



May 23, 2024

Martin Shields  
Member of Parliament  
House of Commons  
Ottawa, Ontario K1A 0A6  
Email: Martin.Shields@parl.gc.ca

*Re: Bill C-385 An Act to Amend the Motor Vehicle Transport Act – Electronic Logging Devices*

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Dear Mr. Shields,

On behalf of the 19,000 members that the Beef Farmers of Ontario (BFO) represent, we would like to thank you for bringing forward the Private Member's Bill, C-385 *An Act to Amend the Motor Vehicle Transport Act – Electronic Logging Devices (ELDs)* that was introduced on March 19, 2024. We are strongly supportive of this bill and believe it provides a common-sense approach to address some of the concerns and unique needs the livestock sector has raised in regards to the humane transportation of livestock in Canada.

If passed, this bill would work to harmonize the Canadian approach with our U.S. neighbours, striking an appropriate balance between ELD allotted hours-of-service and the humane transportation of livestock. Given the inherently integrated nature of our North American cattle and beef supply chain, this would represent a very positive improvement for our sector.

BFO commends you on taking action from the recommendations found in the report from the Standing Committee on Agriculture and Agri-Food (AGRI) titled: *Striking A Balance: Electronic Logging Device Requirements Impacting Animal Transportation*, specifically the second recommendation. In our view, the AGRI Committee conducted a thorough study of this issue, something that policymakers should take into strong consideration as the bill progresses through various stages of debate.

The issue of humane livestock transportation and e-logs is complex, as showcased within the committee report. BFO believes that the 240-km radius of the point of origin and destination of the journey would provide the needed flexibility to reach destinations safely without jeopardizing the health and wellbeing of either the drivers or the animals in transit.

Unlike other goods transported in Canada, livestock have unique needs. Trucks with live cargo simply cannot stop anywhere for rest periods, and there are very few livestock rest stations in Canada. Requiring a driver and their livestock loads to stop in non-livestock rest areas when they are in close proximity to their destination only increases the risk of poor animal welfare outcomes, something that could be avoided with the passing of this bill.

The Ontario beef sector is particularly sensitive to this issue given the frequency and volume of long-haul shipments of cattle from western Canada into southern Ontario, a critical component of the Canadian beef sector for both Ontario producers and western Canadian cattle sellers. A workable solution to the existing regulatory requirements and their limitations, like what you have suggested in Bill C-385, strikes the best balance in our view.

BFO will be encouraging Ontario MPs to support this bill, and should this bill make it to the committee stage, we would be pleased to appear before the committee to discuss its merits and impact on our sector.

Mr. Shields, thank you again for putting forward Bill C-385.

Sincerely,

A handwritten signature in black ink that reads "Craig McLaughlin". The signature is written in a cursive, flowing style.

Craig McLaughlin  
President