



An Update on AATA's Conference

April 6 - 9, 2003, Washington, D.C.

As the program has taken shape over the last few months, these changes have been updated on AATA's website. So, for complete details on the program agenda, the topics to be discussed, registration, hotel reservations, sponsorship and exhibiting opportunities, please see the website at aata-animaltransport.org and follow the links to "conference."

We recognize and understand concerns regarding planning ahead with today's uncertain world conditions. Rest assured that, should world events cause AATA to cancel or postpone the conference, you will not lose your registration fees. They will either be refunded or applied to the next conference.

In recognition of those that are just now making plans to attend this year's conference, we are pleased to announce that the **deadline for making hotel reservations at the discounted price AND for registering for the conference at the discounted rates has been EXTENDED TO MARCH 10**. If you have any problems with hotel reservations, please contact AATACHerie@aol.com or telephone 903-769-2847, fax: 903-769-2868.

We're excited about this year's program and currently have attendees registered from Luxembourg, Germany, Austria, Ireland, The Netherlands, England, Denmark, Australia, New Zealand, Mexico, Mongolia, Canada and the USA.

In addition, AATA has received overwhelming support for this year's conference activities. Our thanks to the following Companies for their support & Conference Sponsorship as of 3/7/03:

- ◆ Ark Air International
- ◆ Air Animal Inc.
- ◆ Air Canada
- ◆ Air Equine
- ◆ Alberto Malda Worldwide Animal Transportation
- ◆ BBA Ireland Ltd.
- ◆ BBA Shipping & Transport Ltd.
- ◆ William J. Barnes Agency
- ◆ Cargolux Airlines
- ◆ Continental Airlines
- ◆ Corral Line Aps
- ◆ Crowe Livestock Underwriting, Ltd.
- ◆ Curragh Bloodstock Agency Limited
- ◆ FedEx Express
- ◆ Instone Air Services
- ◆ International Racehorse Transportation
- ◆ KLM Airlines
- ◆ Mersant International Ltd.
- ◆ Peden Bloodstock
- ◆ Sea Air International Forwarders
- ◆ Triton International

We still have sponsorship and exhibit opportunities available. Please consult our website at www.aata-animaltransport.org, click on conference, then on Sponsors!

So Don't Delay . . . Act Today!

- √ Make your **Hotel Reservations** today!
- √ Send in your **Conference Registration** today!
- √ Check out the **Sponsor & Exhibit** opportunities today!

Join AATA in Washington, D. C. in April



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**FOR DISCOUNTED RATES:
Conference Registration
and Hotel Reservation
deadlines EXTENDED
to MARCH 10**

A Spring Welcome To You All !

We are just six weeks away from our 29th Annual conference in Washington DC. There are only a few days left to take advantage of the more competitive hotel room prices, so if you have not already done so, get booking . . .

We are very proud of this conference not only for its contents, but this is the first time that we are joining forces with The American Horse Council at their annual convention, to debate mutual problems and solutions. AATA is moving forward in new directions to secure our voice in the International community.

Your board and the AATA members have been very active over the last 12 months, as shown in "AATA On The Move" on the following page. Activities included international cooperation and sharing of technical expertise with industry organizations as well as taking an official position on government regulations that will affect transportation of animals.

We have been focusing on upgrading administrative functions for the long-term benefit of our membership. AATA's database is being expanded and converted to a new system which will be the basis for the data printed in our 2003 Membership Directory scheduled for distribution following the conference. All members will have the opportunity to update their information and expand their listing in the directory. The next directory will be completely reformatted to make it more user-friendly. We have also redesigned our Membership Brochure and Application which is now available for downloading from AATA's website.

I invite you all to visit AATA's website at www.aata-animaltransport.org. The development is still very much an ongoing project. The goal is to have a "Members Only" section as well as a directory of all members on-line to assist in promoting your company's goods and services - just another benefit of membership in AATA.

We've signed a contract for AATA's next conference with the **Parkhotel Schönbrunn in Vienna for April 18-21, 2004**. The hotel was once the guest house of the Austrian Emperor "Franz-Joseph" and built in 1907. The Schönbrunn Zoo, the world's oldest zoo, celebrated it's 250th birthday last year and is located near the hotel. AATA member, Peter Linhart, and the zoo will be working closely

From the President

with the program committee to plan an exciting program in a wonderful European city. AATA is now looking at prospective hotels in Vancouver for the 2005 conference.

Over the last nine months we have had nine executive conference calls, four board meetings, the latest of which was held in January this year at the Wyndham Hotel, where we are to hold our conference in April. The conference and many other issues put before the board were discussed over the two day meeting. Due to the ongoing, united commitment from the entire board and the members of the AATA, we continue to strive to attain the goals set out in our statement of policies.

Last week I called an executive board meeting to discuss how the situation with Iraq could affect our conference. After considerable discussion, it was unanimously agreed that the conference must go on. A special Thank You to all of the Conference Sponsors already committed as of this writing. There are still some sponsorship opportunities available. Please check out our website at www.aata-animaltransport.org.

SEE YOU IN WASHINGTON!

*Emma Stamper
AATA President, 2002 - 2003*



*Mrs. Emma Stamper, AATA President
Crowe Livestock Underwriting Ltd.*

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AATA On The Move

It has become increasingly evident that there are organizations in nearly every country of the world that consider the transportation of any animal, of any species, on any conveyance, as inhumane. As such your participation as an active member of the AATA is more important than ever. The AATA must continue to be at the forefront of changes within our industry to ensure the safe and humane transportation of animal's worldwide.

Did you know that the **AATA** has, in this past year alone, represented you and your industry in the following ways?

