

Independent Observer summary report on MV *Greyman Express*

Cattle exported to Indonesia in April 2019

Report 108, September 2019

Voyage summary

A consignment of 3,725 cattle were loaded onto the MV *Greyman Express* at Darwin between 8 and 9 April 2019. The vessel departed on 9 April 2019. The vessel discharged the cattle at Tanjung Priok, Indonesia between 13 and 14 April 2019 making this a 7 day voyage.

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

Loading

The final load plan was compliant with the *Australian Standards for the Export of Livestock (Version 2.3) 2011 (ASEL)* requirements. Once at sea, further adjustments were made to ensure livestock pen densities were acceptable. In most instances, around 80% of livestock in each pen were able to lie down and rest at one time.

There were no welfare incidents observed during loading. Food and water were provided within 12 hours of loading being completed.

Personnel

The LiveCorp Accredited Stockperson (stockperson) on board the vessel was responsible for implementing the exporter's procedures to ensure the health and welfare of the livestock throughout the voyage.

The master and Chief Officer (CO) worked well with 10 crew members and the bosun that assisted the stockperson throughout the voyage by ensuring a continual supply of food and water, routinely cleaning food and water troughs and assisting the stockperson when adjusting pen densities as required.

The stockperson demonstrated a good level of competency and experience in regards to ensuring the health and welfare of the livestock during the voyage. The stockperson demonstrated good animal handling practices to minimise stress and injury to the livestock.

The bosun and crew demonstrated experience in good animal handling and welfare practices towards the livestock and were very effective in carrying out their duties.

Daily routine

A management meeting was held each day at 10:00am and was attended by the stockperson, bosun and CO. The discussions included the nutritional management and welfare of the cattle and any other arrangements that were required to be made in preparation for discharge to minimise any stress and/or injury to the livestock.

Throughout the voyage the stockperson would routinely inspect the livestock's health and welfare on all decks in the morning and in the afternoon. The stockperson also monitored the fodder intake and feeding habits of the livestock and the conditions of the pens. The stockperson administered treatments to sick or injured livestock or re-adjust pen stocking densities as required.

The crew also assisted the stockperson during loading and discharge and would assist when adjusting pen numbers or transferring animals to a hospital pen for specific monitoring and treatment.

At night, a crew member designated as the night watch person, would inspect the livestock across all decks and would provide additional filling of the water troughs.

Feed and water

Fodder pellets were stored in silos and were distributed to chutes on each deck. The crew manually filled the troughs. The cattle were fed four times per day (6:30am, 10:30am, 1:00pm and 4:30pm) and chaff was fed every second day. The cattle had good access to fodder troughs in all the pens. Empty fodder troughs were cleaned before refilling and manure was removed during scheduled feed times.

Water was supplied by at least 2 nose bowls per pen which operate when the cattle press down on the valve lever whilst drinking. The nose bowls appeared to be in good working order. Additional water was supplied by filling an allocated trough with water. The crew routinely inspected and cleaned the nose bowls and water troughs on a daily basis.

The fodder and water loaded was in accordance with the ASEL requirements.

Ventilation

The vessel had five enclosed livestock decks. Ventilation pipes run along the roof of pens on each deck and air flows into each pen via holes in the pipes. The ventilations system was reliable and equally effective across all decks and pens.

The temperature readings for inclusion into the daily report were recorded in the morning using a hand held device. The average maximum temperature range was 30 – 31°C dry bulb and 79 – 80% humidity.

Pen conditions

The pen conditions during the voyage were continually monitored and remained in good condition. Due to the short length of the voyage and daily monitoring of the pen conditions, no deck washing was undertaken during the voyage. The pen conditions did not impact on the health and welfare of the livestock.

Health and welfare

At the start of the voyage, the livestock were nervous and unsettled. The health and welfare management of the livestock during the voyage was good. Observations were undertaken of the stockperson and crew during their morning and afternoon rounds of monitoring the condition of the livestock.

Treatments applied to the cattle were undertaken in an efficient and effective manner and any animals that required closer monitoring, were transferred to a hospital pen for isolation, further treatment and the ability to rest. A number of cattle were treated for injuries, lameness and respiratory infections.

Sawdust was provided in the hospital pens to assist in the recovery of livestock.

Discharge

Prior to discharge, the stockperson, CO and bosun discussed and implemented strategies to minimise injuries to the cattle during this process. The planning and animal handling practices during discharge were observed to be good which ensured minimal stress and injuries to the cattle. Food and water was also continually supplied across all decks throughout the time until they were discharged from the vessel.

Conclusion

Overall observations of the management of the livestock and animal welfare standards on the vessel during the voyage were consistent with the ASEL requirements. The master, officers, crew and stockperson were all dedicated in performing their duties and worked extremely well together to ensure the welfare of the livestock.

The exporter arrangements were observed to be implemented during the voyage and to be compliant with the 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 5 Cattle in pen – no issues identified



Day 5 Cattle in pen – no issues identified



Day 5 Cattle in pen – no issues identified

