

# Independent Observer summary report on *MV Jawan*

## Cattle exported to Indonesia in June 2018

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Report 11, January 2019

### Voyage summary

The *MV Jawan* has eight livestock decks. Decks 1-3 are considered closed decks with air supply and exhaust. Decks four through eight are considered open decks with air supply only. The ship can be configured to carry sheep or cattle or a combination of both and has successfully carried both species of livestock.

The voyage had a single consignment for 6,061 cattle. The cattle were loaded at Broome on 26 June 2018 and discharged at Panjang, Indonesia. The voyage was anchored for 25 hours due to congestion at Panjang port. Discharge commenced 1 July 2018 and concluded 3 July 2018 making it an eight day voyage.

There were no mortalities on this voyage.

The independent Observer (IO) joined the vessel in Broome. The following comments represent a summary of key observations from the IO from loading in Broome until discharge in Panjang, Indonesia. The summary has been approved by the IO who accompanied this voyage.

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

#### Exporter documentation

Due to the destination, no Heat Stress Risk Assessment (HSRA) was required.

#### Loading

The LiveCorp Accredited Stockpersons and crew were on alert for animals in need of care and intervention. During loading some pens were stocked with too many cattle and others with too few. This was evident on the first day. The two LiveCorp Accredited Stockpersons on board spent the first day at sea walking the vessel together, checking on all the cattle and the crew's performance and moving cattle from overstocked pens to the less stocked ones. After their adjustment, the IO believed the pens were stocked accurately and according to the load plan. The space allocation was noted as sufficient.

#### Personnel

The Master of the vessel (Master) was an experienced livestock Master who has been qualified since 1993. There was a total of 41 crew, with 19 crew members assigned to the cattle. The two LiveCorp Accredited Stockpersons on board were experienced and have been on multiple voyages.

Due to the short length of the voyage, no Australian Government Accredited Veterinarian (AAV) was on board.

### **Daily routine**

There is one night watchman on duty and they are rotated hourly. They are expected monitor animal welfare on all decks in this time and if unable to, the replacement is to start where the last watchman finished.

There was a daily management meeting at 10 am every morning. The LiveCorp Accredited Stockpersons are proactive and they gather information from their start time and attend to problems immediately. They then report these at the daily meeting, in addition to progress if a problem has been found.

Dry bulb and wet bulb thermometers were used to collate data for temperatures and relative humidity. This data was collected twice a day, one at 7 am and the other at 4 pm. The temperature and humidity was measured on all decks of the vessel.

### **Feed and water**

Feeding and watering were both automated. Water is on offer at all times stored in 17 tanks across the vessel. Water troughs are cleaned once a day and as needed in the case of faecal contamination. Feed troughs are filled twice a day. They are cleaned and feed fines removed as needed before feeding. The accessibility of feed and water for all animals in all pens was noted as being adequate. On the first day at sea, a third feeding time was added to keep feed in front of the animals at all times. Australian Standards for the Export of Livestock (Version 2.3) 2011 (ASEL) fodder requirements are 2 per cent of body weight. The feed on board at the time of departure was four times greater than the amount required by ASEL.

### **Ventilation**

Ventilation consisted of 38 supply fans that provided air for all decks. Ten exhaust fans removed air from decks 1-3. Decks 4-8 are classified as open air.

### **Pen conditions**

Due to the short duration of the voyage, there was no deck washing. The decks were managed well for the duration of the voyage. Pen conditions remained consistent on the voyage. The pens on decks 1, 2, 3 and 8 seemed to be drier compared to decks 4-6. The IO noted that the animals on decks 4-6 had dried manure on their legs and flanks, however did not see any adverse welfare issues.

### **Health and welfare**

The IO did not see any concerns relating to animal health and welfare arrangements. No observed panting, open mouth breathing, sweating, foaming at the mouth or animals in distress. The IO noted on many occasions, all but one or two animals were lying down in their pens.

The IO calculated feed consumption to be 3-3.5 per cent of body weight. This level of feed consumption, in the IO's experience, is comparable to what one would find in a finishing feedlot. The IO suggests that this level of consumption cannot be achieved unless the stock 1) can access unlimited quantities of clean feed and water at will 2) can lie down to rest and cud chew 3) are

not subject to stress –temperature, crowding, etc. This is an objective finding supporting high levels of health and welfare were achieved.

### **Discharge**

The IO observed discharge of the vessel. Low stress cattle handling techniques were used to move the stock. The discharge was quiet, orderly, and prods were not used.

The IO considers that all elements of discharge of the vessel were conducted in a fashion which did not impede animal welfare.

### **Conclusion**

The IO did not observe any issues with non-compliance on the voyage. All standards met with ASEL.

## Representative photographs of the voyage

**Day 2 Cattle in pen—no issues identified**



**Day 3 Cattle in pen—no issues identified**



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



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



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



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