- AATA is listed under Experts from International Organizations in the Council of Europe!
- AATA is Advisor to the OIE (Office International des Epizooties): AATA's President Mrs. Emma Stamper addressed the OIE in Paris. Following the presentation, a full discussion was held with the following conclusions: The AATA will be considered for technical input within the OIE program activities for 2002-2005. The AATA will be recognized as a primary resource in the future development of harmonized international standards for the transportation of animals.
- AATA had representatives at the October Meeting in Montreal of The Live Animal & Perishable Board of IATA! AATA members are on a working group of the Live Animals & Perishable Board developing new text for IATA's Live Animals Regulations Manual meeting in March in Montreal.
- AATA has taken formal positions on behalf of industry this year alone as follows:
 - √ Position on Quarantine Changes within the CFR by US Dept. of Agriculture
 - √ Position on the Federal Aviation Association's proposal on Animal Incident Reporting Regulations.
 - √ Position on USDA's Executive Order Memo# 591.58 Piroplasmosis Testing

- AATA Working for you: AATA representatives visited and participated in meetings & conferences as advisors and speakers last year in the following countries: Austria, England, France, USA, Mexico, Canada, Belgium, The Netherlands, Spain, Germany, and Ireland. In less than 12 months AATA has presented a united front for the entire Animal Transport Industry in 11 countries. When one considers how small our resources are, we feel proud that so many dedicated professionals in our industry serve, at their own expense, to ensure that our collective voice resonates throughout the globe.
- AATA has four Speakers at the 2nd International Conference on the Transportation of Horses by Road, Sea & Air, Hartbury College, Gloucestershire, UK 12-13 July 2003. The Conference is being planned by Federation Equestre Internationale (FEI), The International League for the Protection of Horses (ILPH), and the Massachusetts Society for the Prevention of Cruelty to Animals (MSPCA)
- This April, the AATA has a conference planned in Washington DC, in which we will, for the first time, have a joint session with The American Horse Council at their annual convention.

AATA is moving forward in new directions to secure our voice in the International community.

To keep up this vital effort, we need your help as a member of The AATA.

We would appreciate your active participation by supplying your knowledge and talents to our Committees, or by serving on the Board.

Please attend our conference in April, in Washington DC., and if you cannot attend, please consider contributing toward sponsorship.

For more information on AATA and the conference, please go to our website at www.aata-animaltransport.org.

Joseph Santarelli, AATA-President Elect

Inside the AATA

NEWS & VIEWS

Now On-line at
www.aata-animaltransport.org

Click on **PUBLICATIONS**, then click on **NEWS & VIEWS**

Piroplasmosis Testing:

Executive Memo #591.58 would not allow imported horses to be retested in U.S. quarantine if they fail the first test.
AATA's comments on-line.

U.S. Equine Import Quarantine Reservations

Docket #02-024-01 revises the reservation procedure to eliminate speculation booking and impose higher cancellation fees.
AATA's official comments available on-line.

Animal Incident Reporting Act

Docket #FAA-2002-13378 would require airlines to report incidents involving any type of animal.
AATA's comments on-line

Lowering Stress in Transported Goats

by Craig Richardson, Animal Care Specialist, Ontario Ministry of Agriculture and Food - Canada, Sept 2002

Remember When YOU Joined AATA?

If you joined in the last few years, you probably signed your application when it was submitted. But, do you remember the statement above your signature - the "reason" for your signature? Above your signature is a box that you checked which says "I would like to become a member of the Animal Transportation Association and I certify that I have read, accept and support the AATA Statement of Policies printed on the back of this form."

Time has passed since you joined but it's worth taking time periodically to reflect on exactly what you signed.

The Animal Transportation Association, Inc. (AATA), believes that all animals, birds, fish and other living creatures, domestic and wild, including biological materials, are a vital part of our world environment, to be preserved, humanely treated and utilized for the long run well-being and benefit of the human race. The AATA understands the need for research, education and some public interest regulation of animal health and transportation and it is the policy of AATA to develop and promote, in collaboration with the industry, the best means of accomplishing these objectives. It is the continuing policy of the AATA to encourage research, education, improved service and increased international coordination in the shipment of live animals (including birds, fish and biological cargo). We understand that research, education and training are vital to improved animal transportation and are willing to share with other members all legal information and knowledge which will improve the welfare of the animals. Further, we pledge continued support to research and education beneficial to the animals and the industry

The Statement of Policies outlines seven very specific activities. As members of AATA, we pledge to support these activities and agree that our first consideration is the safe, humane and expeditious handling of all animals under our care.

Take a minute today to review the Statement of Policies. It can be found in your red membership directory and on-line at www.aata-animaltransport.org/aboutus.htm.

Sometimes, we need to be reminded of what we stand for and our long-range goals. And, it points out that, while AATA has come a long way, there is still much to be done.

Gifts Can Make A Difference

Making a gift to the Animal Air Transportation Association (AATA), whether during your lifetime or through your will, is one of the most gratifying acts a person can perform. You know that your gift will go to support the AATA whose concerns, values and ideals you share.

The AATA provides the collective expertise of an international body for the benefit of all species of animals in transportation. Bequests are an important source of support in building a sound future for the AATA.

There are a number of ways in which you can help secure the future of the AATA – an Outright Bequest, a Residuary Bequest or a Contingent Residuary Bequest.

These are explained in detail on-line at www.aata-animaltransport.org. Your gift can consist of almost anything - money, bank accounts, life insurance policies, securities, works of art or real estate, or you may establish a charitable remainder trust and charitable trust as a way to help promote welfare, concern and professionalism in the transportation of animals.

By making a gift to the Animal Air Transportation Association, there is a confidence in supporting ongoing, comprehensive concern for the welfare of animals in transit. Your bequest, a gift from the heart, guarantees that our work continues.

For more information, please call AATA's executive director at 713-532-2177 or email to info@aata-animaltransport.org.

continued . . . **Inside the AATA**

AATA DIRECTORS

Lorna Barkey (Canada)
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Bjoern Clausen (Denmark)
Corral Line ApS

Nancy Guest (Canada)
Air Canada

Dr. Alberto Malda Maza
Worldwide Animal
Transportation (Mexico)

John McGee (USA)
Pet Air

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Alex Thiermann (Chile)
Pacific Feeder Services S.A.

