



## AATA Flying Groom Symposium Meets In London !

The tragic events of Sept. 11th, 2001 led to the postponement of the AATA Flying Groom Symposium scheduled to be held in London on September 18th.

On October 23rd, 2001, The AATA held a symposium on AATA Flying Grooms, from the perspective of Insurers, and from a Veterinary perspective in the carriage of medicines for horses in transport. The meeting was held at the XL Brockbanks offices at Lloyds. The following attended: Mr. Julien Lloyd, The Chairman of Lloyds Livestock/ Bloodstock Committee, : Mr. Julian Bowen Rees, Deputy Chairman of Lloyds Livestock /Bloodstock Committee; Mr. David Ashby, QBE International London; Mr. John McEwan, Dr. Des Leaden of the Irish Equine Board, Julian Lloyd, Dr. Nick Mills, a Private Veterinarian practitioner; Annabelle Forcey of XL Brockbanks, Tim Greet, Liz Mitchell, Crowe Livestock Underwriting Ltd.; Steve Hewitt of the National Proficiency Test Council, Mr. Tim Rolfe, a registered AATA Equine Attendant, Mr. Quentin Wallace, of International Racehorse Transportation ; plus AATA Equine Co Chairs, Martin Atock , Peden Bloodstock , & Joe Santarelli, Sr. Mersant International Ltd. , as well as AATA President elect Emma Stamper, Crowe Livestock Underwriting Ltd.

*Continued on page 12*

## The Prez Sez - a Year Ending.... a New Year Beginning

With 2001 winding down and a new year upon us, our thoughts go out to those whose lives have changed this year. There are no words left in our thoughts and vocabularies to describe the events of September 11th, 2001. The magnitude of the cataclysmic events and the aftermath are indelibly etched in our lives and memories. Our prayers go out to those whose lives were affected on that tragic Tuesday.

On the promising note, Toronto provided AATA a Canadian venue for the three year goals of meeting in the Americas. The successful conference with a format of bringing together those who play a vital part in global animal transport from varied backgrounds and resources was received well, also seeing a change in the administrative leadership of AATA from Dean Newton's NPSC's hands to those of Capt. Alistair Macnab and his Greater Houston Port Bureau (GHPB). With a bilingual GHPB staffer, with a Spanish language section in the AATA newsletter, and with a Spanish language section on AATA's web site, the organization looks to grow the Central and South American membership of AATA.

Within a few days, the Mexico City congress of AATA will be 90 + days away. Houston based Continental Airlines with its global routes, will serve as the airline of record for the

*Continued on page 13*

## Jim Antrim to Retire

Jim Antrim, a 10-year member of AATA and the Vice President/Zoological Operations for SeaWorld San Diego, will retire February 1, 2002.

Jim has been an active supporter of AATA for the last 10 years. He has attended all the annual conferences since the 1993 New Orleans meeting and helped the association by making presentations, providing speakers, obtaining sponsorships, serving on the Board of Directors and acting as Co-chair of the Exotics and Wildlife Committee.

Jim completed a degree in zoology at San Diego State University and started work at SeaWorld in 1972. While at SeaWorld, Jim has traveled the world participating in animal collecting, transport and research activities. He is currently the Vice President/Zoological Operations at

*Continued on page 14*

# HAPPY HOLIDAYS!

### WHAT'S INSIDE?

- Lawmakers Put Chicks' Transport Up in the Air
- Zoo Organizations Oppose the Boycott of Legitimate Animal Transports by Airlines
- La Conferencia en la Ciudad de Mexico en Abril
- The Pace of Change
- Sheep Not Woolly Brained After All
- New Arrangements for the Import of Captive Birds
- Making Your Voice Heard



## AATA Committee Chairs

Exotics & Wildlife  
U.S. Co-Chairs  
**Thomas C. Schooler**  
**Jim Antrim**  
European Chair  
**Rudiger Weiss**

Horses  
U.S. Chair  
**Joseph Santarelli**  
European Chair  
**Martin H. Atock**

Livestock  
U.S. Chair  
**Lou Rocha**  
European Chair  
**Tim Harris**

Small Animals  
U.S. Chair  
**Lorna Barkey**  
European Chair  
**Michael J. Parish**

Animal Welfare  
Chair

## Lawmakers Put Chicks' Transport Up in the Air

Congress took a few moments away from fighting anthrax, terrorists and recession last week to focus on another urgent matter: cheap seats for chicks.

Trying to resolve a first-class mess in the world of menagerie mail, Congress voted to give the U.S. Postal Service the power to force airlines to carry "day-old poultry" and other "live animals" at bargain fares.

Under postal regulations written three generations ago, poultry farmers long have airmailed newborn chicks to anyone who orders them. For just \$5.65, the Postal Service would arrange transport-usually in the cargo hold of a commercial airliner-for a four-pound box of chicks and then complete delivery though hatcheries suggest customer pick them up from the Postal Service.

The post office's only condition: The chicks had to arrive within 72 hours, which is as long as the day-old chickens can survive without food or water.

### Chicks as Cargo

But in early September, Northwest Airlines kicked the chicks out from under its wings, arguing that too many of them failed to survive the voyage and that the fees were too low to cover the special care chicks require. Technically, Northwest said it no longer would accept baby chickens as mail, only as cargo, for which it charges three times as much.

According to post-office rules established in 1924, day-old chickens, ducks, geese, partridges, pheasants, guinea fowl, quail and turkeys can be mailed if they aren't more than 24

hours old. They must be shipped in a box that is properly ventilated and must be sent early enough in the week to avoid getting stuck in a mailroom during a Sunday or a national holiday.

Northwest, which was the only major airline serving the Midwestern farm belt that was carrying chicks as mail, almost got out of the business in 1995 when a couple of other airlines did. But hatcheries and their customers complained so fiercely that the airline backed off.

