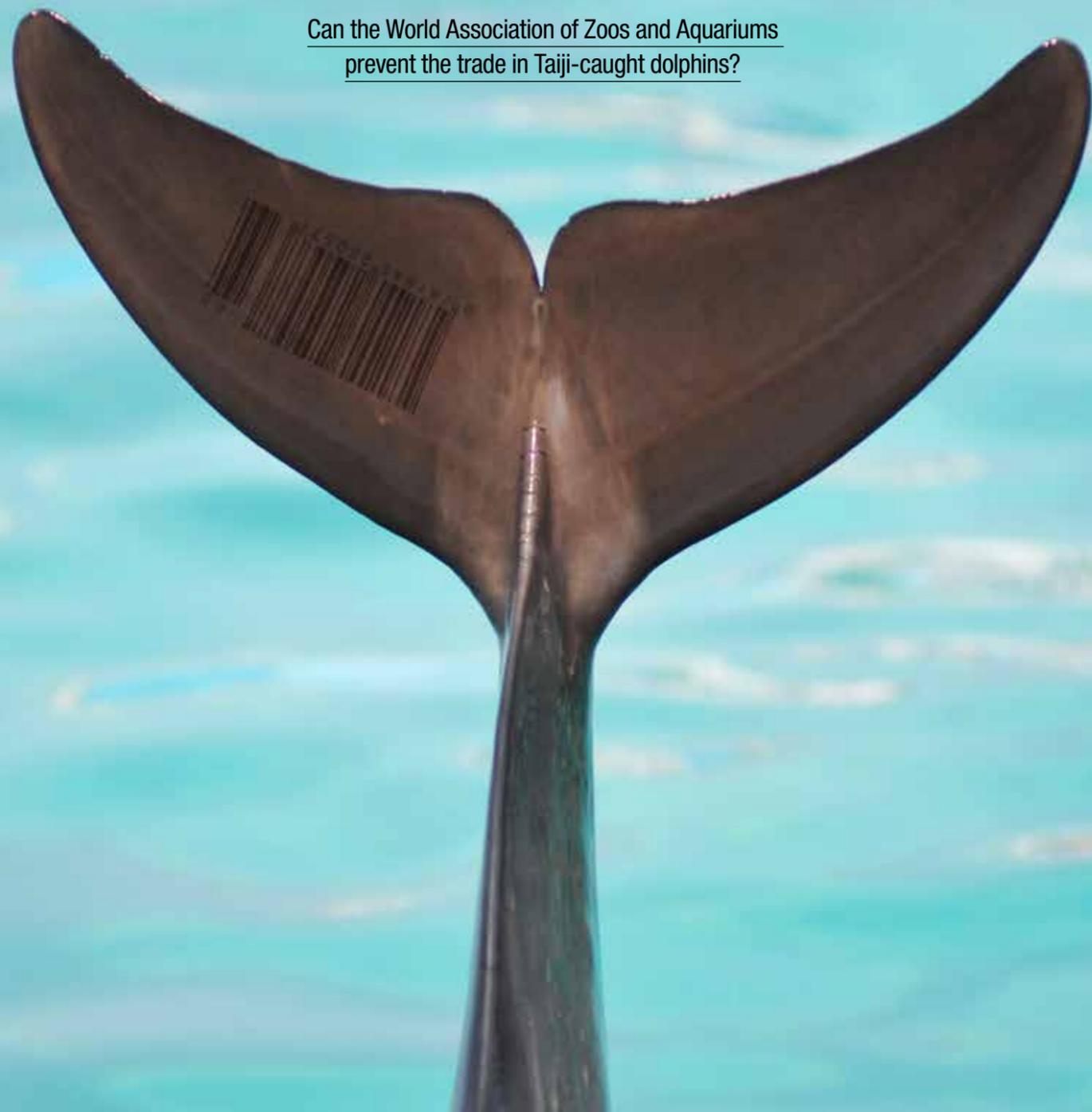


BLACK MARKET

Can the World Association of Zoos and Aquariums prevent the trade in Taiji-caught dolphins?