Robert van Voorthuysen
KLM Cargo (USA)

Dr. George O. Winegar
Corral Lines ApS (USA)

Millie Woolf
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Carolyn Young (Canada)
Sea Air Int'l Forwarders Ltd

Mersant International Ltd. **Worldwide Horse Transporters**

Members, American Horse Council

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Watch your Mail for a Package from AATA

Lots of things are happening in AATA – within the industry and administratively. Increasing AATA's membership will help us continue working toward our goals and advancing the visibility of the animal transportation industry. We believe that the best way to increase our international network is through our existing membership.

Each of you will be receiving a package in the mail within the next few days. Please take a minute to go through the package and make a copy of the enclosed invitation to send to as many of your business friends as possible that you think may be interested in joining the AATA. If you could also mail or fax copies of the completed invitations to the Administration Office in Houston, they will do the follow up with your nominations directly.

In order to make this effort of benefit to you as well, **we will deduct 10% of the dues paid by any new member from your Dues!** In other words, if you are a corporate member paying \$450.00 and nominate say two other members who join at corporate level, the Administration Office will deduct \$90 (2 x \$45) from your next Dues invoice. This is another reason that it is necessary for you to let "Houston" know who you have invited.

This is a great way to save YOUR company money and an easy way to earn FREE dues for the next year while sharing AATA with your associates. Additionally, an award will be made to the member who recruits the most new members, in order to honor you among your association peers.

Lots of things are happening, so please help your association to grow by acting on this request, and enjoy the benefits of your friends and colleagues as members.

continued . . . **Inside the AATA**

Behind the Scenes

Too often it's easy to overlook those staunch supporters of AATA that are always there, always willing, **such as:**

Nancy Guest and Air Canada for assisting with airfares for AATA staff personnel to attend conferences, board meetings and other official functions. Their support has been invaluable over the last few years and we truly appreciate their unflinching support.

John Good and FedEx Express for facilitating executive committee and board of directors meetings through their central conference call system. Their willingness to arrange these conference calls, often at the last minute, has been a tremendous help over the last year.

Our sincere thanks to these two individuals and their companies for their **overwhelming** support of AATA activities.

NANCY GUEST

Manager, Air Canada Cargo
Live Programs, Worldwide

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Cargo Info / Bookings (905) 694-5300
1-800-387-4865
Fax: (905) 694-5390, SITA: YYZFSAC, Zip 2411

A STAR ALLIANCE MEMBER
MEMBRE DU RESEAU STAR ALLIANCE



Charter Sales
When you have
a plane load

Chartersales@fedex.com

Live Animal Desk
When you have less
than a plane load

Bclemmons@fedex.com

Help Your Industry AND Yourself!

When a new AATA president takes office, as will happen at the April conference, his/her first official action is to appoint Committee Chairmen to serve during his term as representatives for each species segment of our industry.

If you would like to serve as Committee Chairman for the **Equine, Livestock, Small Animals or Wildlife & Exotics Committees**, please notify the Houston Admin Office.

***This is YOUR chance to be recognized internationally
as a leader within your Industry!***

Australian Equine Veterinary Association (AEVA)

The Australian Equine Veterinary Association (AEVA) is the representative body for equine veterinarians in Australia, offering membership to veterinarians who treat horses as part of their practice. The association was formed in 1971 and presently has 600 members in Australia, New Zealand, England, Hong Kong, Singapore, USA and South Africa. The AEVA executive members are based in each region in Australia and have a member on the Board of the AVA as well as a Policy Councillor.

The aims of the AEVA are:

- * To elevate the standards of equine practice
- * To further research and knowledge of equine diseases
- * To promote cooperation between equine practitioners, researchers and others in the horse industry
- * To promote good fellowship among members
- * To promote equine practitioners to horse owners.

Bin Yousef Cargo Express

Mr. Mahamood Ettol has been the strong backbone who gave Bin Yousef Cargo Express (BYCE) their start in livestock handling. He originally was the Cargo & Mail Manager for Doha International Airport Ground Handling Agent and was responsible for their livestock handling as well.

His personal knowledge & experience when he joined BYCE enabled them to prove themselves as the only shipping firm in Qatar accepting shipments directly from the shipper or agent.

BYCE now specializes in live animal and hazardous shipments. They provide inbound and outbound services, air, sea and land transportation, customs clearance, warehousing/distribution and any type of services required - port to port or door to door.



Meet AATA's New Members

Continental Airlines

Continental Airlines implemented its PetSafe® program on June 1, 2000, and is committed to providing a safe and comfortable travel experiences for all of our customers, including pets. Because we share our customers' concerns that their pets' flights are stress-free, we have enhanced our animal acceptance policy to transport pets as cargo.

The program offers the following options:

- Pets can travel as QUICKPAK, Continental's cargo service offering same day, airport-to-airport delivery with features designed to ensure an animal's comfort and safety.
- Dedicated 24-hour Live Animal Desk (1-800-575-3335 or 281-553-5052)
- Confirmed booking prior to departure
- Weather conditions constantly monitored at all points
- The ability to track and trace the animal from its origin to its destination
- Personal handling in climate-controlled vehicles for connections over Continental's hubs when the animal will be exposed to temperatures above 85 degrees for more than 45 minutes.

Continental Airlines is dedicated to maintaining an industry-leading Animal program, and to meeting the needs of the commercial and individual shippers.

Take a minute to send an email to these new members, introducing yourself!

One of the key benefits of membership in AATA is your global network!

Australian Equine Veterinary Association (AEVA)

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Meet AATA's New Members

continued . . .

Exel - Live Animals Logistics

Transport of live animals needs to be in the care of specialists. As the leading live animals forwarder at Amsterdam Airport, Exel can offer a wide range of services based on quality and custom made transport solutions. Whether you need to arrange the transport of a single parrot or want us to arrange a full charter for transporting your animals, whether export or import, Live Animals Logistics can do the job.

