

Terms and Conditions

**IMPORTANT - PLEASE READ****DEPARTMENT OF AGRICULTURE, WATER AND THE ENVIRONMENT REQUIREMENTS****Regulatory requirements**

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- ASEL 5.6.7: daily report – to be submitted within 24 hours of the reporting day, and every day until the last animal is unloaded;
- ASEL 5.6.8: end-of-voyage report – to be submitted within 5 days of completion of unloading at the final port of disembarkation;
- ASEL 6.11.2: end-of-journey report – to be submitted within 5 days of completion of unloading at the final airport of disembarkation; and
- ASEL 3.8.3: registered premises mortality report – to be submitted within 5 days of departure of the last animal in the consignment from the registered premises.

Reports must be provided to the Department of Agriculture, Water and the Environment (Department) in the specified form and within the required timeframes by emailing them to the following email address: livestockexp@awe.gov.au.

ACKNOWLEDGEMENT

By sending a report to the Department's specified email address, you acknowledge that:

- you are authorised by the Exporter of the consignment to which this report relates (Exporter) to access LIVEXCollect;
- you are authorised to provide the regulatory information and data in the report;
- you have reviewed the regulatory information and data in the report and confirm that it is accurate and complete;
- submitting false or misleading information to the Commonwealth Government is a criminal offence under s 137.1(1) of the Criminal Code in Schedule 1 to the Criminal Code Act 1990;
- the regulatory information and data in the report is being provided to the Commonwealth Government for monitoring compliance and taking enforcement or regulatory action in accordance with legislative requirements set out in the AMLI Act, AMLI Regulations, the Standards Order, and ASEL 3.0;
- the regulatory information and data in the report will be provided to LiveCorp as the declared industry research and marketing body pursuant to ss 60(3A) and (3) of the AMLI Act and the information may be used for research, development and marketing purposes; and
- any personal information included in the report will be handled in accordance with the Department's privacy policy available at www.awe.gov.au/about/commitment/privacy.

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Providing regulatory reports to LiveCorp

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IMPORTANT - PLEASE READ**TERMS OF USE OF LIVEXCOLLECT DATA COLLECTION TOOL**

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End of Voyage Comments



(submit reports to livestockexp@awe.gov.au & livexcollect@livecorp.com.au)

Actual voyage length (number of elapsed 24hr periods)	TBC
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Feed		
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)	
	Grain (t)	
	Roughage (t)	
Were all livestock provided with sufficient feed to meet AEL minimum daily feed requirements for the duration of the voyage? If No, provide details.		
Feed availability and accessibility		
Comment on feed trough space		
Feed quality rating and comment		
Any other feed issues		

Water	
Average water consumption for voyage (L/nd/day)	
Water quality and any supply issues	
Any other water issues	

Bedding	
Amount of bedding loaded for consignment (t)	
Amount bedding remaining on-board at end of voyage (t) (from consignment)	
Was bedding used for consignment? If Yes, describe what type of bedding and the reasons for use.	

Environmental Conditions	
Were there any environmental conditions that were of concern? If Yes, provide details.	
Were there any deck conditions of concern? If Yes, provide details.	
Were there any ventilation issues? If Yes, provide details.	

Heavy Cattle / Buffalo	
Was the pen space allowance suitable to allow animals to rest (note if stock required moving to have more space)? If No, provide details.	
Were there any issues with dominant/aggressive animals? If Yes, provide details.	
Were there any issues with bedding or pen management (i.e. insufficient bedding)? If Yes, provide details.	
Were there any other health / welfare issues identified? If Yes, provide details.	

Additional EOJ Comments	
Did any aspect of the relationships between the Master, crew, AAV, Accredited Stockperson and Independent Observer impact on the management of animal health and welfare? If Yes, provide details.	
Do you have any concerns with discharge? If Yes, provide details.	
Were there any unexpected health or welfare issues? If Yes, provide detail.	

Report Submission	
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Voyage Setup



Version 1.1

(submit reports to livexcollect@go.gov.au & livexcollect@livexcorp.com.au)

Voyage Details	
Expedition Name (for all vessel events)	Frontier International Northern Pty Ltd
Vessel Name	Itabauk Express
IMO Number (unless zero e.g. IAC-000XXX)	IAC 0138511
Final Destination Port	Indonesia - Belawan
Voyage Type	Yes/No
Is this a deep voyage to the Middle East?	No
Are daily reports required to be submitted to the Australian Government for this voyage/event?	Yes
Do any Approved Management Plans apply to the cargo/event?	Yes/No
Extended long haul	No
Heavy cattle / buffalo (500-650 kg)	No
Heavy cattle / buffalo (650-850 kg)	No
Heavy cattle / buffalo (850-1050 kg)	No
Light cattle / buffalo	No
Long horned breedstock	No
Pregnant western sourced Rim Taurus cattle crossing the equator from May to October	No
Camels by sea	No
Deer by sea	No
Any additional Approved Management Plans?	No

On-board Personnel	
Is there one or more AAH on-board for the cargo/event?	No
Names and accreditation numbers of all AAHs (for the cargo/event)	AAV Number Name
Names of all Accredited Stockpersons (for the cargo/event)	S. 47F(1)
Names of all other Competent Stock Handlers (for the cargo/event)	
Who is the reporting AAH or Accredited Stockperson?	S. 47F(1)

Vessel Deck Numbers
1
2
3
4
5

Departure Port	
Location - Country	Australia - Darwin
Date and Time Loading Commenced	
Local Time	UTC Time
14/01/2014 16:48	14/01/2014 7:38
Date and Time Loading Completed	
Local Time	UTC Time
14/01/2014 8:00	14/01/2014 14:36
Date and Time of Vessel Departure	
Local Time	UTC Time
14/01/2014 6:12	14/01/2014 20:42
Custom Ports (if not listed in port dropdown menu)	
Country	Port

Species	Total (kg)	
Cattle	3,312	
Sheep	-	
Buffalo	-	
Goat	-	
Alpaca	-	
llama	-	
Camel	-	
Deer	-	
Venison	-	
Species	Class	Number loaded (kg)
Cattle	Female	3,312

Feed loaded (for the cargo/event)			
	Polenta (t)	Grain (t)	Hay/Bale (t)
Amount of suitable feed from a previous voyage (if applicable)	50.001		
Amount of feed loaded at first port	246.001		15.001
Amount of feed loaded at second port (if applicable)			
Amount of feed loaded at third port (if applicable)			
Amount of feed loaded at fourth port (if applicable)			
Total on board	336.001	0.001	15.001
Total all feed available	331.001		

Comments
<p data-bbox="539 277 1054 327">General Comments <i>(e.g. exceptions, further comments on deck or any other conditions)</i></p>
<p data-bbox="405 383 1189 405">Loading went well with no issues, cattle look to be in good order. Manual waters started on all decks.</p>
<p data-bbox="204 425 1390 470">Cattle are settling into the voyage well and eating well. Manual waters will continue throughout the entire voyage. Weather has settled down aswell. Crew doing a good job with there duties ensuring laneways are kept clear and waters are clean throughout the day.</p>

