

GUIDELINES FOR INTERSTATE SHIPMENT OF CATTLE

Prepared by the Hawaii Cattlemen's Council
Animal Welfare Committee and Transportation Committee

Preconditioning

All producers are strongly advised to adequately prepare their animals for the physical and environmental challenges that may be encountered during shipment. Preconditioning programs should be tailored to each producer's specific needs and may include nutritional conditioning, vaccinations, dewormers, preventative vitamin supplements and antibiotics. Preventative health programs should be applied during both calthood and weaning. In order to achieve maximum benefit of animal health products and to decrease the additive effects of stress, preconditioning should be done at least 30-45 days prior to shipment. This is especially true if castration, branding or dehorning is to be performed before shipping.

Health Inspection and Health Certificates

All cattle should be in good health and free of obvious signs of disease including diarrhea, lameness, pinkeye and respiratory disease. Managers are encouraged to check cattle prior to loading to ensure guidelines are met. Cattle will be inspected by an accredited veterinarian in accordance with interstate health requirements. At this time most states do require an interstate health certificate issued by an accredited veterinarian. Requirements for heifers and steers at different ages vary from state to state and animals should be inspected within 7 days of shipment. Due to brucellosis vaccination requirements, entry of heifers may be age limited or they may be required to be vaccinated prior to entry. In most states these animals must be under 12 months and in some, under 10 months of age to be eligible for brucellosis vaccination. Exceptions may be made if animals are destined for quarantined feedyards, are going directly to slaughter or where certain western states allow vaccination of mature females. Be sure to identify the state of destination when scheduling appointments so your veterinarian can check to be sure all requirements are satisfied. A certificate of livestock ownership/movement (FORM DC-44) available at the various Hawaii Department of Agriculture offices statewide must accompany all shipments.

Selection of Calves for Shipment

Be aggressive during selection of calves for shipment. Poor doers and unthrifty animals are at increased health risk enroute and will contribute to high treatment costs, potential losses and suboptimal performance. These animals are extremely unprofitable and strong emphasis should be placed upon rigid culling at home.

- Uniformity of size - producers need to select calves for uniformity in size. Limited space in the cowtainers makes it very difficult for smaller, weaker calves to make their way to the water and feed trough while enroute. Select and sort calves into compartments based on uniformity of size.
- Horned cattle - these animals can cause extensive bruising and bunk space competition for pen-mates. In addition one pasture manager reports a broken horn may set an animal back at least 45 days. Be sure to avoid shipping these animals. Dehorn early or tip horns adequately well ahead of shipping.

Container Capacity

Based on information from previous shipments, the following numbers of head per container and weights have been formulated. These figures should be used as guidelines/recommendations only. Your shipping manager will have more specific information on loading numbers. Maximum animal height will depend upon cowtainer design but shippers should allow for 1 inch of clearance at the lowest point of ceiling, approximately 48-50 inches. During loading, be sure calves have enough room to comfortably turn around, lay down and get up. Maximum recommended livestock capacity should not exceed 30,000 lbs. Slightly lighter loads are recommended during the winter months when rough seas may be encountered and during the late summer and early fall if high temperatures with no trade winds are forecast.

<u>Cattle weight</u>	<u>Number of head per container</u>
300-400 lbs	70-80
400-500 lbs	60-70
500-600 lbs	50-60

Hawaii Cattlemen's Council Load Plan

Animal Weight	Average Weight	Animals/ Pen	Weight/ Pen	Animal/ Cowntainer	Weight/ Cowntainer
200-250	225	22	4950	88	19800
250-275	262.5	21	5512.5	84	22050
275-300	287.5	20	5750	80	23000
300-325	312.5	19	5937.5	76	23750
325-350	337.5	18	6075	72	24300
350-375	362.5	18	6525	71	26100
375-400	387.5	17	6587.5	67	26350
400-425	412.5	17	7012.5	67	28050
425-450	437.5	16	7000	63	28000
450-475	462.5	16	7400	63	29600
475-500	487.5	15	7312.5	59	29250
500-550	525	14	7350	55	29400
550-600	575	13	7475	51	29900
600-650	625	12	7500	47	30000
650-700	675	11	7425	42	29700
700-750	725	10	7250	38	29000

Loading and Unloading

Animals should be loaded and off-loaded only via an appropriately sized chute. As stress can contribute to the incidence of disease, producers are urged to keep both physical and psychological pressures to an absolute minimum. Calves should be handled carefully with judicious use of dogs, ropes, prods, canes and other artificial devices. Shippers should strive to minimize time in the cowtainer as well, loading as close as possible to departure.

Stocktender: All long haul shipments should be accompanied by a qualified designated stocktender at dockside and shipboard. In the event the stocktender must leave the premises, an emergency contact number should be left with the port. Pagers and/or cellular phones are encouraged. The stocktender shall be responsible for ensuring that all cattle have access to feed and water at all times during shipment. Shippers are advised to plan accordingly for feed and water needs. This applies to interisland as well as interstate legs. In addition, the stocktender is also expected to maintain a practical level of cleanliness inside the cowtainer.

Transit Delays

Cattle should not be held in cowtainers dockside for unnecessary periods of time. In the event a delay is anticipated, animals should be off loaded at one of the designated facilities listed below. In addition, in the event of temperature extremes, producers are strongly encouraged to off-load animals until shortly before shipping.

(Contact the State Veterinarian's office to make arrangements for use of the various quarantine facilities, 483-7113, or after hours 837-8092.)

