

Attachment 1
Butterfield June 2021

Table: MOIs in Response to FOIA2021-371

EstNbr	EstName	MOI #	Date	Task Code	TaskName	Status	MOI Agenda
M17250+ P6+V6	Tyson Foods, Inc.	UQI401104 1816G	16APR2021	04C05	Poultry Good Commercial Practices	Finalized	On Friday, April 16, 2021 at approximately 1032 hours I, (b)(6), performed a good commercial practice verification task in the picking room. I positioned myself at a point where I can directly view both lines entering the scald vats. On picking line 1, within one minute of continuing my check I observed one live bird of average size, still breathing with no visible neck cuts, entering the scald vat. The bird was hanging normally with its head straight down blinking its eyes and still breathing. Approximately 5 birds later another live bird was observed of average size with no visible neck cuts, entering the scald vat and blinking its eyes while still breathing. I located (b)(6) who radioed for (b)(6). Once (b)(6) arrived in the picking room, I notified him of my observations. I performed a recheck observation of the line for compliance at approximately 1038 hours; I did not observe any live birds entering the scald vat at this time. After management assessed the incident, I had a brief discussion with (b)(6) and (b)(6) about their assessment and their further planned actions. I informed them again of my observations and of the forthcoming GCP MOI documenting these events. (b)(6) stated that monitoring for the remainder of the shift would be increased in addition to adding a third back up killer. Sincerely, (b)(6) (b)(6) cc (b)(6) (b)(6) (b)(6) Kermit Harvey, DVM – Deputy District Manager - AL
M248B+P 215	Butterfield Foods Company	GXN391006 1209G	09JUN2021	04C05	Poultry Good Commercial Practices	Finalized	On June 9, 2021, while conducting a GCP task in P215, I noticed a large number of dead birds on trailer 121. Most of the dead birds were on the right side of the trailer. When the trailer was unloaded there was a total of 2552 dead on arrival birds out of 6000 on the trailer. The temperature the day before was in the 90's degrees Fahrenheit. The company holds chickens both in a shed with fans on all sides and when that is full out on a dirt lot. When I left the premises the night before I noticed trailers parked on the lot without any heat abatement on them. I did not specifically see trailer 121 out there. This morning when I came in, I noticed trailer 121 was out on the dirt lot without any heat abatement on it. The company stated that the trailer came in the afternoon before, but they do not know for sure where it was held during that time. They were shifting trailers into the shed from the lot. With the way the trailers are placed on the dirt lot a higher number of DOA birds on the right side would indicate that they received more sun from the west and were likely on the dirt lot in the afternoon and overnight. The company stated that they would not be loading birds until the night until the heat subsides.

Attachment 2
Butterfield August 2020

Table: MOIs in Response to FOIA2021-108

EstNbr	EstName	MOINbr	Date	Task Code	TaskName	Status	MOI Agenda
M248B+P215	Butterfield Foods Company	GXN4912082 213G	13AUG2020	04C05	Poultry Good Commercial Practices	Finalized	Est. P215, Butterfield Foods Co., August 11, 2020, 0900 hours. In attendance: (b)(6) (b)(6) At approximately 1200 hours on August 10 (b)(6) called to inform me that he had observed many deceased birds in the barrels in the unloading area. (b)(6) contacted me again at approximately 1300 hours to inform me there was a second trailer with many deceased birds. Upon review of the establishment's records on August 11, trailer 120 had 4,305 dead-on-arrivals and trailer 121 had 4,155. The total number of birds on these trailers was less than 9,000 each. The remaining seven trailers in the lot had 1,123 DOAs combined. At 0900 hours on August 11th, I met with (b)(6) to discuss trailers 120 and 121. Mr. (b)(6) informed me that the private company that drains the shed pit had left a large hose lying across the entrance of two spaces in the shed. When the two truck drivers saw the hose blocking the entrance, they left the trailers outside in the sun. The birds arrived between 1600 and 1900 hours on Sunday and were left outside until Monday morning. Six trailers arrived on Sunday, and all trailers should have been in the shed. (b)(6) said this has been addressed in the establishment's humane handling binder. He said they spoke with the owner of the private company and informed them that the hose was left out. The drivers were notified that they should call (b)(6) if they have any problems dropping off birds so an establishment employee can be sent to the premises. The birds were held on the premises for an extended period outside the holding shed and were not protected from the warm weather. The high temperature on Sunday was approximately 86 degrees Fahrenheit. The PPIA and Agency regulations require that live poultry be handled in a manner that is consistent with good commercial practices and that they not die from causes other than slaughter.

