



# Cattle Transportation Roundtable

**Industry perceptions and calls  
to action**

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## Rationale for the roundtable

The largest proportion of the Canadian cattle herd can be found in Alberta, as well as a large majority of processing capacity. These two factors alone mean that cattle transport, into, out of and throughout Alberta, is a significant part of the livestock industry- for both beef and dairy animals.

Transportation is a stressful event for livestock and is a quickly growing public concern. Therefore, cattle welfare before, during and after transport, is a high priority for Alberta's livestock industry. The objective of the roundtable held on July 29<sup>th</sup>, 2019 (agenda detailed in **Appendix A**), was to share current information, identify gaps in knowledge, and opportunities to improve transportation practices. The ultimate goal of the meeting was to find ways to improve cattle fitness during trade, transport and slaughter, through collaboration among industry stakeholders.

The meeting brought together a cross-section of representatives (**listed below**) from the beef and dairy industries, veterinary medicine, animal transporters, auction markets, provincial abattoirs, provincial regulation, federal regulation, researchers, and animal welfare organizations. Presenters provided information from current research projects, updates to the Code of Practice for the Care and Handling of Farm Animals, and details on donating food-safe cattle to food banks. The meeting resulted in a broader understanding of industry stakeholder perceptions towards cattle transportation and actionable items proposed to improve animal care and the sustainability of the value chain. Minutes from the meeting are provided in **Appendix B**.

## Roundtable participants

Thank you to the following participants:

- Eway Abel, Veterinary Operation Specialist, Canadian Food Inspection Agency
- Morris Anderson, Dispatcher, Roberge Transport Inc.
- Kate Cooper, Code Manager, National Farm Animal Care Council
- Trevor Currie, Manager of Logistics, Gateway Carriers
- Ken Dean, Director of Animal Protection Services, Alberta SPCA
- Perry Deering, Owner, Deerview Meats
- Jodi Flaig, Industry Development Coordinator, Alberta Milk
- Rick Frederickson, Director Animal Welfare, Alberta Agriculture and Forestry
- Jayson Galbraith, Bison/Elk Specialist, Livestock and Crops Research Branch, Alberta Agriculture and Forestry (presenter)
- Heini Hehli, Member of the Board of Directors, Alberta Milk and Director, Alberta Farm Animal Care
- Terra Johnston, Executive Director, Alberta SPCA
- Kristen Lepp, Communications Coordinator, Alberta Farm Animal Care
- Steve Mason, Principal, AgroMedia International Inc. and Director, Alberta Farm Animal Care

- Melissa Moggy, Extension Coordinator, Alberta Farm Animal Care (presenter and facilitator)
- Dan Rosehill, Olds Auction Market, representing Alberta Auction Markets Association
- Karin Schmid, Beef Production Specialist, Alberta Beef Producers
- Karen Schwartzkopf-Genswein, Researcher, Agriculture and Agri-Food Canada Lethbridge Research Center (provided presentation slides)
- Nancy Simmons, Meat Hygiene Inspector, Canadian Food Inspection Agency
- Erin Teare, Public Health Inspector, Alberta Health Services (presenter)
- Martin Van Diemen, Member of the Board of Directors, Alberta Milk
- Joyce Van Donkersgoed, Veterinarian, Alberta Beef Health Solutions
- Miranda Verhoef, Member of the Board of Directors, Alberta Milk
- Jackie Wepruk, General Manager, National Farm Animal Care Council (presenter)
- Melanie Wowk, Finance Chair, Alberta Beef Producers and Director, Alberta Farm Animal Care

## Sponsors

Thank you to Alberta Beef Producers and Albert Milk for sponsoring the Cattle Transportation Roundtable.

## Information presented

Four presentations were delivered at the meeting to share current information with attendants to advise the roundtable discussion.