<u>Port</u>	<u>Transit Facility</u>
Hilo	State Quarantine facility, Hilo
Kauai	staging facility
Kawaihae	closest pens or back to the ranch of origin
Maui State	Quarantine facility Puunene
Oahu State	Quarantine Facility, Halawa

Sick/Downer Animals

Upon discovery of sick and/or downer animals, the animal shall be removed from the cowtainer expeditiously and taken to the designated receiving facility listed above for treatment.

Positioning of Cowtainers

Hawaii Cattlemen's Council recognizes Matson's efforts to place cowtainers on-board to allow maximum ventilation and access to animals. Shippers are advised to continue to observe and request assistance in assuring these efforts continue.

Shipping Summary

Producers are encouraged to summarize and document incidences of sickness and losses related to shipping at least every 6 months. This information will be helpful in identifying problem areas so that appropriate changes may be made.

Future Improvement

Hawaii ranchers continue to search for innovative methods of marketing their products, both locally and overseas. The Hawaii Cattlemen's Council is committed to investigating options which will streamline this process. In keeping with the Producer's Code of Ethics, three areas offer hope for further development and improvement of livestock transport:

- An amendment to the 1920 Jones Act which would allow the use of foreign livestock vessels in the transport of cattle between Hawaii and U.S. Mainland ports.
- A relaxation of international health requirements which would reduce unnecessary testing procedures for export of calves into foreign markets.
- A direct call from outer island ports to mainland U.S. ports which would eliminate an Oahu stop-over and decrease total shipping days.

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FACT SHEET FOR INTERSTATE SHIPMENT OF CATTLE

Prepared by the Hawaii Cattlemen's Council

Animal Welfare Committee and Transportation Committee

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The Cattle Industry in Hawaii has a long tradition, dating back to 1793 when Captain George Vancouver first presented cattle to King Kamehameha I as a gift. A "kapu" was placed on the animals to allow them to flourish and over time their numbers grew. Organized cattle ranching began in earnest in 1847 when John Palmer Parker bought 2 acres of land for \$10 from King Kamehameha I. Since that time, the beef cattle industry has grown to be one of Hawaii's largest agricultural commodities.

The last 10 years have found Hawaii ranchers besieged by economic and environmental hardships. Droughts, aphid infestation, importation of foreign meat and increased production costs have plagued producers. The industry was dealt a critical blow with the closing of Hawaii's three major feedyards in the late 1980's and early 1990's. This effectively eliminated any local outlets for selling of feeder calves. Faced with close to 50-60,000 mother cows with calves by their side, the industry quickly mobilized to explore ways to transport their calves to mainland markets. Several years later, these stewards of Hawaii's land and livestock continue to fine-tune their efforts to improve access to transportation and markets on the North American continent.

The objectives of the attached fact sheet and guidelines are to:

- Provide information to producers regarding transportation of animals to the mainland.
- Provide general recommendations for more consistent and uniform handling of animals in transit.
- Heighten awareness of the special needs and consideration these animals must be given during their unique voyage.

CURRENT TRANSPORTATION METHODS AND LIMITATIONS

1. The Jones Act passed by Congress in 1920 prohibits the use of foreign vessels in transporting goods between U.S. ports. This includes the State of Hawaii and any U.S West Coast port. There are currently no U.S. made livestock ships, thus Hawaii producers wishing to ship via livestock vessel are limited to shipping animals aboard foreign ships (ie: Danish flagged vessels) only to foreign ports such as Canada and Mexico. International health requirements can be stringent, often imposing added costs for testing for various diseases.

2. There are currently three methods available for shipment of calves to the North American markets: By air; by livestock ship (only to foreign ports); and by "cowtainers". "Cowtainers" are modified freight containers that have been equipped with waterers, feeders and windows. As a large number of animals leaving the state are presently being moved by cowtainers, the attached guidelines will focus on this area.

3. Most cowtainers are double decked and divided into 4 compartments. Two compartments are housed on the top level and two are on the lower level. Each compartment has access to a common waterer and feeder. The waterers are supplied by a hose or a 250 gal. storage tank. The feeder can accommodate up to 2 tons of feed. Cowtainers are accompanied by an attendant who is responsible for the feeding and watering of animals.

4. Transit times:

- **BY AIR:** Direct flights available from Hawaii and Oahu. Cattle from islands other than Oahu and the Big Island to be moved by this method must first be barged to either Oahu or Hawaii by Matson or Young Brothers - depending upon the Island of origin, a trip of roughly 22 hours. These cattle are off-loaded and transported to a holding facility until flight date, which usually is 1 to 3 days later. The flight time is approximately 5-6 hours. Upon arrival, cattle are unloaded onto trucks which transport the animals to their destination.
- **BY LIVESTOCK SHIP:** Cattle are loaded directly from trucks to pens on-board the ship. These voyages are usually direct calls with no stopovers. Travel time depends on destination and weather conditions. An average trip to Vancouver is 8-10 days.
- **BY COWTAINER:** Outer island cattle are first barged to Oahu by Matson or Young Brothers; travel time of about 24-30 hours. Unless off-loaded, animals can be held in cowtainers for up to 48 hours awaiting loading onto the container ship. The trip again varies upon destination and conditions but averages 5-6 days from Oahu.

5. Summary of cattle shipped since 1990

<u>Year</u>	<u>Total Number</u>
1991	25,000 head
1995	46,000
2007	51,000
2008	43,000
2009	41,000
2010	48,000
2011	38,000

Source: Hawaii State Dept of Ag, Statistical Services