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## ATA Migrations v2010\_24 (July 9, 2010)

### NEW MEMBERS AND ANIMAL ATTENDANTS

ATA has no new members at this time.

### TRANSPORTATION TIDBITS

#### TNT taps into China upturn

Frequency between Shanghai and the integrator's European air hub in Liege, Belgium, has increased to six flights per week, and from Hong Kong to five flights per week. The company said the move was in response to stronger demand especially from the high-tech and fashion industries.

Chinese exports to Europe rose almost 50 percent during the five first months of 2010 compared with the previous year, according to the Chinese General Administration of Customs. Bilateral trade between China and the EU totaled \$177 billion in the same period, an increase of 37.4 percent over last year, confirming the EU's position as China's number one trade partner.

Michael Drake, regional managing director of TNT North Asia, said: "With our integrated air and road delivery capabilities in China and Europe, we are well-positioned to capitalize on the strong trading links between these two trading regions."

Iman Stratenus, managing director of TNT China, added: "TNT has seen a significant increase in customer demand for freight services between the regions. Our current freighters between China and Europe are operating at full capacity.

"The increased dedicated freighter capacity will ensure our customers, especially those in the high-tech and fashion/lifestyle sectors, become more competitive due to shorter factory-to-market lead times and increased supply chain management efficiency."

TNT introduced the 110-tonne extended range freighters between mainland China and Europe in February 2007, adding Hong Kong to Liege in September 2009.

Alongside its international express services, the company is developing its domestic Chinese operations, including a day-definite road service linking 26 large cities.

- TNT has announced it is increasing rates for its express services within Europe by an average of 3.5 percent as part of a global yield improvement program.

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

#### FedEx expands freight services in Israel

FedEx Trade Networks, the international ocean and air freight forwarding arm of FedEx Corp, has selected Fritz Companies Israel as its exclusive regional service provider (RSP) in Israel.

Fred Schardt, president and CEO of FedEx Trade Networks, said: "We look forward to serving our customers better through our alliance with Fritz Companies Israel. Their track record of exceptional customer service and longstanding knowledge of the Israeli market will allow us to continue offering the most flexible and reliable freight forwarding solutions in the industry."

Since 2008, FedEx Trade Networks has opened 26 company-owned offices throughout Europe, the Middle East, Africa, Asia and Latin America as a part of its ongoing global expansion plan. In countries where it does not operate directly, the company has formed alliances with select RSPs to support its ocean and airfreight forwarding programs.

Fritz Companies Israel, established in 1990, operates from seven locations across the country, including logistics centers in Caesarea and Kiryat Gat, and employs more than 400. The company has significant air and ocean volumes between Israel and many of the locations where FedEx Trade Networks operates globally with owned offices or other RSPs.

Assaf Shalev, general manager of Fritz Companies Israel, said the alliance with FedEx would be phased in over the next few months, with the process scheduled to complete later this year.

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

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## NEWS

### **New Papers have been added to our Member's Only library**

To view click link below!

<http://www.animaltransportationassociation.org>

#### **1. Biddy Martin: Animal studies save lives, limit suffering**

Wisconsin State Journal, June 26, 2010

The use of animals in scientific research is a contentious and emotional issue. It is also indispensable, because of its life-saving benefits to human health.

For all of the attention that animal research has had in recent months, including the Dane County Board's consideration of a resolution on the topic, the context of that research and its importance to human medicine deserves more coverage.

The outcomes of animal research have far-reaching implications. They save lives and limit the suffering caused by ravaging diseases. There are endless examples of research results that are game changing for human and animal health. Let me share a few.

This past week we read about the restoration of vision in people whose eyes had been burned or severely injured by caustic chemicals. Transplants of their own stem cells made it possible for them to see again.

Stem cells hold enormous potential for remaking transplant medicine and speeding drug discovery. Embryonic stem cells were first derived from rhesus macaques at UW-Madison before the human variety was isolated and cultured in 1998. Wisconsin would not be the leader in the stem-cell universe without animal research, nor would stem cell research anywhere hold the promise it now does.

The Nobel Prize won by the late UW-Madison cancer researcher Howard Temin was the product of animal research. His discovery of a key enzyme depended on several animal models, including monkeys, and peeled back the fundamental mystery of AIDS and other diseases that are caused by retroviruses. It resulted in a technology that underpins a substantial segment of the biotechnology industry, saves countless lives, and enhances the quality of life for those living with HIV.

Few of us have been fortunate enough to avoid bouts of the flu. Worldwide, flu is among the most serious health threats. The danger of a global outbreak — such as the 1918 pandemic that claimed more lives than all the bullets and bombs of the Great War — is a constant worry. UW-Madison research, using animal models, provided new insights into the basic workings of the flu virus and is developing technologies to speed production of vaccines and yield new antiviral compounds.