End of Voyage Comments



(submit reports to livestockexp@awe.gov.au & livexcollect@livecorp.com.au)

Actual voyage length (number of elapsed 24hr periods)	TBC
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Feed		
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)	
	Grain (t)	
	Roughage (t)	
Were all livestock provided with sufficient feed to meet AEL minimum daily feed requirements for the duration of the voyage? If No, provide details.		
Feed availability and accessibility		
Comment on feed trough space		
Feed quality rating and comment		
Any other feed issues		

Water	
Average water consumption for voyage (L/nd/day)	
Water quality and any supply issues	
Any other water issues	

Bedding	
Amount of bedding loaded for consignment (t)	
Amount bedding remaining on-board at end of voyage (t) (from consignment)	
Was bedding used for consignment? If Yes, describe what type of bedding and the reasons for use.	

Environmental Conditions	
Were there any environmental conditions that were of concern? If Yes, provide details.	
Were there any deck conditions of concern? If Yes, provide details.	
Were there any ventilation issues? If Yes, provide details.	

Heavy Cattle / Buffalo	
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Voyage Details	
Expedition Name (for all vessel Events)	Frontier International Northern Pty Ltd
Vessel Name	Itabauk Express
UNC Number (unless zero e.g. UNC-000XXX)	UNC 0138511
Final Destination Port	Indonesia - Belawan
Voyage Type	Yes/No
Is this a deep voyage to the Middle East?	No
Are daily reports required to be submitted to the Australian Government for this voyage/event?	Yes
Do any Approved Management Plans apply to the voyage/event?	Yes/No
Extended long haul	No
Heavy cattle / buffalo (500-650 kg)	No
Heavy cattle / buffalo (650-850 kg)	No
Heavy cattle / buffalo (850-1050 kg)	No
Light cattle / buffalo	No
Long horned breedstock	No
Pregnant western sourced Rim Taurus cattle crossing the equator from May to October	No
Cattle by sex	No
Deer by sex	No
Any additional Approved Management Plans?	No

On-board Personnel	
Is there one or more AAH on-board for the voyage/event?	No
Names and accreditation numbers of all AAHs (for the voyage/event)	AAV Number Name
Names of all Accredited Stockpersons (for the voyage/event)	S. 47F(1)
Names of all other Competent Stock Handlers (for the voyage/event)	
Who is the reporting AAH or Accredited Stockperson?	S. 47F(1)

Vessel Deck Numbers	
1	
2	
3	
4	
5	

Departure Port	
Location	Australia - Darwin
Date and Time Loading Commenced	
Local Time	14/01/2014 16:48
UTC Time	14/01/2014 7:38
Date and Time Loading Completed	
Local Time	14/01/2014 14:36
UTC Time	14/01/2014 6:32
Date and Time of Vessel Departure	
Local Time	14/01/2014 20:42
UTC Time	14/01/2014 11:32
Custom Ports (if not listed in port dropdown menu)	
Country	Port

Voyage Departure and Vessel Loading Details		
Species	Relief (kg)	
Cattle	3,312	
Sheep	-	
Buffalo	-	
Goat	-	
Alpaca	-	
llama	-	
Camel	-	
Deer	-	
Vulture	-	
Species	Class	Number loaded (kg)
Cattle	Female	3,312

Feed loaded (for the voyage/event)			
Amount of salable feed (kg) from a previous voyage (if applicable)	Polenta (t)	Grain (t)	Hay/Bale (t)
Amount of feed loaded at first port	246.001		15.001
Amount of feed loaded at second port (if applicable)			
Amount of feed loaded at third port (if applicable)			
Amount of feed loaded at fourth port (if applicable)			
Total on board	246.001	0.001	15.001
Total all feed available	331.001		

Comments
<p data-bbox="525 277 1027 327">General Comments <i>(e.g. exceptions, further comments on deck or any other conditions)</i></p>
<p data-bbox="397 378 1158 405">Loading went well with no issues, cattle look to be in good order. Manual waters started on all decks.</p>
<p data-bbox="205 418 1350 468">Cattle are settling into the voyage well and eating well. Manual waters will continue throughout the entire voyage. Weather has settled down aswell. Crew doing a good job with there duties ensuring laneways are kept clear and waters are clean throughout the day.</p>
<p data-bbox="193 468 1358 519">Voyage continues along well with minimal issues. Cattle are healthy and strong and slowly settling into the voyage routine. Crew continues to do a great job throughout their duties.</p>

End of Voyage Comments



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Actual voyage length (number of elapsed 24hr periods)	TBC
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Feed		
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)	
	Grain (t)	
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Were all livestock provided with sufficient feed to meet AEL minimum daily feed requirements for the duration of the voyage? If No, provide details.		
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Comments
<p data-bbox="539 277 1050 324">General Comments <i>(e.g. exceptions, further comments on deck or any other conditions)</i></p>
<p data-bbox="411 380 1182 405">Loading went well with no issues, cattle look to be in good order. Manual waters started on all decks.</p>
<p data-bbox="212 421 1382 468">Cattle are settling into the voyage well and eating well. Manual waters will continue throughout the entire voyage. Weather has settled down aswell. Crew doing a good job with there duties ensuring laneways are kept clear and waters are clean throughout the day.</p>
<p data-bbox="201 472 1393 519">Voyage continues along well with minimal issues. Cattle are healthy and strong and slowly settling into the voyage routine. Crew continues to do a great job throughout their duties.</p>
<p data-bbox="212 524 1382 571">voyage is going well despite rough weather in patches. Cattle are comfortable onboard and pads are in good condition throughout all the decks. Manual waters continue aswell as constant cleaning of nose bowls. Several cattle onbord exhibiting symptoms of three day sickness onboard.</p>

Mortality Records  Page 44

Case No.	Date of Death	Age	Sex	Race	Marital Status	Place of Birth	Occupation	Cause of Death	Place of Death	Disposition	Age at Death	Sex	Race	Marital Status	Place of Birth	Occupation	Cause of Death	Place of Death	Disposition	Age at Death	Sex	Race	Marital Status	Place of Birth	Occupation	Cause of Death	Place of Death	Disposition	Age at Death	Sex	Race	Marital Status	Place of Birth	Occupation	Cause of Death	Place of Death	Disposition			

End of Voyage Comments



(submit reports to livestockexp@awe.gov.au & livexcollect@livecorp.com.au)

Actual voyage length (number of elapsed 24hr periods)	TBC
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Feed		
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)	
	Grain (t)	
	Roughage (t)	
Were all livestock provided with sufficient feed to meet AEL minimum daily feed requirements for the duration of the voyage? If No, provide details.		
Feed availability and accessibility		
Comment on feed trough space		
Feed quality rating and comment		
Any other feed issues		

Water	
Average water consumption for voyage (L/nd/day)	
Water quality and any supply issues	
Any other water issues	

Bedding	
Amount of bedding loaded for consignment (t)	
Amount bedding remaining on-board at end of voyage (t) (from consignment)	
Was bedding used for consignment? If Yes, describe what type of bedding and the reasons for use.	