Then came an ill-fate flight on June 11. Roughly 300 chick died in route to Ohio after being exposed to rain; then were discovered during a lay-over in Minneapolis, where Northwest has its headquarters. Airline employees made "valiant efforts" to save the birds, using blankets and lamps, says Kurt Ebenhoch, a Northwest spokesman.



"It's very upsetting," he says, adding that many Northwest employees are pet owners. The carrier said soon afterward it would stop shipping chicks as mail in mid-August.

Nonsense, says Murray McMurray of Webster City, Iowa, who formed a lobbying group called the Birdshippers of America to lead the charge against the airline. The owner of the largest rare-breed hatchery in the world, Mr. McMurray ships 100,000 chicks a week. The hatchery employs about 75 people during its busiest season.

"Anyone who is in the live-poultry business knows that without the welfare of that baby, you will not be in business," he says.

Mr. McMurray, whose hatchery has been in business since 1917, says that unless Northwest policy is reversed, his business will be forced to close next spring. The big problem is the cost, he says. Airlines charge 93 cents a pound to carry animals as cargo-triple the rate that is charged if they are classified as mail. He used to ship chicks from the Minneapolis airport, about 200 miles from Webster City (pop. 8,000). Now he is relying on a Texas hatchery to send chicks to his customers under the McMurray label.

Within days after Northwest announced its plans, Mr. McMurray organized small-town hatcheries across Iowa to protest. By early August, the fledgling birdshippers group had sent more than 9,000 letters to Capitol Hill.

"I was getting calls from other offices saying, 'What the heck is this? We just got 100 letters on day-old chickens,'" recalls John Moreland, an aide in the Des Moines office of Sen. Tom Harkin, the Iowa Democrat who is chairman of the Senate Agriculture Committee.

Under pressure from senators-including Majority Leader Tom Daschle, the South Dakota Democrat whose wife lobbies for Northwest-the airline agreed in mid-August to delay implementing its new policy until Sept. 1.

On Sept. 1, Northwest, as it had vowed, stopped accepting airmailed chicks. The hatcheries and their congressional allies persisted, though. The lobbying campaign was nearing a climax on Sept. 11; then, for obvious reasons, the issue was pushed aside. But it didn't get lost.

A Northwest spokesman says the carrier plans to comply with any law that Congress passes on the matter.

But with all the concern about anthrax, he adds, this isn't likely to be very high on the pecking order at the Postal Service.

-Wall Street Journal  
November 7, 2001

## ADVERTISING RATES

### Quarterly Newsletter

AD Size	Member Cost		Non-members Cost	
	4 Issues	1 Issue	4 Issues	1 Issue
Business Card (3.5 x 2")	\$ 225.00	\$75.00	\$300.00	\$100.00
Quarter Page	\$525.00	\$175.00	\$630.00	\$210.00
Half Page (5.25 x 4.5")	\$825.00	\$275.00	\$990.00	\$330.00
Full Page (5.25 x 9.5")	\$1,350.00	\$450.00	\$1,620.00	\$540.00

## Welcome New AATA Members

**Ellis Greenstein**  
*Nobleton Boarding Kennels, Schonberg, Ont*

**Neil Edward Wells**  
*Unitec, Auckland, NZ*

**Nicole MacDuff**  
*Manoir Kanisha, Dorval, Quebec*

**Albert Eringfeld**  
*Polar Genetics Inc, Edmonton, Alberta*



## Membership Directory 2002

This is being updated currently. We have up to date particulars of current members however if anyone wishes to verify then please call or email the address below.

Remember this is an advertising opportunity for members. The Directory covers have already been taken however the dividers at \$250 full page or \$175.00 half a page, are an excellent and cost efficient way of reaching potential customers.

## Zoo Organizations Oppose the Boycott of Legitimate Animal Transports by Airlines

In response to indiscriminate boycotts by certain airline companies of shipments containing wild animals, three European organizations of zoo veterinarians and zoo directors requested the World Association of Zoos and Aquariums (WAZA) to initiate a dialogue with the airline industry to ensure that air transport of wild animals will remain possible in the future, provided the animals are legally traded and IATA animal welfare standards are met.

During the weekend, the World Association of Zoos and Aquariums (WAZA) hosted meetings of the Board of the European Association of Zoo and Wildlife Veterinarians, of the Veterinary Committee of the European Associations of Zoos and Aquaria, and of the Council of the Federation of German-speaking Zoo Directors.

All three meetings dealt with the issue of boycotts by airline companies of shipments containing legally traded wild animals. There was consensus that such boycotts do nothing to promote conservation, rather that they jeopardize the conservation breeding programs of scientific zoos, that they make the implementation of the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) more difficult by impeding the transfer of animals confiscated by customs or conservation authorities back to the country of origin or to zoological parks where the animals can be housed under suitable conditions – thus seriously compromising their welfare.

“Studies carried out by Government Agencies in several countries have clearly shown that mortality rates of legally traded wild animals are in fact extremely low. By their boycotts, leading airline companies encourage smuggling, the use of second tier companies or long duration sea or land transports, i.e. situations which are very likely to result in higher transport mortality than the rapid and SCHONEND transport by qualified airlines complying with the Live Animals Regulations of the International Air Transport Association (IATA)” Peter Dollinger, the Executive Director of WAZA said.

“It is not logical that quality airlines on one hand accept passengers wearing fur garments or elephant leather briefcases, that they treat these passengers with wildlife products such as caviar from threatened sturgeon species, and that they sell them duty-free watches with wristbands of crocodile leather, while on the other hand, they prevent our members from legitimately exchanging surplus stock or from time to time, importing a few animals from the wild to improve the genetic diversity and viability of the zoo populations” notes Dollinger sarcastically.