Attachment 3
Butterfield February 2020

EstNbr	EstName	MOINbr	Date	Task Code	TaskName	Status	MOI Agenda
M248B+P2 15	Butterfield Foods Company	GXN47160 25621G	21FEB2020	04C05	Poultry Good Commercial Practices	Finalized	Est. P215, Butterfield Foods Co., February 21, 2020, 0915 hours. In attendance: Dr. Melissa Hlavacek, SPHV; (b)(6) (b)(6) At approximately 0800 hours on February 20, I was informed by (b)(6) (b)(6), that the first trailer from Lot 2 was in the unloading room and ready for antemortem inspection. Upon arrival to the unloading room, I observed many hens frozen to the metal cages in the trailer. I also observed significant numbers of dead hens. Nearly every hen visible from the outside of the trailer on the bottom two rows was frozen solid, as were many hens throughout the trailer on the outside layers. The hens throughout the trailer were quiet and still. Some birds were observed shivering. The hens had almost no feathers. I observed similar conditions on the second trailer. Following my observations, I spoke with (b)(6), who informed me that the birds had traveled from Ohio to Minnesota. (b)(6) said all three trailers in Lot 2 were in the shed when he arrived in the morning but were not present the night before. The shed is three-sided and is not temperature-controlled. The panels were on all trailers during transport and during the wait period. Upon further discussions with (b)(6) (b)(6), he informed me that the three trailers arrived at approximately midnight, 0200 hours, and 0400 hours. The air temperatures in Ohio were around 30-40°F. The hens were slaughtered between approximately 0900 and 1200 hours. During the period between arrival and slaughter, according to the National Weather Service, the outside temperature at the St. James Municipal Airport (17 miles from Butterfield Foods) was between -8 and -17°F with a wind chill between -21 and -32°F. Upon review of the establishment's records on February 21, Lot 2 had 9,150 DOAs of 25,867 total hens (35% DOAs). I spoke with (b)(6)

Attachment 4
Butterfield March 2018

Table: MOIs in Response to FOIA2018-328

Dist rict	EstNbr	EstName	MOINbr	Date	Task Code	TaskName	Status	MOI Agenda
25	M248B	Butterfield Foods Company	GXN31070 32309G	2018-03-09	04C05	Poultry Good Commercial Practices	Finalized	On March 8, 2018 at approximately 11:53 AM, while performing a Good Commercial Practices Verification Task I observed that the plant was experiencing a higher than normal amount of Dead on Arrival (DOAs) birds in the first load of Lot #2 (Truck #22). I requested (b) (6) accompany me to examine the truck and provide his impression of the condition of the birds on the trailer. Approximately 20 dead chickens were observed on the exterior two lower level cages of the trailer and on palpation approximately 12 were "hard" and "non-flexible". (b) (6) made the observation that here was what appeared to be a larger than "normal" quantity of eggs and waste on the bed of the truck indicating a possible longer amount of time in transit than usual accentuating the effects of the cold weather. While the plant staff went on beak and the truck was waiting to be unloaded, I requested (b) (6), and (b) (6), come to the unloading dock with me to examine the condition of the birds on the truck. Gross examination of these birds revealed no remarkable pathology indicating a flock disease. However, many birds had large unfeathered areas. The unfeathered areas revealed deeply reddened skin tissue suggestive of prolonged exposure to extreme temperatures. Many appeared to be dead, as they were not noticeably moving or breathing. Post-mortem pathology observed in live slaughtered birds from this lot was unremarkable. Cold weather protective panels on livestock haulers were in place during transport and holding until the birds were prepared for unloading. The plant ensured all dead birds were properly disposed of and the load was finished with no further incident. The plant subsequently reported that of the (b) (4) birds in lot #2, 330 were DOA. The DOA numbers from previously

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Dist rict	EstNbr	EstName	MOINbr	Date	Task Code	TaskName	Status	MOI Agenda
								unloaded trucks delivered prior to the unloading of Truck #22 ranged from 32 to 82 DOA per load. The establishment indicates they will fully employ humane methods of handling and slaughtering consistent with Good Commercial Practices in a way that minimizes injury to poultry. Poultry are to be handled in a manner that prevents needless injury and suffering. Employing humane methods of handling and slaughtering that are consistent with Good Commercial Practices increases the likelihood of producing unadulterated product. Similar GCP observations were made by (b) (6) on 2/23/2018 in an MOI, Subject: Poultry Good Commercial Practices / GXN5608022123I. We will discuss this situation during the weekly meeting on March 9, 2018 with establishment management to determine any additional corrective actions and/or preventive measures could be adopted in the future to minimize the possibility of a similar (or worse) incident happening in the future, especially when birds are held overnight in extreme weather conditions.

