IMPROVING ANIMAL WELFARE IN LIVE ANIMAL TRANSPORTATION IN INDONESIA

FORUM LOGISTIK PETERNAKAN INDONESIA (FLPI) WORKSHOP

BOGOR, 12 OCTOBER 2018

AUSTRALIA COMMENCED LIVE EXPORTS IN THE 1970'S AND IS NOW THE WORLD'S LARGEST LIVESTOCK EXPORTER BY SEA >1 MILLION CATTLE ANNUALLY

- Small ships of about 3-400 head mainly Darwin to Malaysia.
- Crude cargo ship conversions by inexperienced exporters
- No regulations
- Feeding only hay on the floor
- Average voyages 14 days
- High weight losses
- High mortalities
- Poor welfare and less than optimal commercial outcomes

BUT THE RATE OF IMPROVEMENT WAS SLOW – 20+ YEARS

- Exporters were resistant to change, cattle were very cheap, margins were high.
- Slow progress of ship conversion/construction, improvements
- Australian public outcry was the main driver of change through introduction of new government regulations

AUSTRALIA HAS MADE EVERY MISTAKE POSSIBLE

Indonesia can save a lot of time and trouble by learning from our mistakes

THE BOTTOM LINE

- Good animal welfare during long distance transport over land or sea is essential for a good commercial outcome.

THE ONLY WAY TO ENSURE A GOOD OUTCOME IS TO DEVELOP SOUND GOVERNMENT REGULATIONS

- AMSA : Australian Maritime Safety Authority
- ASEL : Australian Standards for the Export of Livestock
- Accredited Stockmen : must travel onboard with every shipment

AMSA : AUSTRALIAN MARITIME SAFETY AUTHORITY

- MO 43 : Marine Orders Part 43
- ACCL : Australian Certificate for the Carriage of Livestock

ASEL

Australian Standards for the Export of Livestock (Version 2.3) 2011

ASEL

1. Sourcing and on-farm preparation of Livestock
2. Land Transport of Livestock
3. Management of Livestock in Registered Premises (Quarantine stations)
4. Vessel preparation and loading
5. Onboard management of livestock

LAND TRANSPORT OF LIVESTOCK

(3) ***Curfew*** or ***empty out*** time is the deliberate and variable period of water and/or 'green' fresh feed deprivation intended to minimise faecal and urine spoilage of the transport vehicle, subsequent problems with animals slipping, and contamination of the environment.

(4) The maximum water deprivation times and rest period requirements are described below.

(5) If animals of any species become dehydrated, precautions need to be taken to ensure that they do not gorge themselves when given access to water.

2.1.2 Cattle

(1) The *Australian Model Code of Practice for the Land Transportation of Cattle* gives water deprivation times for different classes of cattle. Live export by sea involves mature stock weighing at least 200 kg.

Table A2.1.1 Maximum water deprivation times for cattle

	Normal time	Extended time
Mature stock	36 hours	48 hours

Extended water deprivation times

(2) Extended water deprivation times are permissible if and only if:

(a) animals are travelling well and not showing signs of fatigue, thirst or distress;

(b) adverse weather conditions are neither prevailing nor predicted;

(c) the extension will allow the journey to be completed within a 48 hour period of water deprivation, and the animals are to be rested with water and feed for at least 18 hours immediately upon arrival at the registered premises; and

(d) the journey's duration, excluding time off water before loading onto the transport vehicle, is less than 14 hours.

Rest periods

(3) Cattle older than 6 months must be spelled for 12 to 24 hours after each 36 hours water deprivation time for a normal journey, or for 36 hours after journeys of 36 to 48 hours.

