

Doc 1

[REDACTED]
From: Voas AP (Andrew)
Sent: 03 October 2018 14:04
To: [REDACTED]
Subject: FW: Transport of calves

From: Voas AP (Andrew)
Sent: 14 June 2018 14:06
To: [REDACTED]@POferrles.com>
Subject: RE: Transport of calves

Dear [REDACTED]
Thanks for letting me know – that is certainly good news for our research and will be welcomed by the farming industry.
Regards
Andrew

Andrew Voas BVM&S MRCVS
Scottish Government Veterinary Head of Animal Welfare / Spur P / Saughton House / Broomhouse Drive / Edinburgh
/ EH11 3XD / [REDACTED]

From: [REDACTED]@POferrles.com]
Sent: 14 June 2018 13:54
To: Voas AP (Andrew)
Subject: RE: Transport of calves

Good Afternoon Andrew

Following our recent conversation, and with the invaluable input from yourself, I am pleased to advise you we will continue to accept shipments of un-weaned calves on the Cairnryan route providing any shipment meets the DEARA regulations.

Please do not hesitate to contact me should you require any further assistance or need any clarification.

Best Regards
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED] w. poferrles.com



P&O
FERRIES

From: Andrew.Voas@[REDACTED]
Sent: 13 June 2018 15:01
To: [REDACTED]@POferries.com
Subject: RE: Transport of calves

Dear [REDACTED]
I would be grateful for any update you can give me on your future policy for transporting livestock. Obviously this will concern the many farmers who use this route to transport livestock for slaughter and production and we have had queries from NFUS about this already.
Happy to discuss further by phone if that would help.
Regards
Andrew

From: Voas AP (Andrew)
Sent: 12 June 2018 11:54
To: [REDACTED]@poferrles.com
Subject: Transport of calves

Dear [REDACTED]
Following our brief phone call yesterday I thought you might be interested in these briefing documents regarding the export of animals from Scotland. [REDACTED]
[REDACTED]

<< File: Live exports (2) (5).docx >> << File: INDICATIVE TIMINGS FOR TYPICAL CALF JOURNEY SCOTLAND.docx >>

[REDACTED]

[REDACTED] The short ferry journey from Scotland to Northern Ireland has never caused undue concern previously.

Specifically regarding calves being transported from Scotland to Spain, as I explained the Scottish Government is funding a research project by two of the leading animal welfare research groups in Europe to monitor the outcome of these commercial journeys. These are journeys that have been approved in advance by APHA and conform to EU transport Regulation EC No. 1/2006 regarding journey times and arrangements for care of the calves during the journey. I initiated this project after the trade in calves to Spain from Scotland restarted in 2016, following some initial exports in 2014 which were discontinued for economic reasons. This project should allow us to gather objective scientifically valid information about how calves do after these commercial journeys which may lead to recommendations for improvements in best practice or legislation that will be relevant across the EU. We are now almost half way through the project, which is designed to run until 2019 to collect information across a full range of climatic conditions.

The calves being sent on these journeys are typical male dairy calves of 4-6 weeks old that will have been removed from their mother soon after birth (as nearly all dairy calves are) and reared on a milk replacement diet. Definitions of "weaned" and "unweaned" are virtually meaningless for this sort of animal as they are receiving a liquid milk replacement feed while also starting to take some concentrate feed. They will be reared for several months in Spain in the same way as in dairy bull beef systems in the UK - they are not reared in the "veal crates" that many people may be concerned about but have been illegal across the EU for many years. Because of the low price of male dairy calves in the UK, this trade provides an economic and productive outlet for animals that otherwise might well be destroyed soon after birth.

I have personally seen the way calves are collected and inspected by a local vet at the assembly centre in Scotland, cared for at the control post in Northern Ireland and how they are loaded on the ferry from the Republic of Ireland and have been satisfied with the care taken to feed and rest them and transport them in the best possible conditions. The true picture is quite different from the misinformation propagated by campaigners about calves being packed into trucks for journeys of over 100 hours with infrequent short rest stops - in actual fact over half the overall journey time is spent with the calves unloaded, resting and being fed in control posts under veterinary supervision.

