

# **VALE COMMENT ON IO 152 Yangtze Fortune Fremantle to China Jul 2019**

## **Loading**

IO SUMMARY: The observer assessed the load plan stocking density and found the plan had referred to the incorrect table used to calculate stocking density in the Australian Standards for the Export of Livestock (Version 2.3) 2011 (ASEL). However, the observer found the actual numbers of animals loaded complied with the correct ASEL table making this an administrative error with no effect on animal health or welfare.

VALE COMMENT: this is a major non-compliance not just an “administrative error”

## **Personnel**

IO SUMMARY: There was an experienced Australian Government Accredited Veterinarian (AAV) .. on board

VALE COMMENT: unusual to have an AAV onboard for a voyage to China

## **Feed and water**

IO SUMMARY: The observer noted that when individual feed and water troughs were knocked off the pen rails, it resulted in the stock not having access to feed or water from those troughs until rectified by crew. The dropped feed troughs also led to considerable wastage of feed and the dropped water troughs led to water accumulating in pens. The issue was appropriately raised and a permanent solution of bolting the troughs to the rails was proposed to be implemented prior to the next voyage.

VALE COMMENT: was it done? This ship has a chequered infrastructure history.

IO SUMMARY: The observer noted that although some feed and water troughs were knocked off the pen rails, there was still adequate, good quality feed and water available to the cattle at all times.

VALE COMMENT: one assumes crew used to dealing with these infrastructure issues.

## **Ventilation**

IO SUMMARY: Temperature and humidity readings were taken and recorded daily on 8 decks during the voyage.

VALE COMMENT: no details provided to assess whether heat stress occurred. Not acceptable.

## **Pen conditions**

IO SUMMARY: The pad varied in condition during the voyage from dry to liquid. The pad was managed by washing to remove waste material.

VALE COMMENT: liquid due to water spillage or heat stress?

IO SUMMARY: Deck washing occurred on Day-6 (decks 4-8), on Day-7 (decks 1-3), on Day 10 (decks 4-8) and on day-11 (decks 1-3). Sawdust was applied to decks 4-8 as they contained the heavy cattle.

VALE COMMENT: Bedding is actually required for all cattle below the 26<sup>th</sup> parallel. It is clear from report and photos that this was not provided. This would appear to be a breach of ASEL.

## **Health and welfare**

IO SUMMARY: There were 8 mortalities on the voyage comprising one to misadventure (euthanased), one cellulitis with the cause of death in the other six undetermined. A post-mortem was conducted on three animals, ruling out bronchopneumonia and hyperthermia.

VALE COMMENT: it appears that hyperthermia was a possibility for this voyage so combined with the lack of information provided about heat, VALE will list this as a heat stress voyage. No reason for failure to necropsy 3 animals is provided and given that 6/8 deaths were undetermined, this does not appear to be adequate (unless deaths in port etc but no details to that effect).

**Discharge**

IO SUMMARY: The discharge was uneventful and was completed in approximately 20 hours.

VALE COMMENT: discharge delays mainly seen in SE Asian ports

**Representative photographs of the voyage**

Day 3 Cattle in pen—Dislodged troughs

Day 7 Cattle in pen —no issues identified

VALE COMMENT: no bedding for Bos Taurus cattle so if this is representative it is a breach of ASEL.

Day 11 Cattle in pen—wet pen

Day 14 Cattle in pen—no issues identified