BEST PRACTICE GUIDE FOR TRANSPORT OF CATTLE IN INDONESIA 2016-17

- Best practice guide for:
  - Designing and constructing transport systems
  - Sourcing of cattle through to their final destination
  - Handling of cattle during transport (land and sea)
  - Supply chains from ports to farms, feedlots and abattoirs
- Recommendations aimed at:
  - Improving health outcomes of cattle through the supply chain
- The guide is available for download via www.redmeatcattlepartnership.org/publications

SHIP LOAD PLANNING

DIVISION 3 APPENDIXES

Appendix 4.1 Preparation of a loading plan

4.1.1 Loading plan

(1) A suitably competent person must be appointed by the exporter to be responsible for the handling, husbandry and welfare of the livestock for export, and to ensure that loading facilities and livestock handling standards at the port are satisfactory during unloading from the land transport, inspection and loading onto the vessel.

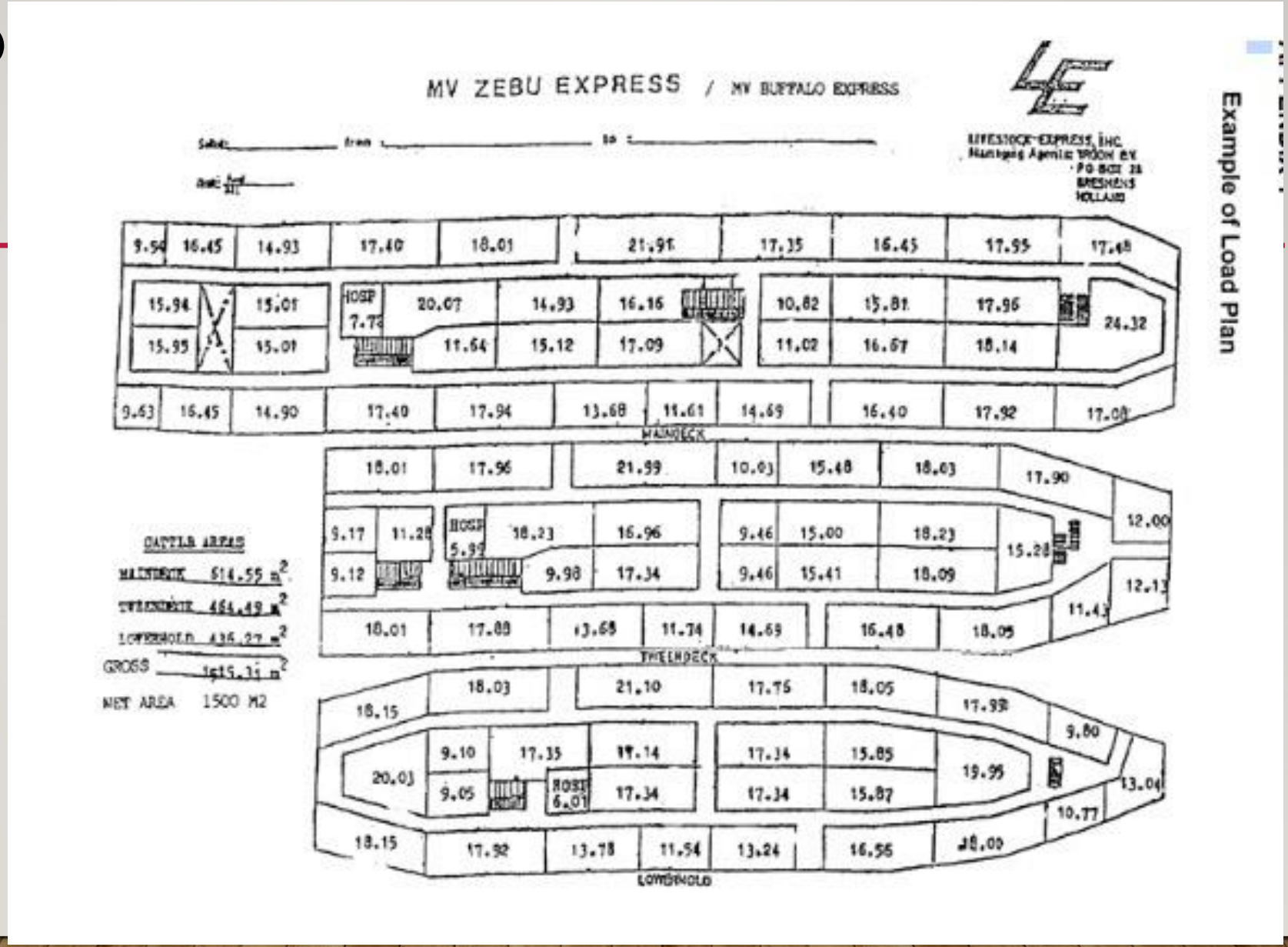
(2) A communication plan involving all responsible parties must be established before the loading of livestock for export begins. This plan must cover:

(a) roles and responsibilities of the exporter or nominated representative/s, the accredited stock person, the accredited veterinarian (if required), the master of the vessel, nominated officers and crew members, and government and port authorities;

(b) arrangements for regular meetings of key people before, during and after loading; and

(c) reporting procedures during and on completion of the voyage.

SHIP LOAD PLAN



MINIMUM PEN AREA PER HEAD

4.1.2 Minimum pen area per head for cattle exported by sea

Table A4.1.1 Minimum pen area per head for cattle exported by sea — default table

Note. See provisions at the end of this Table.

Liveweight (kg)	Minimum pen area (m^2/head)	Liveweight (kg)	Minimum pen area (m^2/head)
200 or less	0.770	305	1.127
205	0.787	310	1.144
210	0.804	315	1.161
215	0.821	320	1.178
220	0.838	325	1.195
225	0.855	330	1.212
230	0.872	335	1.229
235	0.889	340	1.246
240	0.906	345	1.263
245	0.923	350	1.280
250	0.940	355	1.297
255	0.957	360	1.314
260	0.974	365	1.331
265	0.991	370	1.348
270	1.008	375	1.365
275	1.025	380	1.382
280	1.042	385	1.399
285	1.059	390	1.416
290	1.076	395	1.433
295	1.093	400	1.450
300	1.110		*(cont.)*

VOLUME OF WATER REQUIRED FOR A VOYAGE

4.2.3 Cattle and buffalo

(1) There must be sufficient water on the ship to meet the anticipated needs of the cattle and buffalo during the voyage, plus an additional 3 days water.

(2) There must be sufficient feed on the ship to meet the anticipated needs of the cattle and buffalo during the voyage, plus an additional 20% or 3 days feed, whichever is less.

(3) When calculating feed and water requirements, allowance must be made:

(a) for at least the quantity of feed shown in Table A4.2.2;

(b) for at least 12% of liveweight of water per head per day:

(4) This water allowance may be reduced to at least 10% of liveweight per head per day if water consumption on the ship for each of the previous 3 voyages averaged less than 10% of liveweight per head per day.

(5) Allowance may be made for fresh water produced on the ship while at sea.

MINIMUM AMOUNTS OF FEED PROVIDED

Table A4.2.2 Feed specifications for cattle and buffalo

Class of cattle and buffalo	Minimum feed allowance/head/day (% liveweight)
Cattle and buffalo weighing less than 250 kg	2.5
Breeding heifers with six or fewer permanent incisor teeth (regardless of pregnancy status)	2.5
Pregnant cows	2.5
Other classes of cattle and buffalo	2.0

MINIMUM VETERINARY SUPPLIES FOR A SHIPMENT

4.1.9 Minimum restraint and veterinary equipment — slaughter or feeder cattle or buffalo

Table A4.1.8 Minimum restraint and veterinary equipment — slaughter or feeder cattle or buffalo