It would be unfortunate if this valuable research which will benefit animal welfare was disrupted because of a change in application of policy by P&O in response to a well-intentioned but misinformed publicity campaign. I would therefore be grateful if you could reconsider your recent decision to no longer accept young dairy calves on the Cairnryan-Larne service. Please do not hesitate to contact me if you would like any further information about livestock exports from Scotland in general or about calf exports in particular.

Regards

Andrew

Andrew Voas BVM&S MRCVS

Scottish Government Veterinary Head of Animal Welfare / Spur P / Saughton House / Broomhouse Drive / Edinburgh / EH11 3XD / [REDACTED]

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Tha am post-d seo (agus faidhle neo ceanglan còmhla ris) dhan neach neo luchd-ainmichte a-mhàin. Chan eil e ceadalichte a chleachdadh ann an dòigh sam bith, a' toirt a-steach còralchean, foillseachadh neo sgaoiladh, gun chead. Ma 's e is gun d'fhuair sibh seo gun fhiosd', bu chòir cur às dhan phost-d agus lethbhreac sam bith air an t-siostam againn agus fios a leigeil chun neach a sgaoill am post-d gun dàil. Dh'fhaodadh gum bi teachdalreachd sam bith bhò Riaghaltas na h-Alba air a chlàradh neo air a sgrùdadh airson dearbhadh gu bheil an siostam ag obair gu h-èifeachdach neo airson adhbhar laghail eile. Dh'fhaodadh nach eil beachdan anns a' phost-d seo co-ionann ri beachdan Riaghaltas na h-Alba.

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TYPICAL INDICATIVE TIMINGS FOR CALF JOURNEY SCOTLAND - SPAIN

Day One : Calves collected from local area and brought to assembly centre in South West Scotland in the afternoon. Inspected by local private vet for health certification, vehicle and calves may also be inspected by APHA staff for pre-loading check. Fed. Depart 20.00 for ferry from Cairnryan to Northern Ireland. Journey time starts from Assembly Centre under EU legislation Reg 1/2005. High standard vehicle with adjustable ventilation flaps, fans for forced ventilation if needed etc.

Day Two : Arrive control post in Northern Ireland 03.30
160 road miles in 3.5 hrs, 2 hours on ferry and 2 hrs rest on vehicle at docks

Unloaded to straw pens, rest, fed twice **Unloaded rest 31.5 hrs**

Day three: Fed , loaded Depart 10.45
130 road miles in 3 hrs, 2.75 hrs rest on vehicle at dock. Ferry departs 15.30 (9-rest-9 journey time limit expires on ferry) **19 hrs on ferry.** Large modern freight ferry with dedicated areas for livestock vehicles with plenty of natural ventilation, driver has access to adjust ventilation flaps on vehicle as necessary.

Day four: Ferry arrives France 11.30 calves arrive control post 12.15 **5 miles in 30 mins Unloaded, rest, fed, 24 hrs rest**

Day five: Fed Depart control post 12.15 Arrive rest stop 18.15 **315 miles in 6 hrs 1 hr rest on vehicle Depart 19.15**

Day six: Arrive at destination in Spain 04.15 **488 miles in 9 hrs**

Totals

Overall road mileage 160 + 130 + 5 + 315 + 488 = 1098 miles
 (by comparison a route via Ramsgate – Calais would be 1200 miles)

Road journey time – vehicle moving	20 hrs
Ferry journey time	2 + 19 = 21 hrs
Rest on vehicle	6 hrs
Rest unloaded	31.5 + 24 = 55.5 hrs
Overall time	102.5 hrs

BACKGROUND ON EXPORT OF LIVESTOCK FOR SLAUGHTER BY SEA

Background

The export of animals for slaughter has been a highly emotive subject with the public and animal welfare groups for many years. There is a perception that abattoirs on the continent fall short of UK standards, animals will be slaughtered without stunning for halal production and that welfare in transport legislation is not enforced as rigorously in other countries. However the underlying ethical principle is that it is not necessary to subject animals to long distance transport by road or sea when suitable abattoir facilities are available close to their farm of origin, simply for marginal financial gain for producers and dealers.