Environmental Conditions	
Were there any environmental conditions that were of concern? If Yes, provide details.	
Were there any deck conditions of concern? If Yes, provide details.	
Were there any ventilation issues? If Yes, provide details.	

Heavy Cattle / Buffalo	
Was the pen space allowance suitable to allow animals to rest (note if stock required moving to have more space)? If No, provide details.	
Were there any issues with dominant/aggressive animals? If Yes, provide details.	
Were there any issues with bedding or pen management (i.e. insufficient bedding)? If Yes, provide details.	
Were there any other health / welfare issues identified? If Yes, provide details.	

Additional EOJ Comments	
Did any aspect of the relationships between the Master, crew, AAV, Accredited Stockperson and Independent Observer impact on the management of animal health and welfare? If Yes, provide details.	
Do you have any concerns with discharge? If Yes, provide details.	
Were there any unexpected health or welfare issues? If Yes, provide detail.	

Report Submission	
Send all Daily Reports and End-of-Voyage Reports to both the Department of Agriculture, Water and the Environment, and LIVEXCollect in the same email.	livestockexp@awe.gov.au , and livexcollect@livecorp.com.au
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Under the *Australian Meat and Live-stock Industry (Standards) Order 2005 (Standards Order)*, it is a condition of all live-stock export licences that Exporters comply with the Australian Standards for the Export of Livestock 3.0 (ASEL 3.0) for all consignments that leave Australia on or after 1 November 2020. The LIVEXCollect Data Collection Tool is the current approved form for providing the following reports in accordance with ASEL 3.0:

- ASEL 5.6.7: daily report – to be submitted within 24 hours of the reporting day, and every day until the last animal is unloaded;
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- ASEL 3.8.3: registered premises mortality report – to be submitted within 5 days of departure of the last animal in the consignment from the registered premises.

Reports must be provided to the Department of Agriculture, Water and the Environment (Department) in the specified form and within the required timeframes by emailing them to the following email address: livestockexp@awe.gov.au.

ACKNOWLEDGEMENT

By sending a report to the Department's specified email address, you acknowledge that:

- you are authorised by the Exporter of the consignment to which this report relates (Exporter) to access LIVEXCollect;
- you are authorised to provide the regulatory information and data in the report;
- you have reviewed the regulatory information and data in the report and confirm that it is accurate and complete;
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Voyage Setup



Version 1.1

(submit reports to livexcollect@go.gov.au & livexcollect@livexcorp.com.au)

Voyage Details	
Expedition Name (for all vessel Events)	Frontier International Northern Pty Ltd
Vessel Name	Itabauk Express
IMO Number (unless zero e.g. IAC-000XXX)	IAC 0138511
Final Destination Port	Indonesia - Belawan
Voyage Type	Yes/No
Is this a deep voyage to the Middle East?	No
Are daily reports required to be submitted to the Australian Government for this voyage/event?	Yes
Do any Approved Management Plans apply to the voyage/event?	Yes/No
Extended long haul	No
Heavy cattle / buffalo (500-650 kg)	No
Heavy cattle / buffalo (650-850 kg)	No
Heavy cattle / buffalo (850-1050 kg)	No
Light cattle / buffalo	No
Long horned breedstock	No
Pregnant western sourced Rim Taurus cattle crossing the equator from May to October	No
Cattle by sex	No
Deer by sex	No
Any additional Approved Management Plans?	No

On-board Personnel	
Is there one or more AAH on-board for the voyage/event?	No
Names and accreditation numbers of all AAHs (for the voyage/event)	AAV Number Name
Names of all Accredited Stockpersons (for the voyage/event)	S. 47F(1)
Names of all other Competent Stock Handlers (for the voyage/event)	
Who is the reporting AAH or Accredited Stockperson?	S. 47F(1)


Vessel Deck Numbers	
1	
2	
3	
4	
5	

Departure Port	
Location	Australia - Darwin
Date and Time Loading Commenced	
Local Time	14/01/2014 16:48
UTC Time	14/01/2014 7:38
Date and Time Loading Completed	
Local Time	14/01/2014 8:36
UTC Time	14/01/2014 14:36
Date and Time of Vessel Departure	
Local Time	14/01/2014 6:12
UTC Time	14/01/2014 20:42
Custom Ports (if not listed in port dropdown menu)	
Country	Port


Voyage Departure and Vessel Loading Details		
Species	Relief (kg)	Number loaded (kg)
Cattle	3,312	3,312
Sheep	-	-
Buffalo	-	-
Goat	-	-
Alpaca	-	-
llama	-	-
Camel	-	-
Deer	-	-
Warren	-	-
Cow		
Female		
		3,312

Feed loaded (for the voyage/event)			
Amount of suitable feed (kg) from a previous voyage (if applicable)	Polenta (t)	Grain (t)	Hay/Bale (t)
Amount of feed loaded at first port	246.001		15.001
Amount of feed loaded at second port (if applicable)			
Amount of feed loaded at third port (if applicable)			
Amount of feed loaded at fourth port (if applicable)			
Total on board	246.001	0.001	15.001
Total all feed available	331.001		

Comments
<p data-bbox="531 277 1037 324">General Comments <i>(e.g. exceptions, further comments on deck or any other conditions)</i></p>
<p data-bbox="403 380 1169 405">Loading went well with no issues, cattle look to be in good order. Manual waters started on all decks.</p>
<p data-bbox="209 421 1364 468">Cattle are settling into the voyage well and eating well. Manual waters will continue throughout the entire voyage. Weather has settled down aswell. Crew doing a good job with there duties ensuring laneways are kept clear and waters are clean throughout the day.</p>
<p data-bbox="197 472 1375 519">Voyage continues along well with minimal issues. Cattle are healthy and strong and slowly settling into the voyage routine. Crew continues to do a great job throughout their duties.</p>
<p data-bbox="209 524 1364 571">voyage is going well despite rough weather in patches. Cattle are comfortable onboard and pads are in good condition throughout all the decks. Manual waters continue aswell as constant cleaning of nose bowls. Several cattle onboard exhibiting symptoms of three day sickness onboard.</p>
<p data-bbox="555 577 1021 602">voyage going well no issues. Crew continue to do a great job.</p>

Daily Deck Records  Version 3.0 | Copyright © 2018 Livex Collect, Inc. All rights reserved.

