

Independent Observer summary report on *MV Gudali Express*

Cattle exported to Indonesia in July 2019

Report 160, December 2019

Voyage summary

A consignment of 3,886 cattle was loaded onto the *MV Gudali Express* at the Port of Broome on 20 July 2019 and departed on the same day. The vessel discharged the cattle at the Port of Panjang, Indonesia between 24 and 25 July 2019, making this a 6 day voyage.

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

There were no mortalities during the voyage.

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

Independent Observation 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 cattle were loaded into pens in accordance with the load plan. No overcrowding in any of the pens was observed.

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 experienced in all aspects of animal husbandry and had a genuine care for the animal's welfare.

The livestock crew demonstrated they had experience in all aspects of animal welfare and husbandry conditions, feed, water, livestock welfare issues and stowage plans. The livestock crew would alert the bosun and stockperson if issues were detected.

Daily routine

There was a daily management meeting at 10:00am and was attended by the master, Chief Officer (CO), bosun, stockperson and observer. Topics discussed included issues that had arisen

overnight and the daily feed management plans. At most daily meetings, the importance of compliance with the *Australian Standards for the Export of Livestock (Version 2.3) 2011* ([ASEL](#)) requirements was mentioned.

The stockperson commenced duties on the decks at 5:00am. The livestock crew worked on a 6 hour rotating system, 24 hours per day, monitoring the cattle for injuries, feed and water, clearing faeces from feed and water troughs and general cleaning duties.

The observer confirmed that the night crew were checking the feed and water troughs removing faeces from the troughs and refilling the water troughs as required.

Feed and water

The cattle were fed pelleted feed 3 times and one chaff each day.

Water was produced by a reverse osmosis plant and was supplied to the cattle in automatic nose bowls located in the corners of each pen and by a trough hanging on the outside of the pen that was manually filled by the crew.

There was always ample feed and water provided to the cattle.

Ventilation

All five decks on the *Gudali Express* were enclosed. The ventilation system consisted of fans that moved air to large overhead ducts that directed the air into the livestock pens. The ventilation system functioned quietly, consistently and normally during the voyage.

Temperatures were recorded once per day on all decks at 10:00am using a hand held device. The temperatures remained relatively constant throughout the voyage at 27°C to 28°C dry bulb, 24°C to 25°C wet bulb and humidity was around 78%.

Pen conditions

Deck washing was not undertaken due to the short duration of the voyage. There was not a large build-up of faecal matter in any pens on any deck. The pad was in dry to moist condition. Sawdust was spread in the hospital pens.

Health and welfare

There were no mortalities during the voyage. All the cattle settled well after the first couple of days. The cattle were able to have easy access to feed and water.

The stockperson was constantly monitoring the cattle and always looking for signs of lameness, injuries, checking feed levels and attending to the water trough top ups.

One steer was identified and treated for lameness. The animal recovered and was successfully discharged. No symptoms of heat stress were observed during the voyage.

Discharge

There were no issues during discharge. Whilst awaiting discharge, the cattle continued to be provided with fodder and water.

Conclusion

The exporter arrangements were observed to be implemented during the voyage and to be compliant with ASEL requirements.

Representative photographs of the voyage

Day 3 Cattle in pen - no issues identified



Day 5 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



Day 10 Cattle in pen - no issues identified