The word "export" needs to be used carefully depending on the precise context, as it could apply to movements of animals to England and Wales which don't need health certification, movements to Northern Ireland which require health certification and are therefore recorded by APHA as "exports" but are within the UK, movements via Northern Ireland to the Republic of Ireland, or movements to continental Europe via England or Ireland. The wording "ban on live exports" has been used very loosely but it is clear that the public concern in the UK and recent proposals by Defra relate primarily to exports for slaughter across the English Channel.

In recent years this export of livestock for slaughter from ports in England to continental Europe has been restricted by the main ferry companies refusing to accept livestock, following complaints from customers and protest groups. The only vessel currently offering a service across the English Channel is the mv Jollne, a relatively small and slow, shallow draught roll-on roll-off river ferry that is inherently unreliable as it is not suitable for the heavy seas typically experienced on the Ramsgate - Calais route. She is registered in Latvia and was supposedly built as a Soviet era tank transporter in 1988. The mv Jollne is only 642 tonnes and can carry only 7 livestock transporters on a completely open deck. This is obviously only a small fraction of the capacity of the much larger mixed passenger and freight vehicles operating between Scotland and Northern Ireland or the Northlink freight ferries carrying livestock in modern purpose-built containers in enclosed well ventilated decks from the Northern Isles, so the quality of the journey for livestock on the Jollne cannot be remotely compared to these services.

The ferry is run by a Dutch operator who also has a road livestock transport business, which seems to have led to commercial disputes with other livestock transporters about the availability and cost of the vessel. On a few occasions in recent years, exporters have used a route via Scotland and Northern Ireland to reach Irish ferries going to France when the mv Jollne has not been available.

Protestors at the trade in sheep and calves using this route (Kent Action Against Live Exports) have been extremely persistent for many years, with wider support from NGOs such as Compassion in World Farming. Any export journey now involves co-ordination with the police to ensure the safe passage of livestock vehicles. There

have been incidents where sheep have been injured including some falling into the sea and drowning during inspections by RSPCA and APHA portal staff.

As the ferry has been approved for the transport of livestock under EU legislation in another member state, it is not possible for Defra to prohibit the use of the vessel on English channel routes completely, but sailings are restricted when the weather forecast is for high winds.

The local authority operating Ramsgate port are obliged to continue accepting livestock for loading under the Harbour Docks and Piers Clauses Act 1847 which prevents discrimination against any class of goods. Proposals to simply amend this legislation to allow port authorities to refuse to take livestock have been rejected on the grounds that this could open up wider discrimination against other types of goods and would contravene EU free trade legislation.

Livestock transport in Scotland

Long distance movements of livestock have been an important part of Scottish agriculture since the times of the drovers who walked cattle from the remote areas of Scotland where they had been reared to markets in the growing towns and cities. Railways took over these movements in the 19th century but now transport is almost entirely by road vehicles. Movement of livestock from the outlying areas of the mainland and the Scottish Islands in the autumn are essential for animal welfare to allow animals born in the spring and reared in the summer on grass to move to lower lying areas where they can be finished or used as breeding stock, as well as movements direct to slaughter. Because of the competitive market for animals for slaughter, abattoirs in the UK have increasingly specialised in particular classes of livestock or seek particular grades of animal to meet their contracts with retailers. This can result in certain types of animals being transported long distances within the UK to slaughter.