Time	Deck	Count	Weight	Grade	Notes	Operator
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Health Report  Page 11

Order #	Order Date	Order Time	Order Type	Order Status	Order Category	Order Sub-Category	Order Description	Order Reference	Order Location	Order Priority	Order Estimated	Order Actual	Order Quantity	Order Unit	Order Price	Order Total	Order Tax	Order Discount	Order Net Total	Order Net Total Tax	Order Net Total Taxable	Order Net Total Taxable Tax	Order Net Total Taxable Taxable	Order Net Total Taxable Taxable Tax	Order Net Total Taxable Taxable Taxable	Order Net Total Taxable Taxable Taxable Tax	Order Net Total Taxable Taxable Taxable Taxable	Order Net Total Taxable Taxable Taxable Taxable Tax
101	10/15/2018	10:00:00	Standard	Complete	Pharmacy	Pharmacy	AMPHIPHILIC POLYMER	AMPHIPHILIC POLYMER	AMPHIPHILIC POLYMER	Standard	10/15/2018	10/15/2018	1	EA	10.00	10.00	0.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00
102	10/15/2018	10:00:00	Standard	Complete	Pharmacy	Pharmacy	AMPHIPHILIC POLYMER	AMPHIPHILIC POLYMER	AMPHIPHILIC POLYMER	Standard	10/15/2018	10/15/2018	1	EA	10.00	10.00	0.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00
103	10/15/2018	10:00:00	Standard	Complete	Pharmacy	Pharmacy	AMPHIPHILIC POLYMER	AMPHIPHILIC POLYMER	AMPHIPHILIC POLYMER	Standard	10/15/2018	10/15/2018	1	EA	10.00	10.00	0.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00
104	10/15/2018	10:00:00	Standard	Complete	Pharmacy	Pharmacy	AMPHIPHILIC POLYMER	AMPHIPHILIC POLYMER	AMPHIPHILIC POLYMER	Standard	10/15/2018	10/15/2018	1	EA	10.00	10.00	0.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00
105	10/15/2018	10:00:00	Standard	Complete	Pharmacy	Pharmacy	AMPHIPHILIC POLYMER	AMPHIPHILIC POLYMER	AMPHIPHILIC POLYMER	Standard	10/15/2018	10/15/2018	1	EA	10.00	10.00	0.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00	10.00	0.00

End of Voyage Comments



(submit reports to livestockexp@awe.gov.au & livexcollect@livecorp.com.au)

Actual voyage length (number of elapsed 24hr periods)	TBC
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Feed	
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)
	Grain (t)
	Roughage (t)
Were all livestock provided with sufficient feed to meet AEW minimum daily feed requirements for the duration of the voyage? If No, provide details.	
Feed availability and accessibility	
Comment on feed trough space	
Feed quality rating and comment	
Any other feed issues	

Water	
Average water consumption for voyage (L/nd/day)	
Water quality and any supply issues	
Any other water issues	

Bedding	
Amount of bedding loaded for consignment (t)	
Amount bedding remaining on-board at end of voyage (t) (from consignment)	
Was bedding used for consignment? If Yes, describe what type of bedding and the reasons for use.	

Environmental Conditions	
Were there any environmental conditions that were of concern? If Yes, provide details.	
Were there any deck conditions of concern? If Yes, provide details.	
Were there any ventilation issues? If Yes, provide details.	

Heavy Cattle / Buffalo	
Was the pen space allowance suitable to allow animals to rest (note if stock required moving to have more space)? If No, provide details.	
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Voyage Setup



(submit reports to livexcollect@we.gov.au & livexcollect@livexcorp.com.au)

Voyage Details		On-board Personnel		Vessel Deck Numbers		Voyage Departure and Vessel Loading Details																																																																																							
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s. 47F(1)

Name of all Accredited Stockpersons (for the voyage)

Who is the reporting AAV or Accredited Stockperson?

s. 47F(1)

Comments
General Comments <i>(e.g. exceptions, further comments on deck or any other conditions)</i>
Loading went well with no issues, cattle look to be in good order. Manual waters started on all decks.
Cattle are settling into the voyage well and eating well. Manual waters will continue throughout the entire voyage. Weather has settled down aswell. Crew doing a good job with there duties ensuring laneways are kept clear and waters are clean throughout the day.
Voyage continues along well with minimal issues. Cattle are healthy and strong and slowly settling into the voyage routine. Crew continues to do a great job throughout their duties.
voyage is going well despite rough weather in patches. Cattle are comfortable onboard and pads are in good condition throughout all the decks. Manual waters continue aswell as constant cleaning of nose bowls. Several cattle onbord exhibiting symptoms of three day sickness onboard.
voyage going well no issues. Crew continue to do a great job.
All cattle travelling well and content. Dischage in Panjang went well and was short and sweet. All cattle walked off healthy and in good conditio. Crew are doing a fantastic job keeping waters clean and maintaining decks

Discharge  Version 1.1

(submit reports to livexcollect@hmvn.gov.au & livexcollect@livexcorp.com.au)

Discharge Ports	Date and Time of Vessel Arrival		Date and Time Discharge Commenced		Date and Time Discharge Completed	
	Arrival Date	Arrival Time	Commence Date	Commence Time	Completion Date	Completion Time
Indonesia - Padang	20/03/2014 09:32	15/03/2014 17:14	20/03/2014 04:52	15/03/2014 21:52	20/03/2014 18:24	20/03/2014 02:24

Discharge Ports	Species	Class	Number Discharged (est)
Indonesia - Padang	Cattle	Femur	939

Port	Total (Est)	Cattle	Sheep	Buffalo	Goat	Alpacas	Llama	Camel	Deer	Visua
Indonesia - Padang	939	939								
Total (Est)	939	939	0	0	0	0	0	0	0	0

Total 939

End of Voyage Comments



(submit reports to livestockexp@awe.gov.au & livexcollect@livecorp.com.au)

Actual voyage length (number of elapsed 24hr periods)	5.75
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Feed		
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)	
	Grain (t)	
	Roughage (t)	
Were all livestock provided with sufficient feed to meet AEL minimum daily feed requirements for the duration of the voyage? If No, provide details.		
Feed availability and accessibility		
Comment on feed trough space		
Feed quality rating and comment		
Any other feed issues		

Water	
Average water consumption for voyage (L/nd/day)	
Water quality and any supply issues	
Any other water issues	

Bedding	
Amount of bedding loaded for consignment (t)	
Amount bedding remaining on-board at end of voyage (t) (from consignment)	
Was bedding used for consignment? If Yes, describe what type of bedding and the reasons for use.	

Environmental Conditions	
Were there any environmental conditions that were of concern? If Yes, provide details.	
Were there any deck conditions of concern? If Yes, provide details.	
Were there any ventilation issues? If Yes, provide details.	

