

## **VALE COMMENT ON IO 62: Dareen, Portland to Oman and Pakistan, Oct 2019**

### **Voyage summary**

IO SUMMARY: 4,020 cattle with discharge of 1,600 cattle in Oman and one mortality.

VALE COMMENT: calculation of mortality is 0.025% which is incorrect (1/1600 is 0.06%). IO appears to have approved an incorrect figure

### **Loading**

IO SUMMARY: The observer noted that the cattle were not loaded in accordance with the load plan. Decks 6 and 9 had stocking densities below those specified in the initial load plan and Decks 2, 3, 4 and 8 had stocking densities above those specified in the load plan. Some pens on Deck 9 were empty or used as hospital pens, and some pens in Deck 6 were used to store fodder.....At any time, 50% of the animals could lie down comfortably in each pen.

VALE COMMENT: this could be a concern re vessel stability and animal welfare. Is this not a breach?

IO SUMMARY: The observer noted that the position of cattle loaded on board is subject to the important considerations of vessel stability and unloading order.

VALE COMMENT: if so, why is load plan not followed?

### **Feed and water**

IO SUMMARY: Pens which were not automatically supplied had additional troughs which were manually filled by the crew during regular feeding times. On occasion the stockperson reminded the CO that his crew needed to ensure the extra troughs were filled.

VALE COMMENT: manual delivery of food subject to human performance.

IO SUMMARY: Some rationing for a five day period was implemented as there was oversupply and wastage of fodder for a short period. The rationing ensured enough fodder for the remainder of the voyage and no adverse outcomes were noted.

VALE COMMENT: 5 days of rationed food is not appropriate. A number of voyages have run short on food.

### **Ventilation**

IO SUMMARY: The MV Dareen has a total of 9 Decks....The four upper decks have open sides. Temperatures on the open decks were 2 – 4°C cooler than the lower decks. Deck 4 had consistently warmer temperatures due to the location being close to the engine. The stocking density was reduced in the pens close to the engine and additional ducting was connected to fans to displace some of the warmer air. All lower decks have additional fans to assist with ventilation. These methods of providing airflow and ventilation appeared to be effective in these conditions at this time of the year.

VALE COMMENT: this summary would suggest that the ventilation may not be adequate at other times of year.

IO SUMMARY: Temperature once daily at 10:30am. Whilst dry bulb temperatures correlated with the recorded temperatures. The temperatures were found to be 1 – 2°C warmer than the recorded temperature when taken between 1:00pm and 4:00pm.

The observer noted that the vessel humidity records were not accurate because the wet bulb readings were recorded as 3°C below the dry bulb thermometer reading.

VALE COMMENT: this statement does not make sense as WBT are always less than DBT unless humidity is 100%.

IO SUMMARY: The observer noted that the wet bulb temperatures differed by 0.5 – 4°C. The vessel records indicated humidity range as 70 – 79%. However the observer noted that humidity ranged from 70 – 93%. There were no signs of heat stress in the animals during the voyage.

VALE COMMENT: differing measurements not acceptable. No temperatures provided to allow assessment of heat stress.

### **Health and welfare**

IO SUMMARY: There was one mortality in a heifer that was unresponsive to treatment following an injury. On two occasions the recumbent heifer was found without water.

VALE COMMENT: there is no comment regarding duration of water deprivation. Failure to provide water to recumbent animals has been noted by other IOs.

IO SUMMARY: one heifer had a full term dead calf and another had a premature calf estimated at 30 weeks gestation length. There were a small number of abortions (4) that also occurred during the voyage.

VALE COMMENT: this is a clear breach of ASEL as late pregnant cattle are illegal under ASEL. Cattle exported for breeding have to “have been pregnancy tested within the 30 day period before export and certified in writing as no more than a maximum of 190 days pregnant at the scheduled date of departure. The certification must be provided by a veterinarian who is a member of the Australian Cattle Veterinarians and an accredited tester under the National Cattle Pregnancy Diagnosis Scheme. So either a complaint needs to be recorded with the Pregnancy Diagnosis Scheme OR these cattle weren’t pregnancy tested by an accredited pregnancy tester.

IO SUMMARY: The observer noted incidents of striking animal on the face with plastic pipe and using a metal tool to attempt to get cattle move during unloading as the only welfare issues noted.

VALE COMMENT: unacceptable.

### **Discharge**

IO SUMMARY: Discharge in Oman was slightly longer than predicted because a custom ramp and truck set up was not able to be utilised.

VALE COMMENT: unloading infrastructure issues not uncommon at end destination.

### **Conclusion**

The weather conditions and time of the year were favourable and did not place any stress on the pregnant heifers during the voyage.

The observer noted variations in the loading plan compared with actual cattle loaded including using hospital pens for holding healthy animals, using normal pens as hospital pens, empty pens on Deck 9, some pens used for fodder storage on Deck 6 and some decks containing a number of cattle higher than the load plan.

### **Representative photographs of the voyage**

Day 14 Cattle in pen – wet pad condition