Similar economic factors drive the trade in export of animals for slaughter. Because of the easy and frequent ferry transport between Scotland and the Island of Ireland there are movements of livestock in either direction for slaughter as well as production and breeding. These movements seem to be currently accepted by animal rights groups as part of the normal system of agricultural production and have not attracted the attention from protestors that has been seen in England

Numbers exported from Scotland

Apart from these traditional movements to and from the island of Ireland numbers of livestock other than poultry moved from Scottish holdings and assembly centres to countries outside the UK in 2017 were:

Cattle – 1000 breeding cattle (various EU countries)
5500 calves for further production (Spain and Italy)

Sheep – 258 for breeding (various EU)
380 for further production (Belgium)

Pigs - 763 for breeding (Italy)

Breeding animals are obviously higher value animals likely to be treated with great care on their journey. The calf exports to Spain (routed via Ireland and France) provide an economic outlet for low value male dairy calves from the south of Scotland and northern England that would otherwise likely be killed soon after birth. We are currently funding research on how these calves cope with their transport to Spain after they arrive. Initial reports suggest that they are well cared for during the journey which complies with EU transport legislation. The total value of all these exports for breeding and production may be around £5 million.

As well as these exports, the leading international poultry breeding company Aviagen based in Edinburgh exports £120 million worth of chicks and hatching eggs for pedigree breeding stock worldwide per year. They have farms in Scotland and northern England and exports mostly take place from their hatchery in Stratford, so HMRC figures only allocate a proportion of this export value to Scotland. This explains their published total estimate for the value of live animals exported from Scotland as £50 million in 2016, derived from customs declarations made when animals are exported. They do hold more detailed information by livestock sector but are not able to make it immediately available because of data protection considerations as individual exporters could be identified.

[Redacted]

From: Voas AP (Andrew)
Sent: 03 October 2018 12:14
To: [Redacted]
Subject: FW: P&O FERRIES STATEMENT ON TRANSPORTATION OF YOUNG CALVES 11 09 2018.pdf
Attachments: P&O FERRIES STATEMENT ON TRANSPORTATION OF YOUNG CALVES 11 09 2018.pdf; ATTO0001.txt

[Redacted]

[Redacted]

Andrew

From: [Redacted]@POferries.com>
Sent: 11 September 2018 13:33
To: Voas AP (Andrew) [Redacted]
Subject: P&O FERRIES STATEMENT ON TRANSPORTATION OF YOUNG CALVES 11 09 2018.pdf

Hi Andrew

Please see attached which will be released today.

Best Regards

[Redacted]

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NEWS RELEASE**P&O
FERRIES****P&O FERRIES STATEMENT ON TRANSPORTATION OF YOUNG CALVES TO
CONTINENTAL EUROPE ACROSS THE IRISH SEA**

Release time: Immediate

We can confirm that P&O Ferries will cease co-operating with the Scottish Government to transport across the Irish Sea young calves destined for continental Europe with immediate effect. We place the highest priority on animal welfare across all of our routes and were shocked by the scenes in last night's documentary. We will not hesitate to act decisively and close the account of any customer which breaches our policies in this area.

ENDS

Contacts: P&O Ferries - Dan Bridgett [REDACTED]
New Century Media - Tony Lodge & Alexander Walker [REDACTED]

Doc 3A

[REDACTED]

From: [REDACTED]
Sent: 20 September 2018 17:01
To: [REDACTED]@poforles.com
Subject: Transport of Calves from Scotland to Spain
Attachments: AV to CEO, P&O.pdf

Dear [REDACTED]

Please find attached letter from Andrew Voas, Veterinary Head of Animal Welfare with the Scottish Government. A hard copy has been posted in case this e-mail address does not accept mail.

Yours sincerely

[REDACTED]

ARE - Animal Health & Welfare
P Spur
Snaughton House
Broomhouse Drive
Edinburgh
EH11 3XD

[REDACTED]

[REDACTED]

Agriculture and Rural Economy Directorate
Animal Health and Welfare Division



Scottish Government
Riaghaidh na h-Alba
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[Redacted]
E: [Redacted]@gov.scot

[Redacted]
P&O Ferries
Channel House
Channel View Road
Dover CT17 0TJ

20 September 2018

Dear [Redacted]

TRANSPORT OF CALVES FROM SCOTLAND TO SPAIN

I am writing regarding the recent decision by P&O to stop allowing calves destined for export to Spain on the ferry from Galmyan to Larne.