### [Cattle Benchmarking Project – Presented by Melissa Moggy, Alberta Farm Animal Care](#)

The objectives of the completed Cattle Benchmarking Project were: 1) to assess the number of beef and dairy cattle arriving at auctions and abattoirs in a compromised or unfit condition and to characterize which conditions are most prevalent; 2) to identify risk factors associated with arrival of compromised and unfit cattle; and 3) catalogue the outcome of compromised and unfit animals arriving at Alberta auction markets and abattoirs. Central sites were selected in 2015 and included eight auction markets, 11 provincial abattoirs, and one federal abattoir.

The majority of cattle observed through the one-year study were fit for transportation. There was a higher proportion of compromised and unfit cattle observed at provincial abattoirs than auction markets and the federal abattoir. The shipping of compromised animals to provincial abattoirs was appropriate, as compromised animals may be locally transported, with special provisions, to be humanely slaughtered. Conditions that were the uppermost area for continued improvement included heavy lactation, emaciation, lameness, severe limb injuries/swelling, and respiratory signs. [Factsheets on emaciation, heavy lactation, lameness, and penis injury](#) were created as informational tools for industry use.

## [Video Capture for Emergency Slaughter - Presented by Jayson Galbraith, Alberta Agriculture and Forestry](#)

In 2018, there were approximately 500 mobile slaughter units in Alberta. Mobile slaughter is an option for slaughtering unfit animals on farm; however, the meat is not for sale due to lack of inspection. There is an appointed inspector program in Alberta, where an appointed veterinarian can act as an inspector in cases of slaughtering on farm. The meat can then be sold within Alberta.

The objective of the ongoing pilot project is to determine if video capture is a viable alternative to in-person ante-mortem inspection of animals that are unfit for transport. The project does not change the post-mortem inspection process but is testing a consistent way of gathering information over a video to conduct an ante-mortem inspection. If successful, the regulations would need to be amended to launch a full project.

## [NFACC Transportation Code – Presented by Jackie Wepruk, National Farm Animal Care Council](#)

The National Farm Animal Care Council (NFACC) is a partnership of stakeholders that work together on farm animal care and welfare. The NFACC works towards the Codes of Practice for the care and handling of farm animals, the Animal Care Assessment Framework, and facilitates information sharing and communication.

The Codes of Practice are guidelines for the care and handling of farm animals that are informed by science, practical in their on-farm applicability, and reflects public expectations. The Codes of Practice are not regulated, but are used to create extension tools, are a foundation for animal care assessment programs, and may be used as reference materials for regulations. The 2001 transportation Code is currently being updated, along with the dairy Code, the goat Code, and a finfish Code is being created. The transportation Code will be completed by March 2023.

A [review of scientific research on priority welfare issues](#) for transportation of cattle was performed by the Code's scientific committee. Conclusions from the cattle section of the report included:

- The welfare of cattle during transportation is affected by a complex interaction of factors including, but not limited to, loading density, transport duration, ventilation, trailer design, weather conditions, and presence/absence of horns.
- Class of animal (specifically cull cattle, calves and feeders) can affect their ability to cope with long journeys (e.g. they can be at increased risk of becoming non-ambulatory and/or dying).
- Cattle are more likely to become non-ambulatory, lame, or dead when journey duration is greater than 30 hours.
- Overloading and sometimes underloading trailer compartments can both compromise welfare, and in certain circumstances, increase the incidence of mortality.

- The loading density of the “belly” and “deck” compartments should be given special consideration. Specifically, coefficients of k-value (space allowance/body weight<sup>0.667</sup>) <0.015 and >0.035, respectively, should be avoided in these compartments.
- Transport continuum is inclusive of all the stages of transportation, and can be equally, or in some cases, more important to consider than journey duration.
- Young, unweaned calves that are transported on long journeys are at greater risk of experiencing disease, hypoglycemia, and cold conditions than adult cattle. They lie down more than adult cattle and benefit from the provision of bedding to facilitate lying and reduce the risk of experiencing cold conditions.

### Working with Food Banks to Donate Food Safe Cattle – Presented by Erin Teare, Alberta Health Services

Alberta’s Hunters Who Care Program allows hunters to donate wild game to food banks. Similarly, farmers can donate meat and produce to food banks. However, the food must be from an approved source, with documentation of inspection.

