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ATA Migrations v2010_26 (July 23, 2010)

NEW MEMBERS AND ANIMAL ATTENDANTS

ATA would like to welcome the following new member:

Eric Lau, Pet Movers Hong Kong

TRANSPORTATION TIDBITS

New freighters for Azerbaijan

Baku-based Azerbaijan Airlines is ordering another 767-300ER and two 767 freighters.

Jahangir Askerov, president of Azerbaijan Airlines, said: "With our centralized geographic location, Azerbaijan is becoming a busy hub in the region between east and west and north and south. We are capitalizing on this development by expanding our long-haul passenger fleet and growing our cargo business with the proven efficiencies of the 767 freighter."

Marlin Dailey, vice president of sales, Boeing Commercial Airplanes, added: "With the economic recovery gaining momentum at various speeds around the world, our customers are making changes to their fleets to accommodate the upturn."

Foreign investment in Azerbaijan has risen 34.4 percent for the first six months of 2010 compared to the same period a year ago according to the state statistics committee.

The list of top investors remain unchanged with the UK at 46.2 percent of the total followed by the US with 20.6 percent, Japan 10.8 percent, Norway 6.7 percent and Turkey 5.3 percent.

Other major investors include the World Bank, the Asian Development Bank and the Islamic Development Bank. Total investment for the period was \$997 million.

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

UPS all fired up in second quarter

UPS increased its second quarter revenue by 13 percent and its operating profit by 57 percent to \$1.4 billion.

For the six months ending June 30, the integrator generated more than \$2.5 billion in free cash flow, paid dividends of \$910 million, invested \$690 million in capital expenditures, repurchased approximately seven million shares for \$425 million and ended the period with more than \$4 billion in cash and marketable securities.

"UPS fired on all cylinders in the second quarter even in the face of a mixed global economic environment," said Scott Davis, UPS chairman and CEO. "Thanks to superb execution, our US domestic reorganization is producing better than expected results. Substantial growth in our international segment continues to outpace the market. It's clear the strategic direction we've set for the company is proving successful."

Average daily US package traffic rose more than one percent during the quarter, driven by a two percent growth in ground volume. Revenue per piece improved six

percent as a result of higher fuel surcharges and price increases. Air cargo yield rose more than 11 percent. Kurt Kuehn, UPS's chief financial officer, commented: "We experienced strong revenue growth across the board, with substantial margin expansion in our US and International segments. Despite the anticipated slow pace of the US recovery and a cautious outlook for Europe, we are confident in our ability to grow the business and improve profits."

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

BA signs for EU compliance

British Airways has signed a contract with Computer Management for the provision of electronic compliance reporting systems for the EU, US and Canada. The Computer Management "eCargo" system (formerly AIREs) is a managed hosted service designed to meet EU Customs requirements for air import shipments. The new contract follows on from a 2003 deal when BA opted for the company's US Customs-approved Air Automated Manifest System (AAMS) and a similar system for Canadian shipment reporting. The new eCargo product is a web-enabled service that sends and receives IATA CargoIMP, EDIFACT, XML and other proprietary formats and supports a variety of communication protocols. Computer Management is a privately held corporation based in Melville, New York.

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

Alaska Air buys 2 more 737s from Boeing

SEATTLE — Boeing Co. has sold two more 737-800s to Alaska Air Group for \$153 million apiece, the companies said Thursday. Alaska Air, which operates Alaska Airlines and Horizon Air, will take delivery of 13 "Next-Generation" 737s over the next several years. The carrier already has 116 737s in its fleet. More than 125 customers have placed orders for more than 5,400 737s. Unfilled orders exceed 2,000 airplanes, Boeing said. Boeing shares rose \$3.42, or 5.4 percent, to close at \$66.60. Alaska Air shares added \$1.33, or 2.8 percent, to end at \$49.26.

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

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## NEWS

### **1. Mexico arrests man with 18 monkeys around his waist**

BBC News, July 19, 2010

Mexican authorities have arrested a man who was trying to smuggle 18 small monkeys into the country by carrying them in his clothing.

Roberto Sol Cabrera, a Mexican citizen, was stopped at a random check at Mexico City's international airport after arriving from Lima.

