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ATA Migrations v2010_18 (May 28, 2010)

NEW MEMBERS AND ANIMAL ATTENDANTS

ATA has no new members at this time.

May 28, 2010

My Fellow ATA Members:

I would like to be the first to thank you for helping to make the 2010 ATA Annual Conference a tremendous success! Despite facing challenging economic times, the meeting not only met, but surpassed its forecasts in terms of attendance and sponsorship. Special thanks go out to our Conference Committee and management team. The Marriott Harbor Beach was a first-rate venue, the presentations were enlightening and the discussions were lively. You will be receiving an electronic survey from us in the near future in follow-up to the meeting and we ask that you take the time to complete it. We look forward to hearing your comments and will make every effort to incorporate your suggestions into next year's Conference in Brussels, Belgium.

This is an exciting time with the ATA as is evidenced by the re-branding of our name and logo, as well as the formal launch of the new website. The new website contains many new areas of interest and I encourage you to explore it fully. Similarly, if you have any papers or presentations that you feel would be relevant to a particular area of the website, please forward them to us at your first opportunity and we will review and post accordingly. We look forward to the website being the first and last stop for everyone looking for "all things animal transport-related".

Lastly, I would like to extend a warm thank you to Lisa Schoppa for her years as President of this Association. Lisa gave tirelessly of herself and we owe her a tremendous debt of gratitude for her dedication to moving the ATA forward. I look to continue that forward progress and encourage each of you to become more involved in the ATA over the coming months.

Very sincerely,

Erik

Erik C. Liebegott, President

TRANSPORTATION TIDBITS

Airfreight bounce may only be short-term

The next two years will not be plain sailing for airlines despite an encouraging recovery in the freight market since last fall, according to transport and logistics analyst MergeGlobal.

David Hoppin, managing director of the forecaster, warned delegates at the executive summit of The International Air Cargo Association (TIACA) in Leipzig this week that he was “deeply concerned about the macro-economic picture in the US and parts of the Eurozone”.

Airfreight shrank by an unprecedented 26% in value terms in 2009, from \$60.7 billion to \$44.9 billion. By February 2010, volumes were still 9% below the peak of two years ago. Hoppin does think a double-dip recession can be avoided but pointed out that the US had seen two consecutive years of declining consumption in 2008 and 2009, for the first time since the 1930s. People were “scared for the future” with unemployment levels likely to remain high through 2011 in North America and Europe. This had reduced demand for major lines of flown goods including clothing, electronic products and toys.

As government stimulus packages come to an end and industry completes its recent restocking phase, growth will now be more muted. Intercontinental trade as a percentage of world GDP will stay above the 10% mark, but airfreight’s share has fallen to 3% as the result of massive growth in deep sea container shipping.

As airfreight flows change – intra-Asia traffic had grown as big as the Europe-Asia trade lane by 2008, for example – carriers face major decisions about their future fleet needs.

The Boeing 747-8, the first 130-ton capacity freighter built for scheduled services, will see its first deliveries later this year, but Hoppin suggested that not all airlines’ networks could cost-effectively support these. The industry had continued to order mid-range A330 and MD-11 aircraft, not necessarily because they had the lowest operating cost but because they could be filled efficiently on a round-trip basis.

[\[Source: Tidbits\]](#)

DHL and Emirates secure partnership

Emirates and DHL are to establish a security partnership to enable Emirates Group Security and DHL Express to share best practices and information and security threats.

The companies will also promote joint training and educational activities. Commenting on the partnership, Abdulla Al Hashimi, divisional senior vice president, Emirates Group Security, said: "Sharing of best practices and exploring synergy in training and education among major players are important aspects of producing comprehensive and practical approaches to combating threats in the aviation industry. This is another program which embodies the symbiotic relationship between stakeholders in the cargo industry."

[\[Source: Tidbits\]](#)

Expeditors Air Freight Surges 49 Percent

Expeditors International of Washington says its air freight tonnage soared 49 percent in April, growing faster than the 18 percent gain in the freight forwarder's ocean volume.

Both figures marked the faster year-over-year expansion than the Seattle-based company saw in the first quarter of 2010, although Expeditors maintained a cautious view of the recovery from last year's global economic meltdown.

Expeditors did not give detailed volume figures on its forwarding but noted air freight, the largest part of its business has been growing more rapidly over the depressed figures in the early part of 2009.

Air freight tonnage grew 40 percent in the first quarter, the company said, before the 49 percent surge in April. Ocean volume was up 14 percent in the first three months of the year, and then jumped 18 percent in April.

