

Independent Observer summary report on *MV Jawan*

Cattle exported to Indonesia in February 2019

Report 81, September 2019

Voyage summary

A consignment of 5,517 cattle were loaded onto the *MV Jawan* at Port Alma on 14 February 2019. The vessel departed on 14 February 2019. The vessel discharged livestock at the Port of Tanjung Priok, Indonesia, from 24 to 26 March 2019, making this a 13 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 0.04% (2 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 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 crew were very well prepared for loading. The livestock were observed to be flighty at the time of loading. Two cattle jumped from the loading infrastructure. One of the cattle was returned to the registered premises without injury. The second animal was euthanised because of a fractured leg.

In general, the cattle were loaded in accordance with the load plan. At the completion of loading, some pens were lightly loaded and Deck 8 was only half loaded. During the voyage adjustments were made to the number of cattle in some pens to ensure the stocking densities were in accordance with the *Australian Standards for the Export of Livestock (Version 2.3) 2011 (ASEL)* requirements.

Personnel

An experienced LiveCorp Accredited stockperson (stockperson) accompanied the voyage and provided appropriate care and management of the livestock on the vessel.

The master had overall responsibility for the vessel, the livestock and all personnel. The master was experienced and was routinely observed inspecting the conditions in the cargo holds. The crew consisted of 15 personnel whose duties were to feed, water, clean and care for the livestock. The bosun supervised the crew and worked in the cargo holds alongside them. The observer noted the bosun and the crew were experienced and competent when working with the animals.

The stockperson ensured the livestock had satisfactory food, water, ventilation and pad conditions were managed with an emphasis on the welfare of the livestock. During the early part of the voyage, the stockperson, bosun and the crew moved livestock around to make better use of the available space whilst ensuring ASEL requirements continued to be met.

The master, officers and crew worked well together and maintained a high standard in managing the health and welfare of the livestock.

Daily routine

A management meeting was held each day at around 10:00am and was attended by the master, Chief Officer (CO), bosun, stockperson and observer. The attendees discussed fodder calculations, daily reports and instructions regarding the welfare of the cattle.

The crew worked four hour night shifts. Their duties included checking the pen water supply, monitoring the welfare of the livestock and updating the CO on watch duties.

Feed and water

The vessel had an automatic feeding system involving bulk feed loaded into silos and distribution of the pellets gravity fed to troughs. Three to five feed troughs were available for each pen.

The cattle were fed twice daily at around 6:40am and 3:30pm. Chaff was mixed with the pelleted fodder and fed to the livestock each day at 1:00pm. As the voyage progressed the amount of feed was increased at the request of the stockperson. All livestock had adequate access to feed troughs during loading, discharge and for the duration of the voyage.

An on-board reverse osmosis plant produced fresh drinking water. The water was supplied to pens through automatic water troughs located on the outside rails of pens. The crew regularly cleaned and refreshed the water troughs. During the voyage, all troughs were routinely rinsed and sanitised by the crew and the night watchperson. At all times there was adequate water pressure and all livestock had access to drinking water.

Ventilation

The ventilation system functioned consistently during the voyage. The ventilation system worked sucking in air from stacks on the foredeck and delivered it to the decks below. The uppermost enclosed deck (Deck 4) felt warmer than other areas however, the livestock looked content and there were no mortalities. Decks 1 - 3 felt well ventilated and the upper four open decks were comfortable at all times.

Temperatures were recorded twice a day on all eight decks at around 9:00am and 4:00pm using fixed thermometers.

Pen conditions

For most of the voyage the pads remained dry. Fodder and chaff that was not consumed or spilt into walkways was emptied back into the pens on a daily basis. This appeared to be beneficial to the condition of the pads.

On day 7, the crew washed down the top 4 decks followed by the lower decks on day 8. The wash down process was observed to be stress free to the livestock.

Health and welfare

The stockperson inspected the livestock decks each morning and afternoon.

Livestock that were identified with an injury or illness were given prompt treatment and routinely monitored. Livestock that were identified as being shy feeders or were in poor condition were isolated into hospital pens to encourage consumption.

During the voyage there were six animals with lameness, one with pink eye, five with haematomas, and six with joint swelling. All animals that were observed to be in discomfort were moved to hospital pens.

Two mortalities were observed during the voyage. On day 7, one steer died with suspected bloat. On day 8, a heifer that had been treated for swelling of the forelimb and placed in the hospital pen died. The causes of death was not definitively established as no post mortem was performed on either of the mortalities.

Discharge

The vessel and crew were well prepared for discharge. Fresh sawdust was applied to walkways and ramps to prevent slips and falls. The livestock were unloaded from the vessel without incident and their health and welfare was effectively managed.

Conclusion

The loading, discharge and voyage processes and procedures were generally well maintained and in accordance with the ASEL requirements.

Representative photographs of the voyage

Cattle in pen – no issues identified



Cattle in pen – no issues identified



Cattle in pen - no issues identified



Cattle in pen – no issues identified



Cattle in pen – no issues identified



Cattle in pen – no issues identified