Each food bank is different, so producers should [contact food banks](#) to see if they accept meat and if they have the storage capacity. Food banks prefer small packages of meat, as it’s easier to distribute, and frozen is preferred over fresh.

### Roundtable discussion

The facilitated roundtable discussion was founded on the following four questions:

1. What do you believe is the main issue facing the cattle industry with respect to transportation?
2. Is there a way to facilitate the trade and slaughter of cull cattle?
3. How can we decrease the inappropriate transportation of compromised and unfit cattle?
4. How can we ensure that compromised animals are arriving at appropriate locations?

The discussion that followed these questions emphasized participant perceptions of cattle transportation. Participants also raised actionable items that may improve cattle transportation in Canada, for the animals and those that play a role in the transportation chain (listed in Appendix C).

### Impact of regulations

Participants stressed that they wanted to see their voices represented in regulations and discussions such as the roundtable. Producers often feel that they don’t have a voice and feel pressure from the Canadian Food Inspection Agency (CFIA), public, governments, and from regulations. These pressures from multiple directions also make it harder for producers to manage a sustainable operation. Transporters stressed that they would also like to see themselves represented in meetings, especially those that influence regulations.

Amendments to the Health of Animals Regulations Part XII was often raised. It was recognized that producers and transporters might have been included in these amendments, but many felt

that the public had a stronger influence. Furthermore, participants questioned how involved those that represented the industry were. For example, transporter participants questioned if those that represented them had hauling experience.

It was emphasized that in terms of transport regulations, Canada does well when compared to other countries, such as the United States. In response to the amended regulations, NFACC will be updating the Codes of Practice to maintain consistent messaging between the Codes and the regulations.

The subjectivity of the regulations was often raised, particularly the qualifications that cause an animal to be compromised or unfit. Participants stressed that the industry needs a standardized way to determine the transport fitness of an animal to certify consistency. Additionally, some participants expressed frustration that unfit animals can be transported to a veterinarian for treatment, but they cannot be transported to an abattoir.

Another source of frustration was rest stops. Participants questioned the stress animals may experience from unloading and loading at rest stops and how much time at the rest stop would be beneficial to the animal. Furthermore, participants stated that there are limited rest stops and are therefore overcrowded at the available locations. Participants raised concerns over the biosecurity risk posed from mixing animals at rest sites.

Participants also expressed concern over biosecurity when animals are shipped with bedding. Participants stated that bedding would make cleanout difficult, and the lack of cleanup sites could compound this issue.

Participants also questioned the responsibility of those along the transportation chain. Transporters are given a lot of the responsibility for the condition of animals on arrival, and there can be a lack of repercussions to the producer or receiving site. Participants questioned when the refusal of an animal is appropriate and who should be responsible for this decision. Rejection of animals by abattoirs, auction markets, and by transporters can be a business liability as producers may threaten not to return their business. Additionally, participants questioned the repercussion of refusing an animal at an auction market or abattoir, when the animal must be transported back to the owner. Participants indicated that the role of deciding to refuse an animal should be placed on an enforcement body. However, the CFIA and the ABSPCA are often not present for auction market unloading and do not have the resources to do so. Additionally, it is not in the CFIA mandate to be present at provincial abattoirs, but Alberta does have its own inspectors.

Actionable items:

1. The NFACC complete updating the Codes of Practice to maintain consistent messaging between the Codes and the amended regulations.
2. Research is needed to investigate the stress experienced by animals when unloaded and loaded at rest stops and the appropriate time needed to rest. Currently in progress with beef cattle.

3. Research is needed to determine if bedding on the truck is a biosecurity risk and if it is needed for all types of cattle being transported (e.g. fed cattle direct to slaughter).

### Enforcement Conflict

The discussion on enforcement of transportation regulations demonstrated conflicting opinions across the sector. Participants were consistent in their attitude that the outcome often regulates transport decisions. If an individual is penalized when they transport an unfit animal or transport an animal to an inappropriate location, the repercussions may influence a change in behaviour. If there is no consequence, then an individual will continue their actions. The CFIA does enforce the transportation regulations, but they do not have the resources to be present at all locations. It was also noted that sometimes the CFIA/Canada Border Services Agency (CBSA) at border points send back loads of cattle which contain an animal that became compromised/unfit during transport and that there should be an action plan in place to address this at the border to improve animal welfare, reduce animal suffering, and allow the remaining load to its destination.

