from Arizona to Washington. This movement of diseased animals between UW's facilities impacts the well-being of the transported monkeys, risks the introduction of pathogens into the receiving facility, and exposes transport workers to zoonotic pathogens. If JKL's trucks aren't properly sanitized, as alleged by PETA's whistleblower, the health of other animals loaded into the trucks will be jeopardized.

The threat of disease spreading to other animals is not merely hypothetical. In early October 2023, simian varicella virus (SVV) was once again detected in the UW pig-tailed macaque colony. Necropsy reports suggest that the virus was present at least a month earlier. SVV is transmitted through respiratory droplets; naïve animals can easily be exposed and infected. While SVV is often deadly, particularly in infants, infection in older, immune-competent animals is often subclinical. However, the stress of transportation, even over short distances, has been connected to virus reactivation. SVV would have been circulating in the UW colony at the time the 68 monkeys were crammed into a truck and transported for longer than 24 hours. This isn't the first time that SVV has spread through the UW colony, which has seen a three-year epizootic as well as cases that emerged following the transport of monkeys between UW's remote breeding facility and its Seattle facility.



SVV is a highly contagious disease that causes suffering and death in pig-tailed macaques, including these monkeys who were confined at the Washington National Primate Research Center. The center continues to allow numerous SVV outbreaks to occur, causing multiple monkey deaths.

Repeat Offenses

The USDA has cited JKL for five violations of the AWA since 2018. In one case, a rhesus macaque was trucked with 72 other monkeys from Oregon to New Jersey, arrived unresponsive, and died overnight at the receiving facility. The primary diagnosis was dehydration. Less than a year ago, JKL was cited for leaving 336 newly imported long-tailed macaques to bake on the tarmac of the Hartsfield-Jackson Atlanta International Airport. The workers also mishandled the crates confining the vulnerable animals, dragging them across the ground and tilting them before dropping them into the trailer. The USDA also cited JKL following PETA's complaints regarding trucking monkeys without proper veterinary exams.

UW Put Another Monkey on a JKL Truck the Same Day

On the day that Z20178 arrived dead at UW, the university turned around and put another monkey on a JKL truck, presumably the same one that delivered Z20178 and her companions. Z21055, a 2-year-old male pig-tailed macaque, was shipped to Charles River Laboratories in Reno, Nevada. This shipment occurred before Z20178's necropsy was performed and therefore before UW could assess what had led to her death while in JLK's possession. UW's continued business with the company, without waiting so much as a day after a monkey had died in its "care," warrants scrutiny.

Request: Immediate Investigation and Citations

To uphold your mission to protect the health and welfare of our nation's animals, we urge you to initiate an immediate investigation into the death of Z20178 and determine whether this monkey died of dehydration from prolonged travel in an overheated truck without adequate access to fluids. Where appropriate, we ask that citations be issued for JKL and UW and that civil and/or criminal penalties be considered through the USDA's Office of the General Counsel and/or the U.S. Department of Justice.

Thank you for your time and consideration.

Sincerely,

A.

Lisa Jones-Engel, Ph.D. Senior Science Advisor, Primate Experimentation

Enclosures Necropsy Report Certificate of Veterinary Inspection (2)

Accession # 23-109 Submission Date 30 Sep 23

University of Washington National Primate Research Center

DIAGNOSTIC LABORATORY NECROPSY REPORT

Requester Species	Colony Mn	Requester's	stigator Phone	Colony	_Animal ID	# <u>Z2017</u>	8	
Date of Death	_29 Sep 2	23 Da	ate of Necro	opsy	30 Sep 23	Time <u>0730</u>	_Pathologist _	RM
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Other Diagnos	tic Sample	s		_				

Type of report: Final 16 Oct 23 Preliminary 30 Sep 23 Amended 2 Nov 23

Clinical History:

Colony animal died in transit from ABC to UW. The animal had been clinically normal with unremarkable bloodwork.

Gross Description:

A 3 year old, approximately 4.3 kg, intact female with inactive reproductive tract, pig-tailed macaque is presented dead in fair postmortem condition, the animal has adequate muscling and adipose stores, and is dehydrated. The dorsum has multiple, minor scabs and abrasions. There are no other significant external lesions and the integumentary and musculoskeletal systems are otherwise grossly unremarkable.

The aortic arch is moderately extensively dilated. Otherwise the cardiovascular system is grossly unremarkable.

The respiratory, nervous, digestive, urogenital, endocrine and hemic-lymphatic systems are grossly normal besides agonal congestion and autolysis.

Gross Diagnosis(es):

- 1. Dehydration
- 2. Moderately extensively dilated aortic arch

Gross Comments:

Besides dehydration there were no significant gross findings. The dilated aortic arch can predispose to aortic aneurysms but in this case the lesions was currently clinically insignificant.

Representative tissues preserved in formalin and histology is pending. Heart blood submitted for aerobic and anaerobic microbiology, fecal swab submitted for GI biofire, trachea and lung swabs submitted for respiratory biofire.

Histological Findings:

Sections of brain, pituitary gland, eye, lymph nodes (5 is pulmonary hilar node, 6 is inguinal and 7 is mesenteric, and all have moderate follicular activity), spleen (moderate follicular activity), thymus (active), liver (Ito cell vacuolation, mild lobular collapse and lymphohistiocytic aggregates), gall bladder, heart, aorta (including dilated aortic arch), kidneys (mild multifocal interstitial lymphohistiocytic aggregates), urinary bladder, lungs (extensive agonal congestion and edema, and moderate agonal aspiration of plant material with mixed bacterial proliferation), trachea (agonal aspiration of plant material and mixed bacteria), salivary gland, pancreas, GI tract, adrenal glands (mild multifocal nodular cortical hyperplasia), thyroid glands, skeletal muscle, tongue, ovaries, oviducts, uterus, cervix and skin with mammary gland are histologically unremarkable besides autolysis and stated changes.

Final Principal Diagnosis(es):

- 1. Dehydration (gross diagnosis)
- 2. Moderately extensively dilated aortic arch (gross diagnosis)

Histology Comments:

A cause of death or evidence of significant disease are not identified, and lack of histologic changes along with other findings indirectly suggest a metabolic cause of demise. There was agonal aspiration of plant material and mixed bacteria which resulted in the microbiology results in lung and trachea. The heart blood culture result was likely secondary to autolysis, and the GI biofire results were not significant in this animal as there was no evidence of enteritis or colitis.

Distributed findings to clinicians 13 Oct 23.

Please contact me with any questions, comments or concerns.

Pathologist RM

ADDENDUM RM 2 NOV 23

A section of bone with marrow is unremarkable besides autolysis.

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