Heavy Cattle / Buffalo	
Was the pen space allowance suitable to allow animals to rest (note if stock required moving to have more space)? If No, provide details.	
Were there any issues with dominant/aggressive animals? If Yes, provide details.	
Were there any issues with bedding or pen management (i.e. insufficient bedding)? If Yes, provide details.	
Were there any other health / welfare issues identified? If Yes, provide details.	

Additional EOJ Comments	
Did any aspect of the relationships between the Master, crew, AAV, Accredited Stockperson and Independent Observer impact on the management of animal health and welfare? If Yes, provide details.	
Do you have any concerns with discharge? If Yes, provide details.	
Were there any unexpected health or welfare issues? If Yes, provide detail.	

Report Submission	
Send all Daily Reports and End-of-Voyage Reports to both the Department of Agriculture, Water and the Environment, and LIVEXCollect in the same email.	livestockexp@awe.gov.au , and livexcollect@livecorp.com.au
Any photos or videos of animal health and welfare concerns can be submitted directly to the department.	livestockexp@awe.gov.au

Mortality, Birth and Abortion Records Summary



Total Births		Total Deaths		Total Abortions	
2018	2019	2018	2019	2018	2019
1,234	1,123	567	678	987	1,098

Municipality	2018			2019		
	Total	Births	Deaths	Total	Births	Deaths
Abbotsford	123	45	18	115	42	17
Alberni	45	18	7	42	16	6
Chilliwack	87	34	13	82	31	12
Colony	23	9	3	21	8	2
Delta	67	26	10	63	24	9
Fraser Valley	156	61	24	149	58	23
Greater Vancouver	345	134	52	328	128	50
Langley	109	42	15	104	40	14
Maple Ridge	56	21	7	53	20	6
Nanaimo	78	30	11	74	28	10
Northwest BC	189	74	28	182	70	27
Parkland	34	13	4	32	12	3
Port Moody	67	26	9	63	24	8
Richmond	123	48	17	118	45	16
Surrey	234	91	34	226	88	32
Vancouver	234	91	34	226	88	32
West Coast	567	221	81	543	210	79
Whispering Willows	45	18	7	42	16	6



Exporter Livestock Export Consignment Report

1. Details

1.1. Exporter	Frontier International Northern Pty Ltd
1.2. LNC Number	13611
1.3. Departure Date	15/03/2024
1.4. Mode	Sea
1.5. Name of Exporter Representative Present	s. 47F(1) and s. 47F(1)
1.6. Representative informed of impact level rating and issues	Yes

2. Consignment Impact Rating

2.1. Rating	Compliant/No Impact
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3. Documentation

3.1. Documents inspected	Core Documents
3.2. Issues	No Issues
3.3. Documents missing	N/A
3.4. Document errors	N/A
3.5. Time to rectify document issues	N/A

4. Inspection

4.1. Number of animals in consignment	3332
4.2. Number inspected	Sample
4.3. Number of animals rejected (sheep by Sea)	N/A
4.4. Number of animals rejected (all other animals)	2-5
4.5. Reason	ASEL
4.6. Rejection Point	Registered/Approved Premises

5. Loading

5.1. Loading issue	No
5.2. Issue at	N/A
5.3. Reason	N/A

If you feel the impact level rating in this report does not truly reflect the consignment performance, you may request to have the impact level reviewed. This request must be in writing to the Principal Veterinary Officer (PVO) in the region from which the consignment departed and be made within 10 business days of the upload of this report onto the consignment record in TRACE. Please find below the contact details for the PVO's by region.

State	PVO	Email address
Queensland, New South Wales, Northern Territory	s. 22(1)(a)(ii)	s. 22(1)(a)(ii) @aff.gov.au
Victoria, South Australia, Western Australia	s. 22(1)(a)(ii)	s. 22(1)(a)(ii)@aff.gov.au

Terms and Conditions

**IMPORTANT - PLEASE READ****DEPARTMENT OF AGRICULTURE, WATER AND THE ENVIRONMENT REQUIREMENTS****Regulatory requirements**

Pursuant to section 15 of the Australian Meat and Live-stock Industry Act 1997 (AMLI Act), export licences are subject to conditions prescribed in the AMLI Act and the Australian Meat and Live-stock Industry (Export Licensing) Regulations 1998 (AMLI Regulations). Licences are also subject to compliance with orders and directions made under s 17 of the AMLI Act.

Under the *Australian Meat and Live-stock Industry (Standards) Order 2005 (Standards Order)*, it is a condition of all live-stock export licences that Exporters comply with the Australian Standards for the Export of Livestock 3.0 (ASEL 3.0) for all consignments that leave Australia on or after 1 November 2020. The LIVEXCollect Data Collection Tool is the current approved form for providing the following reports in accordance with ASEL 3.0:

- ASEL 5.6.7: daily report – to be submitted within 24 hours of the reporting day, and every day until the last animal is unloaded;
- ASEL 5.6.8: end-of-voyage report – to be submitted within 5 days of completion of unloading at the final port of disembarkation;
- ASEL 6.11.2: end-of-journey report – to be submitted within 5 days of completion of unloading at the final airport of disembarkation; and
- ASEL 3.8.3: registered premises mortality report – to be submitted within 5 days of departure of the last animal in the consignment from the registered premises.

Reports must be provided to the Department of Agriculture, Water and the Environment (Department) in the specified form and within the required timeframes by emailing them to the following email address: livestockexp@awe.gov.au.

ACKNOWLEDGEMENT

By sending a report to the Department's specified email address, you acknowledge that:

- you are authorised by the Exporter of the consignment to which this report relates (Exporter) to access LIVEXCollect;
- you are authorised to provide the regulatory information and data in the report;
- you have reviewed the regulatory information and data in the report and confirm that it is accurate and complete;
- submitting false or misleading information to the Commonwealth Government is a criminal offence under s 137.1(1) of the Criminal Code in Schedule 1 to the Criminal Code Act 1990;
- the regulatory information and data in the report is being provided to the Commonwealth Government for monitoring compliance and taking enforcement or regulatory action in accordance with legislative requirements set out in the AMLI Act, AMLI Regulations, the Standards Order, and ASEL 3.0;
- the regulatory information and data in the report will be provided to LiveCorp as the declared industry research and marketing body pursuant to ss 60(3A) and (3) of the AMLI Act and the information may be used for research, development and marketing purposes; and
- any personal information included in the report will be handled in accordance with the Department's privacy policy available at www.awe.gov.au/about/commitment/privacy.

If you wish to make any changes to a report that has been submitted, please contact the Department via email at: livestockexp@awe.gov.au.

For additional information on the reporting requirements under ASEL 3.0, or the Department's regulatory requirements more generally, please contact the Department via email at livestockexp@awe.gov.au.

Providing regulatory reports to LiveCorp

The Department requests that all reports submitted to the Department in accordance with ASEL 3.0, are at the same time, sent separately via email to LiveCorp for inclusion in the LIVEXCollect database using the following email address livexcollect@livecorp.com.au. Further information in this regard is set out below.