However, some participants insisted that there should be less enforcement, as heavy enforcement may scare future players in the industry to 'easier' professions. For example, a transporter that is faced with the regulations involved in hauling cattle may choose to haul something else.

Actionable items:

4. Increase the funding allocated to enforcement, so enforcement can be present at central sites without placing the site owners in the position to refuse animals. There may be interest in reaching out to other players to act as inspectors.
5. Work with CFIA to create a solution for handling compromised/unfit animals that arrive at border points.

### Decision-making & education

Some participants stated that the industry is ignoring the issues in cattle transportation. Often participants expressed that there is a disconnect when cattle are transported off the farm and/or confusion on what animals can be transported and their appropriate destination. Participants stressed the importance of communicating the repercussions of transporting compromised and unfit animals. One suggestion was to report condemnations at provincial abattoirs to help connect the consequences of transporting compromised and unfit cattle to the entire value chain.

Producers may transport compromised cattle with the intent that they are sent directly to slaughter. However, unless transported to an abattoir, there is no guarantee that cattle at an auction market will be sent to slaughter. Therefore, producers should be educated on the multiple scenarios of an auction market.



Participants stressed that economics has a significant impact on transportation decisions. Abattoirs and transporters may be more willing to accept compromised/unfit animals so that they preserve business with the producer. The Video Capture Project was seen as a potential financial motivator for producers to slaughter unfit cattle on farm. Benefits may include producers salvaging cattle and generating new revenue for mobile butchers. In connection to tracing condemnation at abattoirs, producers may be encouraged to properly transport cattle if the cost of condemning an animal is also communicated and if there are financial repercussions, which is not always the case e.g. some federal plants don't penalize some producers for condemnations.

Participants emphasized that producers need to make the transport decisions on the farm and not extend that responsibility down the value chain. To assist transport decisions, participants stressed that educational resources are needed to help producers, transporters, auction markets, and abattoirs make appropriate transportation decisions. Resources suggested included videos, pictures, decision trees, information cards, posters, and a mobile-friendly website or application. Decision trees were recommended for transportation, lameness, euthanasia, and carcass disposal. The use of scoring tools to assist in transport decisions was also mentioned, such as a lameness scoring tool. Collaboration between Alberta Beef Producers (ABP), Alberta Farm Animal Care (AFAC), Alberta Milk, Alberta Cattle Feeders, and the NFACC to create these resources was encouraged to ensure consistent messaging.

Under certain circumstances, cattle should be euthanized on farm, rather than be transported or they might need to be euthanized during transport. Therefore, producers and transporters must have a euthanasia and disposal plan. During transport, however, disposal requirements vary between provinces and counties. Participants emphasized that disposal requirements and options should be organized and publicly shared.

Overall, participants stressed the importance of educating stakeholders throughout the transportation chain and recognized that previous educational activities had improved the condition of cattle transported. However, to continue with this improvement, educational activities must be maintained. Participants also recommended that communication between transportation stakeholders is necessary to support the extension of information to those that are hard to reach.

#### Actionable items:

6. Assess the correlation between animal transport fitness and condemnation status. Findings can be shared with commodity groups, producers, transporters, auction markets, and abattoirs.
7. Encourage producers that wish to send their cattle directly to slaughter to transport the cattle to an abattoir.
8. Educate producers on the outcomes cattle face when sold at auction markets and the repercussion if the animal is compromised or unfit.

9. Alberta Beef Producers, Alberta Farm Animal Care, Alberta Milk, Alberta Cattle Feeders, and the NFACC collaborate to update and create transportation resources. The organizations would then share resources.
10. Alberta Beef Producers, Alberta Farm Animal Care, and Alberta Milk collaborate to create a disposal-options resource for each county and municipal district. The organizations would then share the resource. Alberta Beef Producers does have several documents on dead steak disposal.
11. Transportation stakeholders must extend educational resources to other stakeholders to assist in the spread of information.

