

Independent Observer summary report on *MV Gudali Express*

Cattle exported to Vietnam in July 2019

Report 164, November 2019

Voyage summary

A consignment of 2,729 cattle were loaded onto the *MV Gudali Express* at Broome on 30 and 31 July 2019. The cattle were discharged at Quy Nhon, Vietnam on 6 and 7 August 2019, making this a 9 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 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

Sawdust was laid in ramps and races prior to loading. The pen density on all decks was in accordance with the *Australian Standards for the Export of Livestock (Version 2.3) 2011* ([ASEL](#)). After loading, the observer noted that all animals in all pens were able to lay down. Additional space was given to the heavy cattle and those with horns.

Personnel

An experienced LiveCorp Accredited Stockperson (stockperson) accompanied the consignment. The stockperson managed the livestock in accordance with ASEL.

The master and Chief Officer (CO) were active in the wellbeing of the livestock, checking on the livestock regularly and attending the daily meetings.

Daily routine

There was a daily meeting at 10:00am attended by the master, CO, bosun, stockperson and observer. Topics of discussion include treatments, feed and water plans and condition of the livestock.

There were two night watch persons between 6:00pm and midnight and one night watch person between midnight and 6:00am. Their duties included ensuring nose bowls were clean and fodder was available.

Feed and water

Pelleted fodder is stored in three silos. The pellets are transferred to chutes on each deck. The crew manually transfer the fodder to the plastic feed troughs that hang on the outside of the pens.

The pelletised fodder was given two main feeds every day and topped up as necessary for the rest of the day. Chaff was given daily to assist with adaption to the pelleted ration.

Water is generated by two reverse osmosis plants. Water was supplied ad lib in nose bowls and supplemented with water in troughs.

The management of fodder and water contributed to a positive welfare outcome.

Ventilation

The ventilation system consisted of six supply and six exhaust ventilators. The system was observed to be effective in drying the pad and was working during loading and discharge.

The temperatures were recorded on each deck using a hand held device. The range of temperatures range was 29°C – 31°C and humidity was around 80%

The hottest conditions were recorded on days 5 and 6 at 31°C and 80% humidity. There were no signs of heat stress during the voyage.

Pen conditions

No deck washing was undertaken because of the length of the voyage. The pad condition was good consistency from dry to crumbly. The ventilation system assisted in the drying of the pens.

Sawdust was spread in the pens that held the bulls and some sawdust was spread to manage a small number of water leaks.

Health and welfare

There were no mortalities during the voyage. A single animal that was identified as injured was euthanased before departure. The cattle did take some time to settle into the feeding and watering routine. There was no observed stress indicators due to this settling period. There did not appear to be any emaciation or shy feeders.

Nine cattle were treated for lameness and 2 were treated for eye infections. All animals recovered and were discharged. The livestock crew provided adequate water, fodder and bed the cattle as required.

No signs of heat stress were observed.

The cattle were observed to disembark in Vietnam in good health.

Discharge

There were no welfare incidents noted at discharge.

Conclusion

The husbandry and the management of key personnel behind the welfare of the animals was effective.

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

Representative photographs of the voyage

Day 1 Cattle in pen - no issues identified



Day 2 Cattle in pen - no issues identified



Day 4 Cattle in pen - no issues identified



Day 4 Cattle in pen - no issues identified



Day 6 Cattle in pen - no issues identified



Day 7 Cattle in pen - no issues identified