Those on waiting lists for organs and their families will benefit from transplant medicine that has evolved significantly, in part because of UW-Madison animal research. Technology to increase the viability of donated organs has saved hundreds, if not thousands, of lives. Such work depends on animal models to test the effectiveness and safety of the solutions used to store donated organs.

Biomedical research and life-saving developments in medicine depend absolutely on animal models. Without them, we would not have Warfarin (Coumadin) to thin our blood and prevent the deadly effects of heart disease, or an understanding of vitamin D and its potential to eliminate terrible diseases.

While not every research project yields the same spectacular results, and we cannot know the ultimate outcome of highly regarded research at the start, UW-Madison scientists have proven time and again that animals can help solve some of medicine's most vexing problems.

Using animals in research is an enormous responsibility. The research environment is, therefore, highly regulated by the federal government, overseen by federal agencies, which mandate several layers of review, and involve a dedicated staff of caretakers and research animal veterinarians. The university has animal care and use committees that include community members as well as faculty.

The university is committed to treating animals with the respect, care and ethical consideration they deserve, and avoiding their use whenever possible.

We have opened our laboratories, publicized our research worldwide and participated in vigorous debates about animal research.

We are proud of the accomplishments of our faculty and staff who use animals in their work. We will continue to support them and, until a viable alternative emerges, UW-Madison will continue to inform biomedical science through the responsible use of research animals.

[Source:<http://host.madison.com>]

## **2. UK - Bluetongue re-classified**

Meat Trade News Daily, July 9, 2010

Veterinary associations have welcomed the European Commission announcement that Britain's bluetongue status will be reclassified as a Lower Risk Zone (LRZ) for bluetongue virus (BTV8) and are asking members to get the message out to clients as soon as possible.

Britain is currently part of the BTV8 Protection Zone, which covers much of Europe, and will become a LRZ on Saturday 12th June 2010. The LRZ is a new classification which requires stricter vaccination conditions to be placed on bluetongue-susceptible animals being imported. These

stringent conditions are:

- vaccination plus a 60-day wait; or

- vaccination plus a test 14 days after onset of immunity; or
- booster vaccination within the time stated on each vaccine's data sheet.

The British Veterinary Association (BVA) and its specialist divisions the British Cattle Veterinary Association (BCVA), the Goat Veterinary Society (GVS) and the Sheep Veterinary Society (SVS) are urging veterinary surgeons to inform clients who import susceptible animals of the changes to import rules, which will take effect on 12th June.

As part of the JAB (Joint campaign Against Bluetongue) campaign group, the veterinary profession is also urging farmers to continue to vaccinate their livestock due to the small but ongoing risks of re-infection from wind-borne spread of the disease, and the risk of importing infected foetuses.

The profession believes that a small but significant number of pregnant animals could be carrying a BTV-infected foetus but still test negative in the post-import blood test. The newborn animal could infect the local midge population and restart the circulation of the disease. Once the disease is in the midge population it can spread huge distances in short periods of time.

Commenting, Nicky Paull, Past-President of the BVA and member of Defra's Bluetongue Core Group, said:

"The move to a Lower Risk Zone is fantastic news for Britain and another step in the direction of disease-free status. It is something that the veterinary profession has fought for and we are delighted that the new arrangements mean that vaccination can continue in Britain.

"With imports to Britain increasing at a high rate, we know that the biggest threat to the country was importation of the disease. That is why the additional vaccination measures for imports are vital in protecting British livestock.

"Veterinary surgeons need to inform clients who import susceptible species of the changes to the imports rules as soon as possible and direct them to further information on the Defra website or at the local Animal Health Office."

Gareth Hateley, Chair of the BCVA Notifiable and Exotic Diseases Working Group, said:

"The move to a Lower Risk Zone must not be seen as an excuse to relax vaccination measures. Although it does greatly reduce the likelihood of importing the disease, that threat still remains from the small, but significant, risk of an infected foetus being imported.

"The threat of wind-borne re-incursion also exists and once the disease is in the midge population it can spread very quickly."

Nick Clayton, Hon Secretary of the GVS, said:

"Vaccination remains the key to protecting British livestock. Vaccination now will protect your livestock, but if you wait until disease is present, you will be shutting the stable door after the horse has bolted. In an emergency vaccine production may not keep pace with demand if BTV is confirmed in the UK.

"Vets need to encourage farmers to maintain a high level of immunity in the livestock under their care. If a 'breakdown' occurs, awkward questions are certain to be

asked."

