

Wageningen UR Livestock Research

Partner in livestock innovations



Report 308

The beef cattle welfare during transport: Brazilian experiences

Technical Visit and Workshop

January 2010



LIVESTOCK RESEARCH
WAGENINGEN UR

Colophon

Publisher

Wageningen UR Livestock Research
P.O. Box 65, 8200 AB Lelystad
Telephone +31 320 - 238238
Fax +31 320 - 238050
E-mail info.livestockresearch@wur.nl
Internet <http://www.livestockresearch.wur.nl>

Editing

Communication Services

Copyright

© Wageningen UR Livestock Research, part of
Stichting Dienst Landbouwkundig Onderzoek (DLO
Foundation), 2010

Reproduction of contents, either whole or in part,
permitted with due reference to the source.

Liability

Wageningen UR Livestock Research does not
accept any liability for damages, if any, arising from
the use of the results of this study or the application
of the recommendations.

Wageningen UR Livestock Research and Central
Veterinary Institute of Wageningen UR, both part of
Stichting Dienst Landbouwkundig Onderzoek (DLO
Foundation), together with the Department of
Animal Sciences of Wageningen University
comprises the Animal Sciences Group of
Wageningen UR (University & Research centre).

Single numbers can be obtained from the website.



ISO 9001 certification by DNV emphasizes our
quality level. All our research projects are
subject to the General Conditions of the
Animal Sciences Group, which have been filed
with the District Court Zwolle.

Keywords

Transport, animal welfare. Product quality

Reference

ISSN 1570 - 8616

Author(s)

E. Lambooij
W. Baltussen
M.H. Quintiliano

Title

The beef cattle welfare during transport:
Brazilian experiences

Titel

Het welzijn van slachtrunderen tijdens
transport: Braziliaanse ervaringen

Report 308



LIVESTOCK RESEARCH
WAGENINGEN UR

Report 308

The beef cattle welfare during transport: Brazilian experiences



Grupo de Estudos e Pesquisas em
Etologia e Ecologia Animal



LEI

WAGENINGEN UR



LIVESTOCK RESEARCH

WAGENINGEN UR

E. Lambooj
W. Baltussen
M.H. Quintiliano

January 2010

Preface

De huidige regelgeving, inclusief de regels voor transport van levende dieren in Brazilië worden vergeleken met de regelgeving in de EU. Een methode voor het meten van welzijn dat past in de EU regelgeving wordt ontwikkeld. Tevens wordt de robuustheid van de methode in een paar casestudies in de praktijk getest. Deze studies omvatten ook een analyse van de risicofactoren voor het ontstaan van huidbeschadigingen en botbreuken en de logistiek en behandeling van de dieren van het hek van de boerderij tot in het slachthuis. Dit draagt bij aan het vaststellen van een raamwerk voor protocollen van de behandeling voor het slachten, waardoor de condities tijdens transport en op het slachthuis voor vleesvee verbeteren.

Preface

The project aims to study the present animal welfare rules and regulations, including the rules for the transport of living animals and to compare these with EU-regulations. In addition proposals for improvement of animal welfare and meat quality will be based on regulations and best practices. A few case studies contain the analysis of risk factors for bruises and injuries and the logistics and handling of living animals from the farm gate until the slaughter house. This may contribute to establishing a framework for pre-slaughter protocols that can improve pre-slaughter transport and handling conditions for beef cattle, both with respect to meat quality and animal welfare.

Samenvatting

In Brazilië is er weinig regelgeving in relatie tot welzijn van dieren. Er is een algemene wet uit 1934, waarin staat dat men dieren niet mag schaden. Momenteel worden door de het Ministerie van Landbouw regels opgesteld voor het transport van levende dieren voor export. Er zijn sanitaire regels, die stellen dat dieren minimaal 12 uur in de wachtruimte van het slachthuis dienen te verblijven om regurgitatie uit de magen te voorkomen. Dit verblijf levert veel stress op, dat mogelijk tot meer bloedingen in de spieren en DFD vlees kan leiden.

De beperkte wetgeving wil niet zeggen, dat er geen aandacht voor dierenwelzijn is. Verschillende organisaties zoals ETCO en Embrapa hebben speciale programma's (Good Agricultural Production) ontwikkeld om de productkwaliteit en het dierenwelzijn te verbeteren (Zie literatuur). Deze programma's concentreren zich op de infrastructuur zoals laad- en aflaadplaatsen, behandeling van dieren en gedrag van bestuurders gedurende het transport van levende dieren. Wanneer dit programma (GAP) wordt geïmplementeerd kan veel vooruitgang worden geboekt zonder extreem dure investeringen. Eenvoudige maatregelen zoals rubberen matten, beter laad- en aflaadperrons, zorgvuldig behandelen en drijven van de dieren kunnen tot betere economische resultaten en verbetering van het welzijn leiden. Verschillende partijen in de productieketen zijn geïnteresseerd in vrijwillig deelname in de GAP programma's, zoals slachthuizen, veehouders en transporteurs.

De infrastructuur voor het transport is slecht. De dieren moeten over grote afstanden worden vervoerd over slechte wegen – de meeste wegen zijn niet geasfalteerd- in een vochtig en warm klimaat. Deze infrastructuur en externe omstandigheden kunnen niet eenvoudig worden gewijzigd. Het dierenwelzijn tijdens transport kan wel veel verbeterd worden door correct te rijden.

Er is een grote variatie aan veebedrijven in alle stadia van de toelevering van slachtdieren. Dit betekent niet dat grotere bedrijven ook beter zijn dan kleine bedrijven. Ook de kennis van over dieren, dierenwelzijn en vleeskwaliteit verschilt sterk tussen werknemers in de verschillende fasen in de keten. De meeste werknemers zijn gericht op het uitvoeren van hun werk en hebben geen kennis over de effecten van hun handelen op het vervolg van het productie proces. Veel chauffeurs weten bijvoorbeeld niet wat het effect is van hun handelen op het welzijn en de vleeskwaliteit (bloedingen). De presentatie van Staris Tseimazides (Grupo Marfrig) laat zien dat zorgvuldig rijden positief effect heeft op de gebruikte brandstof en het dierenwelzijn (bloedingen). Opleiden van chauffeurs en supervisie van medewerkers die met de dieren omgaan, brengt het niveau van de bloedingen en het aantal karkassen met DFD vlees sterk omlaag. Runderen worden in verschillende veewagens getransporteerd met een variatie van één of een paar dieren tot 72 dieren. In principe zijn al deze veewagens geschikt voor het vervoer als ze er aan aangepast zijn zoals rubber matten en compartimenten. Een belangrijk aspect voor het welzijn van de dieren is de stijl van rijden van de chauffeur. Hoewel de infrastructuur de meest belangrijke factor is. De hoofdwegen zijn geasfalteerd maar de secundaire wegen niet. Dit betekent dat er vele gaten in de wegen zitten en tijdens sommige dagen zijn deze wegen zo goed als onbegaanbaar. Dit leidt tot extreem lange rijtijden en stressvolle ritten voor de dieren (en ook voor de chauffeurs)..

De belangrijkste kostenpost voor het transport in Brazilië zijn de brandstofkosten en niet de salarissen of tolwegen zoals in Europa. Een belangrijke economische factor is eveneens het terugdringen van de bloedingen in het karkas en verbetering van de vleeskwaliteit. Het transport gebeurt meestal onder verantwoordelijkheid van het slachthuis en in beperkte mate door ingehuurde transporteurs. Transporteurs worden nu echter niet afgerekend op schade die zij toebrengen aan het dier of het karkas.

Vermeldenswaardig is dat de Braziliaanse overheid bij de invoering van regelgeving sterk let op de mogelijkheden om de naleving hiervan te kunnen controleren. Men doet dus wat men belooft maar is terughoudend in het aantal beloften.

Summary

In Brazil in legal terms little attention is paid to animal welfare. There is a general law from 1934 stating that animals should not be harmed. Regulation is prepared for transport of live animals exported to third countries. On the other hand there is regulation that leads to additional stress of animals. For example animals should be held in corrals at the slaughterhouse for at least 12 hours. This leads to additional stress for animals. Reasons to keep these animals for 12 hours at the slaughterhouses is regurgitation of food from the rumen during slaughter. The limited amount of regulation does not mean that no attention is paid to the welfare of animals. Several organizations like ETCO and Embrapa have special programs (Good Agriculture Production (GAP)) with the aim to increase product quality and also animal welfare (literature). These programs focus on infrastructure like loading and unloading places, handling of animals and on driving behavior during transport of live animals. Much progress can be made by implementing these GAP because animal welfare can be increased without huge investments. Simple measures like rubber mats, better loading and unloading stations, careful handling of animals, careful driving during transport of live animals will have better economic results and an increase of animal welfare. Different chain participants are interested in participating in these voluntary GAP programs like slaughterhouse, farmers and transporters. The environmental aspects with regard to transport of live animals are not favorable. Animals have to be transported over relative long distances over relative bad roads (many are unpaved with many holes) in a hot and humid climate. These structural aspects can not be changed easily, however by careful driving a lot can be gained.