### Low abattoir capacity

An important issue highlighted by participants was the lack of abattoirs and restrictive abattoir capacity. Both the beef and dairy industries have limited options for emergency salvage slaughters. The dairy industry is significantly impacted by this, as provincial abattoirs often refuse to accept dairy cattle in favour of higher-yielding beef cattle. The result is dairy cattle being transported to auction markets in hopes of going 'direct to slaughter,' cattle being transported farther distances to an accepting abattoir, or cattle are euthanized on farm. It was proposed that a provincial plant could specialize in dairy cattle. However, participants questioned the financial viability of a dairy-only facility.

Actionable items:

12. The Alberta government should explore the option of a dairy-only facility with a financial incentive for dairy preference.
13. The Alberta Government should explore options to increase emergency salvage slaughter capabilities at provincial slaughter plants.

### Lack of transporters

The agricultural industry is facing a shortage of those that wish to enter the sector and transporters are included in this deficiency. Transporters face numerous barriers to recruitment. Training to be a hauler does not meet the requirements to receive student loans, which may encourage students to pursue a more financially supported education option. Additionally, foreign workers with livestock hauling experience are difficult to employ.

The cost of some training programs, such as the Mandatory Entry-Level Training (MELT) and the Canadian Livestock Transport (CLT) Certification Program, is too high and forces transporters to consider cheaper options, such as the Beef Quality Assurance transportation program. The cost of training is not the only barrier to CLT training. Transporter participants indicated that they would like to train their employees; however, CLT does not allow in-house training by employers. Finally, the CLT program is available in-house or online, but the online modules have issues.

An additional barrier to recruiting new haulers is the regulations and border complications they will need to face. Potential cattle haulers may choose to transport other goods when faced with these barriers.

Actionable items:

14. To improve uptake of the CLT Certification Program, the Canadian Animal Health Coalition must decrease training costs, allow certified transporters to train their employees, allow packers to provide trucker training, and correct online module issues.

#### Option of donation

Participants emphasized that producers should be aware of the opportunity to donate meat to food banks. Additionally, the lack of abattoir capacity was seen as a barrier to donating meat. Participants suggested that colleges that have butchery courses may be an option for donating meat when provincial abattoirs are unavailable.

Actionable items:

15. Alberta Beef Producers, Alberta Farm Animal Care, Alberta Milk, Alberta Cattle Feeders, and Food Banks Alberta may collaborate to share meat donation opportunities with cattle industry stakeholders.
16. Colleges that offer butchery programs are encouraged to work with provincial abattoirs to accept animals that can be processed for donation.

## Appendix A: Agenda

# Cattle Transportation Roundtable

Olds Pomeroy Inn & Suites

July 29<sup>th</sup>, 2019

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8:00 am	Registration Opens Breakfast
9:00 am	Meeting Starts
9:05 am	Welcome – Jodi Flaig (Alberta Milk)
9:15 am	Cattle Benchmarking Project – Melissa Moggy (AFAC)
10:00 am	Video Capture for Emergency Slaughter Project – Jayson Galbraith (Alberta Agriculture and Forestry)
10:30 am	Break
10:45 am	NFACC Transportation Code – Jackie Wepruk (National Farm Animal Care) and Karen Schwartzkopf-Genswein (Agriculture and Agri-Food Canada)
11:15 am	Working with Food Banks to Donate Food Safe Cattle – Erin Teare (Alberta Health Services)
12:00 pm	Lunch
12:30 pm	Roundtable Discussion <ul style="list-style-type: none"><li>• What do you believe is the main issue facing the cattle industry with respect to transportation?</li><li>• Is there a way to facilitate the trade and slaughter of cull cattle?</li></ul>
2:00 pm	Break
2:15 pm	Roundtable Discussion Cont. <ul style="list-style-type: none"><li>• How can we decrease the inappropriate transportation of compromised and unfit cattle?</li><li>• How can we ensure that compromised animals are arriving at appropriate locations?</li></ul>
3:00 pm	Adjourn

