

VALE COMMENT ON IO 95 Gudali Express Townsville to Indonesia March 2019

Loading

IO SUMMARY: The observer checked the compliance of the load plan with ASEL requirements throughout the voyage. After loading, some pens were found to be overstocked and adjustments were made to the number of cattle in pens over the next 2 days.

VALE COMMENT: inadequate space allowance is common in the first couple of days after loading which is not acceptable. Always requires readjustment – why?

Feed and water

IO SUMMARY: Some water troughs were observed to be contaminated, dry or low at certain periods during the voyage, however they still had access to nose bowls.

VALE COMMENT: it was stated that cattle did not necessarily know how to use nose bowls

IO SUMMARY: On Day 8, there were concerns about water availability for Decks 4 and 5; most were empty, low, or contaminated. When the crew cleaned and topped up the nose bowls, many cattle proceeded to drink immediately, and some jostling for access to the nose bowls was observed. Cattle were observed to drink from the water troughs as soon as they were filled, and many were already low by the end of the round. At the morning meeting, a suggestion was made to turn on two water pumps during watering times to avoid the reduction in pressure that occurs when all crew are watering at once. It was observed that the majority of troughs had clean water available that afternoon.

VALE COMMENT: inadequate water pressure to water all animals and water deprivation resulting in a welfare issue (ie marked thirst) noted.

Ventilation

IO SUMMARY: On day 6, an issue was observed that related to the construction of the vessel's ventilation system. During the previous night the upper deck hatches had been partially closed to prevent rain getting onto the cattle decks. As a result of this, and the combination of unfavourable winds, the presence of exhaust fumes were noted in hold 3 (particularly Decks 4 and 5). The issue was rectified immediately by re-opening the upper deck hatches. No cattle displayed signs of distress or increased respiration. The department has since received advice that this issue has now been rectified by extending the main engine exhaust.

VALE COMMENT: was this a new problem or just noticed for the first time?

IO SUMMARY: wet bulb temperatures ranged between 26°C to 29°C. No animals were observed to be panting, or exhibiting signs of heat stress during the voyage.

VALE SUMMARY: no information about times or frequency of temperature records

Health and welfare

IO SUMMARY: The stockperson identified cattle that required treatment, noting the pen number and cattle description in a notebook. The voyage instructions requested vet treatments to be recorded daily with the animal ID, dose rate, medication, expiry date, batch number and withholding period. The stockperson noted that, as these were feeder

cattle, they would be at the Indonesian feedlot for longer than the withholding period. They did not record all treatment details as per voyage instructions.

VALE COMMENT: this is not adequate for S4 drugs

IO SUMMARY: Medications were stored at room temperature. When medications were administered, opened bottles were kept on Deck 5 unrefrigerated. The same syringe was used for the duration of the voyage, for all cattle and both injectable medications. This needle was sometimes observed to be washed in the cattle water troughs at the conclusion of treatments. The department has since recommended to the exporter that they review relevant procedures and training concerning medications and record keeping.

VALE COMMENT: this is what happens when a person with a 4 day stockperson course is in charge of animal health. Absolutely unacceptable and would not happen if an AAV were onboard.