There is a huge variation in farms and firms at all stages of the supply chain (farmers, transporters, slaughterhouses and processing industry). However, this does not mean that bigger farms and firms are better or that smaller farms/firms are worse. Also the knowledge about animals, meat quality and animal welfare differ a lot among people involved. Most people are focused on their job without knowing what the impact of their behavior can be on the rest of the chain. For example drivers do not know what the impact of careful driving has on meat quality and animal welfare. The presentation of Stavris Tseimazides (Grupo Marfrig) shows that careful driving has a positive impact on use of fuel and on the number of bruises. Simple training the drivers and supervision over persons loading the animals brings down the level of bruises and decreases the percentage of DFD carcasses.

Cattle are transported in different vehicles varying from a few to 72 animals per consignment. Basically all these vehicles can be used for transport of live animals if they are adapted for this purpose (rubber mats, partition). Research show that the type of vehicles does not influence the animal welfare strongly. If these trucks are well equipped the style of driving is the most important. However a main structural problem remains the infrastructure. Only the main roads are paved, which means a "humble and bumble" at the secondary roads. This period during the start of the transport compromises the welfare.

Regarding economic aspects it should be kept in mind that fuel is the main cost in Brazil and not the wages of drivers or toll like in Europe. A second remark is that economic incentives to reduce bruises or the increase the meat quality are not in place. The transport of live animals is mostly done by slaughterhouses and to a lesser part by transporters hired by farmers. Transporters are not rewarded for better transport (nor by the slaughterhouse nor by the farmer).

The Brazilian government only introduces new regulation if the enforcement is secured. This means that not many promises are made but if the promise is made it is and can be controlled.

Table of contents

Preface

Summary

1	Introduction	1
1.1	Background	1
2	Travel programme	2
3	Workshop “The beef cattle welfare during transport: Brazilian experiences”	5
3.1	Programme	7
3.2	Lecturers introduction.....	8
3.3	Institutions present in the workshop.....	10
3.4	Considerations of the presentations and discussion	12

1 Introduction

1.1 Background

Nowadays transport distances of farm animals by road to another farm or to the slaughter-house are expanding because of the economic consequences of greater opportunities for long distance and international trade, improved infrastructure and increased demand for live animals for fattening and slaughtering. The size of the country and the extensive way of cattle production distances between production and processing are, in general, larger in Brazil than within Europe.

Although there are large variations in the definition of “acceptable” animal welfare conditions, due to cultural, philosophical or religious differences between individuals, it is generally agreed that farmed animals should be spared unnecessary suffering throughout successive stages in their lifecycle, including raising, transporting or killing.

Besides ethical aspects, humane treatment of animals in the production chain is an important component of the quality and safety of meat. Consumers’ concerns for animal welfare have important implications for the future consumption of meat and for producers and retailers of animal-based food products



2 Travel programme

8 November 2009 **Arrival**

9 November 2009 **Preliminary Visits**

- 1) Place: The Model farm Project, Jaboticabal – São Paulo State
Institutional Information in: www.modelfarmproject.org

The university is teaching and educating approximately 300 students in 3 areas: veterinary study, animal science and biological sciences.

Visit the training farm to train students in animal handling. The status of “animal welfare” in Brasil was discussed and related to the status in the EU. The discussion was concentrated on transport and animal handling in lairage and in the slaughterhouse (i.e. stunning procedures)

10 November 2009

- 2) Place: COMAPI, Feedlot, Lins – São Paulo State
Institutional information in: www.comapi.com.br

The feedlot has strong relations with to the slaughterhouse company Bertin (see below)

Approximately 21,000 cattle are kept for a minimum of 90 days. The weight at the start is about 350 kg and at the delivering to the slaughterhouse about 500 kg live weight. The animals of a whole pen (500 animals) are delivered on one day.. The animals i.e. zebu's or crossbred zebu x Angus (bulls) are kept on a sandy floor with partly shedded. When not shedded a hill was formed where a part of the animals were able to lie on a dry place. This is necessary especially in the rain season (during the visit). The animals were fed with grain (50%), and by-products of sugarcane, citrus and cotton production.

The animals are driven to the loading place by cowboys. The design of the loading place was the concept of Temple Grandin, which means a low stress driving system. The procedure for the driving system was used correctly and the cattle were loaded with a low stress procedure. The lorry consists of 4 compartments which were fully open at the side and not covered. The floor was covered with a rubber floor. In each compartment 8 animals were transported. They were free to move and stand in a comfortable position. Directly after loading the cattle were transported to the slaughterhouse 25-30 km away over a paved road.





- 3) Place: Bertin S/A, slaughterhouse and feedlot COMAP, Lins – São Paulo State
Institutional information in: www.bertin.com.br

When the vehicle arrived the animals are unloaded quietly and driven to their pen and remained in lairage for at least 12 hours. This duration is legally ordered for sanitary reasons i.e. prevention of regurgitation of food during slaughter. The consequence is that the animal remains walking for that time through the pen, which may result in bruising and DFD meat.

Each day 1000 animals were slaughtered. The animals are quietly driven to the stunning box. However before entering the stunning box the animals became afraid, because it was completely closed and not lightened sufficiently. To get the animals in the box an electric prod was used, which stressed the animals and might cause bruises. The animals were stunned by a captive bolt, however not always correctly.

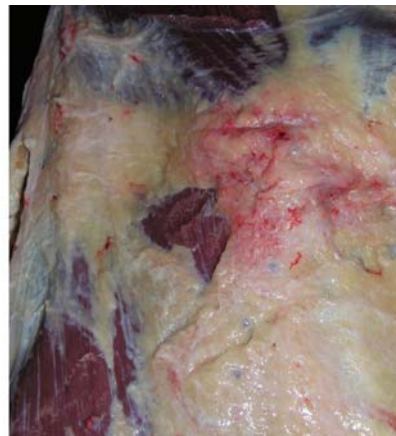
After slaughter a lot of carcasses showed bruises on the backside. Bruising was scored, but the management did not know the percentage of bruising and percentage of carcasses with DFD meat.

11 November 2009

- 4) Place: FrigoPoti Slaughterhouse, Potirendaba – São Paulo State
Institutional information in: www.frigopot.com.br

This slaughterhouse was a small slaughterhouse with approximately the same procedure as described above (Bertin Slaughterhouse). The only difference is that all animals were slaughtered before 12.00 hours. At the moment of our visit animals were unloaded to be slaughtered the next day. These animals stay in the corrals for at least 18 hours before slaughtering.

The animals were stunned by a captive bolt in a correct way. A further difference between the slaughterhouses was that the slaughtered animals were not processed at FrigoPoti but sold as halve carcasses.



5) Place: Germânia Farm (dairy cattle), Monte Alto – São Paulo State City

Afternoon: Visit to a dairy farm in the environment Germânia Farm - Monte Alto Town - São Paulo State

The farm consists of 100 ha for sugarcane and 70 ha for 300 dairy cattle including breeding. The breed was HF, where was a change to Jersey to increase the fat percentage in the milk. In an experiment the calves were brushed for 4 hours a day and they had playing tools such as a skirt. The calves were partly kept shedded on a sandy floor with a lot of straw or in the meadow outside. The dairy cattle were kept during the day in a meadow and driven to the milking parlor by cowboys. The waiting pen is covered partly and the animals were misted to prevent heat stress. In the parlor 16 cattle could be placed to be milked by 4 milkers. At the top the animals give 20 l milk a day.



