

# Independent Observer summary report on *MV Jawan*

## Cattle exported to Indonesia in July 2018

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Report 13, May 2019

### **Voyage summary**

The MV *Jawan* is a mixed open (five) and closed (three) eight-deck ship.

It was loaded with a total of 6 164 cattle, carrying two consignments for two exporters. It sailed from Broome, Western Australia on 23 July 2018. It unloaded cattle in two ports; at Panjang, Indonesia on 29 July 2018, and Jakarta, Indonesia on 31 July 2018, making this a nine day voyage.

The Independent Observer (IO) joined the vessel in Broome.

The overall mortality rate for the voyage was 0.06 per cent (two mortalities). This does not exceed the reportable mortality rate as stated in the [Australian Standards for the Export of Livestock \(Version 2.3\) 2011](#) (ASEL). These mortalities were not considered to be linked to any systemic failure by the exporter.

The following comments represent a summary of key observations from the IO from the loading of cattle in Broome until discharge in Jakarta, Indonesia. The summary has been approved by the IO who accompanied this voyage.

### **Implementation of procedures to ensure health and welfare of livestock**

#### **Exporter documentation**

The exporters load plan was submitted to the Department of Agriculture and Water Resources prior to departure as required.

Consignment specific export plans (CSEPs) were available for cattle addressing procedures relating to provision of fodder, water, bedding, medication, humane destruction, livestock officer instructions from loading through to discharge. The instructions included in the CSEPs were observed to be implemented during the voyage and to be compliant with ASEL requirements.

#### **Loading**

There were no issues observed relating to the loading of cattle in Broome. Livestock were in general loaded onto the vessel in accordance with the load plans, noting some adjustments were made in the first few days to ensure livestock pen densities were satisfactory. Cattle settled well into their pens across the eight decks once on board and 50 per cent of cattle were able to lie down at any time.

## **Personnel**

The vessel crew comprised an experienced livestock vessel Captain (Master), a Chief Officer (CO), Senior Officers, a Bosun, 16 livestock crew, and other crew. There was one LiveCorp Accredited Stockperson (stockperson) for each of the two consignments responsible for implementing the exporters' procedures to ensure the health and welfare of the livestock throughout the voyage.

## **Daily routine**

Daily management meetings were held each morning with the Chief, the Bosun, stockpersons, the IO and others to discuss and review all levels of stock management. The training records for both the senior staff and crew along with the training material was kept in the mess rooms.

There were two livestock crew per deck checking feed and water (i.e. 16 crew stockmen) and they were observed to work calmly around the animals. The daily animal inspection regime on the vessel was 5.30am, 7.30am, 1.30pm and 6.30pm. Overnight arrangements consisted of one crew member assigned per deck who rotated with another crew member every hour between the last feed of the day to the first feed of the morning (10.00pm-5.00am). Their job was to observe the animals overnight, and to check feed and water and report back to the Bosun if any issues occurred.

## **Feed and water**

Feed and water was available at all times and was checked before each feeding time. Fodder was provided to pens via an automated delivery system, with pellets being mostly used. Chaff was also provided by one exporter for its cattle. Fresh water was provided by on-board desalination plants. All decks had plastic automatic water troughs which hung on the outside of the pen rail. Available trough space was sufficient for the number of stock in each pen.

## **Ventilation**

There were no concerns with ventilation during the voyage.

## **Pen conditions**

No deck washing occurred as it was not determined to be required given the length of the voyage. Pads were observed dry, and gave cattle comfortable bedding. All hospital pens were empty at the start of the voyage. Hospital pens were only used for suspect animals during the voyage and were monitored daily by the stockpersons and livestock crew.

## **Health and welfare**

Monitoring of hospital pens was thorough and the animals were well looked after. Whenever an animal was well enough to leave the hospital pen it was returned to the general population and still monitored. Veterinary drug use was in line with the conditions being treated and the ship was more than sufficiently supplied with medications.

The ships' crew and stock people managed the health and welfare of animals well. Both stockpersons showed a very high level of skill and dedication at all times during the voyage. The welfare of the animals were their key priority at all times.

## **Discharge**

The IO did not note any issues during discharge.

## **Other**

The lighting system on each deck consisted of two times 18 watt fluorescent tubes set every two metres down both passageways on each deck. This provided enough illumination at night, and for the lower decks throughout the voyage.

## **Conclusion**

The IO determined that the relevant procedures relating to the management of livestock exported by sea were consistent with ASEL.

## Representative photographs of the voyage

Day 1 Cattle in pen—no issues identified



Day 1 Cattle in pen—no issues identified



Day 4 Cattle in pen—no issues identified



Day 4 Cattle in pen—no issues identified



Day 6 Cattle in pen—no issues identified



Day 6 Cattle in pen—no issues identified