Expeditors said "pricing sensitivity" progressed through the first quarter in both air and ocean markets with space still tight after capacity cuts last year. "The ocean capacity is much more problematic at this point but air freight struggles with capacity issues, causing a rather healthy charter market to emerge," the company said.

[Source: Tidbits]

Doha-based QATAR AIRWAYS took delivery of the first of three

777 Freighters it has on firm order with BOEING. The carrier immediately put the freighter into revenue service on a Doha-Amsterdam flight, and said it would also be used in service to Lahore, Karachi, Dubai, Frankfurt, Amman, and Hong Kong in the future. The remaining two units are scheduled for delivery by mid-2011. In addition to the 777F, Qatar also operates three A300-600Fs.

In other large freighter news, Russia's Deputy Prime Minister Sergei Ivanov was recently quoted as saying Russia and the US were considering a proposal to cooperate in the restart of serial production of the 150-tonne payload

An-124. According to Russian news journal Ria Novosti, Mr. Ivanov told reporters in Washington DC: "We have discussed a full-scale project, which includes the joint production of the plane, setting up a joint venture, shared rights, sales to Russian and American customers – both civilian and military – and the creation of a scheme for post-production servicing."

Moscow-based VOLGA-DNEPR GROUP, parent of outsize and heavylift carrier Volga-Dnepr Airlines, has led a group of Russian and Ukrainian carriers and manufacturers in a three-year effort to restart production of the An-124.

NEWS

1. Timetable for EU animal welfare legislation changes Analysis Report* May 2010

Schuman Associates, Brussels, May 17, 2010

EU to drive animal welfare legislation

With the Lisbon treaty now in force, developments impacting animal welfare legislation and policy, with possible consequences for trade, are set to be driven increasingly at EU level.

There are a number of initiatives regarding animal welfare that are currently in motion that have their own timetable but are ultimately linked. Amongst others they

include:

(i) Animal Welfare Action Plan: The Community Action Plan for animal welfare 2006-2010 will be succeeded by a follow up plan for the 2011-2015 period. The Commission has mandated an external consultant to evaluate the EU policy on Animal Welfare with reference to farm animals, experimental animals, pet animals and wild animals which are kept in captivity or submitted to a treatment which is controlled by humans. In addition, the European Parliament has laid out its position in an own initiative report written by Swedish MEP Marit Paulsen. In brief, this calls for the creation of a general animal welfare law with common standards applying to domestic producers and also for imported products. It also wants a level playing field between countries within the EU while calling for international OIE standards to encourage good standards of welfare that properly reflect the scientific evidence in this field. Furthermore, it notes that the current action plan is focused on food-producing animals and that there is a need to bring other categories of animals into the Action Plan 2011 – 2015.

Timing:

- May 2010: The plenary vote on Marit Paulsen's report took place on 05 May 2010 and the legislative resolution adopted has been forwarded to the Commission and the Council.
- December 2010: The evaluation being carried out for the Commission by its consultants is to be achieved for December 2010.
- End 2010/Early 2011: The Commission will consider the views of Parliament, as well as the advice from its consultants and interested parties and come forward with its proposal on a new animal welfare action plan.

(ii) Animal Welfare labeling: A Commission communication on a feasibility study on animal welfare labeling was adopted at the end of 2009. While the EU is likely to front-load food animals first, sources indicate that there will at a later stage be legislation on future labeling schemes. What is not yet clear is whether these new standards will be compulsory prerequisites for continuing to farm or whether they will only be required to receive the "animal welfare label" being explored by the Commission. This crucial question will be strongly influenced by the development of a new EU welfare law.

Timing:

- The communication and the study are currently being considered by the Parliament and Member States.
- Implementation of an animal welfare labeling scheme is unlikely before 2012 but timing will be clearer when the animal welfare action plan is presented.

(iii) New EU welfare law: A reform of the current Directive 98/58 on the protection of animals kept for farming purposes is in prospect. The EU will propose welfare legislation which sets out general principles but will also have species specific complements, which will be based on welfare indicators developed. While a reform is being suggested separately from other initiatives, any action on this front will be impacted by developments arising from other initiatives. For example, as part of their evaluation of the current animal welfare action plan, the Parliament has called for a single EU animal welfare law which increases pressure on the Commission to prioritise a possible reform in this area.

Timing:

- Timing will be clearer when the animal welfare action plan is presented. However, movement on this front is not likely before 2012.