Paul Roger, Bluetongue Stakeholder Representative for the SVS, said:

"This is a very important step for Britain and we must pay tribute to the hard work of the Chief Veterinary Officer, Nigel Gibbens, and his team in Defra.

"The veterinary profession wholeheartedly welcomes the move to a Lower Risk Zone and the additional protection it affords Great Britain."

[Source: <http://www.meatradenewsdaily.co.uk>]

### **3. Cat survives month in shipping crate, lands in Calgary**

Calgary Herald, July 9, 2010

A stowaway that spent as many as 45 days locked in a shipping container imported from China greeted her Calgary rescuers with the universal word for thanks: "meow."

Staff members at a stone import business were met with the furry surprise Thursday when they discovered the severely malnourished calico kitten tucked away with an order of granite slabs.

Amy Bindman, an interior designer at ICON Stone and Tile, said orders from China typically take 30 to 45 days to arrive in Calgary, and she's at a loss to explain how the kitty, since named Mandarin, survived the journey in the steel container with nothing but granite slabs and wood bracing.

Bindman said the cat, with a coat featuring patches of black, white and orange, was "pretty distressed and very, very thin." And, judging by its pathetic greeting, "had been meowing for weeks."

"We had to empty the entire container before being able to reach the cat, because (she) jumped and hid in a corner that was unreachable," Bindman added.

Mandarin is currently in the care of the Calgary Humane Society.

Spokeswoman Desiree Arsenault said the kitten, estimated to be just six months old, weighed 900 grams when

it arrived at the shelter, about half the normal weight for a cat that age.

Arsenault confirmed the kitty's tale of survival -- which combined an unorthodox method of travel with a lack of any apparent source of food or water -- is "extremely unusual."

"There may have been mice or things running around the enclosure . . . I can only guess," Arsenault offered.

Mandarin will spend the next few days in quarantine while veterinarians run blood tests to screen her for diseases.

They will then decide what treatments or vaccinations the feline will need.

Staff at the humane society are feeding the cat liquid food delivered by needle under her skin -- just in case her stomach can't handle the real thing yet.

The kitty seems to be doing OK, Arsenault said, and was friendly with staff, though it will likely be "quite some time" before Mandarin is fit enough to go to a new home.

ICON employee Angela Izzo, who immediately offered to adopt Mandarin, said her heart melted on first sight of the frazzled feline.

"I almost broke into tears," Izzo recalled.

"She looked very fragile and just traumatized."

The cat lover already has one set of claws at home, and is hoping her oldest will welcome the company.

"I think she needs a friend," Izzo said with a laugh.

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

#### **4. Canada mission to boost air cargo security**

BBC NEWS, July 8, 2010

The Canadian government is investing almost 100m Canadian dollars to improve air cargo security across the country

The large, windowless warehouses alongside Toronto's Pearson International Airport are not only dreary; their solid exterior may also belie the risky nature of the airline industry's cargo operations.

While insisting Canada already has one of the best air cargo security systems in the world, the government also says it is inadequate, not just at this airport but across the country.

So in late May, Transport Minister John Baird announced a plan to invest 95.7m Canadian dollars (\$92.5m; £61.4m) over the next five years to bring in new technology that will be used to screen cargo before it is loaded onto planes.

"Canada must prepare and remain vigilant," Mr Baird said at the time. "The Air Cargo Security Programme will ensure that Canada's aviation system meets the highest standards in the world."

## **Confidential procedures**

We must remember that terrorism is not just something that happens somewhere else to someone else

John Baird Canadian transport minister

In Pearson's cargo area, just off Airport Road, a continuous stream of delivery vans and large trucks bring the freight to the companies operating here.

About 500,000 tonnes of cargo travels through here each year.

Crates filled with engineering equipment, containers packed with letters and parcels, pallets of food, or boxes of flowers are trucked, hoisted or carried into warehouses before being sorted and prepared for loading onboard aircraft.

A fleeting visit to the site reveals no obvious signs of tight security, at least when compared with the airport's main passenger terminals.

But it is difficult to determine exactly how good, or how lax, the security here might be.

A request for an interview and a tour of Air Canada's cargo operations was turned down.

"We are unable to comment and have refrained from doing so because these are security procedures and, in order for them to work most effectively, they must remain confidential," a spokesman wrote in an email in response to the BBC News request.

## **Five-year plan**

It can be difficult to determine whether security is good

The Canadian government has not released exact details about how or where security will be improved.

However, it is clear that the programme will rely heavily on companies involved in the cargo chain - such as Canada's 7,000 shippers and 750 freight forwarders - to carry out screening using x-ray machines, dogs and explosive tracing devices.

"The programme will ensure that those companies screening cargo have received thorough security checks and that all cargo screening is completed and verified at the highest standards using the most effective technologies," a Transport Canada statement says.

