

Independent Observer summary report on *MV Anna Marra*

Cattle exported to Indonesia in June 2019

Report 131, November 2019

Voyage summary

A consignment of 16,931 cattle was loaded onto the *MV Anna Marra* at Townsville between 21 and 23 May 2019. The vessel departed on 23 May 2019. The first discharge was at Panjang, Indonesia between 1 and 3 June 2019, the second discharge was at Jakarta, Indonesia between 4 and 6 June 2019, making this a 17 day voyage.

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

The mortality rate for the cattle was 0.071% (12 mortalities). This does not exceed the reportable mortality rate. The causes of the mortalities were not considered to be linked to any systemic failure by the exporter.

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 stockpersons were observed to handle the cattle quietly and professionally using low stress methods. Cattle were placed into pens according to stocking density requirements. Some smaller pens appeared to be firmer than others due to the good condition of the cattle. These areas were constantly monitored early in the voyage and adjustments made as required. It was observed there was sufficient room in most pens for 50% of animals to sit and rest. The observer did not note any issues with loading.

Personnel

The LiveCorp Accredited Stockpersons (stockpersons) accompanied the voyage and were responsible for implementing the exporters' procedures to ensure the health and welfare of the livestock throughout the voyage. The stockpersons worked effectively and professionally when undertaking their duties. The feeding crew were also observed carrying out their duties in a professional manner. There was good communication between these two groups. The master

and senior officers took a strong interest in the condition and welfare of the cattle. The vessel's crew also helped to make the voyage safe and comfortable for all on board.

Daily routine

The daily routine started with detailed cattle inspections on each deck by the stockpersons and administration of treatments for sick or lame cattle where necessary.

A management meeting was held each day at 10:00am and was attended by the master, chief officer, boson, stockpersons and the observer to discuss and record feeding, mortalities and temperatures. Cattle were fed once in the morning and once in the afternoon with a chaff top up in the middle of the day. After feeding, water troughs were cleaned and refilled. After the evening feed cattle were inspected again by the stockpersons and crew and continued to be monitored throughout the night by crew assigned to night watch duties.

Feed and water

Cattle received two pelleted feeds per day and an additional feed of chaff around midday. Cattle were observed to have easy access to feed troughs in each pen and were observed to be eating well. The water troughs were well managed by crew and remained clean and full.

Ventilation

The ship's ventilation system provided a strong flow of cool air to most pens. Some pens had additional fans to add more air flow where vents did not effectively reach. Temperatures were closely monitored and compared and did not alter from deck to deck. Temperatures were observed to range from 24°C to 29°C wet and 26°C to 33°C dry. Humidity ranged from 80% to 85%. There were small areas on two lower decks, up against bulkheads, that were considered to be hotter than the majority of deck areas. The observer noted this was likely to be due to the ventilation not effectively reaching these small spaces. These areas were closely monitored and at no stage were cattle observed to be heat stressed or panting.

Pen conditions

Suitable pads formed a few days into the voyage and conditions were observed to be comfortable. Occasionally when a wet pen was observed, saw dust was applied to form firm to soft pad areas. Pens were washed on day 5 and 6 of the voyage. After washing it took several days for pads to form.

Health and welfare

Cattle were closely monitored during the voyage and sick or lame cattle received treatments as required. The observer noted that if any sick or injured animal had to be euthanised that it was carried out in accordance with *Australian Standards for the Export of Livestock (Version 2.3) 2011* ([ASEL](#)) requirements, and the individual animal's details recorded and reported on the mortality report. The 12 mortalities were attributed to misadventure, enteritis and down cows.

Discharge

There were slight delays to discharge at both ports, however, this did not impact animal health and welfare. Cattle appeared to be in good condition at discharge.

Conclusion

The observer noted the professional attitude and effective communication of the stockpersons and crew and attributed this to the incident free and successful voyage. The exporter arrangements were observed to be implemented during the voyage and to be compliant with ASEL requirements.

Representative photographs of the voyage

Day 2 Cattle in pens—no issues identified



Day 2 Cattle in pen—no issues identified



Day 7 Cattle in pen—no issues identified



Day 8 Cattle in pen—no issues identified



Day 12 Cattle in pen—no issues identified



Day 12 Cattle in pen—no issues identified