While the zoos represented by WAZA are not engaged in commercial animal trade, they recognize that commercial trade in wildlife is legitimate for as long as it is sustainable and the animals have been taken from the wild in compliance with national and international legislation. Trade in wild animals and wild plants is vital for the economy of rural communities in many developing countries. Consequently, indiscriminate boycotts of legitimate wild animal transports are not only striking against the interests of the animals themselves, but also against the interests of poor people in developing countries.

For further information please contact

- o Peter Dollinger, Executive Director, World Association of Zoos and Aquaria, Executive Office, Tel: ++41-31-300 20 30, Fax ++41-31-300 20 31, Email: peter.dollinger@bluewin.ch

## **Mexico City Conference Next April.**

The Animal Transportation Association (AATA) is one of the organizations managed by GHPB staff. The AATA annual conference is held in different countries and next year is Mexico City.

Travelers would be hard-pressed to find a destination that can match the diversity of Mexico's capital city. As the second largest city in the world and oldest capital in the Western Hemisphere, Mexico City blends 676 years of history with modern character to create a rich mosaic of cultural achievement and sophisticated tourist attractions. From history and culture to art and architecture to dining and shopping, there are surprises around every turn.

Located on the beautiful tree-lined Paseo de la Reforma Avenue, in the heart of the city's cultural, business and shopping districts, the Hotel Marquis Reforma is close by the Chapultepec Park and Castle the museums of Anthropology and Contemporary art. The hotel is surrounded by Mexico's finest restaurants and nightclubs, important corporate headquarters, and is within walking distance of the U.S. and British Embassies.

Any GHPB Member interested on more information about the AATA should contact Jim Haggarty at GHPB.

## **La Conferencia en la ciudad de Mexico en Abril.**

La asociacion animal del transporte es uno de los organizatizations manejados por el personal de GHPB.

Los viajeros encontrará difícil de encontrar un destino que puede emparejar la diversidad de la ciudad principal de México. Cuando la segunda ciudad más grande en el mundo y la capital más vieja en el Hemisferio Occidental, la Ciudad de México mezcla 676 años de la historia con el carácter moderno para crear un mosaico rico del logro cultural y atracciones sofisticadas de turista. De la historia y la cultura al arte y la arquitectura a cenar y compras, hay las sorpresas alrededor de cada vuelta.

Localizado en el arbol hermoso forro Paseo de la Avenida de la Reforma, en el corazon de la ciudad cultural, el negocio y los distritos que hacen de compras, el Hotel Marquis Reforma estan cerca el Parque de Chapultepec y el Castillo los museos de Anrthropology y el arte Contemporánea. El hotel es rodeado por restaurantes más finos de México y nightclubs, el sede corporativo importante, y está dentro de la distancia caminante de los EE.UU. y Embajadas inglesas.

Cada miembro interesado en mas informaion sobre el AATA debe entrar en contacto con Jim Haggarty en GHPB.

## **FMD Report**

The Government's chief vet said that 16 sheep spread foot-and-mouth disease across Britain. Investigations into the origins of the epidemic in which almost 6 million animals died and 9,000 farms had their livestock eliminated showed that an initial case at a pig farm in Northumberland went unreported for several weeks, Jim Scudamore told the Environment, Food and Rural Affairs Committee.

During that period, the virus infected a handful of sheep farms. From these, 6 went to a dealer in Lancashire and 10 went through markets in Northumberland and Cumbria, probably infecting thousands of animals directly or indirectly. Waves of secondary and tertiary infection then spread across the country.

## **AATA The Animal Transportation Association**

Membership has  
its Rewards!

Annual Membership  
are available in the  
following categories:

Gold Corporate	\$675.00
(5 members)	
Corporate	\$450.00
(3 members)	
Individual	\$225.00
Academic	\$225.00
Government	\$150.00
Library/Museums	\$125.00

**Application and  
appropriate  
Membership Fee in  
U.S. Currency by check,  
money order, or credit  
card should be sent  
to:-**

Membership Secretary,  
AATA-Animal  
Transportation  
Association,  
111 East Loop North,  
Houston, Texas 77029

Membership  
definitely has its  
Rewards!

## AATA Officers

### President

**Dr. Walter M. Woolf**  
Air Animal, Inc.  
Tel: 813-879-3210  
Fax: 813-874-6722  
walter@airanimal.com

### Treasurer

**John Good**  
Federal Express Corporation  
Tel: 901-224-9500  
Fax: 901-224-9492  
jgood@fedex.com

### President-Elect

**Emma Stamper**  
Crowe Livestock Underwriting Ltd.  
Tel: 44.1842.890733  
Fax: 44.1842.890735  
emma@crowelivestock.co.uk

### Past-President

**Bill V. Able, PhD.**  
Tel: 816-746-1810  
b.able@worldnet.att.net

The work, to be published as a scientific paper, is likely to have a profound effect on farming in Britain. In the long term, he told the committee, every sheep is likely to carry an electronic ear tag identifying its origin and movements. There may be rules to slow down movement of animals, especially sheep, including a requirement an animal moved to a farm must stay there for 3 weeks.

The disease may even see the end of the traditional livestock market. "The ideal is a situation in which animals are sold without mixing," he said. "The pig industry operates already without markets. People are experimenting with alternatives such as video auctions." Direct sales are also a possibility. That in itself could have a huge knock-on effect on market towns throughout Britain.

Incidentally, electronic auctions can be made to work very well, but problems can arise in the collection and delivery of the animals. The transport costs can be considerably increased in comparison to using markets as assembly centres. The future for markets may be in doing all the electronic tagging that farmers will be unreliable at performing and recording.

## The Pace of Change

The dreadful events of September 11 have had the most extraordinary effects as anyone can see, but I really wonder why so few people are flying. Security is now better than ever, as I know to my cost when my universal tool was confiscated at Gatwick last month. We are pleased however to see a tightening of security in the US. A passenger in Miami was found to have 44 live birds concealed in his trousers. It has always been an irritation to us that the FAA have regularly inspected our security arrangements in Europe, whilst they were not enforced within the USA. When asked why, they blithely told us that internal flights were little risk!