- ◆ Expertise in live animal transport backed by a dedicated team capable of import and export services.
- ◆ Animal welfare is on our minds when arranging transport each and every time.
- ◆ Flexible service options to meet individual customer needs.
- ◆ Substantial buying power with the world's key airlines ensures reliable service and competitive rates.
- ◆ Customs management expertise means accurate documentation and the speedy movement of your transport.
- ◆ Expertise in veterinary requirements and good relationship with the local veterinary authorities.
- ◆ Possibility to delivery custom made boxes and containers on your request meeting airline and IATA regulations.

Our Global Network provides worldwide support, thus helping to extend your business frontiers.

First in Animal Transportation

Our company was founded by Eric Goethals and Rolf Vercruyssen and was specialized in the handling and shipping of racing pigeons world wide. In 1997 we expanded our services with relocation of pets import/export. We offer the following services:

- Door to door services
- Pick up and delivery to airport
- Supply of IATA approved flight kennels
- Airline reservations
- Boarding and grooming
- Assistance with veterinary and vaccinations requirements
- As we want to assure all pets are getting the best possible care, we can be reached 24/24 hours - 7 days a week

We are pleased to join the AATA network and looking forward to co-operate with you all.

F.J.Zeelandelaar, Inc.

F.J. Zeelandelaar are consultants to accredited zoological institutions providing them with all services related to the import and export of zoological species.

They are specialists in complex international logistics and movement, permitting requirements, compliance with government regulations and other details related to the import and export of zoological species.

Laboratory Animal Science Association

The Laboratory Animal Science Association of the United Kingdom (LASA) was founded in 1963 by a group of people from industry, universities, government ministries and representatives of the research councils. Their aim was to establish an organisation which provided information and a forum for ideas on the science of animals used in research.

Much of the thinking behind laboratory animal science today, is based on a book published in 1959 which proposed humane principals to govern the use of animals for experimental purposes. The principals of humane experimental techniques have been summarised as the 3Rs.

LASA aims to inform its members about the latest developments in replacement (the use of non-living material in place of animal models), reduction (use of fewer animals while maintaining or increasing the value of the results obtained) and refinement (improvement of research work to ensure the most appropriate animal model and adjusting the end point of an experiment). LASA provides a means whereby information on improved procedures and techniques can be circulated throughout the scientific community.

The members of LASA are drawn from a wide variety of backgrounds and have an extensive range of interests including the breeding, housing, nutrition, physiology and pathology of many vertebrate and invertebrate species.

Exel-Live Animals Logistics

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Meet AATA's New Members

continued . . .

Luxembourg Cargo Agency SARL

LCA as Luxembourg Cargo Agency was created by myself and has been established at Luxembourg Airport since 1995. The company grew quite quickly as there was a real need for a neutral and independent outfit at Luxembourg Airport.

Through our good contacts with Cargolux, China Airlines, Aeroflot and other airlines, we quickly managed to build a good reputation by being a very reliable service partner, available 24hrs a day, 365 days a year.

We provide all services related to airfreight. Our services range from licensed customs broker to supervision at the cargo centre, import, export, transportation, distribution and perishables.

We have personal physical assistance for live animal transports at any time of the day

when animals are arriving at Luxembourg Airport (regardless whether its is on inbound or outbound).

Since 1995 we have had more than 10,000 live horse movements (Icelandic horses, polo horses, breeding horses . . .) exotic animals like lions, tigers, bears, alpacas, monkeys, zebras, birds . . . are regularly handled by LCA.

LCA is the top number 1 neutral freight forwarder at Luxembourg Airport. Since September 2002 we also have had a presence at Liege Airport (LGG) under LCA as Liege Cargo Agency as this airport has had a significant growth in the last months.

And since the airport authorities have now started the construction of a live animal station, we will be able to arrange any live animal transport as soon as this live animal station is functional.

Luxembourg Cargo Agency SARL

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Notice to Members

At the January Board Meeting it was unanimously approved by the Board of Directors to amend the By-Laws of the Animal (Air) Transportation Association, Inc. as follows:

Amend Article II, paragraph 2 by striking out "Members of the Board shall be elected for three (3) year terms, 1/3 of whom shall be elected each year " and insert "Members of the Board shall be elected for two (2) year terms and may serve for no more than two consecutive terms."

This announcement serves as official notice to the membership of the Animal (Air) Transportation Association, Inc. that a membership vote to amend the By-Laws to reflect the change in terms of office will take place at the Annual Membership Meeting to be held at 1:00 p.m. on Monday, April 7 at the Wyndham City Center Hotel in Washington, D.C.

Further, the Board of Directors unanimously approved to amend the Mission Statement of the Animal (Air) Transportation Association, Inc., which will also be voted on during the Annual Membership Meeting as indicated above:

Delete the current Mission Statement: "The Animal Transportation Association is an international membership organization serving as a resource for those concerned with the humane handling and transportation of animals."

Proposed Mission Statement: "The Animal Transportation Association is an organization with a worldwide membership of diverse participants. We serve as a resource for those concerned with humane handling and transportation of animals. AATA initiates and encourages related organizations to develop "best practices" for animal transport."



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No Bull

Transportation Highlights

Eddie Harper, the hugely respected chairman of the Livestock Carriers' Group, tells Hugh Sorrill about the challenges facing the sector

It is frequently a complaint in these pages that the government just doesn't listen to the concerns of hauliers about their vital role in this country's economy. Things have improved somewhat in the last couple of years with the establishment of the Road Haulage Forum, of which the Road Haulage Association is a key member. But far too often, sadly, other important representations are overlooked in favour of narrow political aims.

However there is one arena in which the government does listen very attentively to what the RHA has to say, and that is in livestock transportation.

The reason for this respect lies substantially in the person of Eddie Harper, the Chairman of the RHA's Livestock Carriers Group. Eddie, who once ran his own livestock haulage business before being employed by member company AE George & Sons to consult on its operations, has now been at the helm of the group for ten years.

"Over the last several years, the farming-oriented groups of the RHA have been responsible for much of the input into transportation issues in MAFF and now DEFRA," says Eddie. "And as far as livestock goes, DEFRA now always consults us."