12 November **Workshop: “The beef cattle welfare during transport: Brazilian experiences”.**

13 November **Return.**

3 Workshop “The beef cattle welfare during transport: Brazilian experiences”.



Workshop Report:

“O BEM-ESTAR DOS BOVINOS DURANTE O TRANSPORTE: A SITUAÇÃO BRASILEIRA”

“THE BEEF CATTLE WELFARE DURING TRANSPORT: BRAZILIAN EXPERIENCES”

12/11/2009 - FCAV/UNESP, Jaboticabal-SP-Brazil





Preliminar Visits

- 1) Place: The Model farm Project, Jaboticabal – São Paulo State
Date: 09/11/2009
Institutional Information in: www.modelfarmproject.org

- 2) Place: Bertin S/A, slaughterhouse , Lins – São Paulo State
Date: 10/11/2009
Institutional information in: www.bertin.com.br

- 3) Place: COMAPI, Feedlot, Lins – São Paulo State
Date: 10/11/2009
Institutional information in: www.comapi.com.br

- 4) Place: FrigoPoti Slaughterhouse, Potirendaba – São Paulo State
Date: 11/11/2009
Institutional information in: www.frigopoti.com.br

- 5) Place: Germânia Farm (dairy cattle), Monte Alto – São Paulo State City
Date: 11/11/2009

3.1 Programme



CRONOGRAMA

Workshop: "O BEM-ESTAR DOS BOVINOS DURANTE O TRANSPORTE: A SITUAÇÃO BRASILEIRA" 12/11/2009 - FCAV/UNESP, Jaboticabal-SP Sala 31 da Funep		
Time	Palestras	Convidados
08:00	Introdução e objetivos. Introduction and objectives.	Bert Lambooij Wageningen University
08:20	Uma visão geral das práticas de transporte atuais, dimensão econômica e legislação na UE e avaliações de riscos ao bem-estar animal durante o transporte: introdução da metodologia. An overview of current animal transport practices, economic dimensions and legislation in the EU and Risk assessment of welfare during transport: Introduction of the methodology.	Bert Lambooij and Willy Baltussen Wageningen University
09:20	Ponto de vista: desafios e conquistas nas ações de bem-estar animal nos frigoríficos. Point of view: Animal welfare challenges and achievements in slaughterhouse plants.	Stavros Tseimazides Grupo Marfrig
10:10	Intervalo para o café / Coffee break	
10:30	Treinamento de motoristas: uma experiência com transportadores de suínos. Training truck drivers: An experience with pig transporters.	Osmar Dalla Costa Embrapa Suínos e Aves
11:10	Discussão / Discussion	
12:30	Almoço / Lunch	
14:00	Legislação brasileira sobre o transporte de animais. The Brazilian legislation about the transport of animals.	Andrea Parrilla Ministério da Agricultura, Pecuária e Abastecimento
14:40	Programa Brasileiro de Boas Práticas Agropecuárias. Brazilian GAP Program.	Ezequiel Rodrigues do Valle Embrapa Gado de Corte
15:30	Intervalo para o café / Coffee break	
16:00	"Boas Práticas no Transporte de Bovinos de Corte (BPT) – Uma proposta para capacitação profissional." "Best Practices in Beef Cattle Transport: A Proposal for Capacity Building"	Andréia Castanheira SEST/SENAT
16:30	Grupo de discussão / Discussion group	
17:00	Propostas para melhorar o bem-estar animal e a qualidade de carne com suporte de novos equipamentos e procedimentos. Proposals for the improvement of animal welfare and meat quality with new tools and procedures support.	Adriano Gomes Páscoa Grupo ETCO
18:00	Encerramento / Closing	

3.2 Lecturers introduction



Speakers

Lecturers Introduction	
Visitors	References
Andréia Castanheira	Psychologist since 1998, graduated by Dom Bosco Catholic University, in Campo Grande city, state of Mato Grosso do Sul; specialist in Organizational Behaviour by INBRAPE, since 2005, and specialist in School Administration by Cândido Mendes University, since 2008. Director of Unit 32 of SEST/SENAT (Social Service for Transportation) in Campo Grande city, MS.
Adriano Gomes Páscoa	Graduation in Animal Science by São Paulo State University (2001), master degree and doctorate in Animal Science (Animal Production) by São Paulo State University [Jaboticabal city] in 2005. Works at ETCO Group since 1995, acting in the following areas: Use of Pasture, Bovine Ecology, Mapping and the use of Geographical Information Systems.
Andrea Parrilla	Graduation: Animal Scientist at São Paulo State University, Jaboticabal city. Specialist in Agrobusiness Management by the University of Brasilia. Federal Inspector in Farming and Cattle Raising Chief of Bovideoculture Division Coordinator of the Animal Welfare Commission in the Ministry of Agriculture, Livestock and Supply (MAPA).
Bert Lambooj	Bert Lambooj is graduated in Veterinary Science in the 1970s. He worked as a meat inspector for some years. After that, he became a researcher and did the doctorate in "Some impressive aspects of electric and mechanic in ruminants." He is now a senior researcher at Wageningen University and Research Center, and Livestock Research Division in Lelystad. The main areas of work are psychology, stress, pain during castration and identification processes, pre-slaughter handling and stunning. And also in meat quality related to the stress. He works with ruminants, swines, poultry and fish.



Ezequiel Rodrigues do Valle	I am an Agronomist by ESALQ University in 1970, with graduation in Animal Physiology (master degree By Iowa State University, 1978) and doctorate by University of Illinois in 1986). I am a researcher at Embrapa since 1975, coordinator of Bovineculture Sector Division in MS state from 2003 to 2008, and nowadays, coordinator of GAP in Livestock and Beef Cattle at Embrapa, and also coordinator of Technical Committee of MAPA/SDC, for studying and stating rules about the program.
Osmar Dalla Costa	Master degree in Animal Science by Federal University of Viçosa (1993), and doctorate in Animal Science by São Paulo State University (2005). Nowadays, he is a researcher II at Embrapa. He has experience in Animal Science, with emphasis in animal breeding, working mainly about: swines, welfare, meat quality, pre slaughter and humanitarian slaughter.
Stavros Tseimazides	Animal Scientist graduated by São Paulo State University in 2001, with master degree in Animal Production (emphasis in animal welfare) by the same university in 2006. Working as a Corporative Supervisor in animal welfare at Marfrig Group.
Willy Baltussen	Graduated in Agricultural Economy and Animal Production by Wageningen University. Works at LEI (Agricultural Economic Research Institute) for 24 years in different research areas and projects management. At the moment, He is involved in researches related to economic aspects of animal welfare, specifically in swine castration and animal transportation.

3.3 Institutions present in the workshop



Institutions present in the Workshop

Governmental/ Research Institutes

Agriculture Ministry – MAPA

Embrapa Suínos e Aves

Embrapa Gado de Corte

Embrapa Pecuária Sudeste

Federal Institute of Brasília

Food Technology Institute - ITAL

São Paulo State University – Unesp Jaboticabal

São Paulo State University – Unesp Botucatu

Social Transportation Service/ Nacional Service on Transportation Teaching - SEST/SENAT de Campo Grande

Slaughterhouses

Frigorífico Bertin

Frigorífico Mataboi

Grupo Marfrig

Frigorífico Minerva

Live cattle exporters

Agro Export

Kaiapós

Minerva



Associations

Brazilian Live Cattle Exporters Association (ABEG)

Feedlots Association (ASSOCON)

Consultance companies

Scot Consultoria

Terra Nativa

Especialized Midia

Beef Point (website)

DBO Magazine

3.4 Considerations of the presentations and discussion



Jaboticabal, 12 de novembro de 2009

Ata do Workshop:

“O Bem-estar dos Bovinos Durante o Transporte: a Situação Brasileira”

Abertura: Considerações Gerais

Mateus J. R. Paranhos da Costa – FCAV/Unesp, Grupo ETCO

Considerações:

A importância de se reunir profissionais da área visa buscar o sucesso na decisão de melhorias no transporte brasileiro de bovinos, na busca de tomada de decisões, resoluções de problemas e propostas de novas soluções.