- However, in the recently adopted European Parliament resolution on the report of Marit

Paulsen, the Parliament calls for the Commission to submit a proposal for general animal welfare legislation for the EU by no later than 2014.

Shift to Animal Welfare legislation based on indicators

In general, it can be observed that the Commission favors shifting to the new approach of using indicators to measure animal welfare. The groundwork for future animal welfare legislation incorporating indicators has already been laid. Animal welfare indicators were studied in the Welfare Quality project which developed general principles and criteria for animal-welfare assessment at farm level. Detailed welfare-assessment protocols have been published for cattle, pigs, laying hens and broiler chickens. Indicators have already been integrated into the recently adopted legislation on the protection of animals at the time of killing. The Parliamentary resolution adopted on the Paulsen report calls on the Commission, on the basis of the final report of the Animal Welfare Quality Project, to propose a trial period for the assessment of animal welfare within the European Union using the methods developed in the Animal Welfare Quality Project. All this suggests legislation in the future impacting fur animals will also draw on indicators and protocols where available. At the same time Commission officials have indicated that it would prefer to see technical rules like indicators dealt with in implementing rather than primary legislation i.e. they would be easier to update without going through the entire legislative process.

Conclusion

In summary, the food trade sector is likely to be impacted by plans for animal welfare labeling and a reform of Directive 98/58 as well as measures designed to respond to Parliament's calls for a general animal welfare law, emphasis on animal welfare indicators and the incorporation of animal welfare objectives into the EU's trade policy negotiation strategy at an international level. In comparison to the development and implementation of the last animal welfare action plan, the inter-institutional context has now changed radically for the formulation of policy and adoption of legislation on animal welfare. For example, the Parliament is determined as ever to advance its objective. Since the ratification of the Lisbon treaty, the Parliament has co-legislating power with the Council on agriculture and has the power to veto trade agreements that it considers unfair to European producers.

A clear picture of the overall strategy regarding animal welfare will be set out when the

Commission proposes a follow up action plan when the current one for 2006-2010 expires. This new action plan will outline the package of initiatives and planned legislation impacting animal welfare the Commission envisages in the years ahead.

[Source: Schuman Associates, Brussels]

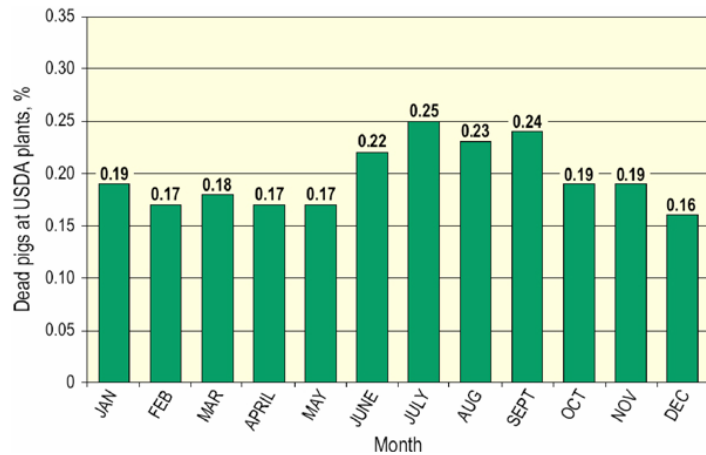
2. Special Report: Practical tips for beating the heat (updated for 2010)

Elanco, May 2010

The percentage of dead pigs at USDA-inspected plants are reported by the Food Safety Inspection Service (FSIS) as "swine condemned ante-mortem for deads," and these national statistics are available to the public via the Freedom of Information Act. Figure 1 illustrates the monthly incidence of dead pigs (dead on arrival and

dead in pen) at USDA-inspected plants for the calendar year of 2008.¹

Figure 1. Percentage of dead market pigs at USDA-inspected plants by month for the calendar year of 2008¹



In 2008, the percentage of dead pigs at the packing plant was 0.20% (2009 numbers were not available at press time). However, the percentage of dead pigs at the packing plant was the highest during the months of June, July, August and September. This special report outlines several practical tips for minimizing stress throughout the marketing process during the summer months.

1. Preparation and Communication

Three recent studies have suggested that withdrawing feed for 12 to 24 hours prior to loading may reduce transport losses.^{2,3,4} However, please note the following:

Make sure the total feed withdrawal period prior to harvest does not exceed 24 hours, as this may negatively affect hot carcass weights.⁵

Loads arriving at the plant towards the end of the second shift may be subjected to overnight lairage, which could result in an additional 12 hours of feed withdrawal—plan accordingly.

