



# Understanding the **CATTLE LIVESTOCK EXPORT JOURNEY**



LIVESHIP



# Understanding the CATTLE LIVESTOCK EXPORT JOURNEY

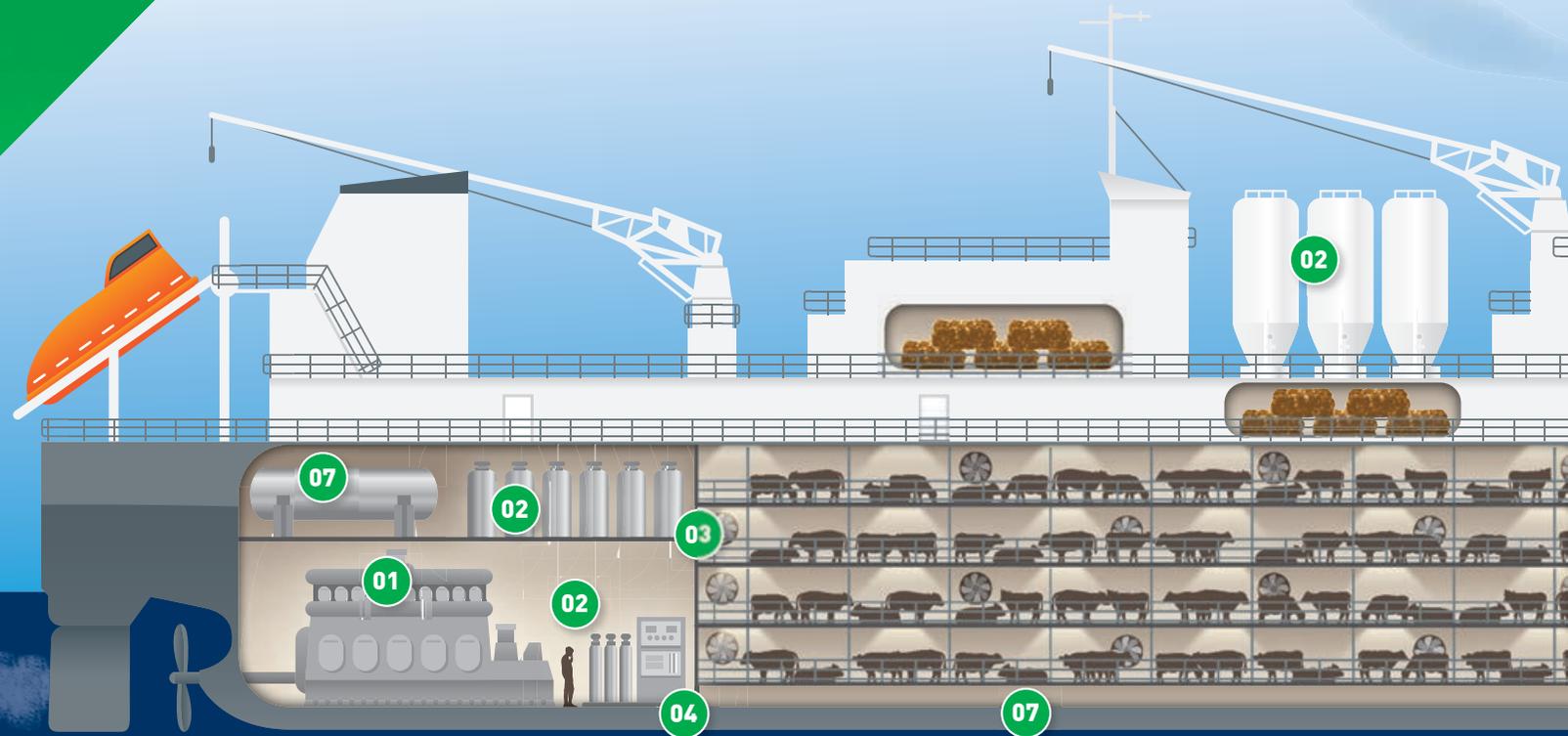


## 01/ PROPULSION MACHINERY

Diesel engines propel the ship across water and supply electrical generators that power the on-board systems for the crew and animals. An on-board engineer is responsible for all mechanical operations.