Attachment 5
Butterfield February 2018

Table: MOIs in Response to FOIA2018-328

Dist rict	EstNbr	EstName	MOINbr	Date	Task Code	TaskName	Status	MOI Agenda
25	M248B	Butterfield Foods Company	GXN19160 23523G	2018-02-23	04C05	Poultry Good Commercial Practices	Finalized	On 2/21/18, I performed ante-mortem inspection on truck 12 for Lot 3 at approximately 1120 hours. I observed that approximately 50% of the hens on the truck were dead and the carcasses were frozen solid. The dead, frozen birds were focused on the bottom half of the truck (bottom four rows of cages). Evaluation of the rest of the live birds noted no overt signs of disease, but many of the birds were not well feathered and on the thinner side. As the live birds on the upper half of the truck appeared cold, but healthy, I ante-mortem passed the lot. The establishment appeared to be doing a good job ensuring the frozen birds were not entering the facility, to prevent adulterated product; this was achieved by hangers sorting out DOAs from live birds during the hanging process and directing the DOAs to the white, inedible barrels below and hanging live birds for slaughter. However, the concern is with the number of birds frozen upon arrival at the facility and while being held at the facility prior to slaughter. This issue was discussed with Mr. Juan Cervantes (Plant Manager) at approximately 1130 hours 2/21/18, as I observed approximately half a trailer of frozen DOA birds presented for ante-mortem inspection. I asked Mr. Cervantes where Lot 3 birds were from and when they arrived at the establishment; he stated they were transported approximately 2 hours and arrived the day before at approximately 1300 hours (on 2/20/18). The slaughter of Lot 3 started on 2/21/18, at approximately 1150 hours and ended at approximately 1630 hours. Thus, the birds from Lot 3 were held on establishment premise for approximately 22 to 28 hours prior to being slaughtered; the temperature on the morning of 2/21/18 was in the single digits, (approximately 2F) and had risen to the teens (approximately 18 degrees) in the afternoon (Fahrenheit). A weather archive of average high/low temperatures in for

Dist rict	EstNbr	EstName	MOINbr	Date	Task Code	TaskName	Status	MOI Agenda
								these dates in Butterfield, MN, can be found at www.accuweather.com At approximately 1230 hours, I observed the rest of Lot 3 trucks in the holding shed (Trucks 13, 19, and 15; a total of 4 trucks for Lot 3). While being held at the establishment prior to slaughter, the trailers of birds were kept paneled in a 3-sided non-temperature controlled building. Trucks 13, 19, and 15 were all completely paneled with every fourth panel pulled up at the top approximately 8 inches to allow for ventilation. At this time I could not visualize any of the birds. As the trucks entered the hanging room, I observed each one as it was unpaneled. Although these trucks did not exhibit the excessive percentage of dead, frozen birds as truck 12, there were consistently dead, frozen birds in the bottom 1 to 2 rows of each battery on every truck in this lot. Evaluation of the health status of the live birds on these trucks was consistent with truck 12, and passed for slaughter. I observed excessive DOA carcasses piled up in the hang room throughout the live hang process of Lot 3 and did not observe any live birds in the inedible white barrels/floor. All DOAs were denatured and rendered per regulatory requirements. The issue was further discussed with Mr. Cervantes at approximately 1600 hours on 2/21/18. He asked what the health status of the birds were on inspection, and I reported a high number of condemn rates due to septicemia/toxemia (approximately 7.5% due to all condemnable conditions except contamination and plant rejects, calculated on 2/22/18). I also pointed out that the cages are slatted, as I observed the majority of egg white/yolk and fecal/urinary excrement accumulating on the bottom caged birds which also contributes to the freezing process. I discussed that the birds were on the thinner side and not well feathered, but I was also

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								concerned that they had been in very cold temperatures on site for over 24 hours prior to slaughter. It was discussed that multiple factors may have contributed to these birds in particular being more affected by the cold, but the percentage of DOAs in Lot 3 was concerning. Mr. Cervantes stated that they are going to aim for loading trucks with (b) (4) birds or more to help maintain heat of the lot during cold conditions, as he had noted from his records that trucks with fewer birds than that had increased DOA percentages. Mr. Cervantes had recorded the total number of birds on truck 12 from Lot 3 from the daily kill schedule which was determined to be approximately (b) (4) birds. He also stated they were going to monitor each truck when they arrive on premise to assess the status of the birds going forward. (b) (6)) discussed in the weekly meeting on 2/22/18 that the trucking company was also contacted by plant management to discuss the issue regarding Lot 3 DOA numbers slaughtered on 2/21/18. After reviewing the daily totals on 2/22/18, the establishment reported 9,750 DOA birds out of a total count of (b) (4) birds (approximately (b) (4) DOA rate).