Panic in the water as the dolphins are rounded up for capture



Carried off to captivity



Captive dolphins in China

ELSA NATURE CONSERVANCY

CHINA CETACEAN ALLIANCE

Whale and dolphin captivity is a process. It is fed by a cycle of supply and demand that is motivated just as much by corporate profit as it is by consumer choice. Most international captive facilities source dolphins from the wild. The entire process of captivity, from chase, capture, transport and subsequent confinement, takes a deadly toll on the individuals involved, and the wild populations left behind. One of the most excruciating examples of this deadly supply and demand chain is the drive hunt in Taiji, Japan.

WDC has been at the forefront of efforts to expose the collusion of international marine theme parks, seeking live dolphins to buy, with the deadly hunts in Taiji. The cove where the hunt takes place, made infamous by the Oscar-winning film *The Cove*, is the scene of an annual slaughter and the focus of activists the world over.

Corralled and confined

The drive hunts that take place in the cove from September to April every year involve the herding of large groups of dolphins at sea by fishermen who bang pipes to create walls of loud noises that confuse and disorientate the dolphins. This allows them to be driven to shore, where they are corralled and confined to be later slaughtered or selected alive for a life in a tank. The brutality of these hunts cannot be understated. Entire families of dolphins and small whales endure extreme suffering as they are chased, separated, killed for their meat or selected alive for a captive facility, never again to experience the gentle rhythms of the sea.

Even before the publication of our campaign report *Driven by Demand* in 2006, which revealed the connections between the captivity industry and the dolphin drive hunts in Japan and detailed how the demand for live dolphins from the aquarium industry serves as an economic stimulus for the hunts to continue, we turned our sights and efforts towards engaging with international zoo and aquaria associations to raise awareness and seek action.



COURTNEY S. VAIL leads WDC's work to end dolphin hunts

Long before global public concern was activated by the release of *The Cove*, and through engagement with organisations such as the World Association of Zoos and Aquariums (WAZA), the Alliance of Marine Mammal Parks and Aquaria (Alliance), and the Association of Zoos and Aquariums (AZA), WDC was able to secure statements from these associations against the drive hunts, and begin the long process of holding association members accountable for purchasing dolphins from these hunts. WDC was the first to call for zoo associations to insist that their members disassociate from the hunts, thereby working to break this insidious cycle of supply and demand.

That was over ten years ago. Since then, WAZA has updated its Code of Ethics to include

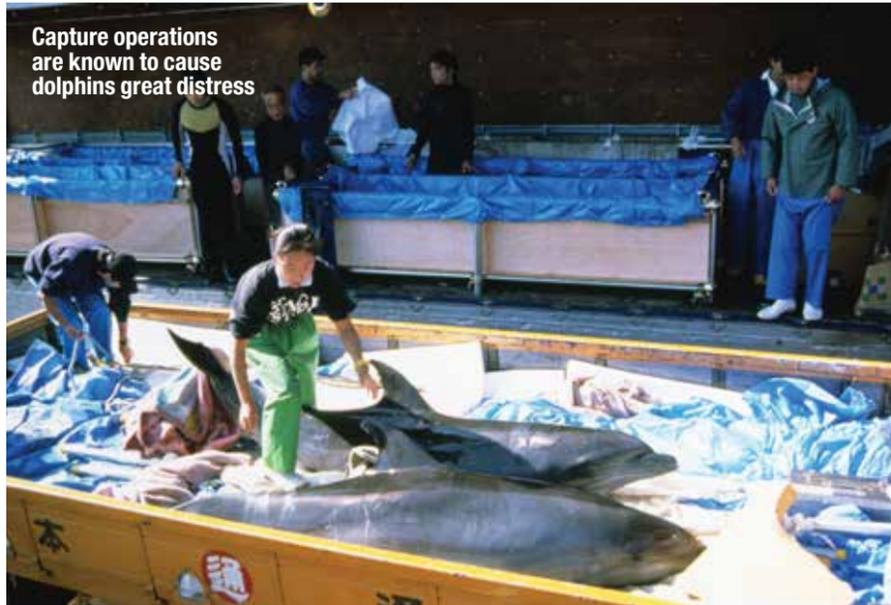
directives to its members against buying dolphins from the hunts. Despite this, some WAZA members continued to do so anyway, wading knee-deep in the bloody waters of the cove to select dolphins for Japanese aquaria or shipment abroad. The worst culprit has been the Japan Association of Zoos and Aquaria (JAZA). WDC has funded investigations by Elsa Nature Conservancy in Japan which reveal that approximately 600 dolphins are held captive in Japan, in 54 aquaria. Of these 54 marine theme parks, 37 are JAZA members.