In a statement, police said Mr Cabrera Zavaleta had been behaving "nervously".

Once he was searched, it was discovered that he had hidden 18 titi monkeys in a girdle around his waist.

After his arrest, Mr Sol Cabrera confessed that the animals had travelled in his luggage, and that he had put them under his clothing "to protect them from X-rays" as he was going through customs.

The animals had been put into socks, police explained, and two of them were dead at the time of confiscation.

Many species of titi monkeys, a species from South America, are in an endangered animal list by the Convention on International Trade in Endangered Species of Wild Fauna and Flora (Cites).

The Mexican government recently restricted imports of primates and since Mr Sol Cabrera did not have any permits, he will remain in custody while more investigations take place.

### **'Tradition'**

In a video published by the Mexican Public Security agency, Mr Sol Cabrera says he had paid \$30 (£19.70) for each specimen in Peru.

The monkeys were rolled up in socks and slung on a belt

According to estimates, monkeys like the ones confiscated in the airport could have been sold for between \$775 (£509) and \$1,550 (£1,018) in Mexico.

Adrian Reuter, local representative for Traffic - an international organization that monitors wildlife trade - told the BBC that animal trafficking is a serious problem in Mexico.

"The reasons are two: one, because Mexico is an important route for those who want to smuggle animals into the US, and the other, because, as in other countries of Latin America, there is a deep-rooted tradition of having wild animals as pets," he said.

The Sonora market, in the Mexican capital, is known to sell parrots, monkeys or reptiles for private owners.

Mr Reuter recognizes that in the last few years, the Mexican government has improved efforts on fighting animal-trafficking criminal networks, rather than focusing on the citizens who want to have "a parrot for company", he says

[Source:<http://www.bbc.co.uk/news/world-latin-america-10692772>]

## **2. More airports create areas for pets to take care of business**

USA Today, July 19, 2010

Dogs need to go, too. So airports are adding doggie restrooms.

Airports say "pet relief areas" enhance customer service. But they're also being nudged by a federal rule that orders airlines to work with airports to install facilities for travelers who have service dogs.

Among airports with new dog bathrooms: Atlanta, San Francisco, Los Angeles, Washington Dulles, Washington National, Chicago O'Hare and Phoenix.

The facilities are typically outside, within walking distance of the terminal. The federal rule requires they be kept clean, free of odor, contain a gravel or sand surface and have adequate drainage. Some airports have added synthetic grass, fire hydrants and benches.

"Many of our members travel," says Melanie Brunson, executive director of the American Council of the Blind, which pushed for the rule. "Increasingly, you don't get much time between flights. You don't have a whole lot of time to take care of your dog's needs."

About 2 million pets and other animals fly each year in the U.S., according to the Transportation Department. But convenient relief areas weren't required until the department published changes last year to the Air Carrier Access Act, which spells out travel rights for people who have physical disabilities.

"If there was one (before)," she says, "it was in the boondocks, and (travelers) didn't have much time to get there."

Neva Fairchild of Carrollton, Texas, who has a service dog and is an American Foundation for the Blind employee, says it can be embarrassing for owners of dogs that relieve themselves at an airport curb.

"I can understand if people are offended by dogs relieving themselves at a pole 20 feet from the airport," she says. "But when the dog has to go, it has to go."

Fairchild says she'd like to see more relief inside security zones at airports to avoid clearing security-screening checkpoints again for connecting flights.

Washington Dulles is one of the few airports with indoor facilities within its security zone, in addition to three relief areas outside. Engineers designed them after studying other dog parks. They contain ventilation and wall-mounted water-distribution systems for cleaning, Dulles spokeswoman Courtney Mickalonis says.

Before assigning a new pet area, Atlanta had "maintenance issues" with travelers who let their dogs use landscaped areas without cleaning up, says Gary Summerlin, an engineer at the world's busiest airport, where about 6,000 animals are flown annually in cargo. But pet owners using the "formal" area have been more responsible, he says.