That respect was amply demonstrated during the foot and mouth crisis last year: on the first day, the Ministry contacted Eddie for advice then seconded him for a whole year to help determine livestock transportation policy during and after the epidemic.

2001 was a terrible year for the livestock haulage sector; both foot and mouth and the swine fever outbreak all but shut animal transportation down. A lot of people went out of business; a lot of drivers went to do something else. They are not coming back. If the driver shortage is acute in the wider industry, it is critical in livestock haulage.

"We will have a lot of difficulties trying to attract people back, and the Working Time Directive isn't going to help," says Eddie. "Many HGV drivers start work very early; they can be out in the wind and the rain at three or four o'clock in the morning trying to load a herd of pigs that would rather be back in the

warm. Pigs - and drivers - don't really like to be cold and wet. This does not make it an attractive industry."

The other major hurdle is the vast amount of legislation that governs the sector. Not only is there the standard raft of rules and regulations that apply to the entire haulage industry but also several reams on top for animal transportation.



"Our bible is the Welfare of Animals in Transport Order 1997 [WAT097]. But now the European Commission wants to change it significantly in a 132-page document they've produced. Their main aim is to reduce the amount of time any animal can spend in transit to slaughter to eight hours. If there has to be a longer journey time, it would require a completely different vehicle. These trucks would have to have 1.4m decks instead of the 1m decks there are currently. This would effectively eliminate triple-deckers: they just wouldn't be able to get under the bridges. This proposal is causing serious concern, especially in Scotland."

The problem is exacerbated by there being far fewer abattoirs now than in the past: in 1980 there were 1,100, in 2002 there are fewer than 400. There are just two main slaughterhouses for sows from Scotland: one in the Midlands, one in Essex - both more than an eight-hour drive.

Continued on page 10

No Bull

Continued from page 9

"It's true we need a lot more local abattoirs," says Eddie. "But we can't get them set up; as a nation, we've spent the last 20 years closing them down.

"We are going to fight this eight-hour rule, but it's going to take bit of work. The RHA has given a huge amount of support to the industry in this respect. In a sense we are fortunate. About half the European countries are in favour of the changes, including Sweden, Denmark, Austria and Germany, but to be honest most of them are less concerned about animal welfare and more concerned about protecting their own industries. Denmark was going to push this measure through during their presidency but it's caused one hell of a stir. Greece takes over in January and it has said up front that livestock welfare is not one of its priorities."

There may always be cases for reform, but the important issues are not helped by academics with little practical knowledge of the industry writing insane reports - reports, sadly, that the Commission appears to take seriously.

"I had a meeting with a Professor Broom who is proposing that bulls should not be tied in transit," says Eddie. "But bulls are used to being tied and if tied correctly they are able to lie down and are quite comfortable. If you don't, they could seriously injure themselves. And then there was his proposal that hauliers should not be able to insure stock in transit. His reasoning was that if they can't be insured, drivers would look after them better. It's barely believable but there it is in black and white."

Eddie's incredulity and, it should be said, irritation comes from the fact that livestock hauliers in this country have worked long and hard to protect the welfare of their cargoes. Over the years, drivers have risked and even lost business by refusing to take animals that are unfit to travel or even too dirty. "The driver is the last link in the chain: no-one goes out there to damage the animals. A farmer spends a long time rearing the animals and if they are treated badly, he is the loser. He will also not use the haulier in future.

"What a lot of people fail to realise, too, is that most livestock hauliers come from farms and have been working with animals all their lives."

Eddie has been heavily involved in trying to bring these and other facts about the industry out into the open. He has recently conducted

a nationwide survey on behalf of DEFRA to find out hauliers' thoughts on the industry, how it affects them and their families and ultimately how they believe that affects the animals.

"It's never been done before and it could be important. I have no idea what will come out of it but then that was the reason why we did it in the first place."

One thing that was already known beforehand is that there has been a lamentable lack of co-operation between the players in the industry.

"Sadly, livestock hauliers haven't really talked to each other," says Eddie. "But things are improving a lot now. For instance, some companies have registered cleansing facilities on their sites, which other hauliers in the district or that have come from further afield can now use."

Another opportunity for people to talk to each other across the whole of agricultural haulage is the Agricon conference in March. Eddie chairs the organising committee.

"The conference has grown out of a regular conference weekend that the Livestock Hauliers' Group used to have. Now the Milk Carriers' Group and the Agricultural, Foods and Tipping Group, which used to have their own conferences, also take part. This year we are going to Windermere again. On the Friday we have a very useful, very important liaison meeting with the NFU, then on Saturday morning we have three expert speakers: Jonathan Lawton, the transport solicitor, Ian Frod the Chairman of the FABBL, the Farm Assurance scheme and Robert Goodwill MEP, the Conservative Environmental Spokesman in Europe. The afternoon will be free for everyone before the evening dinner and dance with the charity raffle. This year the proceeds will be going to CLIC and Macmillan Nurses. Last year we sold out, and things are looking very good for 2003."

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Transportation Highlights

continued...

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 **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.

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Lighting Requirements on Livestock Vessels

AATA was asked by the Council of Europe to comment on lighting requirements on livestock vessels. This request was passed on to AATA's sea members. The below response was submitted by Corral Line ApS.

Ref: 021211-AL00001999

To: Council of Europe

Att: Secretariat General, Directorate General 1,
Legal Affairs, **Edith Lebeau**

Re: *European Convention for the protection of animals during international transport (ETS 65) Lighting of livestock areas during sea transport*

With reference to your letter of 2 December to Mr Tim Harris we can comment as follows:

1 Passageways between pens must be illuminated during daytime (working hours of attendants) with a minimum level of illumination of 20 lux measured 1 meter above deck.