Vic Attwood, who was for many years Chairman of the IATA Live Animals Board, has the most amazing news. A Boarding pass that records your fingerprint electronically as you take it from the desk, and a transponder so that you can be found anywhere in the terminal! The

Boarding card is then handed back to the airline at the gate. Everyone is fingerprinted for future reference. Next, a smart label that could carry loads of data like a veterinary certificate, AWB, invoice, packing list etc to attach to goods, ULDs or even animals. This also has a transponder, and using US Military satellites you can tell at any time where your transponder is, even in the air.

PETA [People for the Ethical Treatment of Animals] has been doing all it can to get media coverage out of the terrorist attacks on America. A new page on its website, [www.peta.org/feat/binladen/index.html](http://www.peta.org/feat/binladen/index.html) warns readers that not only is Osama Bin Ladin a terrorist, but he owns a leather tannery as well. Yet another reason, PETA says, to avoid all leather products.



## New enhanced *Live Animals Regulations*

*with improved efficiency*

***IATA is pleased to offer you the new 27th Edition Live Animals Regulations (LAR), effective 1st October 2002, packed together with a CD-ROM, for only US\$125.***

This new "LAR Combo" provides you with unprecedented portability of the IATA Regulations, as well as full searching capability that is only possible in CD-ROM format. You can now display the specific container requirements instantly from the animals' common or scientific names, or vice versa. Other useful features include hyperlinks to airline contacts and internet websites for animal transportation information.

***To order, please contact IATA Customer Service:***

***North America: +1 (514) 390 6726***

***Europe, Africa & the Middle East: +41 (22) 799 2751***

***Asia, Australasia & the Pacific: +65 239 7232***

## European Update

Well, as I write, we have now passed 40 days without Foot and Mouth disease in UK. If we can keep this up, the whole of the country will be able to ship cloven-hoofed animals, semen and embryos to the EU after 1 January 2002. Sadly this does not mean that trade will necessarily resume elsewhere. Other countries will impose their own required periods of freedom from disease after the last outbreak. Would you believe that Taiwan, which had an outbreak almost as severe as ours, requires five years freedom before trade can resume?

In spite of all this, there has been a lot of activity in the world of animal transport. The EU is revisiting the Transport Directives, as they said they would, to see how they are working, or not as the case may be.

The British Ministry of Agriculture [now DEFRA] are accused of loading the legislation, and to some degree they are rightly criticised, but the directives are dreadfully worded. When it says that animals shall only be handled by 'competent persons' they do not go on to define what this means.

In UK we have set up an elaborate system of independently assessing a livestock driver, attendant, drover or flying groom in order to satisfy this condition. As far as I can see, we are the only Member State [MS] who has. Any others who have paid the least bit of attention to this requirement have merely instituted 'training'. This means that the certificate they receive merely indicates that they attended a course, not that they learn anything!

The AATA assessment course for flying grooms is now in place on the internet. The whole syllabus can be viewed on [www.nptc.org](http://www.nptc.org). This is also a first, in having it on the web, but our grooms are to be found all over the world, so it is an ideal medium for the task. Even if you are unlikely to ever fly with a horse, take a look at the site and you will see just how thorough it is.

Detailed attention to the transport directives was always considered an English peculiarity. Whenever we complained that other States were not applying the Directives, eyes would be raised to heaven, and we would be ignored. Suddenly, a Dutch MEP by the name of Maat has suggested that no journey for slaughter should ever exceed 8 hours, and no breeding animals should ever travel for more than 48 hours. This would destroy the trade into Italy, and we could never deliver breeding animals to Spain or thereabouts in less than 48 hours. Numerically, the largest numbers of livestock hauliers are to be found in Holland, so for the first time the Dutch suddenly woke up to the threats to their trade and called a rushed meeting of EU hauliers in Utrecht. I was invited along with Michael Houghton [see his advertisement on the back cover of the AATA Transport Manual], and other AATA members Eddie Harper of the Road Haulage Association, and Robert Veen from Schiphol airport. Truckers were there from Belgium, Germany, Holland, Italy, Spain and France. They rushed a letter off to Mr Maat and others, but to no avail. Maat's suggestions were 'adopted'. This does not mean that they will automatically become law, but expect some changes in the new year and the possibility of electronic tags for all farm animals.

One serious issue is the question of staging posts. There is no doubt that the movement of sheep in the UK exacerbated the spread of FMD. Staging posts have been put in place all across Europe, especially in France, for rest, feed and watering during long distance transport, but recent experiences of FMD, CSF and other diseases has illustrated only too well the risk that these could simply become places of infection. There is likely to be an increase in the number of inspectors, and MS may be fined for not policing the Directives properly.

## Interested in Joining AATA?

AATA provides an important opportunity for individuals, businesses, organizations and groups involved in any phase of animal transportation to become part of an international effort to find solutions to a variety of problems related to the transport of animals. At the same time, members are linked to information, resources, contacts and key developments in the field that can help them provide better services and conditions for animals in transit.