8:00 – Palestra: Introdução e objetivos

Bert Lambooij – Wageningen University

Considerações:

- Apresentação do Instituto de pesquisa da Holanda e problemas comuns com bovinos encontrados no país. Como exemplo o gene Halotano, encontrados em suínos, perus e outros animais, a partir do melhoramento genético, tanto a Holanda quanto a Europa conseguiram solucionar este problema
 - O animal sempre vai sofrer com o transporte, pois é imposto a ele um novo ambiente, estratégias práticas devem ser aplicadas para melhorar o ambiente e o manejo.
 - O estresse provocado por injúrias e lesões, pode apresentar prejuízos à saúde, como baixa imunidade e com isso alta contaminação (por exemplo: *salmonella*), com efeitos diretos na contaminação do produto e na qualidade da carne.
 - Para transporte de suínos especificamente, temos muitas perdas por lesões e arranhões (brigas) e por passagens em corredores de acesso mal estruturados.
 - A grande preocupação é aceitação para importação de carne na Europa (Qual o nível de bem-estar animal adequado, assim como a qualidade no transporte adequado? Os níveis a serem exigidos deverão ser como o exigido na Europa?). Na Europa, as ONGs exercem forte pressão sobre a cadeia produtiva e em especial no de transporte animal. Estas têm como papel principal mostrar os problemas aos consumidores, no intuito de exigir mudanças, isto é uma das causas do por que a criação animal na Europa consegue manter padrões de qualidade. Então, para a situação do Brasil, uma parceria com o Grupo ETCO poderia contribuir para melhoria do transporte no país. “Este é o principal motivo que estamos aqui hoje”, além de conhecer melhor a cadeia produtiva de carne no Brasil e outras iniciativas sobre bem-estar para animais de produção.



• Questões: Como fazer a legislação sobre transporte? Como estabelecer esta legislação? É importante que haja ligação entre a pesquisa, a política e as transportadoras. Por isso uma reunião como esta é importante, para que sejam gerados debates e comprometimento com a melhoria no transporte, não importando a espécie e categoria de animal manejado.

- Objetivos: Como manejar os animais?
Qual a prioridade?
Qual o comprometimento?
Debates sobre bem-estar animal e legislação
Aspectos sócio-econômicos?

8:20 – Uma visão geral das práticas de transportes atuais, dimensão econômica e legislação na EU e avaliações de riscos ao bem-estar animal durante o transporte: introdução da metodologia

Bert Lambooij – Wageningen University

Considerações:

- O transporte pode ser feito em até 8 horas. Esta recomendação não é viável, pois este tempo de viagem é estimado pelo fato de ser permitido que o motorista dirija até em 8 horas. Essa regulamentação não tem relação com as condições ou sofrimentos dos animais, mas sim com o número máximo de horas que o motorista pode dirigir. A viagem entre países geralmente leva mais que 8 horas.
 - Os holandeses são os maiores transportadores da Europa.
 - O planejamento da viagem é importante: número de animais, qual a origem, qual o destino, o tempo de transporte e planejamento de rotas.
 - Lei do veículo: inspecionar as condições do veículo antes do transporte (legislação), e certificação de autorização do veículo.
 - Questões: Quais os horários de alimentação dos animais durante o transporte? Qual o momento apropriado para fornecimento de água? Qual o período de descanso dos animais e do motorista?
 - Proporcionar tratamentos corretos: Como manejar os animais? Boas estruturas de corredores de acesso dos animais. Não misturar lotes. Evitar brigas.
 - Legislação principal do transporte: deve ser permitido que o animal fique de pé, distribuindo o peso nas quatro patas; antes do transporte verificar se o animal está apto para o transporte.
 - Animal não deve sofrer dor desnecessária. O que é dor desnecessária?
 - Questões levantadas sobre rampas das instalações: são situações psicologicamente difíceis para o animal. Este precisa de certo tempo para entender a situação e para onde se locomover, por isso a importância de um bom manejo.
 - Questões gerais: área de descanso suficiente para todos os animais, manutenção de piso limpo e seco dentro do caminhão, uso de ducha de água para acalmar os animais, recepção especial para animais doentes, facilidade para abate de emergência (animais doentes ou terminais) e minimizar fatores de contaminação de doenças.



- Tempo que os animais permanecem no curral do frigorífico, o ideal seria que eles chegassem e fossem abatidos diretamente.

Aspectos econômicos sobre o transporte de animais vivos

Willy Baltussen - Wageningen University

- A Europa está à procura de novos mercados fornecedores de carne, mas uma das exigências é que os países exportadores tenham padrões sanitários e de bem-estar animal semelhantes aos dos países importadores.
 - Aspectos econômicos: o aumento da distância da viagem aumenta os custos do motorista, aumenta custos com pedágio, e especialmente para o Brasil o alto custo com combustível.
 - Na opinião de Willy Baltussen: as boas práticas no transporte podem melhorar o preço da carne e com isso aumentar o preço do transporte. Mas ao final, deve-se observar se os benefícios deste procedimento tornam-se maior que o custo e ainda, verificar se isso tem influência no valor do animal e da carne. Como esses benefícios podem estar envolvidos no processo: transporte mais caro leva a maior qualidade no transporte? Uma boa maneira para começo de melhorias é permitir e incentivar que os fazendeiros escolham empresas transportadoras corretas para o transporte de animais vivos. “Devemos pensar em opções para colocar as coisas no lugar”, no caso do Brasil, as condições de estradas rodoviárias não são adequadas e podem levar à influências na qualidade da carne. Ainda no Brasil, não há legislação específica para esta situação. Logo, padrões devem ser desenvolvidos por empresas privadas ou governamentais, podendo ser através de capacitação e certificação. Mas podemos gerar outros tipos de problemas, por exemplo: o que fazer com animais que não foram certificados?
 - Conclusões: o bem-estar animal pode chegar ao acordo se iniciativas apropriadas forem tomadas; padrões de bem-estar animal devem ser recomendados (de maneira privada ou pública).

9:20 – Ponto de vista: desafios e conquistas nas ações de bem-estar animal nos frigoríficos

Stavros Platon Tseimazides – Grupo Marfrig

Considerações:

- O Grupo Marfrig possui um Setor específico de bem-estar animal, o qual tem realizado boas conquistas e bons resultados.
 - O Programa de Bem-Estar Animal (AWO): visa garantir o bem-estar animal das fazendas até o momento de abate (acompanhamento da fazenda, treinamento intensivo, conhecimento de todos os programas de bem-estar animal e monitoramento dos indicadores de bem-estar).
 - Questões éticas e econômicas: evitar problemas desnecessários, diminuir porcentagens de hematomas no Brasil (55% dos animais que chegam ao frigorífico possuem 1 hematoma, pela avaliação feita em 2005).
 - Questão da capacitação; quando há uma pessoa com treinamento adequado os índices de qualidade melhoram.
 - Pontos abordados: necessidade de acompanhamento do embarque, efeito do treinamento de motoristas (quantidade de uso de choque elétrico e batidas no dorso pela descida da porteira tipo



guilhotina), os diferentes tipos de veículos, valores de pH em relação a distância do percurso, valores de hematomas em relação aos tipos de veículos, diferenças entre carretas, diferenças entre lotações e recomendações de lotação par bovino adulto no transporte (Pocket Guide, 2002).

10:30 – Treinamento de motoristas: uma experiência com transportadores de suínos

Osmar A. Dalla Costa – Embrapa Suínos e Aves

Considerações:

- Importância em se preocupar com o bem-estar das pessoas e dos animais.
- Motivos para a realização do curso: interesse da Coopérdis (Cooperativa de Concórdia de Criadores de Suínos – SC).
 - Pontos abordados no Programa do Curso de Boas Práticas no Transporte: bem-estar animal e qualidade da carne; sistemas de embarque; efeito do jejum no bem-estar animal e na qualidade da carne; passado, presente e futuro do bem-estar animal na qualidade de suínos; efeitos do transporte no bem-estar animal e qualidade da carne e acompanhamento do embarque dos suínos na granja.
 - Foram apresentados problemas comuns em granjas de suínos no momento do embarque.
 - Avaliação das conseqüências das falhas no manejo pré-abate no bem-estar e na qualidade da carne de suínos no frigorífico.
 - Atitudes motivacionais.
 - Avaliação do sistema de embarque – Motoristas VS. Embrapa.
 - Demonstração de depoimentos de funcionários do frigorífico Aurora, da Coopérdis e dos motoristas capacitados, sobre os resultados e melhorias no transporte da região.