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## Appendix B: Meeting notes

### **Cattle Benchmarking Project – Presented by Melissa Moggy (Alberta Farm Animal Care)**

- Objectives:
  - o To assess the number of beef and dairy cattle arriving at auctions and abattoirs in a compromised or unfit condition and to characterize which conditions are most prevalent
  - o To identify risk factors associated with arrival of compromised and unfit cattle
  - o Catalogue the outcome of compromised and unfit animals arriving at Alberta auction markets and abattoirs
- Scoring criteria was developed for the project
- Sites selected during fall 2015 (8 auction markets, 11 provincial abattoirs, and one federal abattoir)
- Majority of cattle observed at central sites were fit for transport
- Provincial abattoirs: highest rate of compromised or unfit cattle. Appropriate for compromised animals, as they may be locally transported with special provisions to be humanely slaughtered.
- A high percentage of unfit cattle were regularly slaughtered at provincial abattoirs.
- Areas for continued improvement: heavy lactation, emaciation, lameness, severe limb injuries/swelling, and respiratory signs

#### **Questions/Discussion:**

- Can you follow these cattle and see if they were tanked after or not? – This wasn't able to be tracked in the study.
- When are refusal and return inappropriate? When can they just be euthanized? Whose responsibility is it to euthanize the animal there? If the auction mart/abattoir refuses the animal, they lose business. If you're too far away to turn around and drive back because you're over the drive time, what do they do? Who makes this call?
- Transportation across the border can bring a whole new set of issues about what happens when cattle arrive with an injury. Everyone's worried about liability.
- "Moderate lameness" – 1-5 score, three would be moderately lame. An animal that can't keep up with the group. New regulations define moderately lame as an immediately identifiable lameness or very little lameness. Regulations can be too subjective sometimes.

- The Codes of Practice will have different definitions than the new transport regulations for lameness, which may cause issues.
- NFACC has looked at where there will be discrepancies and has a project that will look at the on-farm codes and provide recommendations on how to bring them in line with the new regulations.
- Updating the AFAC Humane Handling Guidelines to be in line with the new regs as well
- Transporters should be well represented in these meetings as well
- Sometimes the transporters can get thrown under the bus. Where is the responsibility for the owner or the mart receiving the cattle?
- Auction marts get put in a bad spot when they need to refuse compromised or unfit cattle. This should be regulated instead and enforced
- Producers were consulted for new transportation regulations, but it's basically the public that are making these changes
- Producers need to make these decisions instead of putting the transporter in the situation where they have to load an unfit or compromised animal

### **Video Capture for Emergency Slaughter - Presented by Jayson Galbraith (Alberta Agriculture and Forestry)**

- Purpose: To determine if video capture is a viable alternative to ante-mortem inspection of animals that are unfit for transport
- Mobile butcher
  - ~ 500 mobile slaughters in 2018 in Alberta
  - Meat is not for resale
- Appointed inspector program
  - Need an inspector in your area, can get a list online at Alberta ag/meat inspection
  - Meat can be sold
- Producer can euthanize or slaughter on farm.
  - Meat is not for resale
- No change to post-mortem inspection
- Regs would need to be changed in order to launch a full project after the pilot project
- Plants willing to take emergency slaughter are limited

- Need consistent ways to get all of the information needed over video

**Questions/Discussion:**

- Is there are a list of mobile butchers in Alberta? Alberta Milk might have a list
- “Hunters that Care” program
- This can help costs with producers, a new revenue stream for mobile butchers. Can motivate producers to slaughter unfit animals instead of leaving them if there’s a revenue stream
- Issues with having space at plants to take unfit animals that have been slaughtered already, especially during busy times (4-H season)
- Cutting programs at colleges could potentially take these animals?