For a complete application form, see our web site at:

[www.aata-animaltransport.org](http://www.aata-animaltransport.org)

or call or fax our international office:

**AATA**  
**111 East Loop North**  
**Houston, TX 77029**

**Tel: 713.532.2177**  
**Fax: 713.532.2166**  
**email: [anitrans@aol.com](mailto:anitrans@aol.com)**



**Mexico City Conference April 14-17, 2002**

**Sheep Not Woolly Brained After All**



*Captain Alistair M. Macnab*

**AATA Headquarters Office**

**Alistair M. Macnab**

Association Director

**Jim Haggarty**

Association Coordinator

**Jeanette Degollado**

Association Assistant

(en espanol)

**Greater Houston Port Bureau**

111 East Loop North

Houston, TX 77029 USA

Tel: 713-532-2177

Fax: 713-532-2166

e-mail: [anintrans@aol.com](mailto:anintrans@aol.com)



*Tim Harris*

**AATA European Office**

**Tim Harris**

European Secretary

**Harris Associates, Ltd.**

P.O. Box 251,

REDHILL RH1 5FU

Great Britain

Tel: 44 (01737) 82 22 49

Fax: 44 (01737) 82 29 54

e-mail:

[TimHHarris@compuserve.com](mailto:TimHHarris@compuserve.com)

**DoggOne**

I have got into the habit of answering the phone with the words 'Crisis Control'. This is simply because people with insoluble animal transport problems are eventually put onto me! So it was recently when a North American shipper called to ask how it was that a track and trace on a dog showed it had been delivered to Lamaca, but the anxious consignee had called to report that the dog was not on the flight. "How was it" asked my caller "that track and trace could be so wrong?" I pointed out that, as usual, it was not the fault of the computer system, but the human intervention that entered the data. The airline responsible, enunciate this carefully, Bug Air, merely entered what they intended to do with the consignment, not what actually happened. The dog had been offloaded at Heathrow because it was considered 'unfit' with a touch of the runs. An overnight stop and treatment cured the problem, but nobody knew where the dog was, the shipper, the consignee nor even the Beastly Airline. Hence the call to me. Fortunately I knew exactly where to look. The dog was in the safe keeping of the Border Inspection Post at Heathrow. However, this is not an isolated example. Several animals have in fact died this year before shipment to Europe from the US simply because they were offloaded for whatever reason at the last minute, left in too hot an environment, and still the AWB insisted that they had been shipped. As a consequence I have formally written to IATA suggesting that they highlight in black italics the sentence in the LAR page 25 para 4.4:

*The carrier must notify the destination and transfer stations if animals are offloaded or if the flight is delayed.*

Researchers have discovered that sheep can remember up to 50 sheep faces, and a familiar human face, for up to two years. You can read of this on the website <http://www.rds-online.org.uk/headlines/current.html#270>

It seems that the sheep have more brains than the researchers. A lengthy study was initiated to find if BSE was latent in the British sheep flock. After enormous time and expense it was revealed that the brain tissue was in fact bovine, so the whole effort was wasted. Our sheep industry's natural reaction was to open the champagne and cheer, but it only adds to the reluctance of the supermarkets to source British lamb, because the issue is still not properly resolved.

In a poll, carried out last month for the Food Standards Agency, more than 1,000 people were asked to list, off the top of their heads, what most influenced their grocery shopping. Price was way ahead of any other factors. The top five factors listed by those questioned for the poll were:

- Price (46%)
- Taste (18%)
- Quality (17%)
- Personal and family health (12%)
- Production method - organic, free range (10%)

So, what future for organic farming? It is largely a myth. There is no doubt that there is a niche market for organics, but sadly the increasing world population will never be fed without increasing intensification. The ultimate limiting factor will be the availability of water. For this, GM crops that are drought resistant will need to be developed.

-Tim Harris. November 2001

## Uncle Tim's Problem Page

Q. Dear Mr Harris, We are a concierge service, and have been asked to help a member to transport 15 live chickens today from Richmond, Surrey to Devon - could you please telephone us to discuss.  
Lesley.

A. You are seeking the very transport that has been so effectively killed by the EU Directives and our Government's rigid interpretation of same. Poultry are only allowed to travel for max 12 hours under the new regulations. Commercial transporters who have handled for years have all withdrawn as a result. This can therefore only be accomplished by a single dedicated journey.

However, as secretary of the Animal Transportation Association, though I am not able to transport myself, I am passing this to a DEFRA [MAFF] approved carrier who is also Chairman of our small animals committee who may be able to assist with one of his vehicles.

Q. Message text written by "Chris Taylor" I am relocating to Colorado Springs and I am curious how much it would cost me to move 2 horses from Albemarle (east of Charlotte). How long can a horse be on a trailer before they need to be walked without causing founder? Where along the way would you stop and walk the horses?

A. Good questions. Speaking as a Brit, I'm a bit challenged by the geography, time and distance involved, so the answers to all these questions can be found from our AATA Equine Chairman to whom I am passing this message.

As for rest and exercise, the rules here in UK are basically:

- Hay ad lib
- Offer water, and extra food if necessary, every 4 hours
- Stop after 24 hours, for 24 hours rest.

This usually takes place in a stable yard where exercise area is available, and overnight stabling if necessary, though well equipped lorries can be used as stabling.

[A list of possible transporters was supplied to the inquirer]. They all have cross country trips. Should you require more information, please do not hesitate to contact me. DL, Mersant.

Q. Message text written by IPATA members@yahoo.com I have to send a dog to India but can't ever remember having to get an import permit but the TACT shows it to be a requirement, the airline is not sure, the owner (in Delhi) of course says no and the USDA says no. The consulate is not answering me and messages sent to customs in Delhi also have no response.

A. Welcome to India! A Spaniard was trying to explain to an Indian the meaning of the word 'manāna'. After much difficulty the Indian replied, "We have a word like that in the Indian language, but it does not quite bear the same sense of urgency".

So, since the Brits taught the Indians their bureaucracy, be sure they need an import permit, or else a piece of paper saying 'you don't need an import permit'.

Remember Uncle Tim's rule of thumb. 'The man with the piece of paper always has it over the man without the piece of paper.'

Source of all knowledge:  
Animal Husbandry Commissioner  
Dept of Animal Husbandry  
Dr Rajendra Prasad Road  
414 Kirsi Bhavan  
New Delhi 110001 India  
+91 (0)11 338 4146 office tel  
+91 (0)11 338 8006 office fax

Usual payoff. Please advise me of any new telephone numbers, fax, email, names etc etc.