11: 10 – Discussão Geral:

- Questão direcionada a Osmar A. Dalla Costa: Como motivar e levar motoristas para o curso de capacitação para transporte? R: Os motoristas são terceirizados e convidados pelas cooperativas, muitos deles vão contrariados. Com o desenrolar do curso, as atitudes dos motoristas melhoram. Ao final, todos recebem certificados.
- Questão direcionada a Andréa Parrilla: Comentar sobre o caso da regulamentação do treinamento de animais vivos, mediante a obrigação por lei. R: Empresas estão interessadas nisto e procurando parceiros, a iniciativa esta partindo das próprias empresas. Este fato facilita a regulamentação e a formalização da capacitação.
- Questão direcionada a Bert Lambooij e Willy Baltussen: Na Europa, o que está sendo feito no sentido do bem-estar animal nos animais de produção, pois o que vemos são animais confinados em ambientes sujos e de péssimas condições? R: Na Europa, vivemos uma situação completamente diferente. Fazendas com no máximo 500 animais, vivendo em montanhas e pastagens e em confinamentos também. A produção de carne na Europa é muito baixa, sendo as maiores produções em suínos e aves. Mas ainda assim nos preocupamos com o bem-estar dos animais.
- Questão direcionada a Bert Lambooij: A legislação de 8 horas é feita baseada em jornada de trabalho. Pensando em bem-estar animal tem alguma recomendação? R: Há grandes discussões a respeito deste assunto na Europa. As ONGs pressionam muito a respeito deste tema, mas o setor não está interessado nisso. Se formos considerar animais como ovelhas e bovinos jovens este tempo de 8 horas é muito alto. Do ponto de vista científico teria que haver divisões por espécies e por categorias.



• Questão direcionada a Stavros Platon Tseimazides: Os frigoríficos estão buscando padrões como a distâncias médias a ser percorrida em um dia e o tempo de viagem? Há outras recomendações para o embarque? R: O frigorífico padroniza uma média de 400 km só ida e quanto ao tempo varia muito, de acordo com a condição da estrada.

• Questão direcionada a Bert Lambooij e Willy Baltussen: Independente do curso de bem-estar animal e do país em questão. Em sua opinião, o quanto estas questões de adequação para exportação podem se tornar desculpas ou barreiras? R: O que é levado em consideração para a Europa são as questões de fronteiras, aspectos de responsabilidade social e política. É difícil dizer, mas uma coisa leva a outra. Se quiserem exportar para a Europa, tenham suas certificadoras e sua regulamentação sólida, para que não sejam barrados. A parte da área política e a demanda de compradores também podem barrar ou abrir portas. Isto é uma área completamente diferente.

• Questão direcionada a Stavros Platon Tseimazides: Por que há a desclassificação por pH? R: Isto vem de mercados como o da União Européia. Nenhum mercado aceita carne com pH acima de 6,00.

14:00 – Legislação Brasileira sobre o transporte de animais

Andrea Parrilla – Ministério da Agricultura, Pecuária e Abastecimento (MAPA – Brasil)

Considerações:

- Produção e exportação de animais de produção, seus produtos e subprodutos do Brasil.
- Organização Mundial de Saúde Animal – OIE: “Código Sanitário dos Animais Terrestres”. O Brasil por ser signatário da OIE deve seguir estas recomendações – Transporte Animal.
- Decreto 24.6495 de 1934: estabelece medidas de proteção animal.
- Instalações e locais para Embarque ou Desembarque de animais em trânsito internacional.
- Revisão do manual Vigiagro: infra-estrutura (portos, aeroportos, pontos de fronteira).
- Proposta sobre o bem-estar animal: atender a Instituição Normativa (IN) n° 52. Envolve manejo e responsável técnico (importador/exportador).
- Legislação brasileira sobre transportes de animais: IN n° 44 de 2007 aprova as diretrizes gerais (ex: Febre Aftosa); IN n° 56 estabelece recomendações de Boas Práticas para o bem-estar animal.
- Minuta de IN: aprovar o regulamento técnico para transporte de ruminantes vivos (seleção e preparação dos animais no estabelecimento de origem; estabelecimentos de pré-embarque; transportes terrestres de animais e transportes por navios).
- Iniciativas: Boas Práticas Agropecuárias no Transporte para Bovinos de Corte.
- Situação do Brasil: 42-45 milhões de bovinos abatidos/ano. E, 95% do transporte de bovinos no Brasil é do tipo rodoviário.
- Problemas no transporte: Infra-estrutura das rodovias, falta de capacitação dos condutores, condição de veículos e falta de regulamentação.
- Consequências destes problemas: acidentes, perdas econômicas, qualidade da carne, prejuízos do bem-estar animal, imagem do Brasil e perda de mercados.
- Proposta para regulamentação (DENATRAN): capacitação dos motoristas, carteira especial para motoristas de transportes de cargas vivas e fiscalização das condições gerais dos veículos.

14:40 – Programa Brasileiro de Boas Práticas Agropecuárias

Faculdade de Ciências Agrárias e Veterinárias - UNESP
Departamento de Zootecnia • Via de Acesso: Prof. Paulo Donato Castellane, s/n
CEP: 14884-900 - Jaboticabal - SP - Brasil • Fone/Fax: (16) 3202-3430



Ezequiel Rodrigues do Valle – Embrapa Gado de Corte

Considerações:

- Introdução: mercado mundial de carne, controle sanitário, qualidade do produto, garantia de alimentos seguros, responsabilidade social e ambiental, bem-estar animal e viabilidade econômica dos sistemas produtivos.
- Benefícios das Boas Práticas Animal (BPA – Brazilian Group: identificação e correção dos pontos críticos, redução de perdas e riscos, melhoria de qualidade.
- Lançamento e capacitação: material didático (manual, lista de verificação e folder)
- Pontos de controle e Lista de Verificação: 1- Gerenciamento (redução de custos e aumento da produtividade); 2 – Função Social do Imóvel Rural (índices de produtividade compatíveis ao da região); 3 – Responsabilidade Social (cumprimento da legislação vigente para o desenvolvimento e bem-estar da população rural; 4 – Gestão Ambiental (continuidade e economicidade); 5 – Instalações Rurais (funcionais e adequadas); 6 – Bem-Estar Animal (comportamento animal e estratégias de manejo); 7 – Manejo Pré-abate (estresse, qualidade da carne e rendimento da carcaça); 8 – Formação e Manejo de Pastagens (sustentabilidade); 9 – Suplementação Alimentar; 10 – Identificação Animal; 11 - Controle Sanitário, 12 – Manejo Reprodutivo (otimização do desempenho reprodutivo).
- Comentários finais: programa de adesão voluntária (ferramenta de gestão), organização dos sistemas de produção, foco no aumento da rentabilidade e competitividade, aumento das legislações ambientais e trabalhistas, alimentos seguros e programas sustentáveis.

16:00 – Boas práticas no transporte de bovinos de corte (BPT) – uma proposta para capacitação profissional

Andréia Castanheira – SEST/SENAT

Considerações:

- Cadeia produtiva da carne bovina e o transporte são elos para o desenvolvimento.
- Importância em se ter difusão e capacitação do conhecimento.
- Desenvolvimento da cadeia produtiva da carne bovina (elevação de status mercadológicos, estratégias de competitividade, qualidade do couro e da carne.
- Descaso e descuido com a qualificação da categoria profissional – motoristas.
- Sugestões para construção e caracterização das carrocerias.
- Melhoria na limpeza e na higienização dos veículos transportadores.
- Procedimentos adequados e indicados para embarque e desembarque.
- Programa de Capacitação do Conductor: transporte de bovinos, postura profissional, direção defensiva e manutenção preventiva, direção econômica, primeiros socorros, tecnologia embarcada (acompanhar a tecnologia futura também, dos caminhões) e legislação de trânsito. Perfazendo um total de 50-60 horas de treinamento e reciclagem a cada 5 anos.

17:00 – Propostas para melhorar o bem-estar animal e a qualidade da carne com suporte de novos equipamentos e procedimentos

Faculdade de Ciências Agrárias e Veterinárias - UNESP
Departamento de Zootecnia • Via de Acesso: Prof. Paulo Donato Castellane, s/n
CEP: 14884-900 - Jaboticabal - SP - Brasil • Fone/Fax: (16) 3202-3430



Adriano Gomes Páscoa – Grupo ETCO, BEA Consultoria

Considerações:

- Objetivos: promover o entendimento do tema relacionado do bem-estar na produtividade de gado de corte, definir protocolos de boas práticas de manejo e desenvolver e implementar programas de treinamentos.
- Apresentação do Projeto de Transporte – CNPq e Ministério da Agricultura, Pecuária e Abastecimento.
- Ressaltou o gerenciamento da logística de transporte, usando aplicações desenvolvidas no Sistema de Informação Geográfico (SIG).
- Elaboração de materiais de apoio para treinamentos.
- Avaliações nas fazendas e nos frigoríficos.
- Apresentação das áreas de pesquisa do Grupo ETCO.