- 2 During nighttime the level of illumination is generally reduced to 8 lux.
- 3 An emergency lighting system that is being automatically activated in case of failure of the main electrical installation must provide a level of illumination of 8 lux i/w of passageways and exits for at least 15 minutes.
- 4 Portable hand lamps to be provided for close up inspections of livestock with a level of illumination of 110 lux.
- 5 Light fittings must be
 - waterproof
 - sufficient strength
 - placed beyond possible reach by livestock
- 6 Some national regulations require a light failure alarm (sound and light) on the navigation bridge.
- 7 There is no difference in lighting between the various species of livestock.

Regards

Bjoern Clausen, CORRAL LINE A/S

Transportation Highlights

continued...

The AATA Manual For the Transportation of Live Animals By Road, 2nd Edition

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This Second Edition is an updated digest of all the regulations in place around the world concerning all aspects of the legislation including documentation, vehicle construction, specific requirements for certain species, advance arrangements, marking and labeling and handling procedures. While road transport is the main feature, air and sea are referenced as well since ships and aircraft must be supplied and unloaded by road transport.

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Volumetric Weight Calculations

Change Oct 2003

<http://www.iata.org>

The change in volume calculations is due October 2003. This will affect how shipments are rated in terms of volumetric / minimum pallet charges for livestock. (i.e., lower deck minimum assessments in the event the weight of animal + container is "less" than the "new" volumetric displacement, etc.) This will also affect shipments for pets and other animals that usually are rated on the VOLUME basis respective of animal + container weight...Looks like costs are going up "world-wide". Be ready for the change!

Q What is 'Resolution 502'?

A Resolution 502 contains the procedure for determining a shipment's cubic volume, and establishes a definition for 'low-density' cargo. It currently provides that low-density shipments will be assessed as if each 6000 cubic centimetres of volume equals 1 kilogram (or each 138 cubic inches equals one pound). Effective 1 October 2003 it is expected that this definition will change to reflect that each 5000 cc of volume will equate to 1 kg.

Q Why is a shipment's volume important to airlines?

A Unlike other means of transport such as sea, rail and road, the size of an air cargo shipment is often more important than its weight. The space available in the cargo hold must be used as efficiently as possible to accommodate the baggage of all passengers as well as cargo. It is not possible to add another trailer or freight car, or load additional containers vertically on the 'deck' of a commercial airliner when all the available space is used.

Q Is this the only reason?

A No. Other reasons are related to the special handling often required by low-density shipments. Cargo with unusual dimensions may require loading in a specific section of the aircraft and through certain cargo doors. Some packages may need to be tilted to fit through the doors, increasing the risk of damage to both the shipment and the aircraft. Shipments with unusual dimensions may also

prevent the loading of additional pallets or containers, reducing the total amount of cargo that can be carried on a flight.

Q Why are the airlines changing their definition?

A The airlines wish to update their definition allowing them to carry more cargo more efficiently. Aircraft performance has improved significantly in the 20 years since this standard was last changed, while the types and overall nature of air cargo has also changed.

Editor's Note: The above is an excerpt from the full article that was printed in GLOBALFILE v2003 #12 [030211]. The entire IATA article is posted on AATA's website under Publications/News & Views.

Correction

The Fourth Quarter, 2002 AATA Newsletter contained incorrect information in the article "Cathay Pacific Now Requires Vet Attendant".

According to Doug Wahl at Cathay Pacific in Chicago, the animals shipped were goats. According to Jeff Coates at Sea Air International Forwarders and his file copy of the airway bill, the animals shipped were *sheep*.

In either event, our article indicated they were pigs which was an editorial error.

The letter from Doug Wahl to AATA dated January 30, goes on to say:

"Cathay Pacific Airways does not mandate attendants; we tend to follow the regulations and shipping instructions of IATA Live Animal Regulations and/or by specific design of the shipment."

"If advance notice and accurate paperwork is submitted to Cathay Pacific Airways, we can request from the authorities that an attendant (groom) not be required on goat shipments, given that a qualified veterinarian is available on standby in Hong Kong should veterinarian services be required".

We apologize for the errors and any inconvenience they may have caused.

— Editor.

Transportation Highlights

continued...

SIGNS YOU'VE CHOSEN A "NO FRILLS" AIRLINE

—> They don't sell tickets, they sell chances.

—> All the insurance machines in the terminal are sold out.

—> Before the flight, the passengers get together and elect a pilot.

—> You cannot board the plane unless you have the exact change.

—> Before you took off, the stewardess tells you to fasten your Velcro.

—> The Captain asks all the passengers to chip in a little for gas.

—> When they pull the steps away, the plane starts rocking.

—> The Captain yells at the ground crew to get the cows off the runway.

—> You ask the Captain how often their planes crash and he says, "Just once."

—> No movie. Don't need one. Your life keeps flashing before your eyes.

—> You see a man with a gun, but he's demanding to be let off the plane.

—> All the planes have both a bathroom and a chapel.

With thanks to Tim Harris

A PhD For Free

The phone rings with tiresome regularity in my office with the usual standard questions. They generally fall into one of three:-

- 1 'What is the cheapest way to move my animal from A to B?'
- 2 'How do I start an animal transport business?'
- 3 'I have to write a thesis and thought I might do it on animal transport. I'm sure nobody has ever done that before. Please help me [write it for me]!'

So often do these questions arise that I am inclined to put my feet up on the desk, fall into a trancelike state and roll off the responses trying conceal my usual sarcasm. For example, my standard answer to the first question is 'take a long walk'. My response to the second is usually 'do you *really* want to do that?' The third question stirs a little more interest from me simply because I know how little assistance students get from asking these tiresome questions. Like a Sergeant Major with a bunch of raw recruits I enjoy the challenge of a naive audience. It usually starts a whole new train of thought for both of us. Fact is though, they seldom have any idea what they are asking. What species? By what means and mode of transport? How far? Alternatively they ask a specific question that cannot be answered such as: "How would you fly a horse from London to Belfast?" The answer to this is almost never, partly because there are no flights, and even if there were, the surface route would nearly always be the preferred and cheaper option. The main thrust of this question is basically: "Will you write the thesis for me?" I then ask if I can get the PhD for writing it?