-Tim Harris SDA



## AATA Directors

**Jim Antrim**  
SeaWorld California

**Lorna Barkey**  
Lyon Petmobile Seives

**Cherie Derouin**  
American Genetics Intl.

**Nancy Guest**  
Air Canada

**Jerry Helgren**  
Picket Fence Farm

**Dr. Alberto Malda Maza**  
Worldwide Equine Transportation

**Tadao Matsuura**  
Nippon Cargo Airlines

**James O'Brien**  
O'Brien Animal Transportation

**Manfred Roettcher**  
Cargolux Airlines International SA

**Joe Santarelli**  
Mersant International

**Alex Thiermann**  
Pacific Feeder Services SA

**Robert van Voorthuysen**  
KLM Royal Dutch Airlines

**Frank Visconti**  
Air Global Transport

**George Winegar**  
Corral Line ApS

## **Cattle Cruise**

Nowadays there's no such thing as Steerage, even for cattle who put out to sea! During the past six months, the state-of-the-art floating live animal transporters of Corral Line have made three visits to the Port of Houston to carry cattle and horses from Texas to overseas destinations. Why this is news is because its well over 25 years since any live animal was shipped from Houston so port interests are anxiously looking for this latest activity to turn into a trend.

The m.v. "Caroline" called at Houston's Greensport Dock on May 8<sup>th</sup>, and again on June 2<sup>nd</sup>. This was followed more recently by m.v. "Felicia" which took on board her live charges on November 8<sup>th</sup>, at Woodhouse Terminal No.4. On each occasion, Corral Line was represented by its agent, Biehl and Company.

All the vessels of the Corral Line fleet have been especially constructed for the safe and hygienic transportation of live animals. Aluminum fittings and automated foraging and sanitary systems are managed by experienced and trained crewmen. As a reliable and cost effective alternative to sending animals by air, ocean transportation by specialized vessels certainly offers a viable alternative.

Corral Line is operated from its head office in Egersund in Denmark and can be reached by telephone at +74.44.14.35 or by Email at [info@corralline.com](mailto:info@corralline.com), in the United States, Corral Line is represented by George Winegar who may be reached by telephone at +517.545.0903 and by Email to [lwinegar@ismi.net](mailto:lwinegar@ismi.net)

## **The 2002 Conference Is Only Three Months Away!**

As all of our members should know the AATA annual conference dates are April 14-17,2002 and the location is the exciting Mexico City. The Conference theme is "Global Issues and Solutions" and a panel of international speakers are planned. There will be more about this in the coming weeks, so look out for "flyers" on the subject. All indications are that this will be a very successful event and is expected to be very well supported.

The venue is the intimate Hotel Marquis Reforma in the Zona Rosa and their rates are per room, not per person. So this makes it very inexpensive if you plan to bring a friend or colleague.

Exhibition facilities will be provided by the hotel and event sponsorship opportunities are still available. Details of all of the these are shown below.

We look forward to seeing you in Mexico City professionally and to renew old friendships. Book early.

We wish all of our members the Compliments of the Season and a healthy and happy 2002.

## **Hay sólo tres meses para la 2002 conferencia**

Todos nuestros miembros debe saber que las fechas de la AATA annual conferencia son Abril 14-17,2002 y la ubicación es en el emocionante Ciudad de México. El tema de la Conferencia es "Soluciones y Asuntos Globales" un grupo de oradores internacionales son planeados para hablar. Más acerca de esto en las siguientes semanas. tan esté enterado de un folleto que explica más Sobre este sujeto. Todo insinúa este acontecimiento sera un exito maravilloso con gran apoyo.

El sitio está en la precioso Hotel Marquis Reforma en la Zona Rosa el precio es por habitación no por persona, así es barato si usted planea para traer un amigo o un colega.

Facilidades de exhibición seran proporcionadas por el hotel y oportunidades de patrocinio del evento aun son disponibles. Detalles de esto se daran al final .

Estamos esperando verlos in la ciudad de Mexico profeseionalmente y renovar antiguas amistades. Reserve Temprano .

Les deseamos a todos nuestro miembros las saludos de la epoca y un saludable y feliz 2002.



## Continuation from front cover

(AATA Flying Groom Symposium Meets In London !)

An overview of the current AATA Equine Attendant Registration program was given to all attendees, as well as an update on the National Proficiency Test Council 's independent assessment process of the AATA program.

Particular emphasis at this meeting was accorded the subject of " The Use of Veterinary Medical Products by AATA Assessed Grooms " Dr. Des Leadon , of the Irish Equine Board, gave an informative summary as to the classes of drugs and the legal position of their use.

Dr. Leadon stressed that the best way forward was to address the issue of using drugs in flight for "safety reasons" with medicines being carried on the aircraft with personnel on board trained in their use. He also cautioned against laws prohibiting the use of medicines by others than licensed veterinarians. Insurers present raised the issue of which country laws would take priority in international air space.

Due to Sept 11th events and the added security on flights, Tim Rolfe indicated that syringes and pocket knives, so needed by grooms, are now considered weapons. This creates another problem.

The insurance industry represented by Lloyds Underwriters and QBE International expressed agreement at this meeting that the market would welcome and support the AATA Equine Attendant Registration Program.

In all as a follow up to our meeting, President elect Emma Stamper forwarded requests to AATA's Airline and International Committee chairs to follow up on key issues covered by the symposium, i.e., Vet kits on board airlines as airline equipment; tranquilizers, security issues. Additionally, it was suggested that an encyclopedia of products for usage by AATA Attendants should be formulated and considered with the assistance of the veterinary community.

The AATA would like to acknowledge their appreciation to the sponsors of the AATA Symposium, XL Brockbank and Crowe Livestock Underwriters Ltd.

We will keep members updated on these developments as they occur in upcoming newsletters , and of course in April in Mexico!