IMPORTANT - PLEASE READ**TERMS OF USE OF LIVEXCOLLECT DATA COLLECTION TOOL**

The use of this LIVEXCollect Data Collection Tool is governed by the LIVEXCollect Terms and Conditions, which can be found on the LiveCorp website [here](#).

If you are not a User for the purposes of those terms and conditions, or you are not an Accredited Stockperson, Australian Accredited Veterinarian or Registered Premises Operator approved to use the LIVEXCollect Data Collection Tool by the Exporter that has engaged you, you must not use this LIVEXCollect Data Collection Tool.

All personal information submitted via this LIVEXCollect Data Collection Tool will be managed according to [LiveCorp's Privacy Policy](#) and the [LIVEXCollect Privacy Collection Notice](#), which can be found on the LiveCorp website or by clicking the links above.

As highlighted in the LIVEXCollect Terms and Conditions, while the LIVEXCollect Data Collection Tool can be used by, or on behalf of, an Exporter to meet its regulatory reporting requirements, the Exporter remains responsible for compliance with any and all of its legislative and/or regulatory or other department requirements and LiveCorp disclaims any and all liability which may arise from the use of the LIVEXCollect Data Collection Tool to assist the User in complying with those requirements.

Further information on the use of the LIVEXCollect Data Collection Tool for submission of data to LiveCorp is available on the LiveCorp website [here](#).

Voyage Setup



Version 1.1

(submit reports to livexcollect@go.gov.au & livexcollect@livexcorp.com.au)

Voyage Details	
Expedition Name (for all vessel Events)	Frontier International Northern Pty Ltd
Vessel Name	Itabauk Express
IMO Number (unless zero e.g. IAC-000XXX)	IAC 0138511
Final Destination Port	Indonesia - Belawan
Voyage Type	Yes/No
Is this a deep voyage to the Middle East?	No
Are daily reports required to be submitted to the Australian Government for this voyage/event?	Yes
Do any Approved Management Plans apply to the cargo/event?	Yes/No
Extended long haul	No
Heavy cattle / buffalo (500-650 kg)	No
Heavy cattle / buffalo (650-850 kg)	No
Heavy cattle / buffalo (850-1050 kg)	No
Light cattle / buffalo	No
Long horned breedstock	No
Pregnant western sourced Rim Taurus cattle crossing the equator from May to October	No
Cattle by sex	No
Deer by sex	No
Any additional Approved Management Plans?	No

On-board Personnel	
Is there one or more AAV on-board for the cargo/event?	No
Names and accreditation numbers of all AAVs (for the cargo/event)	AAV Number Name
Names of all Accredited Stockpersons (for the cargo/event)	S. 47F(1)
Names of all other Competent Stock Handlers (for the cargo/event)	
Who is the responsible AAV or Accredited Stockperson?	S. 47F(1)

Vessel Deck Numbers	
1	
2	
3	
4	
5	

Departure Port	
Location	Australia - Darwin
Date and Time Loading Commenced	
Local Time	14/01/2014 16:48
UTC Time	14/01/2014 7:38
Date and Time Loading Completed	
Local Time	14/01/2014 8:36
UTC Time	14/01/2014 14:36
Date and Time of Vessel Departure	
Local Time	14/01/2014 6:12
UTC Time	14/01/2014 20:42
Custom Ports (if not listed in port dropdown menu)	
Country	Port

Voyage Departure and Vessel Loading Details		
Species	Relief (kg)	
Cattle	3,312	
Sheep	-	
Buffalo	-	
Goat	-	
Alpaca	-	
llama	-	
Camel	-	
Deer	-	
Vulture	-	
Species	Class	Number loaded (kg)
Cattle	Female	3,312

Feed loaded (for the cargo/event)			
	Polenta (t)	Grain (t)	Hay/Bale (t)
Amount of suitable feed from a previous voyage (if applicable)	50.001		
Amount of feed loaded at first port	246.001		15.001
Amount of feed loaded at second port (if applicable)			
Amount of feed loaded at third port (if applicable)			
Amount of feed loaded at fourth port (if applicable)			
Total on board	336.001	0.001	15.001
Total all feed available	331.001		

Daily Vessel Observations **REVISED 11** 2020 version to incorporate new port of destination information

Voyage ID	Date	Time	Port of Call	Vessel Name	IMO	Operator	Type	Status	Vessel Position				Vessel Characteristics				Destination	Notes
									Lat	Long	Alt	Speed	Length	Beam	Draught	Tow		
1545	10/21	10:00	NEW YORK	BRISBANE	9851773	GRAND	General Cargo	Active	37.5	-122.5	15	20	5	15	10	10	NEW YORK	BRISBANE
1546	10/21	10:05	NEW YORK	BRISBANE	9851773	GRAND	General Cargo	Active	37.5	-122.5	15	20	5	15	10	10	NEW YORK	BRISBANE
1547	10/21	10:10	NEW YORK	BRISBANE	9851773	GRAND	General Cargo	Active	37.5	-122.5	15	20	5	15	10	10	NEW YORK	BRISBANE
1548	10/21	10:15	NEW YORK	BRISBANE	9851773	GRAND	General Cargo	Active	37.5	-122.5	15	20	5	15	10	10	NEW YORK	BRISBANE
1549	10/21	10:20	NEW YORK	BRISBANE	9851773	GRAND	General Cargo	Active	37.5	-122.5	15	20	5	15	10	10	NEW YORK	BRISBANE

Comments
General Comments <i>(e.g. exceptions, further comments on deck or any other conditions)</i>
Loading went well with no issues, cattle look to be in good order. Manual waters started on all decks.
Cattle are settling into the voyage well and eating well. Manual waters will continue throughout the entire voyage. Weather has settled down as well. Crew doing a good job with their duties ensuring laneways are kept clear and waters are clean throughout the day.
Voyage continues along well with minimal issues. Cattle are healthy and strong and slowly settling into the voyage routine. Crew continues to do a great job throughout their duties.
Voyage is going well despite rough weather in patches. Cattle are comfortable onboard and pads are in good condition throughout all the decks. Manual waters continue as well as constant cleaning of nose bowls. Several cattle onboard exhibiting symptoms of three day sickness onboard.
Voyage going well no issues. Crew continue to do a great job.
All cattle travelling well and content. Discharge in Panjang went well and was short and sweet. All cattle walked off healthy and in good condition. Crew are doing a fantastic job keeping waters clean and maintaining decks.
Animals are well adjusted to routines onboard and are settled in well to life onboard. Cattle are eating well and water consumption are at good levels. Pads remain in good condition, waters and laneways remain clean. Crew going above and beyond to uphold the highest of standards throughout the entire voyage.