**NFACC Transportation Code – Presented by Jackie Wepruk (National Farm Animal Care)**

- Codes of Practices are not regulated
- Priority welfare issues 2018 – can be accessed online
- Must be completed by March 2023
- At risks – cull cattle, transports over 30 hours, young un-weaned calves

**Questions/Discussion:**

- Rest times/ the stress for loading and unloading cattle are factors to consider in transport regs
- What’s economical and what’s serving the welfare of the animal?
- Canada does well compared to other countries when it comes to transport regs and conversations around it

**Working with Food Banks to Donate Food Safe Cattle – Presented by Erin Teare (Alberta Health Services)**

- Hunters that Care program – the only way you can donate wild game
- Farmers can donate produce if they have a relationship with the food bank first
- Food can be donated from an approved source
- Documentation from the inspection can include receipts in order to donate meat
- Food banks prefer smaller packages of meat as it’s easier to distribute
- Frozen meats are preferred over fresh

- Reach out to food banks to see if they need meat – each is different
  - o <https://foodbanksalberta.ca/>

#### **Questions/Discussion:**

- Education for producers has been a challenge, but producers still would like cash for their carcass rather than a tax receipt

#### **Roundtable Discussion**

##### **What do you believe is the main issue facing the cattle industry with respect to transportation?**

- Producers feel like they don't have a voice in these discussions, too many regulations are making it harder to be sustainable
- Infrastructure for rest stops are lacking; they become overcrowded, biosecurity issues, stress on animals, etc.
- There's a disconnect once cattle are loaded and sent off with the producer
- The average age of truckers is 50, in 5 years we will be short truckers
- The more heavily regulated transportation becomes, the more of an issue this will become. Why would a trucker haul cattle with all of these regulations when they could haul something else?
- The industry itself seems to be ignoring this issue
- Issues bringing in new truckers with education, student loans, job availability with insurance
- Costs for producers will only be increasing to train transporters, etc.
- Issues with immigration while trying to bring in immigrants to fill transport roles
- Issues with sending trucks back, bedding in trucks (truck clean up, cleanup sites) in the new regs
- Foundered cattle in feedlots – how to salvage the most from them
- Provincial slaughter capacity – there isn't enough space right now
  - o Improving plants in place or needing more plants?
  - o As older plants close, there are no new plants coming
- Euthanizing food-safe cattle because they can't get into a plant
- Unfit animals can be transported to a vet but not to a plant



- It's not the regulations; it's the producers who aren't clear on where they can send what and what for
- Compromised cattle can be transported to an approved plant or a vet clinic
- Transport decisions can be regulated by outcome. If there's a problem at the other end, CFIA will be there. If nothing happens when you transport an unfit animal, you can get away with it
- How do you change producer's thinking?
  - o Financial motivation
- CFIA enforces the small percentage of producers that don't follow these procedures and ship unfit cattle for the profit.
- There has been a decrease in shipping unfit cattle in the last 10 or 15 years
- Many people aren't sure of what they can or cannot transport
- Are the people making these regulation changes involved in the industry enough?
- Example: Who gets penalized with cattle arriving to a plant without RFID tags? Plants can get penalized; so, the producer pays to have the plant do it once they arrive there. Transporters can get penalized for transporting too many cattle without tags
- Better tools for producer decision making
  - o Video ante-mortem
  - o Decision trees
- Lack of awareness of these tools though, industry groups and AFAC can help promote these tools
  - o Standardizing is key within the industry in order for these tools to work properly
  - o Need to have a central organization to house these standards
  - o Vague standards for unfit or compromised animals. The industry needs standardization so when reviewing videos or pictures; there is some consistency
- Federal plants don't allow downer animals
- It should be noted that improvements are being made in the industry
- Issues with transport programs like CLT
  - o CLT does cover some different regulations
  - o Since transitioning to a national program, CLT's costs have increased enough to make it not feasible

- Mass training has issues because new people come on slowly throughout the year
- In-house or online training would be helpful, but CLT's online modules still have issues
- Is there any way to warn producers that ship animals in poor condition?

