

# Independent Observer summary report on *MV Galloway Express*

## Cattle exported to Indonesia in June 2019

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Report 140, October 2019

### Voyage summary

A consignment of 3,667 cattle was loaded onto the *MV Galloway Express* in Townsville on 6 June 2019. The cattle were discharged at Panjang, Indonesia on 14 and 15 June 2019, making this a 10 day voyage.

An Independent Observer (observer) boarded the vessel in Townsville 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 has 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 did not note any issues with loading. One animal was identified to have sustained minor injuries during transport to the vessel and was treated, monitored and successfully discharged in Panjang.

The observer noted that the cattle were not loaded in strict accordance with the load plan. The overall stocking density of the vessel was compliant with the *Australian Standards for the Export of Livestock (Version 2.3) 2011* ([ASEL](#)) requirements. However some pens were observed to be loaded more densely than the load plan.

#### Personnel

The LiveCorp Accredited Stockperson (stockperson) accompanying the livestock had over 20 years of on-board experience and showed excellent animal handling and management skills. The crew of the *MV Galloway Express* were professional and hardworking. There was good on-board communication and morale with all assigned duties being carried out in a timely and thorough fashion. The crew had a range of experience with all having worked extensively on livestock vessels in the past.

## Daily routine

Meetings were held daily at approximately 10:00am where feed consumption and strategies, injuries and environmental conditions were discussed. The meeting was attended on most days by the Chief Officer (CO), bosun, stockperson and the observer.

Feeding commenced at 7:00am each day with feeding animals and cleaning out any soiled feed troughs and water drinkers their first priority. Feed was supplied throughout the day for most of the voyage with rations only being cut back to three times a day feeding near the end of the voyage.

The night shift consisted of individual crew members each taking one of two shifts. The first being 6:00pm until midnight and second midnight until 6:00am. The night watch duties included cleaning and maintenance of drinkers and feeders and checking the health and welfare of the livestock.

## Feed and water

Fodder was loaded in excess of ASEL requirements and was provided ad lib to the animals for the majority of the voyage. The feed ration was reduced to maintenance in the last few days because the vessel was waiting for berthing clearance.

Cattle had access to clean water via automatic nose bowls, it took cattle several days to become accustomed to the nose bowls.

## Ventilation

The observer noted that ventilation appeared effective throughout the voyage. Temperatures were taken between 8:00am and 10:00am on each of the decks and reported at the meeting and on the daily report.

The recorded conditions range was from 27 – 33°C with humidity range of 72 – 79%.

## Pen conditions

Pad conditions varied considerably between pens. At the beginning of the voyage most pads were relatively moist however by day 5 they had generally dried out to a crumbly consistency. An occasional pen was found to be moist and the crew improved the pad condition by adding sawdust and wasted pellets to the pad to soak up the moisture.

## Health and welfare

The stockperson conducted morning and evening checks inspecting cattle for signs of injury and illness as well as monitoring the feeders and drinkers and pad conditions.

There were only minor injuries and illnesses detected throughout the voyage with the majority of animals coping well. Some *Bos taurus* crosses were observed to be heat affected with panting score of 2.5 (increased respiratory rate with occasional open mouth breathing) during the hottest periods of the day. *Bos indicus* cattle appeared to be less affected by temperature with panting score of 1 (slightly increased respiratory rate) or less throughout the voyage.

During the voyage, treatments were administered for injuries sustained during loading and respiratory disease.

In the latter part of the voyage, an animal with an eye injury and several shy feeders were identified but did not receive treatment. These cattle were all successfully discharged in Panjang. There were no mortalities on this voyage.

### **Discharge**

No significant welfare issues were observed during discharge. The discharge process occurring in an efficient and controlled manner. Flappers were used to encourage cattle and overall these were not used in an improper fashion.

### **Conclusion**

The observer found that some pens had stocking densities that exceeded ASEL requirements but the higher density did not adversely affect the welfare of the cattle.

Illness and injury was identified and treated successfully early in the voyage but a small number of animals were not given timely treatments. Some heat stress was detected in the *Bos taurus* cross animals.

## Representative photographs of the voyage

**Day 2 Cattle in pen—no issues identified**



**Day 3 Cattle in pen—no issues identified**



**Day 8 Cattle in pen—no issues identified**



**Day 8 Cattle in pen—no issues identified**



**Day 9 Cattle in pen—no issues identified**



**Day 9 Cattle in pen—no issues identified**

