

Idaho Range Livestock Symposium

INTEGRATING THE NEEDS OF **ANIMALS, RANGELANDS, AND PEOPLE**



2017

JANUARY 10 - Salmon - Elks Lodge

JANUARY 11 - Twin Falls - CSI Herrett Center

JANUARY 12 - Marsing - American Legion Hall

*A one-day traveling program and networking event —
packed with information on industry relevant topics for
producers and rangeland managers.*

University of Idaho
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Table of Contents

Workshop Recognition 3

Workshop Agenda..... 4

Sponsors..... 5-6

Speaker Presentations

 Communication and Mediation to Resolve Public Land Issues 7

 Market Outlook..... 8

 What the New Veterinary Feed Directive Means for Cow/Calf Producers..... 9

 Toxic Range Plants in the Intermountain West 10

 Mineral Supplementation of Range Livestock 11

 Shipping Livestock 12

 Stock Trailer Transportation and BQA 14-15

 Transportation from Farm to Fork 16



Workshop Recognition

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 Idaho State Department
 of Agriculture

 Idaho Rangeland
 Resource Commission

 Idaho Department of Lands

 Idaho Cattle Association

 Bureau of Land Management

 NRCS

RECOGNITION

Agenda

- 9:00 a.m. Registration
- 10:00 a.m. Welcome
- 10:05 a.m. **Communication and Mediation to Resolve Public Land Issues:** Taylor Payne, Utah
Department of Agriculture
- 10:50 a.m. Break
- 11:15 a.m. **Market Outlook:** Dr. Hernan Tejeda, UI Extension Ag Economist
- 12:00 p.m. **What the New Veterinary Feed Directive Means for Cow/Calf Producers:** Dr. Bill
Barton, Idaho State Department of Agriculture
- 12:15 p.m. LUNCH
- 12:45 p.m. **Toxic Range Plants in the Intermountain West:** Dr. Jim Pfister, USDA Poisonous
Plants Lab
- 1:30 p.m. **Mineral Supplementation of Range Livestock:** Dr. Jim Sprinkle, UI Extension Beef
Specialist
- 2:15 p.m. Break
- 2:30 p.m. **Shipping Livestock — Idaho Brand and Health Requirements:** Dr. Bill Barton and
Larry Hayhurst
- 3:00 p.m. **Stock Trailer Transportation and Beef Quality Assurance:** Scott Jensen, UI Extension,
Owyhee County
- 3:30 p.m. **Transportation from Farm to Fork:** Dr. Lily Edwards Callaway, Director at Arrowsight
Remote Video Auditing
- 4:30 p.m. Adjourn



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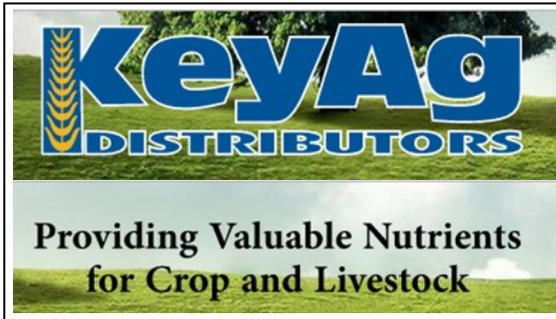


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Communication and Mediation to Resolve Public Land Issues

Taylor Payne
Utah Department of Agriculture

Three Creeks Project. This presentation will discuss an innovative approach to large scale public land grazing management in northern Utah. Inspired by the ecologic and economic progress of a neighboring large private land ranch (200,000 acres) that implemented time-controlled grazing in the late 1970s, several visionary permittees and a county commission decided it was time to replicate the grazing strategy on 143,000 acres of Bureau of Land Management (BLM), US Forest Service (USFS), private, and State and Institutional Trust Lands (SITLA) lands. This unit is a combination of 10 separate allotments (5-BLM and 5-USFS) into one management unit called the Three Creeks Allotment.

Three Creeks is an important area for Sage Grouse, Mule Deer, and Bonneville Cut Throat Trout, all of which have increased on the neighboring private land ranch model.

We will discuss the social, economic, and ecologic barriers encountered in the complex political climate of environmentalism and public land management bureaucracy.

Market Outlook

Hernan Tejeda, Ph.D., Assistant Professor, Extension Specialist
Dairy & Livestock Economics, University of Idaho, R&E Center – Twin Falls
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Beef markets in 2016 continued to experience volatility and price decline across the board, though not having such a steep drop in prices as in 2015. For the year 2017 all indications are that herd expansion is quite underway, and thus a new cattle cycle has begun. Moreover, the slide in prices from prior years is anticipated to temper down.

However, many factors which may have an effect on the cattle markets and their prices are important to keep in consideration. The economic environment in the U.S. and abroad; beef demand, foreign competition and trade; pork and poultry supplies; cattle production and inventory levels; feed costs and overall return prospects are a few of the relevant elements to keep track of.

