

# Independent Observer summary report on *MV Gudali Express*

## Cattle exported to Indonesia in January 2019

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Report 64, September 2019

### Voyage summary

The *MV Gudali Express* commenced loading 3,757 cattle in Darwin on 16 January 2019, and departed for Jakarta, Indonesia on 17 January 2019. The vessel completed discharge on 22 January 2019, making this a 7 day voyage.

There were no mortalities on this voyage.

The following comments represent a summary of key observations from the independent observer (observer) that accompanied the voyage. The summary has been approved by the observer who accompanied the voyage.

### 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, including contingencies.

#### Loading

There were no issues noted during loading of the livestock. Livestock were loaded in accordance with the load plan. Over the initial days of the voyage, the number of cattle in some pens was adjusted to create extra space for cattle to lie down.

#### Personnel

A LiveCorp Accredited Stockperson (stockperson) was present on the voyage. The stockperson was experienced and was observed to have a genuine care for livestock welfare. The master and his officers were very helpful in assisting the observer with any concerns or questions.

All livestock crew and the stockperson were observed to be professional, and to be vigilant in ensuring that *Australian Standards for the Export of Livestock (Version 2.3) 2011* ([ASEL](#)) requirements were met.

#### Daily routine

A daily meeting was held each day at 10:00am. The meetings were attended by the chief officer (CO), bosun, stockperson and the observer. The meetings discussed cattle conditions and welfare, feed, water, issues from the previous day and ASEL requirements.

All livestock crew members operated on six hour rotating shifts over each full 24 hour day. During this time they cleaned and refilled water troughs, cleared alleyways of excess fodder chaff and faecal matter; whilst also monitoring feed, water and livestock for injuries.

The observer noted crew members performing night watch duties. Their main roles were to clean food troughs and water bowls, and to refill the troughs with water.

### **Feed and water**

Pellets were stored in three silos. Cattle were fed pellets four times a day at 7:00am, 10:30am, 1:30pm and 3:30pm. At the 1:30pm feeding, chaff was also provided.

Drinking water was supplied to pens by automatic nose bowls and manually filled plastic troughs. The stockperson monitored the feed and water supply constantly. Cattle were weighed at the end of the voyage and observed to gain weight.

The observer did not report any non-compliance regarding the implementation of procedures to ensure the health and welfare of the livestock.

### **Ventilation**

The vessel is fitted with a ducted ventilation system to all decks. No issues were noted regarding the ventilation system during the voyage.

Temperature readings were recorded at various times of the day, with maximum temperatures of around 32°C dry bulb temperature, 28°C wet bulb temperature and humidity of up to 78%.

### **Pen conditions**

All pens had sawdust scattered on the floor prior to the loading of livestock. The pad was monitored daily by the stockperson and the bosun. The pens presented comfortable conditions for the livestock for the duration of the voyage.

There was no wash down of the decks due to the short voyage length and a lack of excessive build-up of faecal matter during the voyage.

### **Health and welfare**

During the voyage the stockperson was constantly monitoring the livestock and always looking for signs of lameness, injuries and attending to the water and fodder troughs.

There were no mortalities on the voyage. A single animal required treatment for lameness.

### **Discharge**

The discharge was undertaken by the crew and stock handlers from the receiving company under the supervision of the stockperson. The discharge was undertaken in a professional manner with animal welfare as a first priority.

Vessel crew and stock handlers from the receiving company continued to tend to the cattle on board the vessel, ensuring clean feed and water were supplied until they were discharged onto trucks.

## **Conclusion**

Overall the crew and the stockperson were professional and very vigilant in ensuring that the ASEL requirements were being followed whilst undertaking their duties in animal husbandry on board the vessel.

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 pen—no issues identified



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 4 Cattle in pen—no issues identified



Day 5 Cattle in pen—no issues identified