## 02/ DESALINATION & WATER STORAGE

Desalination equipment produces fresh drinking water from sea water. Additional water supplies are carried on board together with spare parts to quickly repair the system and maintain water supply in case of a mechanical breakdown.



## 07/ SEWAGE HOLDING TANKS

Sewage is treated and held on board a vessel prior to discharge in accordance with applicable international regulatory requirements.

## 08/ VETERINARY SUPPLIES

Veterinary equipment carried on board includes vaccines, medicines and restraining devices. Everything is stored and used according to the manufacturers' directions and all treatments are recorded by the accredited stock person and/or veterinarian.



### 03/ VENTILATION MONITORS & ALARMS

Fresh air is continuously circulated by a powerful ventilation system. This is constantly monitored and alarms alert the crew to any changes. Additional electrical generators and spare parts enable air circulation to continue in case of a mechanical breakdown.

### 04/ ADDITIONAL POWER SUPPLY

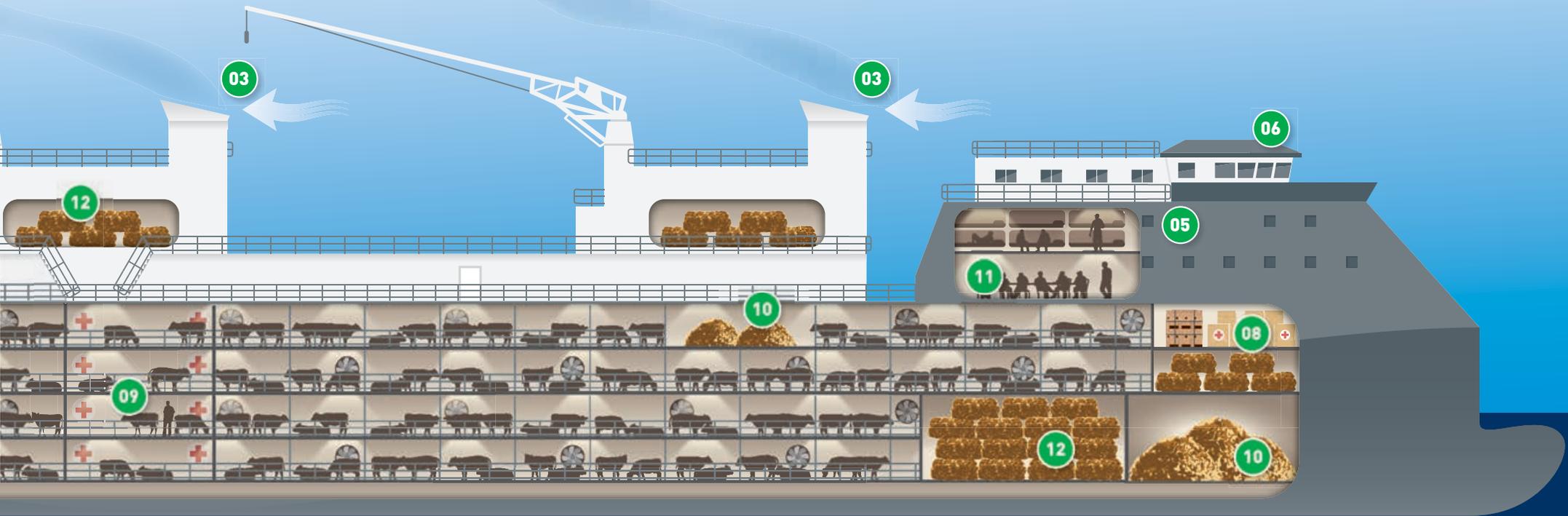
A ship may have two engines or additional generators in case of a mechanical breakdown, to ensure continued operation of ventilation, lighting, water desalination, feed and water distribution, and refrigeration systems.