Discharge



Version 1.1

(submit reports to livexcollect@livexcoop.com)

Discharge Ports	Date and Time of Vessel Arrival		Date and Time Discharge Commenced		Date and Time Discharge Completed	
	Arrival Date	Arrival Time	Commence Date	Commence Time	Complete Date	Complete Time
Indonesia - Padang	20/03/2014 08:32	15/03/2014 17:14	20/03/2014 04:54	15/03/2014 15:58	20/03/2014 08:24	20/03/2014 05:24

Discharge Ports	Species	Class	Number Discharged (kg)
Indonesia - Padang	Cattle	Femur	939

Port	Total (kg)	Cattle	Sheep	Buffalo	Goat	Asiatic	Llama	Camel	Deer	Viscera
Indonesia - Padang	939	939								
Total (kg)	939	939	0	0	0	0	0	0	0	0

Total 939

End of Voyage Comments



(submit reports to livestockexp@awe.gov.au & livexcollect@livecorp.com.au)

Actual voyage length (number of elapsed 24hr periods)	5.75
---	------

Feed		
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)	
	Grain (t)	
	Roughage (t)	
Were all livestock provided with sufficient feed to meet AEL minimum daily feed requirements for the duration of the voyage? If No, provide details.		
Feed availability and accessibility		
Comment on feed trough space		
Feed quality rating and comment		
Any other feed issues		

Water	
Average water consumption for voyage (L/nd/day)	
Water quality and any supply issues	
Any other water issues	

Bedding	
Amount of bedding loaded for consignment (t)	
Amount bedding remaining on-board at end of voyage (t) (from consignment)	
Was bedding used for consignment? If Yes, describe what type of bedding and the reasons for use.	

Environmental Conditions	
Were there any environmental conditions that were of concern? If Yes, provide details.	
Were there any deck conditions of concern? If Yes, provide details.	
Were there any ventilation issues? If Yes, provide details.	

Heavy Cattle / Buffalo	
Was the pen space allowance suitable to allow animals to rest (note if stock required moving to have more space)? If No, provide details.	
Were there any issues with dominant/aggressive animals? If Yes, provide details.	
Were there any issues with bedding or pen management (i.e. insufficient bedding)? If Yes, provide details.	
Were there any other health / welfare issues identified? If Yes, provide details.	

Additional EOJ Comments	
Did any aspect of the relationships between the Master, crew, AAV, Accredited Stockperson and Independent Observer impact on the management of animal health and welfare? If Yes, provide details.	
Do you have any concerns with discharge? If Yes, provide details.	
Were there any unexpected health or welfare issues? If Yes, provide detail.	

Report Submission	
Send all Daily Reports and End-of-Voyage Reports to both the Department of Agriculture, Water and the Environment, and LIVEXCollect in the same email.	livestockexp@awe.gov.au , and livexcollect@livecorp.com.au
Any photos or videos of animal health and welfare concerns can be submitted directly to the department.	livestockexp@awe.gov.au

Mortality, Birth and Abortion Records Summary



Period	Population	Mortality	Births	Abortions	Rate	Rate	Rate	Rate
1970-74	12,000,000	1,800,000	1,200,000	600,000	15.0	10.0	5.0	4.2
1975-79	12,500,000	1,900,000	1,250,000	650,000	15.2	10.0	5.2	4.3
1980-84	13,000,000	2,000,000	1,300,000	700,000	15.4	10.0	5.4	4.4
1985-89	13,500,000	2,100,000	1,350,000	750,000	15.6	10.0	5.6	4.5
1990-94	14,000,000	2,200,000	1,400,000	800,000	15.7	10.0	5.7	4.6
1995-99	14,500,000	2,300,000	1,450,000	850,000	15.9	10.0	5.9	4.7
2000-04	15,000,000	2,400,000	1,500,000	900,000	16.0	10.0	6.0	4.8

Year	Population	Mortality	Births	Abortions	Rate	Rate	Rate	Rate
2005	15,500,000	2,500,000	1,550,000	950,000	16.1	10.0	6.1	4.9
2006	16,000,000	2,600,000	1,600,000	1,000,000	16.2	10.0	6.2	5.0
2007	16,500,000	2,700,000	1,650,000	1,050,000	16.3	10.0	6.3	5.1
2008	17,000,000	2,800,000	1,700,000	1,100,000	16.4	10.0	6.4	5.2
2009	17,500,000	2,900,000	1,750,000	1,150,000	16.5	10.0	6.5	5.3
2010	18,000,000	3,000,000	1,800,000	1,200,000	16.7	10.0	6.7	5.4
2011	18,500,000	3,100,000	1,850,000	1,250,000	16.8	10.0	6.8	5.5
2012	19,000,000	3,200,000	1,900,000	1,300,000	16.9	10.0	6.9	5.6
2013	19,500,000	3,300,000	1,950,000	1,350,000	17.0	10.0	7.0	5.7
2014	20,000,000	3,400,000	2,000,000	1,400,000	17.1	10.0	7.1	5.8
2015	20,500,000	3,500,000	2,050,000	1,450,000	17.2	10.0	7.2	5.9
2016	21,000,000	3,600,000	2,100,000	1,500,000	17.3	10.0	7.3	6.0
2017	21,500,000	3,700,000	2,150,000	1,550,000	17.4	10.0	7.4	6.1
2018	22,000,000	3,800,000	2,200,000	1,600,000	17.5	10.0	7.5	6.2
2019	22,500,000	3,900,000	2,250,000	1,650,000	17.6	10.0	7.6	6.3
2020	23,000,000	4,000,000	2,300,000	1,700,000	17.7	10.0	7.7	6.4
2021	23,500,000	4,100,000	2,350,000	1,750,000	17.8	10.0	7.8	6.5
2022	24,000,000	4,200,000	2,400,000	1,800,000	17.9	10.0	7.9	6.6

s. 22(1)(a)(ii)

From: Donaldson, Morag
Sent: Saturday, 23 March 2024 1:54 PM
To: William McEwin
Cc: McDonald, Andrew; **s. 22(1)(a)(ii)** ; **s. 22(1)(a)(ii)**; Live Stock Exports
Subject: RE: LNC-13611 Notifiable Incident [SEC=OFFICIAL]

Hi Will,

Pending receipt of the information sought below:

Can you also please advise whether any of the cattle discharged at Panjang are now showing signs of illness and whether any have died since unloading? (It would be useful to receive this sort of information on a daily basis, at least for the next few days please).

Thanks,
Morag

From: McDonald, Andrew <Andrew.McDonald@aff.gov.au>
Sent: Saturday, March 23, 2024 12:59 PM
To: Donaldson, Morag <Morag.Donaldson@aff.gov.au>; William McEwin <**s. 47F(1)**@frontierinternational.com.au>
Cc: **s. 22(1)(a)(ii)** <**s. 22(1)(a)(ii)** @aff.gov.au>; **s. 22(1)(a)(ii)** <**s. 22(1)(a)(ii)**@aff.gov.au>; Live Stock Exports <livestockexp@aff.gov.au>
Subject: RE: LNC-13611 Notifiable Incident [SEC=OFFICIAL]

Will – in addition to below – for the cattle that didn't make the vessel but are still in one of the REs – I understand they have experienced the same symptoms and mortality event.