Feed withdrawal should only be implemented on the pigs being marketed. If this is not possible, do not withdraw feed prior to loading.

2. Prior to loading, prepare the facilities for load-out:

Turn misters off inside the barn.

In a tunnel ventilated barn, turn fans down to equalize the pressure. However, remember to return the fans to their original settings immediately after loading.

Spread an absorbent material (wood shavings, barn lime, rice hulls, feed, etc.) on wet and slick floors to prevent pigs from slipping and injuring themselves.

Have a garden hose hooked up and ready to shower pigs inside the trailer.

If feasible, place large fans near one side of the trailer during loading to force air through the trailer to cool pigs while the trailer is not moving.

Designate a resting pen for pigs having difficulties walking and/or showing signs of stress.

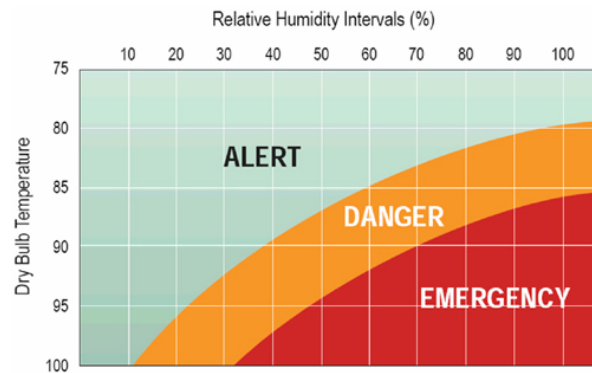
3. Prior to loading, prepare the truck and trailer for loading:

Make sure the truck is full of fuel prior to arriving at the site.

Access a weather report prior to loading. Review the Livestock Weather Safety Index (Figure 2) and your system's standard operating procedures for bedding and showering pigs. Drivers should adjust trailer settings to match the environmental conditions at the farm.

Equip trailers with an internal sprinkler system. Test the sprinkler system and make sure each sprinkler is functioning properly. Make any necessary repairs prior to loading.

Figure 2. The National Pork Board's Livestock Weather Safety Index⁶



4. Loading crews and drivers should discuss the following information prior to loading:

Number of pigs to load, estimated weight of the pigs, and barn cut

What plant the load is being shipped to

Any special loading instructions (culls, split-load, etc.)

5. Adjust load size according to trailer length, pig weight, and weather:

During the summer months, loading densities should not exceed 58 lbs / ft²⁷

Develop a “cheat sheet” for the number of pigs to be loaded into each compartment for common pig weights in your system (i.e., 250 lbs, 275 lbs, 300 lbs)

See Elanco’s loading density calculator

6. Develop a loading strategy that minimizes the distance pigs are moved during loading. If it is not feasible to minimize the distance pigs are moved, utilize the following strategy:

Load pigs from the front of the barn onto the top deck

Load pigs from the back of the barn onto the bottom or middle decks

Loading, Transportation, and Unloading Procedures

1. Minimize stress when removing pigs from the pen. Two handlers should enter the pen in a calm and quiet manner. Handlers should remove pigs from the pen by using sorting boards and paddles. Never use an electric prod in the pen. Do not get in a hurry—be patient. If a pig is showing signs of stress or is difficult to remove from the pen, leave this pig alone and select the next largest pig in the pen. After 4 to 6 pigs are in the aisle, one of the two pen handlers should take these 4 to 6 pigs to the next handler in order to prevent filling the aisle full of pigs.

2. The number of pigs a handler moves from the barn pen to the trailer has a major impact on dead and non-ambulatory pigs at the packing plant.⁸ Move pigs in groups of 4 to 6 to reduce the frequency of wedging and jamming in the aisle. Research has shown that pigs jammed or wedged in the aisle during handling are more susceptible to becoming non-ambulatory.⁹ The frequency of pigs becoming jammed or wedged in the aisle during loading is likely to be dependent upon aisle width and the weight of the pigs. As a general rule of thumb, the handler needs to be able to reach the first pig. If this cannot be accomplished by moving groups of 4 to 6 pigs, then the handler should take smaller groups to the truck.

