

Independent Observer summary report on *MV Gelbray Express*

Cattle exported to Indonesia in March 2019

Report 100, October 2019

Voyage summary

A consignment of 3,708 cattle were loaded onto the *MV Gelbray Express* at the Port of Darwin on 21 March 2019 and departed in the evening. The livestock were discharged at the Port of Jakarta, Indonesia on 26 March 2019, making this a 6 day voyage.

An Independent Observer (observer) boarded the vessel at Darwin 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, including contingencies.

Loading

The observer noted the cattle were loaded according to the load plan and the *Australian Standards for the Export of Livestock (Version 2.3) 2011 (ASEL)* stocking density requirements. Pen density was fine-tuned during the first two days of the voyage which resulted in more space for the cattle to lie down. No animal welfare issues were observed during loading.

Personnel

An experienced LiveCorp Accredited Stockperson (stockperson) accompanied the voyage.

The master had overall responsibility for the vessel, the livestock and all personnel. The bosun supervised the crew and responded to any concerns regarding feeding, cleanliness of feed and water in a timely manner.

Daily routine

A management meeting was held each day at around 10:00am and was attended by the master, the CO, the bosun, the stockperson and the observer. The topics discussed at the meeting

included ASEL requirements, feed and water management, cattle welfare issues and any other issues from the previous day.

The observer noted the stockperson constantly monitored the welfare of the cattle during the day and the night watch.

The livestock crew worked a 6 hour rotating schedule, over 24 hours each day. They cleared alleys and monitored injuries and feed and water availability.

The night watchperson was observed checking water and feed levels, cleaning feed troughs and water bowls, and refilling the water bowls.

Feed and water

The cattle were fed four times a day at 7:00am, 10:30am, 3:30pm with chaff fed at 1:30pm. The observer noted there were no occasions where the water and feed levels were found to be low. There was ample room for the cattle to access feed and water and also sufficient room for them to lie down.

Ventilation

The ventilation system had ducted air supplied directly to each pen. There were no issues noted with the ventilation during the voyage, and no cattle exhibited signs of respiratory stress.

The temperature readings were taken at various times during the day with temperatures ranging between 28–31°C dry bulb, 25–27°C wet bulb and humidity of 73–79%.

Pen conditions

The pens were kept clean during this short voyage and pad management was monitored daily by the stockperson and the bosun. The stockperson decided not to have a wash down due to the small build-up of faeces in the pens.

Health and welfare

The observer noted the cattle were well looked after and no animals were observed with heat stress on this voyage. The stockperson identified 11 mildly lame cattle that were segregated into a hospital pen and had appropriate treatments administered in a timely fashion.

Discharge

The discharge process was supervised by the stockperson and undertaken by the crew with good animal welfare outcomes the priority. The crew members ensured water was supplied until the cattle were moved to the trucks. There were no issues during the discharge.

Conclusion

The stockperson and the livestock crew ensured that ASEL requirements were met during all stages of the voyage.

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

Representative Photos of the Voyage

There were no images available for this voyage.