Restraint equipment	Adjustable head bale (1 per ship) should be included	
	Rope halter (1 per ship)	
	Nose grip pliers (1 pair per ship)	
Drugs and equipment (per 1000 cattle and buffalo)	**Voyages of 10 days or more**	**Voyages of less than 10 days**
Injectable antibiotics		
penicillin (short acting)	30 cattle doses	15 cattle doses
oxytetracycline (long acting) or equivalent	30 cattle doses	15 cattle doses
Antibiotic(s) appropriate for the treatment of bovine respiratory disease*	30 cattle doses	15 cattle doses
Anti-inflammatory drugs		
dexadresson	30 cattle doses	15 cattle doses
flunixin or equivalent	30 cattle doses	15 cattle doses
Topical wound treatment	Sufficient to treat 20 minor wounds	Sufficient to treat 10 minor wounds
An effective pink eye treatment system	1 box of 20 tubes	10 tubes
Sedative		
Xylazine	10 cattle doses	5 cattle doses
Thermometers	3 per ship	3 per ship
Needles (18 G, 1½") or equivalent	1 box of 100	1 box of 100
Hypodermic syringes	40 × 20 mL, 10 × 5 mL	20 × 20 mL, 5 × 5 mL
Postmortem kit	2 postmortem knives plus steel and sharpening stone per ship	

STOCKMAN'S DAILY REPORT

1 Dry bulb temperature and humidity

- One average recording for each deck, each day
- Bridge temperature (ambient)

