

Independent Observer summary report on MV *Anna Marra*

Cattle exported to Indonesia in October 2019

Report 194, January 2020

Voyage summary

A total of 12,078 cattle for three exporters were loaded onto the MV *Anna Marra* at the Port of Townsville between 10 and 12 October 2019. The vessel departed on 12 October 2019. The first discharge was at the Port of Jakarta, Indonesia, between 20 and 22 October 2019. The second and final discharge was at the Port of Panjang, Indonesia, between 23 and 24 October 2019, making this a 15-day voyage.

An Independent Observer (observer) boarded the vessel at Townsville, and remained on board until completion of discharge.

The mortality rate for the cattle was 0.14% (17 mortalities). This does not exceed the reportable mortality rate. The causes of the mortalities were not considered to be linked to any systemic failure by the exporter.

The following comments are a summary of key observations and have been approved by the observer who accompanied the 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 cattle were loaded according to the load plan which complied with the *Australian Standards for the Export of Livestock 2011 (version 2.3)* (ASEL) requirements.

No animal health or welfare issues were observed during loading.

Personnel

Four experienced LiveCorp Accredited Stockpersons (stockpersons) accompanied the voyage and were responsible for implementing their respective exporter's procedures to ensure the health and welfare of the livestock throughout the voyage.

The master communicated well with the Chief Officer (CO) and boson. The boson was experienced in the way they went about supervising the livestock crew, who worked diligently to feed, water, clean troughs, and the wash downs.

Daily routine

The stockpersons commenced duties at 7:00am and would inspect their assigned decks, move animals to hospital pens and administer treatments as required.

A cattle management meeting was held each day at 10:00am with the master, CO, bosun, chief engineer, and stockpersons present to discuss daily management plans which covered feed and water and instructions for the crew.

The cattle were fed twice daily with top-ups as required. Water troughs were cleaned daily, or more often as required.

Two nightwatch crew were rostered from 7:00pm until 6:00am, checking the cattle and water troughs.

Feed and water

The pelletised feed loaded on the vessel was in excess of the ASEL requirements required for the voyage length.

The vessel generated sufficient water by reverse osmosis. Water was supplied to the cattle in self-regulating troughs.

The stockpersons identified shy feeders, which were managed by reducing numbers in their pens to allow improved access to feed and water.

The observer noted that feed and clean water was always accessible and the cattle were observed to consume adequate feed and water throughout the voyage.

Ventilation

The vessel has 10 enclosed decks. Six large ventilators supply 72 air inlets and 94 exhaust fans extract the air resulting in good air circulation. Auxiliary fans were strategically placed throughout the decks to supply more airflow.

The pen stocking densities were lightened off in the warmer areas on some of the decks. There were no adverse impacts observed on the health or welfare of the cattle in these areas.

Maximum dry bulb temperature was 33 °C; maximum wet bulb temperature was 30 °C; maximum humidity was 87%. The cattle on the voyage were not seen to be affected in any way by the temperature or humidity.

Pen conditions

The pad condition was moist but firm. Once the cattle had been moved around after loading there was sufficient space for all cattle to lie down and rest.

The decks were washed down on a rotational basis.

The pen conditions on this voyage did not have an adverse effect on animal health or welfare.

Health and welfare

Sufficient veterinary drugs and equipment on board the vessel complied with the ASEL requirements.

There were 17 mortalities on this voyage. Of these, 12 cattle were found dead in their pens having shown no previous signs of illness. Three post mortems were done, in which two attributed the cause of death to pneumonia. Two cattle were euthanased during the sea voyage because they were 'downers', two because of leg injury, and one animal was euthanased because of misadventure at discharge.

There were no issues noted with the overall health and welfare of the cattle during the voyage.

Discharge

The discharge of the cattle at Jakarta and Panjang went well. All livestock had access to clean water and fodder during each discharge.

No animal health or welfare issues were observed as a result of the discharge apart from an incident where an animal was euthanased after sustaining an injury after jumping off the vessel onto the wharf at the Port of Panjang.

Conclusion

The observer noted that the stockpersons and the vessel's crew ensured that the health and welfare of the cattle was maintained during the voyage.

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

Representative photographs of the voyage

Day 1 Cattle in pen – no issues identified



Day 5 Cattle in pen – no issues identified



Day 7 Cattle in pen – no issues identified



Day 9 Cattle in pen – no issues identified



Day 11 Pad – no issues identified



Day 12 Cattle in pen – no issues identified