A proper way to always keep costs under watch is by maintaining an orderly budget of the operations. Budgets of Livestock, in particular Cow/Calf are available at: <https://www.uidaho.edu/cals/idaho-agbiz/livestock-budgets>

Needless to say, another effective form to tackle market uncertainty is by making use of risk management instruments. A list of them include:

Insurance for Feeder Cattle, from USDA - Risk Management Agency (RMA) - Livestock Risk Protection program:
<http://www.rma.usda.gov/pubs/rme/lrp-feedercattle.pdf>

- Adjusted Gross Revenue-Lite (Whole Farm Revenue protection) program:
<http://www.rma.usda.gov/pubs/rme/agr-lite.pdf>

In addition, Futures and Options from CME constitute another useful type of risk management instruments:
<http://www.cmegroup.com/trading/agricultural/>



What the New Veterinary Feed Directive Means to Cow/Calf Producers

Dr. Bill Barton
Idaho State Department of Agriculture

Because of concerns over antibiotic resistance, the Food and Drug Administration (FDA) is making changes in its Veterinary Feed Directive program. The amended regulations regarding drugs added to livestock feeds go into effect Jan. 1, 2017.

The new rule will limit medically important antimicrobial drugs to the treatment, control and prevention of disease. The rules don't allow for claims of weight gain or feed efficiency. The rule also states that producers who use medically important antimicrobials will have to have veterinary oversight.

Beginning in 2017, most antibiotics delivered in feed currently considered over-the-counter will now require a veterinary feed directive (VFD). A VFD is a written statement from a licensed veterinarian authorizing the use of the drug or combination of drugs in an animal's feed, much like a prescription. The owner can use the written statement to obtain and use animal feed containing a VFD drug or combination VFD drug to treat their animals.

A key component of the VFD is for producers to develop a good working relationship with a veterinarian.

More information is available at <http://www.fda.gov/AnimalVeterinary/ucm071807.htm>

Health Requirements for Shipping Livestock

This section will cover import and some export requirements regarding animal health that producers are likely to face. Idaho has specific import requirements developed and implemented to protect animal health in the state. These will be covered in detail. Because most states have varying import requirements, the basics of export will be covered.

For a complete list of export and import requirements, see the Idaho State Department of Agriculture's website at <http://www.agri.state.id.us/AGRI/Categories/Animals/importExport/indeximportexport.php>

Toxic Range Plants in the Intermountain West

Dr. Jim Pfister

Poisonous Plant Research Laboratory, Logan, UT 84341

Livestock poisoning by plants results in over \$300 million lost to the livestock industry annually in the 17 western United States from death losses, abortions, and loss of animal productivity. In addition, major amounts of nutritious forage are wasted and management costs are increased due to the threat of toxic plant-related livestock losses. The Poisonous Plant Research Laboratory (PPRL) has provided worldwide leadership in poisonous plant research to the livestock industry using an integrated, interdisciplinary approach. The research team investigates plant poisonings in a systematic matter by identifying the plant, describing the effects in animals, and conducting research related to range and animal management. The ultimate goal is to reduce livestock losses from plants and enhance the economic well-being of rural communities, improve rangeland health by combating invasive plant species, and help to provide safe animal products free from potential plant toxins for consumers. This presentation will highlight important toxic plants in Idaho and throughout the Intermountain West with background information on the plant(s) and suggested management options.

Larkspurs (*Delphinium* spp.) contain a variety of diterpenoid alkaloids, and commonly poison cattle on many western rangelands. Yearly herd mortality can be as high as 10-20%. The primary toxic species in Idaho are *D. occidentale*, and *D. glaucescens* (tall larkspurs), and *D. nuttallianum*, and *D. andersonii* (low larkspurs). Plant populations of the same species can show substantial variation spatially and temporally in toxin concentration. Recent work has focused on susceptibility of cattle breeds, and pinpointing the genetic basis for resistance or susceptibility in cattle. Grazing management also plays an important role in reducing losses to larkspur.

Locoweed species contain the alkaloid swainsonine, and cause classic locoweed poisoning. However, there are three toxic syndromes associated with the *Astragalus* and *Oxytropis* genera: locoweed toxicosis (swainsonine-containing plants - 24 species); selenium poisoning (high Se in accumulator plants - 22 species); and nitrotoxin poisoning (nitro-containing plants - 356 species). This presentation will focus on loco poisoning.

Ponderosa pine needles and juniper species may cause abortion in pregnant cattle when they consume ponderosa pine needles or juniper foliage during the last trimester. Pine needles have produced catastrophic abortion epidemics in cattle when (1) weather has forced them into the trees, (2) fallen trees have made needles readily available, or (3) deep snow has limited alternative forage.

In North America lupines includes more than 150 species. Some lupines contain toxic alkaloids, while others are good forage. Although toxicity has been reported in sheep, cattle, horses, and goats, acute poisoning is most common when sheep rapidly eat toxic amounts of immature seed pods. Such acute poisonings are infrequent. The most serious poisoning relating to lupine ingestion is "Crooked Calf Syndrome." This syndrome is shown as birth defects in calves, most commonly crooked spine, front legs, and at times a cleft palate. This condition occurs most often when pregnant cattle graze toxic lupines during gestation days 40-100.