Transport Canada has also revealed that security at large airports will be tightened first.

Initially, security will be improved on flights leaving North America, then on flights going to the US and finally on domestic flights.

The process is scheduled to be completed by 2015.

### **Cargo in passenger planes**

Dedicated freight planes transport only about 25% of cargo in Canada

Boarding a flight from Pearson's passenger terminal, the process seems irrelevant. Here, you are carefully examined and your possessions are screened before boarding.

But passengers would be wrong to think plane cargo is transported in dedicated freight aircraft.

The trend in recent months has been for airlines to encourage passengers to travel with hand luggage only and increasingly they utilise the cargo areas of passenger planes to boost revenue.

Currently, some 75% of commercial cargo is transported in aircraft that also transport passengers, according to Mr Baird.

### **Backlog fears**

Any efforts to improve cargo security is therefore likely to be warmly welcomed by the travelling public.

The process remains an uncoordinated mess

Giovanni Bisignani International Air Transport Association

"We must remember that terrorism is not just something that happens somewhere else to someone else," Mr Baird says.

However, the Canadian plan has faced criticism, largely because it seems to allow self-certification by industry players.

This means it would not offer adequate protection, according to Senator Colin Kenny, who argues these operators have commercial interests in ensuring the cargo is carried.

Senator Kenny also believes not enough money has been set aside to pay for security to be sufficiently improved.

But his calls for airports to install dedicated cargo inspection areas to screen freight just before it is loaded onto aircraft have been dismissed by Transport Canada, which believes it would be too slow and cause backlogs.

### **Global security**

But the biggest challenge facing Canada as it sets out to improve air cargo security at home may well lie beyond its own borders.

"Gaps between various countries' security systems leave opportunities for persons with malicious intent," Transport Canada observes.

"In a global transportation system, Canada's security rests on a strong and consistent international aviation security system."

The director general of the International Air Transport Association, Giovanni Bisignani, believes "the solution is a global approach that involves the entire supply chain", though clearly this is proving difficult to push through.

"[Global] cargo security has improved tremendously since 2001 [when procedures were tightened in the wake of the attacks in New York]," he continues, "but the process remains an uncoordinated mess."

[Source:<http://news.bbc.co.uk>]

## **5. TSA shows off new LAX cargo scanners**

ATA SmartBrief, July 9, 2010

Travelers will be safer Aug. 1 when 100 percent of cargo is screened before placement onto passenger jets nationwide, Transportation Security Administration and cargo company officials said Thursday.

Displaying a huge \$200,000 X-ray machine at Mercury Air Group Independent Cargo Screening Facility near Los Angeles International Airport, authorities said they are ready to meet a congressional mandate requiring the freight industry to screen every cargo container that flows through LAX.

After the 9-11 terrorist attacks, Congress required the screening of all cargo put aboard narrow body, single-aisle aircraft, which makes up more than 95 percent of domestic flights.

Cargo placed on wide-body jets, including 747s, was only 50 percent screened until February 2009, and 75 percent by May as the cargo industry took steps to comply with the 100 percent deadline of Aug. 1.

That meant loads of unexamined cargo rested next to passenger suitcases in the bowels of jumbo jets.

"You don't realize what's under your feet," said Douglas Brittin, the TSA's general manager for air cargo.

About 1.5 million tons of cargo passed through LAX during the first 11 months of 2009 for an estimated \$60 billion annual impact on the region, according to recent statistics.

To meet the demand, the TSA certified 810 freight-forwarding facilities across the country to assist the airlines in examining cargo.

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

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## Calendar of Events . . .

Conference Name	Conference Dates	Location	Contact Information
Association of Zoo & Aquariums	September 11-16, 2010	Houston, TX USA	<a href="http://www.aza.org/annualconference/">http://www.aza.org/annualconference/</a>
European Association of Zoo & Aquariums	September 22-25, 2010	Verona, Italy	<a href="http://www.eaza.net/News/verona2010/Pages/Information.aspx">http://www.eaza.net/News/verona2010/Pages/Information.aspx</a>
The Zoological Registrars Association 2010 Annual Conference	September 29- October 3, 2010	Alberta, Canada	<a href="http://www.zooregistrars.org">http://www.zooregistrars.org</a>
IPATA Conference	October 16-19, 2010	Montreal, QC, Canada	<a href="http://www.ipata.com/">http://www.ipata.com/</a>
HAZ-MAT and Technical Large Animal Emergency Rescue Training	October 21 - 24, 2010	Navasota, Texas	<a href="http://www.bveh.com/TLAER/TLAER_Introduction.html">http://www.bveh.com/TLAER/TLAER_Introduction.html</a>

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