It only took a few of these time-consuming calls to make me realise just how often they occur, and just how long each one takes to answer. Having finally put down the phone I then realised that I was not only wasting a lot of unpaid time but neither did I have any idea who they were! To deal with this, I now say "Thanks for calling. You are the third this week. I have a tipsheet so please give me your name and address." This allows me to mail the data along with further information on the Association and our publications. I also ask the student if I may have a copy of their thesis. Two have been forthcoming so far and more than one student has thanked me for the data mentioning that my response carried more information than all the other letters put together. I feel therefore that this is a worthwhile exercise in making contact with the wider world. To simplify this even more, I intend to put these responses on the AATA website so that any member can answer the same questions by saying 'see the website'.

Focus on Europe

Woah Are We

It is quite a change when this mould of regular questions is broken. A variation on this theme arose recently. A road recovery company called me for assistance. Their business is the collection of vehicles that have broken down. They are under contract to the Automobile Association and may get called out at any time to tow a truck to a garage. So, what happens is that a lady breaks down in her horsebox near the Hickstead Jumping Course and calls the AA for assistance. They dispatch this recovery company who are asked by the lady to lift the horsebox, complete with horse, and take it all back home to Wiltshire. This is a journey of over 3 hours, depending on the state of the M25 London ring-road.

The recovery firm refuses to carry the horse. They are not sure of their reasons, but just felt in their bones that it was the wrong thing to do. The lady has to stable the horse overnight and secure alternative transport. She is upset about all this extra cost and delay and complains to the AA that their selected operatives would not carry her horse. The AA writes a nasty letter to the recovery firm, who phone me. Question: "Did we do the right thing?"

I congratulate them on their perspicacity. There is no reason why they should know the legislation relating to horse transport, any more than I should know their business, but two good reasons immediately spring to mind. Firstly, is the carrying vehicle suitable for the intended journey? I paraphrase the legislation, but it is very clear about containers not being tipped or unlevel when containing vertebrates. Since the towed horsebox would have its front wheels lifted off the ground, the horse would have been travelling on its bum. The second reason that sprang to mind was the clincher, "Are you competent to carry horses?" Naturally they asked what this meant. They had never carried a horse in their lives. In UK, if you carry any horse, cow, sheep pig or goat for hire and reward [as would be the case here] you are obliged to have a Specific Authorisation to do it. Since they did not have one they were perfectly correct to refuse. Anyway, the upshot of all this was a happy caller who could defend himself against the unreasonable demands of his tiresome correspondent.



Tim Harris
AATA European Secretary

Continued on page 14

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continued . . . **Focus on Europe**

Quis Custodet Custodes?

Those readers of Harry Potter and his classical education in Hogwarts School will have little difficulty in translating this heading. I am pleased to report steady advance in the Assessment of Competence of flying grooms. Those members not involved in flying horses can have little idea of the amount of effort that has been invested in this requirement, now part of EU legislation. It all goes back to EU Directives which state that animals requiring attendants in flight should have 'competent handlers' but failed to define what 'competent' means. Reports have already been made in our conferences on the development of this scheme. Grooms may access the NPTC website www.nptc.org where they will find all the details and questions that they must answer. Like a Driving Test, they may study the Highway Code beforehand, but may not have it on their knee when being assessed. At the end of nearly two hours the groom is either 'competent' or 'not competent'. Rather like marriage, there is no halfway house, you are either married or not.

This may be the only part of the work that grooms actually see, but there is also a requirement to maintain the Assessment Standards. This is done by a method of External Verification which means that the Assessors themselves have to be observed and scored on their thoroughness and methods. I have just been in New York carrying out just such a Verification. Drawing again on the Driving Test analogy, there is sometimes a body sitting in the back seat. He says nothing, and is there only to make sure that the Tester asks all the questions and keeps up the high standards expected. All this has to be written down and audited so that it remains clear that the highest standards are being maintained.

All this is cost and time consuming enough, but there is yet another layer of verification unseen by anyone but me. For my sins, I am the administrator of this worldwide scheme under contract to the National Proficiency Tests Council. To ensure that I am doing my stuff, I get externally verified myself. This is not trivial. A chap wholly unknown to me came for a whole day and spent six hours [we timed it] going through every detail of how the whole thing is run. All this is documented and will be rechecked annually to make sure I am up to scratch. Ultimately this whole audit trail is reported to our Minister of Education. No other country comes close to this singularly thorough and transparent method of assessment. A few, such as France and Germany, do indeed have a written test, but this is carried out once only

by their instructors. Some countries simply grant 'competence' like Grandfather Rights to those who have been doing it all their lives. This is like saying that if you have been driving a tractor on a farm for some years you are competent to drive on the roads. So, I remain confident that no other assessment scheme anywhere in the world is as thorough.

For our classically challenged readers, the heading liberally reads 'who polices the policemen?' Now you know.

Boars Have Balls

The Brits are said to be the best at generating Euromyths. There is a whole department in Brussels trying to deal with these rumours whether it be crooked cucumbers or straight bananas. But I draw your attention to a recent EU Directive which states that pigs should be provided with 'environmental enrichment'. Some irreverent farmers have taken this to mean that they must be provided with toys such as balls to play with. A debate has arisen as to the correct size and colour. To check, I called our President's husband, Angus Stamper who farms many hundreds of pigs. His retort from the shires was typically robust "We do maintain standards here. We use rugby balls."

Having had a lifetime working with pigs, I believe that Brussels are underestimating their intelligence. Perhaps we should provide chess sets for the brighter baconers, and allow the remainder to exchange Porkemon cards.

We may condemn this as one of Brussels' rasher decisions, but our objective as welfare friendly farmers must be twofold. The first is to keep the creatures cheerful because they taste nicer and secondly to make our porkers as happy as Eurocrats immersed in Fertilizer Directives.