I am sure that after the BBC Scotland Dispatches Programme broadcast on 10 September 2018 you will have been inundated with complaints from animal rights campaigners and concerned members of the public who will have been influenced by the sensationalised portrayal of this trade and the distressing images of slaughter shown, so I fully understand why you took this commercial decision to maintain the public image of P&O.

I would, however, like to explain the Scottish Government funded work that was being done to monitor these consignments so far and why I believe this programme completely misrepresented the position.

When the export of calves to Spain via Ireland started up again in 2016 I initiated a research project to provide scientific evidence on the welfare of calves after long distance commercial journeys of this sort. Long distance transport of livestock originating in Scotland, including long ferry journeys from the Scottish Islands, is a normal part of the Scottish livestock industry so we have a particular interest in ensuring that any future legal requirements and guidance on best practice for long distance transport not only properly protect animal welfare but continue to be based on reliable scientific evidence. The research project is being led by two internationally renowned animal welfare scientists, Professor Malcolm Mitchell of SRUC in Scotland and Professor Antonio Velarde of IRTA in Spain. These two have extensive involvement in work that has improved the welfare of animals in transport and at slaughter worldwide, including work as expert advisers to EU scientific committees and in producing EU best practice guidance on the welfare of livestock.

The research involves monitoring a number of individual calves in commercial consignments using a device in a collar worn by the calves to continuously record temperature, humidity and movement throughout the journey. The weight, behaviour and physical condition of the calves are also recorded before and after the journey, as well as two weeks later so that any adverse impact can be fully assessed and possibly attributed to specific environmental



conditions at specific points of the journey. The intention was to monitor journeys roughly every month over one year to provide data covering the full range of expected climatic conditions. Data collection started in January 2018 so, although there have now been several monitored journeys, your decision to stop taking these calves has seriously disrupted a project that would almost certainly have resulted in new recommendations on best practice, or even legislative change, that could have benefited calf welfare across Europe as a whole.

Through my involvement in setting up this project and gaining the trust and co-operation of the various assembly centres, control posts, transporters and others involved over the last few years, I now have first-hand knowledge of the way calves are treated on these journeys and have seen them at most stages of the journey including being unloaded in Spain. My overall impression is that the calves generally appear to be cared for very well with few problems at the end of the journey. The route from Scotland to Spain has been operating legally for several years without any problems regarding compliance with legal journey time requirements. Journey plans are approved in advance by APHA and calves consigned are generally over 3 weeks old and checked by a vet who provides a health certificate before departure from Scotland. As with nearly all male and female dairy calves they are separated from their mother soon after birth and fed a milk replacement feed, so will be well used to this by the time they are exported. Although the overall journey is typically about 100 hours, over half of this time is spent with the calves unloaded, regularly fed and rested in straw bedded pens at official control posts in Northern Ireland and France.

This trade provides a useful productive outlet for male dairy calves that otherwise would have little commercial value in the UK. This is not a trade that the Scottish Government is seeking to stop, despite calls for tighter controls on live export of animals generally from those in other parts of the UK.

Regarding the BBC Disclosure programme, there were numerous inaccuracies and potentially misleading statements and images. No Scottish origin animals were shown at any point that we can identify, apart from possibly in a long-distance shot of the lorry being checked at Larne. After the lorry was supposedly "lost" after leaving the ferry terminal in Larne footage of older beef animals being transported in the same lorry from Cherbourg to Italy was of Red cattle. This was admitted by the presenter, but they still decided to follow this lorry to Italy anyway and found that the required rest stops were made. However the relevance of any of this to how Scottish origin calves are transported on a completely different route to Spain was not explained.

When the presenters did get to Spain they showed a phone conversation with the importers at Vilarta "confirming" that the calves were 3 weeks old and for "fattening". This was emphasised as though it was of great significance, but more accurate would have been to say the calves were at least 3 weeks old on arrival (most are older - up to 6/8 weeks old) and were intended for further rearing for production. The programme however misleadingly used "fattening" to mean the whole process of rearing to slaughter. Staff at Vilarta for whom English is not their first language were probably unaware of these nuances and were using "fattening" to distinguish from "immediate slaughter" or "breeding" and "3 weeks" to mean "at least 3 weeks".