On the 21st and the 22nd of January 2002

Joe Santarelli and Annabelle Forcey  
Mersant Int. XL Brockbank



the first course for assessment of assessors will be held at the NPTC facilities in Warwickshire, England. Assessors from the European Union, North American and Australasia will be assessed and once they have successfully passed the course the AATA will then make firm plans to start assessment of grooms later in the year.

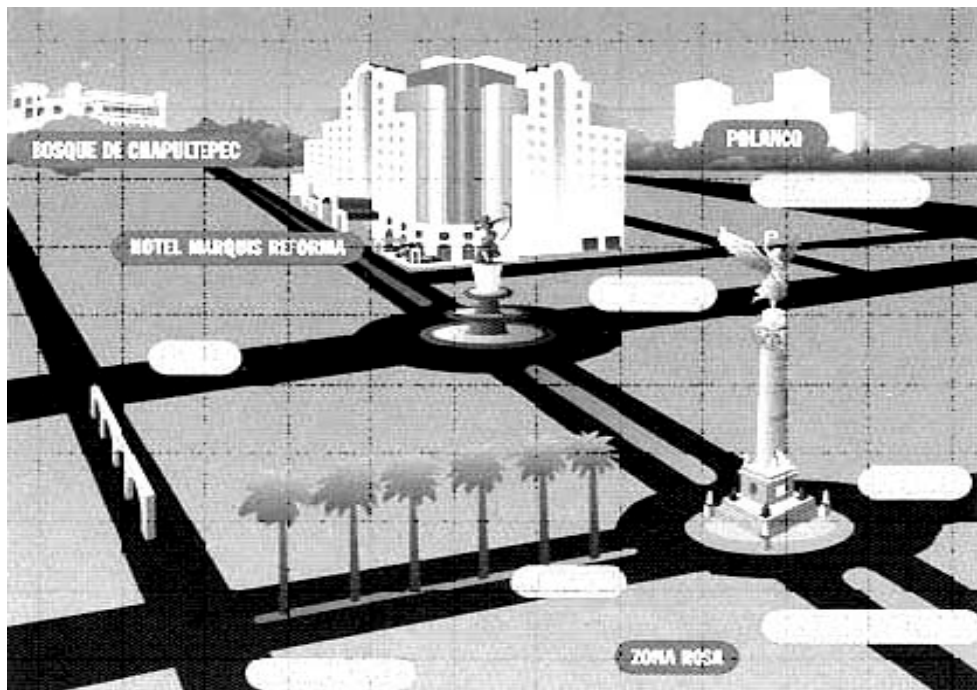
Our thanks go to Mersant International and International Racehorse Transport for generously providing flight tickets and covering the expenses of the assessors travelling from North American and Australia.

The Equine co-chairs and present elect Emma Stamper will also attend this assessment to gain first hand knowledge of the course which will be reported to all AATA members at the Mexico conference.

I hope that all members of the industry appreciate that what we are trying to do, largely at our own personal expense, is in the short, medium and long term interests of "our" industry and that they will support us accordingly.

-Sr. Joe Santarelli, Mersant International  
and  
Marin Atock, Pedem Bloodstock





*Continuation from front cover*

*(The Prez Sez - a Year Ending.... a New Year Beginning)*  
south of the border event. Look for the airline booking codes on the AATA conference web site.

Consistent with the three year goal of AATA, we look forward to Mexico City to conclude the three country program for AATA to have visited the Americas for conference sites. Under the able leadership of Dr Alberto Malda Maza, his Mexico City staff, Cherie Derouin, Lou Rocha and Tom Schooler, Mexico City will provide a new venue for AATA, especially with simultaneous English-Spanish program presentations. The Hotel Reforma will provide an excellent venue for the AATA congress/ conference.

Millie and I join with the officers and directors of AATA to wish its members, its friends, its contributors, its suppliers, and its administrative staff the joys of the Holiday Season and the hope for 2002 to bring to you and yours the opportunities for joy, peace, health and prosperity.

-Walter M Woolf, V.M.D. / President  
AATA / 2001 - 2002

## **DUES RISE JANUARY**

*For the first time in six years AATA dues are required to increase modestly. This is to keep pace with the cost of membership services and the consensus of our membership is that "this is not unreasonable after such a long time." Indeed your associations membership dues are very modest and low in relation to other animal related associations some of which charge well over \$1000 per year.*

***New dues are as follows which we think is still good value for money.***

Gold Corporate	\$675 ( 5 members)
Corporate	\$450 year ( 3 members)
Individual	\$225
Government	\$225 ( per member)
Academic	\$225
Library/Press	\$125

## **New Opportunity**

Increase your business exposure by advertising  
On AATA website  
[www.aata-animaltransport.org](http://www.aata-animaltransport.org)

Directory Posting  
\$75.00

Subsequent Connections  
\$50.00

Business Card "ad"  
\$150.00

Package Deal (all of the above)  
\$200.00

## AATA Newsletter Publication Schedule and Deadlines

The AATA Newsletter is published quarterly in February, May, August, and November.

All editorial and advertising copy must be received in the AATA U.S. office no later than the first day of the month preceding the publication date. Editorial copy may be sent via mail, fax or e-mail, however, copy is preferred in any common word processing format transmitted via PC-formatted diskette or as an e-mail attachment.

Advertising copy must be camera-ready.



*Continuation from front cover*

*(Jim Antrim to Retire)*

SeaWorld of San Diego and responsible for the park's animal collection, the clinical veterinary laboratory and the education department. Jim has authorized/co-authored numerous articles in books and scientific publications relating to his work at SeaWorld. Under Jim's leadership, the SeaWorld San Diego zoological team has achieved many unique milestones and truly set the standards for the collecting, transportation, husbandry, propagation and public display of marine life.