18:00 - Discussão Geral:

- Questão direcionada para Andréia Castanheira: Você não considera 50 horas de curso para os condutores um tempo excessivo? R: Este tempo não nos garante que conseguiremos mudar a atitude do funcionário, isto envolve todo um processo.
- Questão direcionada para Andrea Parrilla: Como operacionalizar uma fazenda de acordo com a legislação? R: O procedimento será fazer fiscalização por agência privada, mediante a iniciativa estadual.
- Questão direcionada para Andrea Parrilla: Quais as dificuldades que vai encontrar no Brasil, para que estas normas sejam implementadas? Como colocá-las na prática? R: O MAPA toma todo o cuidado para que depois de implementado seja aplicado. No caso de transporte, o objetivo é também fazer fiscalizações através da polícia rodoviária (carteira específica e condições de veículos), o MAPA teria como função auditar essas fiscalizações. As dificuldades serão naturais, como a resistência dos produtores. Acréscimo de Ezequiel Rodrigues do Valle: em questão de certificação ficará para uma segunda fase, quando estiver equilibrado e soubermos para quem vender, quanto cobrar etc.

Consideração final:

Mateus J. R. Paranhos da Costa – FCAV/Unesp, Grupo ETCO

“Durante 10 anos de pesquisa houve evolução, mudanças de atitudes e pessoas que encararam o bem-estar animal de forma positiva. O objetivo mais importante é criar oportunidades para que técnicos da área discutissem o tema, e principalmente pontos sobre a demanda da União Européia, no entanto o nosso trabalho não pode se resumir a isso. O meu convite é que para todos encarem o problema com maturidade. Concordo que há pontos questionáveis, como jornadas de transporte de 8 horas, mas fazer pesquisa também não é fácil. Temos um desafio muito grande pela frente, o transporte tem problemas, mas criticá-los não resolve, e ainda fechar os olhos e dizer que nada vai acontecer também não é adequado. O Grupo ETCO está à disposição para o que for possível. Existe boa vontade política, como podemos notar o MAPA - Brasil está presente no evento, sendo assim temos que aproveitar as oportunidades. A nossa realidade é complexa, depende das diferentes regiões do país, tudo deve ser levado em consideração. Já passamos do tempo da tentativa e erro, da perda de tempo, de dinheiro e de motivação. Convido todos vocês para esta



empregada, para tanto é necessária muita capacidade para ouvir e para agir com serenidade. Devemos dar um passo de cada vez, mas consistente, em busca da melhoria da valorização do trabalho. Problemas na Europa também existem, mesmo sendo diferentes dos nossos. O objetivo é encarar os problemas de frente e promover a correção dos problemas de uma forma produtiva, para que não tenhamos problemas com a legislação. O melhor caminho é a organização e o planejamento para solução de problemas.”

Complemento da Consideração Final:

Murilo Henrique Quintiliano – Diretor Executivo da FAI do Brasil, Grupo ETCO

“Eu falo com segurança que o pensamento da Europa é o mesmo, assim como os problemas. Acredito que os objetivos deste workshop foram cumpridos e as expectativas do Grupo ETCO foram correspondidas. Muitas vezes ficamos preocupados em não falar o que está acontecendo devido as dificuldades, e nos esquecemos de enfatizar o que está certo e o que já sendo feito. Se ficarmos com pensamentos que nada é possível não conseguiremos resolver os problemas. É possível fazer diferente! É possível fazer melhor!”

Encerramento:

Mateus J. R. Paranhos da Costa – FCAV/Unesp, Grupo ETCO

“Fico na expectativa que nesta troca de experiência haja materialização das ações. É melhor fazer de forma integrada para que possamos aprender com as experiências que já existem”.

Observações:

As informações acima são uma transcrição resumida do que foi dito pelos presentes durante o Workshop.

Redatores:

Lívia Carolina Magalhães Silva – Grupo ETCO

Julia Eumira Gomes Neves – Instituto Federal de Brasília e Grupo ETCO



Workshop: **“THE BEEF CATTLE WELFARE DURING TRANSPORT:
BRAZILIAN EXPERIENCES”**

Jaboticabal, November 12th, 2009

General Considerations

Opening:

Mateus J. R. Paranhos da Costa - Jaboticabal / UNESP, ETCO Group

The importance of getting professionals on the animal production chain together is to seek the success in the decision of improvements in Brazilian cattle transport, in search of decision-making, problem solving and proposing new solutions.

8:00 - Lecture: Introduction and objectives

Bert Lambooj – Wageningen University

Considerations:

- Presentation of the Research Institute in the Netherlands and common problems found in cattle in the country. For example, the Halothane gene, found in pigs, turkeys and other animals, from the genetic breeding, both the Netherlands and Europe solved this problem.
- The animal will always suffer from the transportation, because a new environment is imposed on him, practical strategies must be implemented to improve the environment and the handling.
- The stress caused by injuries and lesions can present health hazards, such as low immunity and, thus, high contamination (e.g. salmonella), with direct effects of contamination and meat quality.
- For transport of pigs specifically, we have many losses due to injuries and scratches (fights) and passages in access corridors poorly structured.



• The major concern is to accept imports of beef in Europe (what level of animal welfare is appropriate, as well as, what is quality of transport? Levels to be required shall be the same in Europe?). In Europe, NGOs exert strong pressure on the supply chain and, in particular, in the animal transport. They have a main role in presenting problems for consumers in order to demand change; this is one of the reasons why the animal husbandry in Europe can maintain quality standards. So, for the situation in Brazil, a partnership with ETCO Group could contribute in the improvement of transport in the country. "This is the main reason we are here today", and learn more about the meat production chain in Brazil and other initiatives on welfare for farm animals.

• Questions: How to do the laws on transport? How to establish this legislation? It is important that the link among research, policy and carriers. So a meeting like this is important to generate debates and commitment to improve transportation, regardless of the species and type of animal handled.

• Objectives: How to handle the animals?

What is the priority?

How committed are we?

Discussions on animal welfare and legislation

Social and economic aspects?

8:20 - An overview of current transportation practices, economic dimension and the EU legislation and risk assessments for animal welfare during transport: introduction of the methodology

Bert Lambooi - Wageningen University

Considerations:

• Transport can be done within 8 hours. This recommendation is not feasible, because this travel time is estimated by the fact that it allowed the driver to head over in 8 hours. This regulation is not related to the conditions or the suffering of animals, but with the maximum number of hours that the driver can drive. Travel between countries usually takes more than 8 hours.

• The Dutch are the largest carriers in Europe.

• The planning of the trip is important: number of animals, the origin, the destination, time of transport and route planning.

• Law of the vehicle: inspecting the condition of the vehicle before transport (legislation), and a certification authorizing the vehicle.

• Issues: What is the time to feed animals during transport? What is the appropriate time for the water supply? How long should be the resting for the animals and the driver?

• Provide correct treatments: How to handle the animals? Good infrastructure: corridors of access for animals. Do not mix lots. Avoid fights.



-
- Main legislation on transport: the animal must be allowed to stand up, distribute the weight on all four limbs, and before loading, verify if the animal is fit for transport.
 - Animal should not suffer unnecessary pain. What is unnecessary pain?
 - Questions raised on ramps of premises: situations are psychologically difficult for the animal. It needs some time to understand the situation and where to move, so the importance of good handling.
 - General issues: sufficient resting area for all animals, keeping the floor clean and dry inside the truck, use of shower to calm the animals down, special welcome for sick animals, facility for emergency slaughter (sick or terminal animals) and minimize contamination factors of diseases.
 - Time that the animals remain in the pen at the slaughter house; the ideal would be that they arrived and were slaughtered directly.

Economic development on the transport of live animals

Willy Baltussen - Wageningen University

- Europe is looking for new markets, suppliers of meat, but one requirement is that exporting countries should have standards of health and welfare similar to those of importing countries.
- Economic aspects: the increase of travel distance increases the costs of the driver, toll increases costs, especially for Brazil, the high cost of fuel.
- In the opinion of Willy Baltussen: best practice in transport can improve the price of meat and, thereby, increase the price of transport. But, at the end, it should be verified that the benefits of this procedure become greater than the costs, and also whether it influences the value of the animal and meat. How these benefits may be involved in the process: more expensive transport leads to higher quality in transport? A good way to get improvements is to allow and encourage farmers to choose the correct carriers for the transport of live animals. "We need to consider options to put things in place" in the case of Brazil, the road conditions are not adequate and can lead to influence on meat quality. Also in Brazil, there is no specific legislation for this. Therefore, standards should be developed by private companies or government, either through training or certification. But we can generate other types of problems, for example: what to do with animals that were not certified?
- Conclusions: the animal welfare can reach a deal, if appropriate initiatives are taken, standards of animal welfare should be advised (in a private or public aspect).