3. Minimize use of electric prods during the loading process. It is well established that aggressive handling with electric prods increases the rate of non-ambulatory pigs.¹⁰ However, a recent study reported no differences in rectal temperature or blood acid-base balance for market-weight pigs moved at their own pace for 164 feet through a handling course with plastic livestock paddles or with two shocks from an electric prod.¹¹ Therefore, the number of shocks that a pig receives from an electric prod during the loading process (from barn pen to trailer compartment) should not exceed two shocks per pig. To accomplish this, only the person moving pigs out the doorway should have an electric prod. Everyone else in the loading crew should use plastic livestock paddles and sorting boards.

4. Controlled research has demonstrated that the vast majority of fatigued pigs will recover within 2 to 3 hours, if the stressors are removed.¹² Watch for pigs having difficulties walking and displaying physical signs of stress (open-mouth breathing, skin discoloration, muscle tremors, and/or abnormal vocalizations). Place pigs displaying these symptoms into a recovery pen and allow them to rest for a minimum of 3 hours prior to loading. If a pig has not recovered after 3 hours of rest, this animal needs to be euthanized by using safe and approved methods (i.e., captive bolt gun).

5. The driver and loading crew need to communicate the number of pigs needed to fill each compartment as drivers may make adjustments during the loading

process.

6. If pigs are having difficulties climbing the internal ramp of the trailer, place them in the bottom rear compartment (doghouse) of the trailer instead of loading them on the top deck.

7. Showering inside the trailer for 5 minutes immediately after loading during hot weather can reduce the skin temperatures of pigs by 10%.² Use Table 1 as a guide for when and how to shower pigs during loading in the summer months.^{13,14} Please note this is a guide based on best industry practices, and controlled studies are needed to validate these recommendations. If the temperature is 60-80°F, wet the bedding prior to loading. If the temperature is above 80°F, wet the bedding prior to loading and shower the pigs after loading for approximately 5 minutes—just long enough to get the pigs and the absorbent material wet. Avoid showering pigs to the point that water is standing in the trailer, as this water will most likely run out of the trailer and onto the road once the trailer leaves the farm. Remember that evaporative cooling in pigs requires both wetting the pigs and wind moving across their backs. Therefore, it is essential to get the truck on the road after the pigs have been showered.

Table 1. General recommendations for showering pigs during the summer^{13,14}

Temperature	Bedding - Shavings	Boarding	Sprinkler Use
60° - 80°F	2 bags/deck	0%	Wet the bedding before loading
> 80°F	2 bags/deck	0%	Wet the bedding before loading, shower pigs for 5 min. after loading

8. Do not pour large amounts of cold water onto a hot pig as this may put the pig into shock and result in death.¹³

9. Once the trailer is loaded, get the truck on the road as soon as possible. Keep the truck moving and avoid unnecessary stops. This is extremely important because the temperature inside the trailer increases when the truck is not moving.¹⁵

10. Avoid long waiting periods at the plant prior to unloading by doing your best to meet your scheduled dock time. A positive relationship has been reported between waiting time at the plant prior to unloading and transport losses,¹⁵ and this suggests that transport losses increase as waiting time at the plant increases.

11. Prior to arrival at the plant, determine the current weather conditions at the plant and check on the anticipated wait time prior to unloading. Communicate with plant personnel and determine if your trailer will have immediate access to canopies, fans, and/or water hydrants. If you will not have immediate access to these cooling resources, develop an alternative plan that may include keeping the truck moving until the plant is ready for your pigs.

12. Unload the trailer at a slow and calm pace by using sorting boards and plastic livestock paddles. Do not use electric prods during the unloading process.

[Source: <http://www.elanco.com/>]

3. Low pathogenic avian influenza (poultry), Korea (Rep. of)

OIE, May 21, 2010

Information was received on 21/05/2010 from Dr Kiyoon Chang, CVO & Director, Labeling, Quarantine and Inspection Division, Food Safety & Consumer Affairs Policy Bureau, MIFAFF (Ministry of Food, Agriculture, Forestry and Fisheries), Gyeonggi -Do, Korea of a low pathogenic avian influenza.

As part of the avian influenza surveillance program, Jeollanam-do Institute of Livestock and Veterinary Science took samples (faeces, laryngo-pharyngeal swabs and blood) from the farms on 13 May. Haemagglutination test results were positive on 18 May. The National Veterinary Research and Quarantine Service (NVRQS) found avian influenza antigen (H7) by PCR on 20 May and confirmed it as low pathogenic avian influenza virus (H7N7) by gene sequencing on 21 May. The poultry in the farms were culled as a precautionary measure and disinfection is being implemented on 21 May.

