

Independent Observer summary report on *MV Gudali Express*

Cattle exported to Indonesia in February 2019

Report 79, November 2019

Voyage summary

A consignment of 3,552 cattle were loaded onto the *MV Gudali Express* at Port Hedland on 11 February 2019. The vessel was unloaded in Jakarta, Indonesia on 15 and 16 February 2019 making this a 6 day voyage.

There were no mortalities during the voyage.

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

The following comments represent a summary of key observations and have 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 and contingencies.

Loading

Loading was completed in 12 hours with good stock handling observed. One animal was trampled during loading and was subsequently managed and treated in a hospital pen. The load plan was followed and the livestock were evenly spread in pens. Some relocations were made over a 24 hour period after loading. Approximately 70% of the cattle were able to lie down in each pen at one time.

Personnel

The master had overall responsibility for the vessel, the livestock and all personnel. The master and his officers were a competent crew. The Chief Officer (CO) walked all decks to check animal welfare, pad condition, housekeeping and maintenance each day.

An experienced LiveCorp Accredited Stockperson (stockperson) accompanied the voyage and was responsible for implementing the exporters' procedures to ensure the health and welfare of the livestock throughout the voyage. The stockperson was present on many occasions during the night watch.

Daily routine

The livestock crew met at 7:00am and received instructions for the daily work plan based on the discussions from previous day.

A management meeting was conducted daily at 10:30am with the master, CO, stockperson and the observer. At the meeting the topics of discussion included illnesses, injuries, feed and water daily plan, hospital pen, pad maintenance, animal health and welfare.

The night watch consisted of four shifts of 4 hour duration. The stockperson undertook random checks of the night watch following the detection of night watch person being away from duties on one occasion.

Feed and water

Pellets were given at 7:00am, 1:30pm and 3:00pm. An additional feed of chaff was given at 10:30am. The pellets were supplied to chutes on each deck and the crew manually filled the feed troughs. The livestock were kept in excellent condition and the observer noted that weight gain was achieved during the voyage.

The vessel is equipped with nose bowls in each pen for the delivery of drinking water. In addition, a water trough for each pen was manually filled by the crew to provide an additional source of water. Despite the effort by the crew, an occasional water troughs were found to be empty.

Manual feeding continued throughout the voyage and discharge. The night watch crew members required instructions and supervision to ensure the manual filling of the water troughs was satisfactorily maintained.

Ventilation

All decks are enclosed on the *Gudali Express*. The ventilation system functioned very well during the voyage.

The voyage condition consisted of light breeze and mild conditions with average temperature readings of 32°C and 73% humidity.

Pen conditions

No washing of the decks was undertaken because of the short duration of the voyage. Pad conditions were dry with some crumbly consistency.

Pine shavings bedding was used to dry any wet pads and firm up manure for a thicker layer of bedding. Fodder troughs were cleaned each morning with the finely ground remainder of pellets added to the pads to assist with pad management. No issues were noted with the pen conditions.

Health and welfare

The stockperson walked the decks checking cattle and observing for lameness or illness regularly throughout the voyage.

There were no mortalities during the voyage. Two animals were held in the hospital pens during the voyage. The first was due to suspected pneumonia and the second was injured during

loading. Both animals responded to treatment and were successfully discharged in Jakarta. Bedding was regularly added to the hospital pens.

The consignment consisted of *Bos indicus* type cattle. No heat stress was observed during the voyage.

Discharge

As the crew were busy with discharge, additional workers were used to continue the feeding and watering of the livestock. The observer noted that the additional workers required supervision and instruction by the stockperson to complete the feeding and watering tasks. The stockperson gave instructions to a local employee concerning the excessive use of an electric prod device on the livestock.

Conclusion

The exporter arrangements were observed to be implemented during the voyage and to be compliant with *Australian Standards for the Export of Livestock (Version 2.3) 2011* ([ASEL](#)) requirements. However, the night watch required ongoing supervision to maintain an adequate standard of activity of water filling of troughs.

The voyage success was achieved by the skilled master and his staff, the crew and the vigilance of the stockperson.

Representative photographs of the voyage

Day 3 Cattle in pen—no issues identified



Day 3 Cattle in pen—no issues identified



Day 3 Feeding time—no issues identified



Day 5 Cattle in pen—no issues identified



Day 5 Cattle in pen—no issues identified



Day 5 Cattle in pen—no issues identified