Dolphin management protocol

Instead of getting tough in response to JAZA's continuing defiance of the code of ethics, WAZA chose to try to negotiate better behaviour by JAZA members through years of concessions with the Japanese association. They developed the 'dolphin management protocol' that attempted to reduce the numbers of bottlenose dolphins killed during round-ups for captive facilities. WDC led efforts to expose these concessions and continued to demand more meaningful action, including calling for the expulsion of JAZA from WAZA membership.

In response to years of pressure from WDC and a growing number of other conservation and welfare organisations, on 22 April, 2015, WAZA, in a significant development, finally

ENTIRE FAMILIES OF DOLPHINS AND SMALL WHALES ENDURE EXTREME SUFFERING AS THEY ARE CHASED, SEPARATED, KILLED FOR THEIR MEAT OR SELECTED ALIVE FOR A CAPTIVE FACILITY



Capture operations are known to cause dolphins great distress



Air China is one of the airlines that carries dolphins captured from the Taiji hunt



voted to suspend the Japanese association. JAZA had a 30-day grace period to respond to the suspension, and at the end of May announced that it would no longer allow its members to source live dolphins from the Taiji hunts.

The vast majority of Japanese facilities buying dolphins from the hunts belong to JAZA, but this decision may have a significant impact on the other Japanese aquaria that are not members. Furthermore, we truly hope that this will have a ripple effect on the global aquaria that continue to take dolphins from the drive hunts.

JAZA's decision to step away from the Taiji hunts is a big step, and one that will hopefully contribute to an end to the slaughter. We must still be concerned, however, with all wild captures, and as long as zoos and aquaria keep the door open for acquisition from the wild, dolphins will suffer.

Exported to China

Not all of the demand for dolphins is coming from within Japan. Trade data reveals that over 40% of all dolphins acquired from the drive hunts are exported abroad. Even more astonishing is the fact that most of them are being exported to China. Trade statistics reveal that between 2002 and 2014, a total of 543 dolphins were exported from Japan to 17 countries, with a price tag of around \$17 million USD. China was the number one purchaser, with a total of 342 dolphins bought during this time frame. The purchase of



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The glitz of the show hides the cruelty of the hunt

dolphins by China alone was tallied at \$12,195,884.93 USD. This equates to around 71% of the total money made from dolphin exports abroad.

In order to feed the global demand for captive shows, dolphins who are taken from the wild have to be transported by an airline or cargo company. The dolphins captured during the drive hunts in Japan are

transported to international destinations such as Egypt, Ukraine, Turkey, Iran, China and Vietnam by carriers such as Air China, China



THE PROBLEM WITH AIRLINES THAT TRANSPORT LIVE WHALES AND DOLPHINS IS THAT THEY SERVE TO SUSTAIN BOTH SUPPLY AND DEMAND IN THE WHOLE CRUEL PROCESS ASSOCIATED WITH CAPTIVITY

Post Airlines, ULS, Nankai Express and Korean Air Cargo, among others.

To combat this export market, WDC has been campaigning to stop airlines transporting live dolphins. We contacted over 300 airlines worldwide, targeting especially those who carry wild-captured dolphins or have done so in the past. We asked them for a commitment never to transport wild dolphins (except under special circumstances, such as medical emergencies) and to implement policies and procedures prohibiting such transport.

The response has been positive. Over 50 airlines have responded that they do not, or will no longer, transport dolphins captured from the wild for the captivity industry, or from inhumane sources such as the drive hunts. These airlines include Emirates, KLM, Austrian Airlines, Olympic Air, Thai Airways, Delta Airlines, US Airways, British Airways and Sri Lankan Airlines, among many others. Japan Airlines has confirmed that they no longer carry dolphins acquired from the drive hunts. Hong Kong Airlines turned around its transport policy in 2011 after WDC, and other organisations, took them to task when they carried dolphins taken from the Taiji hunts to Vietnam.