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

### **3. Continental posts 2Q profit on big jump in revenue**

ATA Smart Brief, July 22, 2010

DALLAS (AP) -- A crush of summer-vacation travelers helped Continental Airlines Inc. post its biggest quarterly profit in nearly three years -- more evidence of a strong recovery in the airline business.

Continental packed its planes and earned more money from the average passenger. That offset a continuing slump in business travel, which hasn't yet returned to the levels before the recession.

Continental, which plans to merge with United's UAL Corp. to form the world's biggest airline, said Thursday it earned \$233 million in the second quarter. That's nearly an exact reversal of its \$213 million loss a year ago, and its per-share earnings beat analysts' expectations as revenue jumped nearly one-fifth from a year ago.

Also Thursday, JetBlue reported that its profit rose 50 percent, and Alaska Airlines said its earnings doubled from a year ago.

Results from all three confirmed that U.S. airlines are enjoying their best earnings since 2007. Airline stocks rose sharply on Wall Street.

Continental made less money in the second quarter than Delta, United and US Airways, which between them combined to earn \$1 billion in the April-through-June period. But Continental's ratio of profit to revenue was better than Delta's and United's.

With the latest earnings season nearly over -- Southwest will report results next week -- only American Airlines has emerged a loser. American parent AMR Corp. lost \$11 million due to higher fuel and labor expenses than its rivals.

Even at the suddenly profitable airlines, there is still plenty of cause for caution.

Continental raised doubts about what will happen once the peak summer travel season ends. It said advanced bookings for the next six weeks are running 1 to 2 percentage points behind last year's pace.

Continental CEO Jeffery Smisek, who will also lead the combined United and Continental, said lucrative business travel is coming back slowly. However, the airline said the number of business travelers in June was still 20 percent less than a year ago, and revenue from those valued customers -- who tend to pay higher fares -- was down 10 percent.

Smisek said Continental will continue to hold down capacity by refusing to add large numbers of new flights. Such discipline is keeping the supply of seats low and the price of fares high.

Continental's earnings came to \$1.46 per share last quarter. Excluding charges such as money spent preparing for the United merger, the company said it would have earned \$1.60 per share. Analysts expected \$1.51 per share excluding special items.

A year ago, the company lost \$1.72 per share.

Revenue rose 19 percent to \$3.71 billion, which matched the forecast of analysts surveyed by Thomson Reuters. Traffic rose just 2 percent, but higher fares and extra fees on things like checked luggage helped Continental make 17 percent more money for each mile that passengers flew.

For July, the airline expects revenue per mile to rise 21 percent.

Continental slightly raised its estimated costs for the second half of the year. Executives said they will pay more in sales commissions, redeem more frequent-flier awards and, now that the company is making money, pay profit sharing to employees, which analyst Jamie Baker of JP Morgan called "a high-grade problem to have." Baker said the cost creep wasn't significant.

Standard & Poor's analyst Jim Corridore said he expects Continental to enjoy strong passenger demand and stable fuel prices. He more than doubled his forecast for Continental profits in 2010 and 2011.

JetBlue Airways Corp. earned \$30 million, or 10 cents per share, up from \$20 million a year ago. Revenue climbed 16 percent to \$939 million. The company raised its forecast of revenue per passenger for the rest of this year.

Alaska Air Group Inc., which operates Alaska Airlines and Horizon Air, said profit doubled to \$58.6 million, or \$1.60 per share, from \$29.1 million a year ago. Revenue rose 16 percent to \$976 million.

In afternoon trading, Continental shares rose 92 cents, or 4 percent, to \$24.20; JetBlue climbed by 44 cents, or 7.5 percent, at \$6.32; and Alaska Air Group gained 67 cents at \$48.60.

[Source: <http://finance.yahoo.com>]

#### **4. Switch from cargo to passenger says analyst**

Air World Cargo, July 23, 2010

Morgan Stanley says the Asian airline industry has yet to outperform its carrier index (MSCI) and investors should consider a switch from cargo to higher-yielding passenger airlines.

Since January 2008, the MSCI Asia/Pacific airlines index has lost 33 percent and underperformed the MSCI Asia/Pacific index by about 8 percent – despite a rise of 15 percent last year.

