

Independent Observer summary report on *MV Greyman Express*

Cattle exported to Indonesia in May 2019

Report 121, October 2019

Voyage summary

A consignment of 3,813 head of cattle were loaded onto the *MV Greyman Express* at the port of Darwin on 5 May 2019. The vessel departed on 6 May 2019. The cattle were discharged at the Port of Tanjung Priok, Indonesia, on 10 May 2019, making this a 6 day voyage.

An Independent Observer (observer) boarded the vessel in Darwin and remained on board until completion of discharge.

The mortality rate for the cattle was 0.03% (1 mortality). This does not exceed the reportable mortality rate. The causes of these mortalities were not considered to be linked to any systemic failure by the exporter.

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 and contingencies.

Loading

The observer did not note any issues with loading. The observer commented that the cattle were not loaded in strict accordance with the load plan, but that some pens were adjusted over the first two days of the voyage in order to adhere to the load plan.

Personnel

The LiveCorp Accredited Stockperson (stockperson) had many years of experience on livestock vessels and demonstrated a high level of competency in animal husbandry. The stockperson communicated well with the bosun and crew. The bosun was experienced and supervised the 14 crew dedicated to livestock management.

The crew had a good understanding of their roles and responsibilities and carried them out effectively.

Daily routine

A management meeting was held each day and was attended by the chief officer (CO), bosun, stockperson and the observer. Topics discussed included the feeding regimes for the different classes of cattle, the management of hospital pens and any other issues arising. Information was then collated for inclusion in the daily report.

Two crew members each worked a single 6 hour shift during night watch duties. Their tasks included reattaching fallen troughs, cleaning and refilling water troughs and reporting any incidents/issues to the bosun.

The stockperson performed the majority of their tasks on the cattle decks from around 1:00am until 6:30am. The stockperson preferred this routine as the cattle tended to be more settled at this time and allowed the stockperson to inspect, treat and move stock as necessary without disrupting their feeding. The observer witnessed these morning checks on one day of the voyage. The observer noted that the stockperson performed their duties professionally and were adept at the early identification of cattle that required treatment.

Cattle were fed four times a day and received a top up feed of chaff which was increased to twice daily from day 3 onwards. When feeding was complete, the crew cleaned and refilled water troughs. Crew worked diligently to replace fallen troughs and clear walkways.

Feed and water

No empty water or feed troughs were observed during the voyage.

The cattle were fed good quality pellets and chaff. Pellet fines and any containments were removed from troughs prior to feeding. Cattle had good access to fodder with 2 to 3 feed troughs per pen.

The observer did not observe any issues with water availability during the voyage. Cattle had access to automatic nose bowls and manually filled water troughs which were attended to throughout the day and night by crew to ensure they were clean and filled.

Ventilation

Dry and wet bulb temperature were taken each morning. The average maximum temperatures on decks for the voyage were 32°C dry bulb and 27°C wet bulb with a humidity of 73%.

There were no issues observed with the ventilation during the voyage.

Pen conditions

Pen conditions were considered acceptable throughout the voyage. No wash down of the pens was required due to the short duration of the voyage.

Pens were well managed by crew and any moisture caused through water spillage was managed with sawdust. The majority of pens were dry during the voyage and were only deeper in areas around the edges of pens. Sawdust was applied to hospital pens and ramps.

Health and welfare

The regular feeding routine and number of troughs per pen meant cattle had good access to feed and clean water. The stockperson and crew worked hard to maintain a good environment for the cattle.

The observer noted that over 50% of the animals in each pen could rest at any one time.

There was 1 mortality on this voyage. The animal was removed from the pen promptly and a post mortem was carried out efficiently. The suspected cause of the mortality was pneumonia however the diagnosis was not conclusive.

Discharge

The stockperson and crew coordinated the discharge well. Discharge was discussed in the daily meeting the day prior to discharge where fodder instructions were revised and methods of discharging discussed.

Cattle were well handled during discharge with stock moving well on ramps and into the livestock trucks. Cattle had access to feed and clean water during discharge.

Conclusion

The observer noted the professional, committed and hard-working effort from the ship's crew and stockperson. No animal welfare issues, signs of animal stress or non-compliances were observed during the voyage.

The exporter arrangements were observed to be implemented during the voyage and to be compliant with *Australian Standards for the Export of Livestock (Version 2.3) 2011* requirements.

Representative photographs of the voyage

Day 2 Cattle in pen - no issues identified



Day 2 Cattle in pen - no issues identified



Day 3 Cattle in pen - no issues identified



Day 4 Cattle in pen - no issues identified



Day 5 Cattle in pen - no issues identified



Day 6 Cattle in pen - no issues identified