Note by the OIE Animal Health Information Department: H5 and H7 avian influenza in its low pathogenic form in poultry is a notifiable disease as per Chapter 10.4. on avian influenza of the Terrestrial Animal Health Code (2009).

[Source: <http://www.oie.int>]

4. V-D gets new aircraft

Air World Cargo, May 28, 2010

Volga-Dnepr has taken delivery of a third new generation IL-76TD-90VD freighter from the Tashkent Chkalov Aviation Factory.

The airline has invested \$90 million to develop a modern version of the IL-76. The 50 tonnes capacity aircraft operated its first customer flight on May 24.

“Today, the new IL-76 holds a significant niche in the airfreight market. Bringing the third IL-76TD-90VD into service is another important step in realizing Volga-Dnepr Group’s global strategy of fleet development, which forecasts increasing our fleet to up to 15-20 IL76TD-90VD aircraft by 2020,” said Andrey Pakhomov, General Director of Volga-Dnepr Leasing.

Volga-Dnepr expects to take delivery of the next two aircraft in 2011. Old versions of the IL-76 were banned from Europe in 2000 after failing to meet ICAO noise and emissions standards.

AirBridgeCargo Airlines (ABC) has launched a new weekly B747 charter flight from Amsterdam to Yekaterinburg and a weekly direct service from Frankfurt to Moscow’s Domodedovo Airport. Yekaterinburg’s unique geographical position has made it a popular transport and logistics center on the Trans-Siberian route. ABC now operates 28 flights a week from Europe (Frankfurt, Amsterdam, Maastricht, Zaragoza and Milan) to Russia, including three weekly frequencies to Domodedovo.

[Source:<http://www.aircargoworld.com>]

5. Zambia gets new rhinos

Air Cargo World, May 28, 2010

Dube TradePort, based at the new King Shaka International Airport, north of Durban, recently handled the return of five black rhinos to Zambia, where they were previously poached to extinction.

Zambia was once home to Africa's third largest rhino population of nearly 12,000. Popular for their strong keratin horns, they were heavily poached during the 1970's and 1980's and in 1998 were declared nationally extinct.

Dube TradePort and Worldwide Flight Services have helped to reintroduce the black rhino back into Zambia on behalf of South African National Parks (SANParks) and the Frankfurt Zoological Society (FZS).

One male and four females were delivered to the Dube TradePort on May 26 from the Hluhluwe-uMfolozi park and the Ithala game reserve in Northern KwaZulu-Natal and shipped via a SAFAIR Hercules C-130 flight to the north Luangwa national park in Zambia.

The South Africa arm of trade-only wholesaler AMI is moving to larger premises at Oliver Tambo airport, Johannesburg. The new location will provide off-airport bonded facilities and enables the company to upgrade its warehouse security to comply with the latest requirements for "regulated agents".

[Source:<http://www.aircargoworld.com>]

6. Canada launches new screening initiative

Air Cargo World, May 28, 2010

The Canadian federal government has launched a five-year, Can\$95.7 million air cargo security screening program for shippers and forwarders.

The funding will provide screening technology, more inspectors and training programs to 2015.

Transport minister John Baird said: "We must remember that terrorism is not just something that happens somewhere else to someone else. Canada must prepare and remain vigilant. Today's announcement to enhance air cargo screening is yet another step towards ensuring the safety and security of air travelers."

The federal government said the new cargo program will ensure companies screening cargo will be subject to "thorough security checks" and that screening will be compatible with other trading partners, including the US.

Canada expects airlines to have ultimate responsibility for accepting shipments and have the right to re-screen or refuse cargo.

[Source:<http://www.aircargoworld.com>]

Calendar of Events . . .

Conference Name	Conference Dates	Location	Contact Information
Workshops: Low cost practices and tools to improve farm animal welfare and Educational strategies to promote animal welfare concepts and practices	May 31- June 3, 2010	Jaboticabal, Brazil	http://www.fao.org/ag/againfo/themes/animal-welfare/en/
Association of Zoo & Aquariums	September 11-16, 2010	Houston, TX USA	http://www.aza.org/annualconference/

European Association of Zoo & Aquariums	September 22-25, 2010	Verona, Italy	http://www.eaza.net/News/verona2010/Pages/Information.aspx
The Zoological Registrars Association 2010 Annual Conference	September 29-October 3, 2010	Alberta, Canada	http://www.zooregistrars.org
IPATA Conference	October 16-19, 2010	Montreal, QC, Canada	http://www.ipata.com/

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