Significantly, we have not received a response from many of the companies that still carry dolphins from Japan to China, and so now we

HELP US STOP THE DOLPHIN SLAUGHTER

EVERY YEAR AS MANY AS 20,000 DOLPHINS AND SMALL WHALES ARE KILLED IN JAPANESE WATERS. THIS HAS TO STOP.

We're making progress but it's a long, tough battle. Please make a donation and help us keep our campaign going. We won't give up until the killing stops.

We need funds to:

- Run education initiatives in Japan – change will only come from within and it's vital that we raise awareness of the hunts and empower Japanese people to act.
- Meet airlines to persuade them not to transport dolphins caught in the hunts.
- Support monitoring activities at the cove in Taiji.
- Develop the world's first dolphin sanctuaries.

Thanks to your support, we have made big steps. We've persuaded the World Association of Zoos and Aquariums to get tough on those buying dolphins from the hunts and we've exposed the brutal methods used to kill the dolphins and the lengths the hunters go to to hide the cruelty. But there is so much more we need to do while the slaughter continues. Sadly, our efforts to end the bloodshed cost money.

Please play your part in ending the horror with a donation of £25, or whatever you can spare. **Every single pound will help.**

TO DONATE: ■ Use the form on the letter that came with this magazine ■ Give at whales.org/appeal



Aquaria offer a window onto a world of pain

WDC/MICHELLE GRADY

WE WILL CAREFULLY MONITOR THOSE AQUARIA THAT CONTINUE TO PARTICIPATE IN THE BLOODY HUNTS AND EXPOSE INTERNATIONAL MARINE THEME PARKS THAT IMPORT DOLPHINS CAUGHT IN THIS UNIMAGINABLY CRUEL WAY

are concentrating our efforts on them. Our research, as part of the newly formed China Cetacean Alliance, has found 37 facilities holding whales and dolphins in captivity in China, displaying more than 470 individuals.

WDC's history of targeting the airlines for their role in transporting dolphins is extensive, and goes back to the late 1990s. After two dolphins died during a Lufthansa flight from Russia to Argentina, we campaigned to convince Lufthansa Airlines to stop transporting bottlenose dolphins captured from the Black Sea. Our dialogue with Lufthansa resulted in a corporate policy prohibiting the transport of wild whales and dolphins. In fact, in May 2001, Lufthansa Cargo declared its decision to cease carrying all wild animals for commercial purposes. That self-imposed embargo is still in place.

The problem with airlines that transport live whales and dolphins is that they serve to sustain both supply and demand in the whole cruel process associated with captivity,



CHINA CETACEAN ALLIANCE

Captive dolphins made to perform at the Aquarium in Laohutan Scenic Park, China

impacting dolphin welfare and conservation. A significant body of peer-reviewed scientific literature exists detailing the physiological, behavioural, psychological and socio-ecological impacts that chase, encirclement and capture have on dolphins. The majority of the evidence reveals that acute and chronic stress, as well as death, may result from prolonged and sustained

capture techniques, such as those associated with the drive hunts, but also with other capture operations. That is why we must be concerned with all capture operations seeking to remove dolphins from the wild.

And this brings us back to the choices that each of us makes. We can choose to not buy a ticket – a ticket to a show, or an airline ticket. Our patronage and support of airlines that continue to carry whales and dolphins fuels the supply chain of suffering for dolphins worldwide.

We will carefully monitor those aquaria that continue to participate in the bloody hunts, expose international marine theme parks that import dolphins caught in this unimaginably cruel way, and target airlines that facilitate this deadly trade. As we turn our sights towards the prefectural and Taiji town authorities who will continue to regulate and manage the hunts in light of JAZA's recent decision, we will continue our outreach in Japan and our dialogue within the zoo and aquarium industry, with the hope of ending these hunts, and all wild captures, once and for all. ■

HOW YOU CAN HELP

To sign our petition visit whales.org/horror