Shipping Livestock

A brand inspection is required when:

- Ownership changes in any manner
- Leaving the State of Idaho
- Going to slaughter

Generally, it is the responsibility of the "Seller" or "current owner" to obtain the brand inspection and pay the appropriate inspection fees.

Always ask for a brand inspection when buying livestock! If the seller issues you a "bill of sale" instead, make sure the bill of sale is valid, and you call for a brand inspection within 10 days from the date of sale. In this case, the buyer will also be responsible for getting a brand inspection within 10 days and paying the brand inspection fees.

If you accept a bill of sale in lieu of a brand inspection certificate, and the animal is carrying a brand not recorded to the person who issued the bill of sale, then you could very well have to clear that brand before a brand inspection could be done.

Not obtaining a brand inspection when required by the Idaho brand laws is considered an infraction for the first offense and a misdemeanor for the second offense, punishable by a fine not to exceed \$300 and/or six months in jail.



Stock Trailer Transportation and BQA

Scott Jensen, UI Extension Educator, Owyhee County
208-896-4104, scottj@uidaho.edu

Following are safety and Beef Quality Assurance recommendations regarding stock trailer usage.

First, be sure that both the pickup and trailer are in good repair. Look to see what the gross vehicle weight (GVW) of the pickup is. This is the weight of the pickup and its contents. You should also check the gross combined vehicle rating which includes the combined weight of the truck and trailer plus their contents. Staying under these weight limits will reduce the risk of breakdowns and/or accidents.

Insurance is an important consideration.

- Does your policy cover your trailer also?
- What about the contents of the trailer? Some policies will not cover livestock at all and others will not cover animals that belong to someone else.

Inspect the truck and trailer before loading animals.

- Are the tires inflated properly?
- Is there any tread left?
- Are the sidewalls in good condition?
- Is your spare tire(s) inflated and accessible?
- Do all the lights work on both the pickup and trailer?
- Are your brakes in good working order?
- Are all the bolts tight that attach the trailer hitch to the truck?
- How about a jack sufficient to lift the truck or trailer?
- Lug wrench?
- Sufficient fuel for the trip?

Ensuring that all of these items are addressed in advance will help minimize time spent on the side of the road with a trailer full of livestock.

- Pay careful attention to broken or weak slats on the sides of the trailer.
- Is the rear door in good working condition?
- Does the latch work properly?
- Inspect the floor and divider gates.
- Ensure that there are no holes in the floor.
- The floor should also be free of excess bedding and manure. Excess bedding and manure not only add to the total weight of the load but also can harbor disease organisms and reduce the life of the floor.

Take a look at the animals to be transported. Are they in good condition? Group animals in like bunches. Smaller animals mixed with large animals are at greater risk for injury during transport. Do not overload your trailer. Jamming one more animal on the load increases the risk for injury to the animals and can be hard on your equipment. Table 1 shows BQA guidelines for number of animals and trailer size.

Stock Trailer Transportation and BQA

Table 1. Recommended maximum number of head for trailers of different lengths for cattle¹

| Trailer Size (ft) | Average Cattle Weight (lbs) | | | | | | | Total Cattle Weight (lbs) ² |
|-------------------|-----------------------------|-----|-----|------|------|------|------|--|
| | 400 | 600 | 800 | 1000 | 1200 | 1400 | 1600 | |
| 14 x 6 | 16 | 11 | 8 | 6 | 5 | 5 | 4 | < 6500 |
| 16 x 6 | 18 | 12 | 9 | 7 | 6 | 5 | 5 | < 7400 |
| 18 x 6 | 21 | 14 | 10 | 8 | 7 | 6 | 5 | < 8400 |
| 22 x 6 | 25 | 17 | 13 | 10 | 8 | 7 | 6 | < 10200 |
| 24 x 6 | 28 | 18 | 14 | 11 | 9 | 8 | 7 | < 11100 |
| 26 x 6 | 30 | 20 | 15 | 12 | 10 | 9 | 8 | < 12000 |
| 30 x 6 | 35 | 23 | 17 | 14 | 12 | 10 | 9 | < 13900 |
| 34 x 6 | 39 | 26 | 20 | 16 | 13 | 11 | 10 | < 15700 |
| 20 x 7 | 27 | 18 | 13 | 11 | 9 | 8 | 7 | < 10800 |
| 24 x 7 | 32 | 22 | 16 | 13 | 11 | 9 | 8 | < 13000 |
| 28 x 7 | 38 | 25 | 19 | 15 | 13 | 11 | 9 | < 15100 |
| 32 x 7 | 43 | 29 | 22 | 17 | 14 | 12 | 11 | < 17300 |

¹This chart represents recommendations for polled and dehorned cattle. Reduce the number of cattle by 5% when hauling horned cattle. During hot and cold conditions, decrease the number of head loaded to prevent additional stress.

You spend a considerable amount of time producing a quality product for consumers. Protect this investment by taking the time to regularly inspect your pickup and trailer to help keep breakdowns and accidents to a minimum.



Thanks to Shannon Williams and Mary Blackstock for sharing their photos.





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