In an advisory note, Morgan Stanley analysts said investors should switch from airlines with high cargo exposure to those with a focus on premium passengers. "As the global economy recovers and premium travel returns, we believe the well-capitalized airlines will be competitively positioned to participate in the recovery phase of the airline industry cycle," they suggested.

"We expect record operating profit from airlines with big cargo exposure," said the analysts, adding that air cargo growth could slow in the fourth quarter of this year and 2011. Passenger revenue, meanwhile, could increase at a faster rate than cargo, driven by premium travel.

"Low retail inventory and strong semiconductor sales led to exceptional air cargo revenues for the past nine months," said the investment advisor. "We view the strong cargo growth as unsustainable in 2011, due to buildup in surplus freighter capacity and widening air-to-ocean freight rates."

The company said it had downgraded Korean Air, as well as China Airlines and EVA Airways.

"We note that the market has already factored in significant earnings expectations for these companies, their share prices have either more than or nearly doubled from their lows, and all three have significantly beaten their respective markets since the beginning of the year," it added.

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

#### **5. Rapid Losses of Africa's Native Livestock Threaten Continent's Food Supply, Experts Warn**

Science Daily, July 21, 2010

Urgent action is needed to stop the rapid and alarming loss of genetic diversity of African livestock that provide food and income to 70 percent of rural Africans and include a treasure-trove of drought- and disease-resistant animals, according to a new analysis presented at a major gathering of African scientists and development experts.

Experts from the International Livestock Research Institute (ILRI) told researchers at the 5th African Agriculture Science Week ([www.faraweek.org](http://www.faraweek.org)), hosted by the Forum for Agricultural Research in Africa (FARA), that investments are needed now to expand efforts to identify and preserve the unique traits, particularly in West Africa, of the continent's rich array of cattle, sheep, goats and pigs developed over several millennia but now under siege. They said the loss of livestock diversity in

breeds are now viewed as at risk.

"Africa's livestock are among the most resilient in the world yet we are seeing the genetic diversity of many breeds being either diluted or lost entirely," said Abdou Fall, leader of ILRI's livestock diversity project for West Africa. "But today we have the tools available to identify valuable traits in indigenous African livestock, information that can be crucial to maintaining and increasing productivity on African farms."

Fall described a variety of pressures threatening the long-term viability of livestock production in Africa. These forces include landscape degradation and cross-breeding with "exotic" breeds imported from Europe, Asia and the America.

For example, disease-susceptible breeds from West Africa's Sahel zone are being cross-bred in large scale with breeds adapted to sub-humid regions, like southern Mali, that have a natural resistance to trypanosomosis.

Trypanosomosis kills an estimated three to seven million cattle each year and costs farmers billions of dollars each year in, for example, lost milk and meat production and the costs of medicines and prophylactics needed to treat or prevent the disease. While cross-breeding may offer short-term benefits, such as improved meat and milk production and greater draft power, it could also cause the disappearance of valuable traits developed over thousands of years of natural selection.

ILRI specialists are in the midst of a major campaign to control development of drug resistance in the parasites that cause this disease but also have recognized that breeds endowed with a natural ability to survive the illness could offer a better long-term solution.

The breeds include humpless shorthorn and longhorn cattle of West and Central Africa that have evolved in this region along with its parasites for thousands of years and therefore have evolved ways to survive many diseases, including trypanosomosis, which is spread by tsetse flies, and also tick-borne diseases. Moreover, these hardy animals have the ability to withstand harsh climates. Despite their drawbacks -- the shorthorn and longhorn breeds are not as productive as their European counterparts -- their loss would be a major blow to the future of African livestock productivity.

"We have seen in the short-horn humpless breeds native to West and Central African indiscriminate slaughter and an inattention to careful breeding that has put them on a path to extinction," Fall said . "We must at the very least preserve these breeds either on the farm or in livestock genebanks because their genetic traits could be decisive in the fight against trypanosomosis , while their hardiness could be enormously valuable to farmers trying to adapt to climate change."

Other African cattle breeds at risk include the Kuri cattle of southern Chad and northeastern Nigeria. The large bulbous-horned Kuri, in addition to being unfazed by insect bites, are excellent swimmers, having evolved in the Lake Chad region, and are ideally suited to wet conditions in very hot climates.