### 05/ CREW QUARTERS

This is where the ship's crew sleep and store their belongings. Specialised staff include the captain, chief officer, boatswain, chief engineer and assistants, electrotechnical officer and technicians, cooks, accredited stock people and/or accredited veterinarians. The crew generally operate on 12-hour shifts.

### 06/ BRIDGE

From where the ship is navigated by the captain or officer of the watch who are experienced in handling the vessel. Vessel and livestock data are communicated by the captain simultaneously to the Australian regulator and exporter every 24 hours for voyages of 10 days or longer.



### 09/ HOSPITAL PENS

Sick or injured animals are moved to hospital pens for treatment, to prevent further infection and allow the animals' health to improve.

### 10/ BEDDING STORES

On voyages longer than 10 days, bedding such as straw, shaving or sawdust is provided for the animals. Pens are also regularly washed out during a voyage.

### 11/ GALLEY & MESS ROOM

This is where the ship's cook prepares food for the crew, and where they eat and relax between shifts.

### 12/ FODDER STORE

The majority of fodder comes in pellet form, with some chaff and hay. Pellets are manufactured to Australian nutritional standards, stored in large holding tanks and mechanically distributed to each deck. Additional fodder is loaded in case of a delay, and anything unused may be left at the destination to assist animals adapting to new diets.

# Understanding the CATTLE LIVESTOCK EXPORT JOURNEY

To maintain the health and welfare of animals, the export of livestock from Australia is governed by two regulations. The Australian Standards for the Export of Livestock (ASEL) regulates from on-farm within Australia to discharge within the importing country.

The second part of the livestock export journey for feeder and slaughter livestock is governed by the Exporter Supply Chain Assurance System (ESCAS) from discharge within the importing country to processing of the animal.

DID YOU KNOW?



## FOOD & WATER

Ships store water and/or have desalination equipment to ensure animals have constant access to clean, fresh water. Crews distribute high quality feed to the animals several times a day to meet nutritional requirements.



## VESSEL COMPLIANCE

Ships that have been specifically built or modified to transport animals are used for livestock exports. They must comply with Marine Order Part 43 requirements and hold an Australian Certificate for the Carriage of Livestock (ACCL) issued by the Australian Maritime Safety Authority (AMSA).



## HEALTH

All animals must be healthy, fit to travel, and meet importing country requirements. They are checked multiple times a day by experienced stock people and/or veterinarians, who manage the veterinary equipment and medicines on board. If an animal becomes unwell, it is cared for in a hospital pen or humanely euthanised.



## BEDDING

On voyages 10 days or longer, bedding such as sawdust, shavings and straw is provided for the animals and is replaced throughout the journey.



## VENTILATION

Fresh air is constantly available to all animals, circulated via the ship's powerful ventilation systems.



## MORTALITY RATES

Shipments are investigated by the regulator if the mortality rate is more than 1% for voyages of 10 days or longer, or 0.5% for voyages under 10 days. Animal comfort and health are critical to animal welfare and the industry undertakes research to continually reduce mortality and illness on board and throughout the supply chain.



## BIOSECURITY

A ship must be thoroughly washed down and disinfected before returning to Australia. The Department of Agriculture inspects vessels for cleanliness upon their return. Any waste that is found – even if it is as small as a matchbox – will result in the ship being forced to return to sea for a complete wash down that can cost up to \$250,000.



## SPACING

Animals have enough space within a pen to stand up and lie down throughout the voyage, with access to feed and water. Extra space is given to larger and pregnant animals, and those with longer horns. Extra space may also be allocated depending on the destination and time of year to allow for hot weather.



For further information visit the [LiveCorp](http://www.livecorp.com.au) and [MLA](http://www.mla.com.au) websites:

[www.livecorp.com.au](http://www.livecorp.com.au)

[www.mla.com.au](http://www.mla.com.au)