2 Wet bulb reading – per deck

3 Feed consumption – average per head

4 Water consumption – average per head

5 Health and welfare issues – sick pen report including medication and treatments

6 Respiratory character

- 1 = normal
- 2 = panting
- 3 = gasping

7 Faeces - average for each cattle deck

- 1 = normal
- 2 = sloppy
- 3 = runny diarrhoea
- 4 = like sheep pellets

8 Issues from daily meeting

9 Mortality

Mortality	Euthanasia	Natural causes	Species
Daily			
Cumulative			

10 General Comments

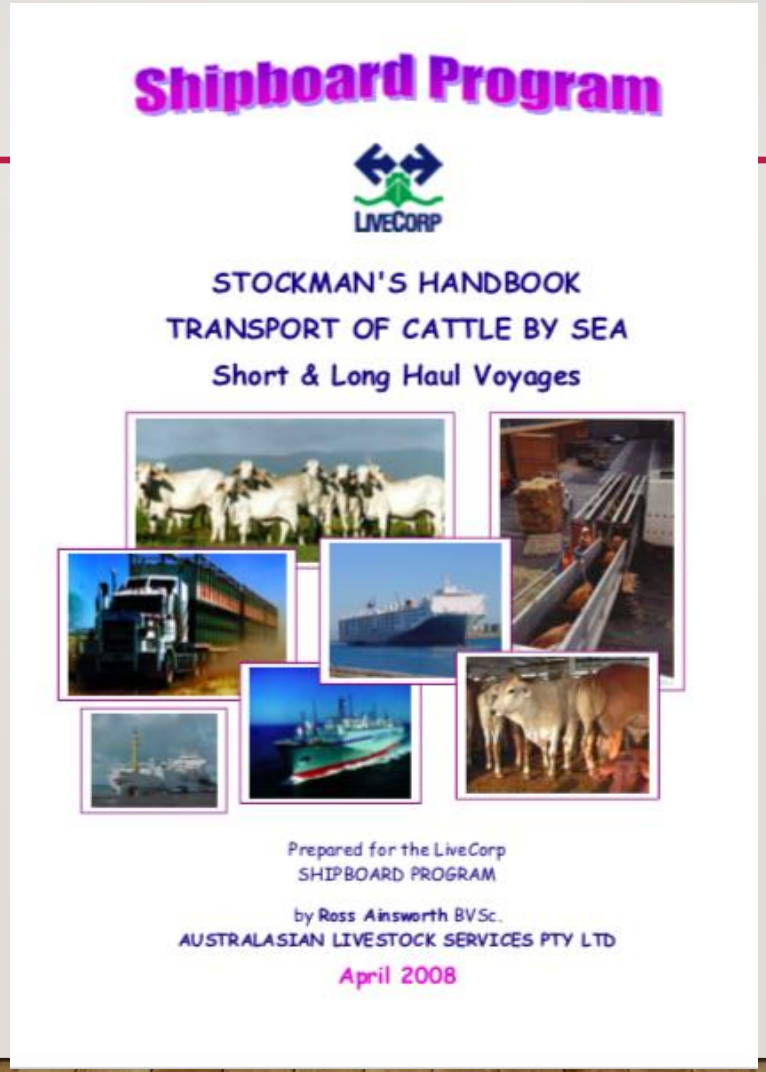
END OF VOYAGE REPORT

Appendix 5.2 End-of-voyage report to the Australian Government

This report must provide a general overview of the voyage, with mention of any specific issues relevant to the health and welfare of the livestock, and must include the following information:

1	Vessel name
2	Voyage number
3	Departure port(s) Date Total loaded, by species
4	Discharge port(s) Date Total unloaded, by species
5	Feed and water Access Maintenance issues
6	Environmental conditions Weather Temperature Humidity Ventilation Decks/bedding
7	Health and welfare of livestock Number of livestock born during the voyage Number of abortions Number of mortalities
8	Relationships with master/crew/accredited stock person/accredited veterinarian
9	Comments on discharge operations

ACCREDITED STOCKMEN : TRAINING



MODERN SHIPPING

INDONESIA CAN LEARN FROM AUSTRALIAN MISTAKES

- Weight losses currently about 10%
- 6 Camara Nusantara ships x 12 voyages per year x 400 head x 400 kg x Rp45,000 x 10% = Rp51,840 billion (3.5 juta USD) = value of 10% annual weight loss
  - This does not include normal traditional shipping numbers..
  - 28,800 cattle loosing Rp1.8 million per head in weightloss
  - This is a key driver of poor prices to the farmer in NTB and NTT!
- 3% death rate of 28k = 864 head x 400kg x Rp45,000 = Rp15,500 million
- Current Australian weight change average is zero for a 5 day voyage.
- Current Australian mortality rate to Asia is 3 deaths in 10,000 head

USING THESE WELL UNDERSTOOD PRINCIPLES RAPID IMPROVEMENT IS ASSURED.

- Modify the standards to suit Indonesian conditions
- Provide Shipping companies with appropriate regulations.
- Train all staff in their application
- Train stockmen in the care of the livestock
- Monitor and Evaluate performance of each voyage
- Constant review and improvement

WWW.SEABEEFREPORT.COM

New post on **Southeast Asian Beef Market Report**

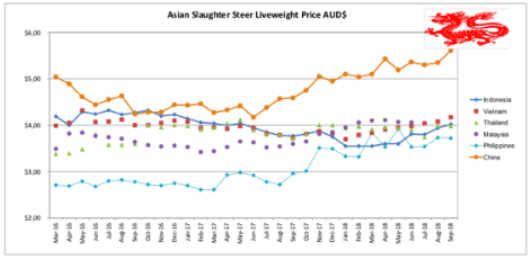
September Laporan Pasar: Industri Daging Sapi Asia Tenggara

by Dr. Ross

Edisi ke-58: September 2018

Poin-poin Inti

- Harga daging sapi di Indonesia menembus $4 per kg untuk pertama kalinya sejak Mei 2017.
- Harga di China beranjak naik dengan merebaknya wabah penyakit *African Swine Fever* pada ternak babi.
- Harga di Vietnam melonjak lagi bulan ini.



Indonesia: Sapi potong *steer*, AUD $4,02/kg bobot hidup (Rp10.700 = AUD $1)

Harga sapi potong terus merambat naik selama bulan September dengan tingkat indikator bergerak hingga mencapai Rp43.000 per kg, dengan kisaran harga Rp41.500 hingga Rp44.000. Bahkan dengan nilai tukar yang sedikit lebih lemah, harga dalam