ILRI's push to preserve Africa's indigenous livestock is part of a broader effort to improve productivity on African farms through what is known as "landscape genomics." Landscape genomics involves, among other things, sequencing the genomes of different livestock varieties from many regions and looking for the genetic signatures associated with their suitability to a particular environment.

ILRI experts see landscape genomics as particularly important as climate change accelerates, requiring animal breeders to respond every more quickly and expertly to shifting conditions on the ground. But they caution that in Africa in particular the ability of farmers and herders to adapt to new climates depends directly on the continent's wealth of native livestock diversity.

"What we see too often is an effort to improve livestock productivity on African farms by supplanting indigenous breeds with imported animals that over the long-term will prove a poor match for local conditions and require a level of attention that is simply too costly for most smallholder farmers," said Carlos Seré, ILRI's Director General. "What marginalized livestock-keeping communities need are investments in genetics and genomics that allow them to boost productivity with their African animals, which are best suited to their environments."

Seré said new policies also are needed that encourage African pastoralist herders and smallholder farmers to continue maintaining their local breeds rather than abandoning them for imported animals. Such policies, he said, should include breeding programs that focus on improving the productivity of indigenous livestock as an alternative to importing animals.

Steve Kemp, who heads ILRI's genetics and genomics team, added that in addition to conservation on the farm, there must also be investments in preserving diversity by freezing sperm and embryos because farmers cannot be asked to forgo productivity increases solely in the name of diversity conservation.

"We cannot expect farmers to sacrifice their income just to preserve the future potential of diversity," Kemp said. "We know that diversity is critical to dealing with the challenges that confront African farmers, but the valuable traits that may be important in the future are not always immediately obvious."

Kemp called for a new approach to measuring the characteristics of livestock genetic resources. Today, he said, these estimates focus mainly on such things as the value of meat, milk, eggs and wool and do not include qualities that can be of equal or even greater importance to livestock keepers in Africa and other developing regions. These attributes include the ability of an animal to pull a plough, provide fertilizer, serve as a walking bank or savings account, and act as an effective form of insurance against crop loss.

But associating this wider array of attributes with an animal's DNA requires new ways of exploring and understanding livestock characteristics in a region where there is so much diversity in so many different environments.

"The tools are available to do this now, but we need the will, the imagination and the resources before it is too late," Kemp said.

[Source: <http://www.sciencedaily.com/releases/2010/07/100720123633.htm>]

## 6. Bluetongue, Morocco

OIE, July 21, 2010

Information received on 21/07/2010 from Dr Hamid Benazzou, Directeur de l'Elevage, Direction de l'Elevage, Ministère de l'agriculture et de la pêche maritime , RABAT, Morocco

Summary of outbreaks Total outbreaks:

6 Total animals affected

| Species | Susceptible | Cases | Deaths | Destroyed | Slaughtered |
|---------|-------------|-------|--------|-----------|-------------|
| Sheep   | 1069        | 20    | 3      |           |             |

Outbreak Statistics

| Species | Apparent morbidity rate | Apparent mortality rate | Apparent case fatality rate | Proportion susceptible animals lost* |
|---------|-------------------------|-------------------------|-----------------------------|--------------------------------------|
| Sheep   | 1.87%                   | 0.28%                   | 15.00%                      | **                                   |

#### Diagnostic test results

| Laboratory name and type | Biopharma, Rabat (National laboratory) |       |                                                            |            |
|--------------------------|----------------------------------------|-------|------------------------------------------------------------|------------|
| Tests and results        | Species                                | Test  | Test Date                                                  | Results    |
|                          |                                        | Sheep | reverse transcription - polymerase chain reaction (RT-PCR) | 14/07/2010 |

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

## Calendar of Events . . .

| Conference Name                                              | Conference Dates             | Location             | Contact Information                                                                                                                 |
|--------------------------------------------------------------|------------------------------|----------------------|-------------------------------------------------------------------------------------------------------------------------------------|
| Association of Zoo & Aquariums                               | September 11-16, 2010        | Houston, TX<br>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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