

Independent Observer summary report on *MV Anna Marra*

Cattle exported to Indonesia in August 2019

Report 176, December 2019

Voyage summary

A consignment of 15,859 head of cattle was loaded onto the *MV Anna Marra* at the Port of Broome between 20 and 22 August 2019. The vessel departed on 22 August 2019. The first discharge was at the Port of Panjang, Indonesia, between 28 and 30 August 2019. The second discharge was at the Port of Jakarta, Indonesia on the 31 August 2019, making this a 12 day voyage.

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

The mortality rate for the cattle was 0.04% (7 mortalities). 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 are 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 was present for a portion of the final day of loading. The observer noted that a sufficient number of competent LiveCorp Accredited Stockpersons (stockpersons) loaded the cattle in a manner that minimised stress. The loaded cattle had access to adequate feed and water in accordance with the *Australian Standards for the Export of Livestock (Version 2.3) 2011* (ASEL) requirements.

Two animals were euthanased due to broken legs during loading. The observer was not present at the time and no further details were available.

Personnel

There was an experienced Australian Government Accredited Veterinarian (AAV) and 3 stockpersons on-board who were responsible for implementing the exporters' procedures to

ensure the health and welfare of the livestock throughout the voyage. A further two stockpersons were on their first voyage, however had previous livestock handling experience.

The bosun and crew were experienced in handling livestock. The master, Chief Officer (CO) and crew were responsive with regards to issues management.

Daily routine

Cattle were checked by the stockpersons at 7:00am each morning, this involved raising the cattle as part of the health checks. Where necessary cattle were moved to hospital pens and checked by the AAV.

A management meeting was held daily at 10:00am and was attended by the master, CO, bosun, AAV, stockpersons, chief engineer and observer. Topics discussed included feed and water consumption and requirements, treatments, animal health and mortalities.

Following the daily meeting the stockpersons would accompany the AAV to administer treatments. The stockpersons would do rounds of their allocated decks each afternoon around feeding time.

Feed and water

The cattle were fed twice a day with two top up feeds per day. Hay was fed to cattle on some decks in order to encourage fodder consumption. Prior to feeding troughs were cleaned of contamination. Some pellets appeared to be mouldy, the observer noted that this was not a systemic issue and was discussed with the AAV and head stockperson.

Clean water was available via automatic waterers. Water troughs were emptied and scrubbed daily by the crew.

Ventilation

The ventilation system worked effectively and maintained air circulation and kept the decks cool. Extra ducting and fans were used to ensure all areas had circulating air. The vessel continued to circle as it waited to berth in order to maintain good air flow on the decks. During the voyage the dry bulb temperature ranged from 26°C - 32°C, humidity ranged from 65%-86%, and there were no symptoms of heat stress observed during the voyage.

Pen conditions

Deck washing occurred on day 3 and day 4 of the voyage. The process of deck washing was observed to be effective and significantly improved air quality and lowered deck temperature. Cattle were fed immediately following deck washing.

Some pads of cattle to be discharged at Jakarta were noted to be 5-10cms deep. Overall pad conditions were well managed with no adverse animal welfare outcomes noted.

Health and welfare

Cattle were adequately monitored by the crew, stockpersons and AAV. Hospital pens were well managed by the stockperson assigned for that deck and the AAV. All livestock crew and staff managed the cattle well to ensure good animal welfare outcomes were achieved.

There were 7 mortalities on the voyage. Two animals were found dead with the probable cause of enteritis and pneumonia. Five animals were euthanased, two were due to a fractured leg during loading, one due to a congenital defect and 2 animals that were unable to rise.

The observer noted that in one instance it took 3 cartridges to euthanase an animal. The observer confirmed that the cartridges and placement of the captive bolt were correct. The observer discussed the frequency of service of the captive bolt gun with the master and CO. In response, the master and the CO developed an operational and service procedure to be implemented.

Discharge

No animal health or welfare issues were observed during discharge.

Conclusion

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

Representative photographs of the voyage

Day 4 Cattle in pen—no issues identified



Day 6 Cattle in pen—no issues identified



Day 8 Cattle in pen—no issues identified



Day 10 Cattle in pen—no issues identified



Day 11 Cattle in pen—no issues identified



Day 12 Cattle in pen—no issues identified