9:20 - Viewpoint: challenges and achievements in the actions of animal welfare in slaughterhouses

Stavros Platon Tseimazides - OSI Group

Considerations:

Faculdade de Ciências Agrárias e Veterinárias - UNESP
Departamento de Zootecnia • Via de Acesso: Prof. Paulo Donato Castellane, s/n
CEP: 14884-900 - Jaboticabal - SP - Brasil • Fone/Fax: (16) 3202-3430



-
- The OSI Group has a specific sector of animal welfare, which has made good achievements and good results.
 - The Program for Animal Welfare (AWO) is to ensure the welfare from the farm until the time of slaughter (farm monitoring, intensive training, knowledge of all programs of animal welfare and monitoring of indicators of welfare).
 - Ethical and economic: avoid unnecessary problems, decrease percentages of bruising in Brazil (55% of animals arriving in the slaughter house have 1 bruise; the evaluation conducted in 2005).
 - The issue of training, when there is a person with appropriate training, quality scores improve.
 - Points discussed: the need for monitoring the loading procedure, the effect of training the driver (amount of electric shock use and hits the back drop of the guillotine gate), the different vehicle types, pH values for the length of the journey, values of bruises on the types of vehicles, trucks differences, differences between the capacity of the vehicle and stocking recommendations per adult cattle in transport (Pocket Guide, 2002).

10:30 - Training of drivers: an experience with carriers of pigs

Osmar A. Dalla Costa - Embrapa Swine and Poultry

Considerations:

- Importance of worrying about the well-being of people and animals.
- Reasons for the course: interest Coopérda (Concord Cooperative Swine Breeders - SC).
- Points covered in the course program of Best Practices in Transportation: animal welfare and meat quality, loading systems, effect of fasting on animal welfare and meat quality, past, present and future of animal welfare as pigs, effects of transportation on animal welfare and meat quality and monitoring the loading of pigs in the farm.
- Common problems were seen in farms at the loading time.
- Assessment of the consequences of failures in pre-slaughter on welfare and meat quality of pigs in the slaughter house.
- Motivational attitudes.
- Loading evaluation - Drivers vs. Embrapa.
- Demonstration of testimonials from officials of Aurora slaughter house, the Coopérda and drivers trained on the results and improvements in transportation in the region.

11: 10 - General Discussion:

Faculdade de Ciências Agrárias e Veterinárias - UNESP
Departamento de Zootecnia • Via de Acesso: Prof. Paulo Donato Castellane, s/n
CEP: 14884-900 - Jaboticabal - SP - Brasil • Fone/Fax: (16) 3202-3430



• Question directed to Osmar A. Dalla Costa: How to motivate and lead drivers for the training course about transportation? A: The drivers are invited by the contractors and cooperatives, many of them were displeased. With the progress of the course, the attitudes of drivers improved. In the end, all receive certificates.

• Question directed to Andrea Parrilla: Comment on the case under the training of animals that would be required by the law. A: Companies are interested in this and looking for partners in this initiative, starting by the companies themselves. This fact makes the regulation and formalization of the training easier.

• Question directed to Bert Lambooij and Willy Baltussen: What is being done about the animal welfare in farm animals in Europe? Why do we see animals confined in dirty environments and in bad condition? A: In Europe, we live in a completely different situation. Farms with no more than 500 animals, living in the mountains, pastures and feedlots as well. Beef production in Europe is very low, and the highest yields in swine and poultry. But still we care about the welfare of animals.

• Question directed to Bert Lambooij: The law of 8 hours is made based on the working day. Thinking about animal welfare, do you have any recommendations? A: There are big discussions about this subject in Europe. NGOs push a lot about this subject, but the industry is not interested in that. If we consider animals like sheep and young cattle this time of 8 hours is very high. From the scientific point of view, there would have to be divisions by species and categories.

• Question directed to Stavros Platon Tseimazides: Are slaughter houses looking for standards, such as the average distances to be traveled in a day and travel time? Are there any other recommendations about loading? A: The slaughter house standardizes an average 400 km one way, and the time varies according to the condition of the road.

• Question directed to Bert Lambooij and Willy Baltussen: Regardless of the course of animal welfare and the country concerned, in your opinion, how can these issues of suitability for export become excuses or barriers? A: What is taken into account for Europe are the issues of borders, aspects of social and political responsibility. It's hard to say, but one thing leads to another. If you want to export to Europe, have their certification and regulation solid, so you are not barred. The part of the policy area and the demand of buyers can also stop or open doors. This is a completely different area.

• Question directed to Stavros Platon Tseimazides: Why is there a disqualification for pH? A: This comes from markets like the European Union. No market can accept meat with pH above 6.00.

14:00 - Brazilian legislation on animal transport

Andrea Parrilla - Ministry of Agriculture, Livestock and Supply (MAPA - Brazil)

Considerations:

- Production and export of animals for livestock, its products and by-products in Brazil.
- World Organization for Animal Health - OIE, "the OIE Terrestrial." Brazil is a signatory to the OIE, though; it should follow these recommendations - Animal Transport.



- Act 1934 of 24.6495: establishing measures to protect animal.
- Facilities and sites for loading or unloading of animals in international transit.
- Review the manual “Vigiagro”: infrastructure (ports, airports, border points).
- Proposal on animal welfare: meeting the Normative Institution (IN) No. 52. It involves management and technical lead (importer / exporter).
- Brazilian legislation on animal transport: IN No 44 of 2007 approving the general guidelines (e.g. FMD); IN paragraph 56 provides recommendations for Best Practice for animal welfare.
- Draft IN: adopt technical standards for transport of live ruminants (selection and preparation of animals in the establishment of origin; establishments pre-shipment, transportation of animals and land transport by ship).
- Initiatives: Best Practices in Transportation Markets for Beef Cattle.
- Situation in Brazil: 42-45 million cattle slaughtered per year. And 95% of the transport of cattle in Brazil is on the road.
- Problems with transport: infrastructure of roads, lack of training of drivers, vehicle condition and lack of regulation.
- Consequences of these problems: accidents, economic loss, meat quality, loss of animal welfare, image of Brazil and lost markets.
- Proposed legislation (DENATRAN): training of drivers, special license for drivers working with transport of live cargo and surveillance of the vehicles conditions.

14:40 - Brazilian Program of Good Practice in Livestock

Ezequiel Rodrigues Valle – Beef Cattle Embrapa

Considerations:

- Introduction: the world market for meat, sanitary control, product quality, ensuring safe food, social and environmental responsibility, animal welfare and economic viability of production systems.
- Benefits of Good Animal Practice (GAP - Brazilian Group: identification and correction of critical points, reducing losses and risks, improving quality).
- Launch and training: teaching material (manual, checklist and folder)
- Control Points and Checklist: 1 - Management (cost savings and increased productivity), 2 - Social Function of Rural Property (productivity levels compatible to the region), 3 - Corporate Social Responsibility (compliance with legislation for the development and welfare of the rural population; 4 - Environmental Management (continuity and economy), 5 - Rural Facilities (functional and appropriate), 6 - Animal Welfare (animal behavior and management strategies), 7 -



Pre-slaughter Handling (stress, meat quality and carcass yield), 8 - Training and Pasture Management (sustainability) 9 - Supplementary Feeding; 10 - Animal Identification; 11 - Sanitary Control, 12 - Reproductive Handling (optimization of reproductive performance).

- Final word: voluntary compliance program (management tool), organization of production systems, focus on increasing profitability and competitiveness, increased environmental and labor laws, safe food and sustainable programs.

16:00 - Good practice in the transport of beef cattle (BPT) - a proposal for professional training

Andréia Castanheira - SEST / SENAT

Considerations:

- Chain of beef production and transport are links to development.
- The importance in having training and dissemination of knowledge.
- Development of beef production (high status of marketing, strategies for competitiveness, quality of leather and meat).
- Neglect and carelessness with the qualification of the professional category - drivers.
- Tips for construction and characterization of the trucks.
- Improved cleaning and sanitation of transport vehicles.
- How appropriate and suitable for loading and unloading.
- Training Program version: transport of cattle, professional attitude, defensive driving and preventive maintenance, economic management, first aid, embedded technology (monitor future technology as well, trucks) and traffic laws. A total of 50 - 60 hours of training and retraining every 5 years.