They then conflated pictures of Australian animals being killed horrifically in an Egyptian abattoir and pictures of cattle being loaded into a boat in eastern Europe with the possible fate of Scottish origin calves after joining the general cattle market in Spain. Spain does export cattle for slaughter to north Africa and the Middle East but as far as we have been told they prefer the heavier beef breeds for this trade and some countries including Egypt still do

not take UK born cattle because of BSE concerns, so the possibility of Scottish animals going further than Spain in later life seems remote. We cannot of course say it has never or will never happen but this should be an issue of wider concern to us as EU members as the suffering involved will be the same wherever the animal happened to have been born a year previously. Although the presenter did say we can't be certain either way if Scottish animals have or have not been exported from Spain for slaughter to North African countries, the overall dramatisation, use of emotive language and disturbing images exploited for maximum emotional effect by the way they were edited with shocked reactions from the presenter were clearly designed to produce an emotional response in the average viewer against the whole trade, rather than assist their understanding by being a rational and balanced portrayal of the situation. I understand the NFUS are making a complaint against the BBC about the programme.

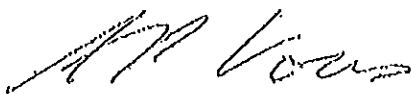
The fact that we are funding research to monitor the effects of long journeys to Spain was mentioned only once. This was particularly frustrating as I had spoken to the producer and offered to tell him more about this, as we had done earlier this year for the BBC Countryfile programme.

Although I understand that the decision on the type of animals you wish to carry is a commercial matter for P&O, I would like to ask you to reconsider your current position regarding calves being transported from Scotland to Spain. I hope I have provided some reassurance that I have personally seen the conditions in which calves are transported on the particular route we are monitoring and, as a veterinary surgeon with a professional duty to protect the welfare of animals, I am satisfied with what I have seen of the way they are treated during the journey.

I would be very happy to explore whether any additional commitment to increase the monitoring being undertaken or record the ultimate destination of calves from Scotland moved to Spain would allow you to review your position, at least for the next few months to allow the data collection for this important project to be completed by the end of this year.

Please do not hesitate to contact me directly if you would like to discuss this any further.

Yours sincerely



Andrew Voas BVM&S MRCVS
Veterinary Head of Animal Welfare

Doc 4

[REDACTED]

From: Voas AP (Andrew)
Sent: 08 October 2018 10:08
To: [REDACTED]
Cc: Voas S (Shella); Gallego J (Jessie)
Subject: FW: Letter to [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Andrew

Andrew Voas BVM&S MRCVS
Scottish Government Veterinary Head of Animal Welfare / Spur P / Saughton House / Broomhouse Drive / Edinburgh
/ EH11 3XD / [REDACTED]

[REDACTED]

From: [REDACTED]@POferrles.com>
Sent: 08 October 2018 09:21
To: Voas AP (Andrew) [REDACTED]
Subject: Letter to [REDACTED]

Dear Mr Voas,

Thank you for your letter dated 20th September to [REDACTED] to which she has asked me to respond.

Thank you also for the detailed explanation you provide for the basis on which the Scottish Government supports the transportation of calves to the continent. I have no doubt that you and your colleagues are experts in your field and have the best interests of the cattle at heart.

However, P&O Ferrles has for many years prohibited the export of animals for fattening or slaughter, only carrying livestock for breeding purposes.

The transport of calves to Northern Ireland was a loophole in this policy because the animals are ultimately destined for slaughter on the continent. This is one point on which both you and the BBC Scotland documentary makers are in agreement.

The fact that other ferry operators carry the animals from the Republic of Ireland to Spain would be of little consequence to our concerned customers and employees, who rightly see that this trade would not be possible were it not for our shipments from Scotland to Northern Ireland in the first place.

We shall not therefore be reconsidering our decision, although let me assure you that the far larger number of shipments of cattle between domestic locations in the United Kingdom will continue as normal.

Yours faithfully,

[Redacted]

[Redacted]

[Redacted]



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