

**- Re: Slaughter horses by Air**

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**From:**  
**To:**  
**Date:** 2013-04-30 11:11 AM  
**Subject:** Re: Slaughter horses by Air

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good email

>>> 4/30/2013 8:35 am >>>  
HI .

As you may recall, sometime in November 2012, I submitted a proposal to study the transportation of horses by air. As we had not heard anything back about this proposal in February of this year, I also made an inquiry about an AR to have someone accompany a couple of these flights to Japan. I have not heard back on either requests and I was wondering if you would be able to provide us with an update.

The transportation of slaughter horses by air is still an ongoing issue and an AW concern.

We did submit a proposal to IATA to re-evaluate the loading densities for horses but they declined and stated that the OIE standards were what they were using and that they were satisfied with these guidelines. **Canada does NOT follow the OIE or IATA guidelines .**

Therefore because we are unable to study the issue further and that we have had problems with loads in the past and that exporters are not following OIE and IATA guidelines, we are going to continue with our process to start **requiring that air shipments follow OIE and IATA guidelines.**

This is going to be a very hot topic.

We believe the best approach is to prepare a notice to industry informing them of the plan and allow them time to prepare accordingly.

We look forward to discussing this issue with you should you require.

Thanks

**- Re: Fwd: IATA rule amendment**

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**From:**  
**To:**  
**Date:** 2013-08-07 11:42 AM  
**Subject:** Re: Fwd: IATA rule amendment  
**CC:**  
**Attachments:** LAR-39th-Edition\_2012\_CR2.pdf

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Hi

The peer-reviewed scientific literature and our experience to date both raise serious questions about the shipments of feeder horses by air to Japan. On April 18 IATA discussed their horse loading density standards and concluded that they are valid based on consistent positive experience. The same cannot be said about the feeder horse shipments to Japan.

CFIA cannot justify continuing to allow four horses to be transported in a single stall under these conditions without solid evidence to refute the above-noted indications against this practice. For this reason we submitted a research proposal last December, in consultation with the Air Transport Working Group. Our request for funding of that research was not approved by CFIA. No other funding sources could be found. Other obstacles presented themselves when we approached industry about accompanying shipments and recording observations for the project.

In the absence of supportive evidence for allowing the transportation of four large draught horses per crate by air to Japan, and given the indications mitigating against this practice, last March we determined that it is non-compliant with Part XII of the Health of Animals Regulations, section 140 and that there is a high risk of non-compliance with certain subsections of section 143.

I had understood that [redacted] was going to provide his analysis of four-horse stalls used out of Winnipeg on at least one shipment this past spring. We did not follow up as we subsequently had to discontinue our involvement in this issue due to Ministerial priorities.

>>> 2013-08-06 4:45 PM >>>

Thank you - last I heard we were allowing 4 into the crates with a weight limit of 6400 lbs. Please clarify if this is over.

>>> 2013-08-06 12:24 PM >>>

Hi

Draft horses are far too large to qualify for the exemption for Icelandic horses. We have already agreed that no crates will carry more than three draft horses on these shipments.

I would appreciate receiving an update on the loading densities in current use for export feeder horses by air to assist us in answering [redacted] question..