

Independent Observer summary report on *MV Galloway Express*

Cattle exported to Philippines in April 2019

Report 110, November 2019

Voyage summary

A consignment of 2,798 cattle was loaded onto the MV Galloway Express at the port of Darwin on 9 April 2019. The cattle were discharged at the port of Subic Bay, Philippines, on 16 April 2019, making this an 8 day voyage.

An Independent Observer (observer) boarded the vessel in Darwin and remained on board until completion of discharge.

There were no mortalities on this voyage.

The following comments represent a summary of key observations and have been approved by the observer who accompanied this voyage.

Independent Observations of the implementation of procedures to ensure health and welfare of livestock

Exporter documentation

Exporter arrangements were available to address procedures relating to livestock management from loading through to discharge and contingencies.

Loading

The observer found the vessel to be well prepared prior to the loading of livestock with pellets, chaff and sawdust loaded for the voyage.

Personnel

There was a LiveCorp Accredited Stockperson (stockperson) on board responsible for implementing the exporters' procedures to ensure the health and welfare of the livestock throughout the voyage. The stockperson was knowledgeable and worked vigilantly, checking cattle morning, afternoon and night. The stockperson consulted with the Chief Officer (CO) daily. The crew worked diligently undertaking manual watering during the day shifts and continued to do so during night watch.

Daily routine

A management meeting was held each day and was attended by the CO, bosun, stockpersons and observer. Topics discussed included feed plans, injuries and treatments, weather and corrective actions.

Cattle were fed 4 times per day. During a 24 hour period 5 manual water deliveries were completed.

Night watch took place in 4 hour shifts. Duties included monitoring of feed intake, manual watering and maintenance and health and welfare checks of cattle.

Feed and water

Feeding was consistently on time and completed without incident.

Water was provided by 2 reverse osmosis plants. Water was automatically delivered to all decks, and was supplied to 2 small nose bowls in each pen. The observer did not witness many animals using the automatic nose bowl watering system during the voyage. Due to the livestock's reluctance to drink from the nose bowls, one feed trough per pen was used as a water trough.

Manual water delivery occurred during the day shift and continued during night watch. Stock water was salinity tested daily.

Ventilation

Conditioned air was supplied through large PVC pipes that ran the length of the decks. The pipes had holes in various locations to deliver cool air to every area of all pens. Large exhaust fans extracted stale air from all decks to circulate and replace air in all pens.

Temperatures were recorded daily. Temperatures on decks for the voyage were 29°C - 31°C dry bulb and 26°C - 29°C wet bulb with a humidity of 78% - 79%.

Pen conditions

Ten pallets of dust extracted pine shavings were loaded and used during the voyage and discharge. Pad condition was dry dusty and thin throughout the voyage. No wash down of pens was required during the voyage.

Pen space allowed for 60% of cattle to lie down at any one time.

Health and welfare

There were no mortalities during the voyage. A small number of cattle required attention during the voyage for minor issues. These were attended to promptly.

Discharge

Discharge was carried out in a timely manner with a continuous flow of livestock trucks. Fresh saw dust was applied to ramps prior to discharge. Cattle received feed and water during discharge.

One episode of minor non-compliant handling of an animal at discharge was identified during review of the observer's media files. This matter has been investigated and is available on the [department's website](#).

Conclusion

No non-compliances were noted by the observer during the voyage.

The exporter arrangements were observed to be implemented during the voyage and to be compliant with *Australian standards for the Export of Livestock (Version 2.3) 2011* ([ASEL](#)) requirements.

Representative photographs of the voyage

Day 3 Cattle in pen—no issues identified



Day 3 Cattle in pen—no issues identified



Day 4 Cattle in pen—no issues identified



Day 5 Cattle in pen—no issues identified



Day 6 Cattle in pen—no issues identified



Day 7 Cattle in pen—no issues identified