Upon retiring Jim plans to spend time with his friends and family and have fun playing golf, motorcycling and enjoying many forms of water sports. After February 1, 2002, Jim can be contacted at 3734 Jewell St., San Diego, CA 92109, USA, telephone 858-483-3399, email is: [jantrim1@san.rr.com](mailto:jantrim1@san.rr.com)

## New Arrangements for the Import of Captive Birds

The new arrangements apply to imports from EU Member States and Third Countries of all Captive birds (except for pet birds accompanied by their owner and commercial poultry for which separate rules apply). They have been introduced as a result of Commission Decision 2000/666/EC which came into effect on 1 November 2001.

Up to now, all captive birds imported into Great Britain have had to be accompanied by a specific import license issued by DEFRA or SEERAD in Scotland. Specific licenses (except for pet birds accompanied by their owner) have now been abolished. Instead, captive birds imports will take place under new general licenses. These permit imports provided the license conditions are complied with. The general licenses will not be issued for, and will therefore not accompany, individual consignments. It is crucial that importers are aware of the conditions in the general licenses as imports which do not meet the conditions will be treated as illegal landings.

The general license conditions require all imported captive birds from Third Countries to be quarantined in approved quarantine premises on arrival in Great Britain. Imports from EU Member States will not be quarantined on arrival but must be accompanied by an official health certificate (for psittacines) or owner's declaration (for non-psittacines) giving various health assurance including that quarantine or, in some circumstances a period of residency, has been completed in an EU Member State.

The new arrangements do not affect the existing rules on CITES (Convention on International Trade in Endangered Species) and imports of captive birds may require import and export CITES permits.

DEFRA has issued a Customer Information Note (CIN Number 2001/55) explaining the new arrangements in detail. Copies are available, free of charge, from DEFRA:

Tel: 0207 904 6356/6353.

Email: [Bryan.McDonagh@defra.gsi.gov.uk](mailto:Bryan.McDonagh@defra.gsi.gov.uk)

*-Mrs Veena Banerji  
International Trade Unit, DEFRA*

## Making Your Voice Heard

Don't you sometimes get the feeling that the world is run by idiots and that if only someone would listen to you, common sense would surely prevail? These are often thoughts I'm sure we all share whenever we are confronted by some seemingly idiotic new dictate foisted upon us by some faceless bureaucracy. We probably never even contemplate that the good folks who wrote this new irritating rule are actually real people too. They have spouses, children, mortgages, and they are only doing what they believe to be a good job to the best of their ability.

What's missing from the equation is more than likely, commonsense input. We've all heard of "Rubbish in; Rubbish out" when it comes to computers. Is it any wonder that regulations may sometimes come out all wonky when the perpetrators (God bless 'em) were given rubbish information in the first place?

Another truism: "We Get the Government We Deserve", comes to mind here. If we leave our governance entirely up to the governing classes then we have only ourselves to blame, when we get lumbered by a senseless ordinance. Do you see where I'm headed?

If we want to make a difference we need to participate. We need to "Make Your Voice Heard", just as it says at the top of this article. No excuses! And if you can't be influential on your own then the next best thing is to join a group of like-minded people and develop spheres of influence as an organized body of stakeholders determined to be heard.

The reason I'm telling you all this is because you are already a member of, or are interested in a very influential association: the AATA, the Animal Transportation Association. If ever any group of people is in a position to influence the way live animals are transported, it is this group. Individually and collectively, members of AATA can and must influence the way our industry is regulated as regulated it must be. Our combined experience tells us what Best Practices are out there. Our years in the trenches enable us to sort out a fad from sound policy. And our considered vision for the future can tell the difference between dead ends and the way ahead.

Your association is the amplifier for your voice so that it can be heard. You're successful and you have something to say. Let it be heard! Tell the AATA what you want and need. That's what associations are for. The AATA is either listening and paying heed to its members or it's not long for this world. Let me assure you; we're listening very hard! We want to continue to earn your trust, your confidence and your subscription!

The Animal Transportation Association hears you. Let us be your voice.

Alistair M. Macnab,  
Association Director.



**LYON  
PETMOBILE  
SERVICES**  
Worldwide Pet Travel Agent  
Airport Pick-up/Delivery  
24 Hour Pet Taxi  
**905-471-3042**  
BONDED/INSURED  
TORONTO · ONTARIO · CANADA



**The Animal  
Transportation  
Association**

**U.S. & International Office**

111 East Loop North  
Houston, TX 77029  
Tel: 713.532.2177  
Fax: 713.532.2166  
e-mail: anitrans@aol.com

**European Office:**

P.O. Box 251  
REDHILL RH1 5FU  
Great Britain  
Tel: +44 (01737) 82 22 49  
Fax: +44 (01737) 82 29 54  
e-mail:  
TimHHarris@compuserve.com



**Check Out AATA's  
Home Page!**

**For information on  
membership, referrals, and the  
2001 Conference!**

[www.aata-animaltransport.org](http://www.aata-animaltransport.org)

***AATA Manual For the Transportation  
of Live Animals By Road - 2nd Edition***

ISSN 1366-2066; ISBN 0 9529861 2 4

***Order Form...***

Please send \_\_\_ Copy(ies) of the 2nd Edition AATA Manual @ \*£45 including P&P to:

Name: \_\_\_\_\_

Company: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Tel: \_\_\_\_\_ Fax: \_\_\_\_\_

Payment\*:  Check  Visa  Master Card  Amex

Credit Card No: \_\_\_\_\_ Exp. Date: \_\_\_\_\_

Name on Card: \_\_\_\_\_ Signature: \_\_\_\_\_

\*£45 equals approximately \$68. You will be billed in £. Bank details: Barclays Bank plc, 90/92 High Street, CRAWLEY Sussex RH10 1BP, England. HAL A/c No: 00451800 (20-23-97) SWIFT: BARC GB22

\*Check or money order payable to **Harris Associates Ltd.** must accompany each order. Please mail to HAL, P.O. Box 251 REDHILL, RH1 5FU Great Britain.