*Tim Harris, European Secretary
Feb 2003*

SOME CORN TO END UP WITH:

Sitting by the window in her convent, Sister Anne opened a letter from home and found a \$10 bill inside.

As she read the letter, she caught sight of a shabbily dressed stranger leaning against a lamppost below.

Quickly she wrote, "Don't despair, Sister Anne" on a piece of paper, wrapped the \$10 in it and dropped it out the window.

The stranger picked it up and, with a puzzled expression and a tip of his hat, went off down the street.

The next day Sister Anne was told that a man was at the door, insisting on seeing her.

She went down and found the stranger waiting.

Without a word, he handed her a roll of bills.

"What's this?" she asked.

"That's the 60 bucks you have coming.

Don't Despair paid five to one."



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Australia ---

Use of Prescription Medications by Grooms On Board Aircraft

The Australian Equine Veterinary Association (AEVA) has drafted a position statement advising its veterinary members not to sign any certification not recognised by Australia and not to dispense restricted drugs for horses not under their direct care.

In their draft statement, AEVA acknowledges that other countries have alternative arrangements in place permitting grooms accompanying horses on aircraft to have access to restricted drugs and that there exists an elite coterie of highly experienced grooms accompanying horses on aircraft.

Further, the AEVA seeks urgent meaningful dialogue with national and international horse transport companies to elucidate problems of mutual interest. Meetings noted were AATA's Washington, D.C. conference April 6-9, 2003 where an open forum will be held to discuss this issue. In addition, the Live Animal and Perishable Board of IATA will meet in Montreal on March 25-27.

AEVA Website, March 5, 2003

EU ---

Possible Legislation: Horse Passports!

AATA member Kevin Needham, of BBA Shipping contacted AATA following attendance at a DEFRA / Ministry of Agriculture meeting in London on Feb. 20th, 2003.

One of the points discussed at this meeting was the import of horses from third countries into the EU. Legislation is being considered to insist that all horses imported from Third Countries to EU must be accompanied by passports. This is to conform with horses having a recorded medical history / record of vaccination etc. consistent with the requirements of horses being fit/unfit for human consumption. This legislation could cause problems for horses imported from US to EU.

The AATA has immediately contacted Ms. Amy Mann of The American Horse Council to see what can be done by the US Horse industry to provide suggestions / guidelines to DEFRA, prior to this becoming law.

The USA has no official policy to provide passports on horses for travel within the USA,

or abroad, at present. Most US Breed registries do not issue Passports on registered horses, and at the moment, even if Breed registries adopt such practice, it will not cover any non-registered horses. The AATA will do our best to follow up this matter, through our Equine Department with The American Horse Council in Washington DC.

*Joe Santarelli, Sr., AATA President-Elect
Mersant International Ltd.*

Japan ---

Importing of Pets Set to Get Tougher

The Japan Times: Feb. 5, 2003 - The Health, Labor and Welfare Ministry is planning to restrict imports of wild animals to be owned as pets to prevent the spread of infectious diseases from animals to humans. Ministry officials said the curbs will be included in a bill to revise the infectious disease prevention law.

The measures call for a registration system for the import of wild animals and the specification of hygiene management responsibilities of pet shops.

Japan annually imports more than 1 million mammals for the pet market, making it one of the largest such importers.

But Japan has no import controls or legislation to remove infection sources should a disease spread from animals to humans. Except for cases in which animals carrying the black plague, including rats, or monkeys with Ebola hemorrhagic fever, there are no import controls on wild animals.

The danger to Japan from infectious diseases — including the mosquito-borne West Nile virus — spreading from one country to another is seen to be rising as transportation networks expand and more wild animals are being kept as pets.

Some experts said the occurrence of unknown infectious disease is highly possible if controls are not instituted. Also proposed are studies on the trends of infectious diseases in animals.

*Ornamental Aquatic Trade Association (OATA)
IPAC NewsList Feb. 7, 2003*

Around the World

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.

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The AATA/NPTC Equine Attendant Assessment Program has been made possible by a grant from:

Mersant International, Ltd.

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International Racehorse Transport

Mexico ---

Wants Standardized Health Certificates For All Species

Also at the LEA meeting issues were brought up regarding constant changes in border crossing locations between the USDA and Mexico and the need for electronic international health certificates. Mexico is concerned about safeguards in dealing with the U.S. but restrictions are limiting free trade. Mexico wants all health certificates for all species entering Mexico to be on the same form. Dr. John Clifford of USDA/APHIS/Veterinary Services offered to look into the situation to change health certificates to electronic form.

LEA/APHIS Annual Meeting Minutes, Jan 23, 2003

USA ---

Miami Export Facility On Schedule

At a recent meeting of the Livestock Exporters Association of the USDA, Dr. Robert Southall reported that the Miami Export Facility construction is on current time line, the administration portion completed and the import and export barns on construction schedule.

There is an Open House for the facility planned for April 10, 2003 from 2:00 - 4:00pm. The facility should open several weeks after the Certificate of Occupancy is issued. The facility will have milking stations available with portable pumps.

The fees for the new facility will be set by Dade County. LEA requested at least six months notice of fee changes. There will be a new on-line registration system for the facility. With extra security in place at the new facility due to Homeland Security, exporters express concern that they would not be able to stay with their animals until loaded on aircraft.

LEA/APHIS Annual Meeting Minutes, Jan 23, 2003

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Tim Harris
European Secretary



Live Animals Regulations

IATA is pleased to offer you the new 29th Edition Live Animals Regulations (LAR), effective 1st October 2002 for only US\$82.

An essential source on how to ship live animals safely, sensitively and cost-effectively, this manual specifies the minimum requirements for the international transport of animals and wildlife. Indicates what precautions airlines, shippers, cargo agents and animal care professionals should take on the ground and in the air. Enforced by the European Union and a number of other countries for the import and export of live animals, the regulations also includes a comprehensive list of endangered species in which international trade for commercial purposes is restricted. The Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) and the Office International des Epizooties (OIE) have adopted these regulations as their official guidelines for animal transportation. Produced annually in English.

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