**Is there a way to facilitate the trade and slaughter of cull cattle?**

- Producers are looking for a guarantee what will happen to their cattle that should be sent to slaughter when they're sold at an auction mart
  - Most cattle that should be slaughtered, are; youthful Holsteins sell well at an auction mart
  - If you want a direct slaughter, send it to a direct slaughter
- If a plant is going to tank an animal, it's cheaper to keep the animal on farm and euthanize there. Provincial plants will charge but federal won't
- If it dies during transport, it's insured, and you'll get money for it
- Education for producers is key
  - Consequences directed to the right party can help to educate
- Someone will always haul a producer's cattle that tries to ship unfit animals
- Education is helping to change producers' mindsets. Things are looking better
- How do you reach the bad eggs that don't read the materials? That don't get educated?

**How can we ensure that compromised animals are arriving at appropriate locations?**

- When is the appropriate time for euthanasia? How do you make that decision?
  - A decision tree might help with this call
  - Same with lameness
  - What to do with the carcass also factors into this
- Need a disposal plan in place
- Disposal requirements vary from county to county and province to province
- Need information from each county about disposal requirements and options – government service that deals with this
- What information can AFAC have on its website that producers could use? Disposal, fit/unfit, loading considerations

- Repetition can help reach those that are hard to reach

**How can we ensure that compromised animals are arriving at appropriate locations?**

- Financial motivation can be one way to reach producers hauling compromised or unfit animals
- Pig industry doesn't transport as many compromised animals
- Encourage communications throughout the transportation/slaughter chain
- Is there a way to report condemns at provincial plants?
- 'Should I load this animal cards' were sent out to auction marts, this was a good way to reach producers
- Posters with images at plants, banners on social media, more cards
- App on a phone? New Zealand has an app 'Fit for Transport'
- Clarity on the definitions of unfit, fit, and compromised
- Could provincial plant specialize in dairy cattle, etc.?
- Competitiveness will always keep plants accepting animals that shouldn't be transported
- If there's no market for unfit animals, then producers will stop buying them. But what happens if they haul in an animal and no one buys it? Euthanize it

## Appendix C: Actionable items

1. The NFACC complete updating the Codes of Practice to maintain consistent messaging between the Codes and the amended regulations.
2. Research is needed to investigate the stress experienced by animals when unloaded and loaded at rest stops and the appropriate time needed to rest. Currently in progress with beef cattle.
3. Research is needed to determine if bedding on the truck is a biosecurity risk and if it is needed for all types of cattle being transported (e.g. fed cattle direct to slaughter).
4. Increase the funding allocated to enforcement, so enforcement can be present at central sites without placing the site owners in the position to refuse animals. There may be interest in reaching out to other players to act as inspectors.
5. Work with CFIA to create a solution for handling compromised/unfit animals that arrive at border points.
6. Assess the correlation between animal transport fitness and condemnation status. Findings can be shared with commodity groups, producers, transporters, auction markets, and abattoirs.
7. Encourage producers that wish to send their cattle directly to slaughter to transport the cattle to an abattoir.
8. Educate producers on the outcomes cattle face when sold at auction markets and the repercussion if the animal is compromised or unfit.
9. Alberta Beef Producers, Alberta Farm Animal Care, Alberta Milk, Alberta Cattle Feeders, and the NFACC collaborate to update and create transportation resources. The organizations would then share resources.
10. Alberta Beef Producers, Alberta Farm Animal Care, and Alberta Milk collaborate to create a disposal-options resource for each county and municipal district. The organizations would then share the resource. Alberta Beef Producers does have several documents on dead steak disposal.
11. Transportation stakeholders must extend educational resources to other stakeholders to assist in the spread of information.
12. The Alberta government should explore the option of a dairy-only facility with a financial incentive for dairy preference.
13. The Alberta Government should explore options to increase emergency salvage slaughter capabilities at provincial slaughter plants.
14. To improve uptake of the CLT Certification Program, the Canadian Animal Health Coalition must decrease training costs, allow certified transporters to train their employees, allow packers to provide trucker training, and correct online module issues.
15. Alberta Beef Producers, Alberta Farm Animal Care, Alberta Milk, Alberta Cattle Feeders, and Food Banks Alberta may collaborate to share meat donation opportunities with cattle industry stakeholders.
16. Colleges that offer butchery programs are encouraged to work with provincial abattoirs to accept animals that can be processed for donation.