17:00 - Proposals to improve animal welfare and meat quality in support of new equipment and procedures

Adriano Gomes Páscoa – ETCO Group, BEA Consulting

Considerations:

- Objectives: To promote understanding of the related theme of welfare productivity of cattle, set protocol for good management practices, develop and implement training programs.
- Presentation of Transport Project - CNPq and the Ministry of Agriculture, Livestock and Supply.



- He emphasized the management of transport logistics; applications developed using the Geographic Information System (GIS).

- Preparation of support materials for training.
- Ratings on farms and in slaughterhouses.
- Presentation of the research areas of ETCO Group.

18:00 - General Discussion:

- Question directed to Andréia Castanheira: Don't you consider 50-hour course for drivers too long? A: This time does not guarantee that we will change the attitude of the employee, this involves a whole process.

- Question directed to Andrea Parrilla: How to operate a farm in accordance with the law? A: The procedure will be monitored by private agency through the state initiative.

- Question directed to Andrea Parrilla: What are the difficulties you will find in Brazil, so that these standards are implemented? How to put them into practice? A: The MAPA takes all the care that, after the standards are implemented, they're applied. In the case of transport, the goal is also to check by traffic police (portfolio and specific conditions of vehicles), the MAPA would have the function auditing these inspections. The difficulties will be natural, as the resistance of producers. Adding Ezequiel Rodrigues Valle: the matter of certification will be a second phase, when everything is well-balanced and we know to whom we're selling, how much to charge etc.

Final consideration:

Mateus J. R. Paranhos da Costa - Jaboticabal / UNESP, ETCO Group

"During 10 years of research there has been evolution, changes in attitude and people who viewed the welfare positively. The ultimate goal is to create opportunities for technicians in the field to discuss the issue, and especially aspects on the demand of the European Union, but our work must not be limited to that. My invitation is that everybody should face the problem with maturity. I agree that there are questionable aspects, such as transport journeys of 8 hours, but doing research is not easy. We have a very big challenge ahead of us, transportation is not fine, but criticizing it, does not solve the problem, and even close their eyes and say that nothing will happen is not appropriate. ETCO Group is available for whatever is possible. There is good political will, as we can see the MAPA - Brazil is present at the event, so we have to seize the opportunities. Our reality is complex and depends on the different regions of the country; everything must be taken into account. We have passed the time of trial and error, loss of time, money and motivation. I invite you all to work with this, but it is required ability to listen and to act calmly. We take one step at a time, but consistently, in search of better appreciation of the work. There are also problems in Europe, although different from ours. The goal is to face the problems head on and promote the correction of problems in a productive manner, so you do not have problems with the law. The best way is the organization and planning for problem solving. "

Completion of final thought:

Faculdade de Ciências Agrárias e Veterinárias - UNESP
Departamento de Zootecnia • Via de Acesso: Prof. Paulo Donato Castellane, s/n
CEP: 14884-900 - Jaboticabal - SP - Brasil • Fone/Fax: (16) 3202-3430



Murilo Henrique Quintiliano - Executive Director FAI of Brazil, ETCO Group

"I surely say that the European thought is the same, as well as the problems. I believe that the goals of this workshop were met and the expectations of ETCO have also been met. Often we are concerned not about what is happening because of the difficulties, and we forget to emphasize what is right and what has already been done. If we are left with thoughts that nothing is possible, we will not solve the problems. You can do different! You can do better! "

Closing:

Mateus J. R. Paranhos da Costa - Jaboticabal / UNESP, ETCO Group

"I'm hoping that this exchange of experiences will be materialized of actions. It is better to do it in an integrated manner so that we can learn from the experiences that already exist. "

Observation:

This information is a summary transcription of what was said by the presents during the workshop.

Editors:

Livia Carolina Magalhães Silva - ETCO Group

Julia Eumira Gomes Neves - Federal Institute of Brasilia and ETCO Group

Literature

Boas Práticas de Manejo Vacinação

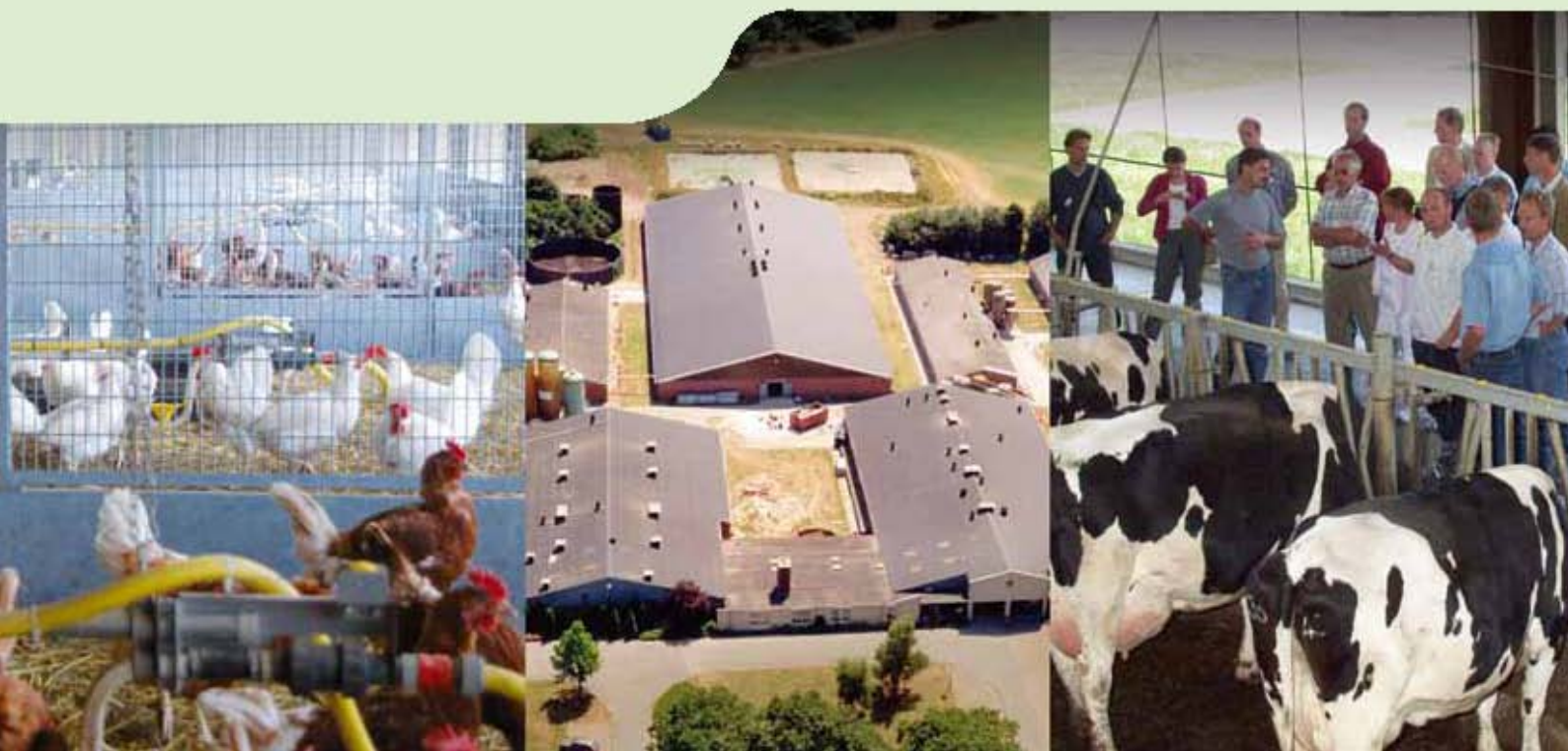
Mateus J.R. Paranhos da Costa, Luciandra Macedo de Toledo, Anita Schmidek.
Jabaticobal, Funep 2006. ISBN: 978-85-8763284-5

Boas Práticas de Manejo Embarque

Mateus J.R. Paranhos da Costa, Ana Lúcia Garcia Spironelli, Murilo Henrique Quintiliano.
Jabaticobal, Funep 2008. ISBN: 978-85-7805-010-8

Boas Práticas de Manejo Ordenha

Marcello Simão da Rosa, Mateus J.R. Paranhos da Costa, Anline Christina Sant'Anna, Adriana Postos Madureira.
Jabaticobal, Funep 2009. ISBN: 978-85-7805-033-7



Wageningen UR Livestock Research

Edelhertweg 15, 8219 PH Lelystad T 0320 238238 F 0320 238050

E info.livestockresearch@wur.nl | www.livestockresearch.wur.nl