SUMAS, WA.

- 48.99956°N - 122.265°E
- 2014 pop.-1348
- Northwest WA-15mi from the Pacific Ocean
- Whatcom County
SUMAS, WA POE

Facing North
 Exit lanes through Booths

Facing North
 9/11 memorial marker

Facing South
 Cattle truck in carport
SUMAS, WA POE

IMPORT PROCESS

- Broker sends Import declaration (17-29) usually via fax.
  - VSPS enhancements may improve the process
  - As load arrives the number of animals is confirmed
- Veterinary clinic usually faxes the Canadian Health Certificate when finished with CFIA
- The pilot project has helped speed the process of crossing the border

Cherry Street (Hwy9) approach to port
FY17
- 88% of the traffic was horses and slaughter cows (combined)
  - Fair amount of high dollar horse traffic going to racing and show venues
  - Large equine training and rehab facility in Redmond WA
  - Primarily service two slaughter cow plants on the West side
  - Occasional load of fat cattle destined for Washington Beef (included in slaughter cow figure)
- 2% of the traffic was feeder cattle
- Breeding and show cattle were 3% in FY17
- Balance is avian species (pet birds and poultry)
When the information has been logged into VSPS (USDA Import Database) the truck is then sealed for slaughter animals only.

Often times the health documents have arrived ahead of the load and the seals are ready to go.

The truckload of animals is inspected to make sure that there are no dead or down animals onboard.

If everything goes well the trucks are stopped less than 5 minutes.
The seal on the truck is in place until the truck reaches the slaughter plant.

Only a USDA employee or a designee can break the seal.

All seals are kept secure and inventory is tracked.
The animals are off loaded at the plant and the numbers are loaded into the wand.

The ID’s are then verified at the plant to match the health certificate and any discrepancies are accounted for (lost tags, DOA’s etc.)

I have had very few issues with this system in the time I have been at the port inspecting loads.
The process for the import of breeding cattle is:

- Present a valid Canadian Health Certificate
- 100% of the ID must be verified
  - Electronic tags read with wand
  - Tags are matched with the Health Certificate ID
- Must have CAN tattoo or brand
- Before the animals and documents reach the port, CFIA verifies that the US entry requirements are met. The state of destination regulations are noted, but not required to cross the International Border.

- Only a limited number of breeding animals cross South at Sumas POE, and usually the load is small enough that the IDs can be verified without unloading
The animals are off loaded if necessary at the CFIA facility and the numbers are loaded into the wand.

100% of the IDs are verified to match the CVI information

WA state requires “CAN” brand and the brand (or tattoo) is verified in 100% of the animals
WHAT’S AHEAD

- Feeder bison UHF tag pilot project
  - Presently must have ID verified by unloading—none of the ports have acceptable unloading facilities, so this necessitates the coordination usually with a SPRS VMO (Surveillance Preparedness and Response Veterinary Medical Officer) to conduct the inspection at the destination.
  - The proposal in place is that a trial is conducted using UHF (Ultra High Frequency) in addition to the already required IDs. This would require that both IDs would be listed on the health documents.
  - If the requirements for VS Memo 591.71 can thus be satisfied there would be no need to have a further inspection at the destination.
WHAT’S AHEAD

• Feeder cattle ID verification project
  • Initial phase was in the 17-18 feeder cattle season.
    • IDs were read on 10% of the cattle with a wand without unloading
    • “CAN” brands were verified (tattoos were not allowed) guidance advised that not every brand was read, but sufficient evidence was seen.
    • Animals were released without unloading.
  • This fall the next steps will involve the exporter/broker being given a role in the VSPS (Veterinary Services Process Streamlining) database to be able to upload the IDs of the animals into the database.
    • As the cattle are loaded, the ID of the animals retained will be submitted to the port veterinarian along with the “health paper”.
    • Any departure from these criteria would result in removal from the pilot project.
    • This would logically improve the traceability of the animals coming through for feeding.