

# Independent Observer summary report on *MV Galloway Express*

## Cattle exported to Indonesia in November 2018

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Report 30, August 2019

### **Voyage summary**

A consignment of 3610 cattle were loaded onto the *MV Galloway Express* in Townsville on 7 November 2018. The vessel departed on 8 November 2018. The cattle were discharged at Jakarta, Indonesia on 15 and 16 November 2018 making this a ten day voyage.

An Independent Observer (observer) boarded the vessel after loading of the cattle in Townsville and remained on board until completion of discharge.

There were no mortalities on the voyage.

The following comments represent a summary of key observations from the observer that accompanied the voyage. The summary has been approved by the observer who accompanied this voyage.

### **Implementation of procedures to ensure health and welfare of livestock**

#### **Exporter documentation**

Consignment-specific export plans (CSEPs) were available to address procedures relating to livestock management from loading through to discharge and contingencies.

#### **Loading**

The observer was not present during loading. The observer noted however that the cattle were not loaded in strict accordance with the load plan and some hospital pens were used during the voyage to house fit cattle. During the initial days of the voyage, the number of cattle in some pens was adjusted to provide additional space per head.

#### **Personnel**

An Australian Government Accredited Veterinarian (AAV) was not required to be present on the voyage.

The crew included an experienced LiveCorp Accredited Stock person (stock person). The observer noted the stock person was competent and had animal welfare as his highest priority. The stock person performed the role in a manner that caused minimal disturbance to livestock. Treatments were administered as required. Tired and weaker cattle were rotated in and out of hospital pens to ensure easier access to feed and water.

The bosun supervised the crew and responded to any concerns about feeding and water in a timely manner.

## **Daily routine**

The stock person worked from 7.00am until 5.00pm every day and was available on call at night.

A meeting was held at 10.00am every day and involved the Chief Officer (CO), stock person, bosun and observer. At the meeting, the stock person advised of the feeding plan and of any issues that need addressing.

There were two night watch persons from 7.00pm until 7.00am. The role of the night watch person was to monitor sick and injured cattle, ensure feed troughs were in place and ensure feed and water was clean. There was only one morning where a number of feed bins were not in place and the cleanliness of feed bins and water bowls was below expected standard. The Master addressed this issue in the next daily meeting and the overnight performance of tasks were then completed satisfactorily.

## **Feed and water**

The crew commenced their morning feed, watering and cleaning routine from 7.00am. Feeding was a manual task with crew physically filling each feed bin.

Water was supplied by two automatic nose bowls per pen. Water was supplied to each bowl using a trigger system. The feed troughs were filled with water in between feeds when the feed had been consumed. Ongoing vigilance by the crew was required to ensure clean water was maintained in the water bowls. The supply of water appeared to be satisfactory during the voyage.

## **Ventilation**

The ventilation system consisted of ventilation ducts on the roof on either side of the aisle on each deck. The vents ensured a constant flow of air throughout each deck.

Temperature readings were taken on each deck once a day at approximately 10.00am. The observer noted some variation in temperature on each deck. Pens near the fuel tanks and engine rooms were noticeably warmer.

## **Pen conditions**

Pad conditions were generally dry and provided good cushioning for cattle. Pens were not washed or cleaned during the voyage.

## **Health and welfare**

The observer did not note any health and welfare issues on this voyage. There were no mortalities on the voyage. Hospital pens were available to assist with the care of unwell cattle.

## **Discharge**

Discharge was observed by the observer and appeared to be performed with minimal stress. The ramps were not slippery and had sawdust laid.

## **Conclusion**

The instructions included in the CSEPs were observed to be implemented during the voyage and to be compliant with ASEL requirements.

The stock person was very diligent in ensuring the crew had appropriate instructions and the tasks were completed appropriately.

The observer did not observe any issues with non-compliance on the voyage resulting in adverse effects on animal health and welfare of the livestock during the voyage.

## Representative photographs of the voyage

**Day 4 Cattle in pen—no issues identified**



**Day 5 Cattle in pen—no issues identified**



**Day 6 Cattle in pen—no issues identified**



**Day 7 Cattle in pen—no issues identified**



**Day 7 Cattle in pen—no issues identified**



**Day 8 Cattle in pen—no issues identified**