Therefore would you mind advising which is the RE, the POO, and did they all arrive into the RE (both those on the vessel and left behind) at the same time, please?

Kind regards
Andrew

Andrew McDonald

A/ First Assistant Secretary | 02 6272 3450 | **s. 47F(1)**

Department of Agriculture, Fisheries and Forestry
Plant and Live Animal Exports, Welfare and Regulation Division
Agriculture House, 70 Northbourne Ave, Canberra ACT 2601 Australia
GPO Box 858 Canberra ACT 2601 Australia
agriculture.gov.au



We acknowledge the Traditional Custodians of Australia and their continuing connection to land and sea, waters, environment and community. We pay our respects to the Traditional Custodians of the lands we live and work on, their culture, and their Elders past and present.

From: Donaldson, Morag <Morag.Donaldson@aff.gov.au>
Sent: Saturday, March 23, 2024 12:55 PM
To: William McEwin <[s.47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>
Cc: McDonald, Andrew <Andrew.McDonald@aff.gov.au>; [s. 22\(1\)\(a\)\(ii\)](#) <[s. 22\(1\)\(a\)\(ii\) @aff.gov.au](mailto:s.22(1)(a)(ii)@aff.gov.au)>;
<[s. 22\(1\)\(a\)\(ii\)@aff.gov.au](mailto:s.22(1)(a)(ii)@aff.gov.au)>; Live Stock Exports <livestockexp@aff.gov.au>
Subject: RE: LNC-13611 Notifiable Incident [SEC=OFFICIAL]

Hi Will,

I understand the cattle were sourced from both Qld and NT; and that they were prepared at 2 REs: [s. 47G\(1\)\(a\)](#) and [s. 47G\(1\)\(a\)](#)

Can you please provide as a matter of urgency:

- A full list of the NLIS details for the cattle – particularly those that are still onboard the vessel (noting the details remain relevant for the ones discharged at Panjang)
- a list of the properties of origin for the cattle
- details of when each particular animal arrived at the respective RE please.

Thanks,
Morag

Morag Donaldson [s. 47F\(1\)](#)

Assistant Secretary (acting), Live Animal Export Branch
Plant and Live Animal Exports, Welfare and Regulation Division
p: (02) 6272 3782 | m: [s. 47F\(1\)](#) | e: morag.donaldson@aff.gov.au



Department of Agriculture, Fisheries and Forestry www.agriculture.gov.au
70 Northbourne Avenue, Canberra ACT 2601 Australia
GPO Box 858 Canberra ACT 2601 Australia

From: William McEwin <[s.47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>
Sent: Saturday, March 23, 2024 10:54 AM
To: Donaldson, Morag <Morag.Donaldson@aff.gov.au>
Subject: FW: LNC-13611 Notifiable Incident

You don't often get email from [s.47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au). [Learn why this is important](#)

Hello Morag

Please see below, as requested.

Thanks, Morag.

Regards
Will

From: William McEwin
Sent: Saturday, March 23, 2024 8:38 AM
To: LAE Policy <LAEPolicy@aff.gov.au>
Cc: s. 47F(1) <[s.47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>
Subject: LNC-13611 Notifiable Incident

Dear LAE

In accordance with ASEL, we are reporting a notifiable incident in relation to LNC-13611. The notifiable incident relates to ASEL5.6.5(i), a mortality rate above the set notifiable mortality level.

Preliminary Report

Preliminary Details

1. We were informed last night that 63 mortalities were recorded on 22/March 2024 on LNC13611, which with the voyage-to-date mortalities clearly breaches the mortality reporting threshold.
2. We are still working on gathering the relevant details but at this stage, from the incomplete data we have, we understand all mortalities relate to one cohort of cattle prepared at the same PEQ (RE) and sourced from the same property in Australia.
3. We don't have a definitive view of the underlying cause but there appears a wide-spread health issue impacting the one cohort. We don't have a full NLIS list at this stage. Data is being captured but, understandable, the focus on-board is the welfare of the cattle.
4. Treatments have been administered over the past days, including Oxytet, Draxin KP, and Flunixin. While the one cohort of cattle was experiencing health concerns earlier in the voyage, it exponentially escalated yesterday. We understand that all effort is being made to ensure best animal welfare outcomes.

Factors Contributing to Mortalities

5. From the brands on the cattle and the partial NLIS list, the mortalities appear to be confined to one cohort of cattle that can be traced back to one property. The cattle discharged in Panjang were not from this cohort and were healthy at discharge have been reported as remaining health. Other cattle remaining on board outside the one cohort have been reported as "healthy" and don't appear impacted by the health issue affecting the one cohort.

Current Location of Vessel

6. The vessel departed Darwin on 14/March 2024, discharged cattle in Panjang, and is currently approaching Medan (Belawan) for her second discharge. She is projected to discharge late today (23/March 2024).


Further Action

7. Given the sudden escalation of the incident, the master, stockman, and crew are working all but continuously to treat and manage the welfare of the cattle as best they can. We understand there are cattle showing health issues in-line with the 63 that died yesterday, and consequently we project further mortality are likely. As the health issue is concentrated in the one cohort, the focus is on the relevant lines, notwithstanding all cattle are being monitored.
8. The in-market receiver of the cattle has been informed and preparations are being made to best receive the cattle.
9. The focus is on the welfare of the cattle on board and preparing and for discharge. We have Australian-based staff and Indonesian-based in Medan who will be at the port to support discharge and further support animal welfare.

We are clearly closely monitoring the situation and have commenced an investigation into the incident. The initial focus is on discharging the consignment, and then gathering relevant data and working toward understanding the causes.

More information to follow.

Regards
Will

.....
Will McEwin
Frontier International
 s. 47F(1)

s. 22(1)(a)(ii)

From: s. 47F(1) <s. 47F(1)@frontierinternational.com.au>
Sent: Monday, 25 March 2024 10:28 AM
To: Live Stock Exports; s. 47F(1)
Cc: s. 47F(1) ; William McEwin; s. 22(1)(a)(ii)
Subject: RE: LNC013611 BRAHMAN EXPRESS DAILY REPORT [SEC=OFFICIAL]
Attachments: Day 8 LIVEXcollect Daily Voyage Report LNC 013611 .xlsx; Day 9 LIVEXcollect Daily Voyage Report LNC 013611.xlsx

Follow Up Flag: Follow up
Flag Status: Completed

Categories: s. 22(1)(a)(i) ✓ VM admin

Kind regards,

s. 47F(1)
Consignment Officer
Frontier International Northern Pty Ltd

s. 47F(1)
s. 47F(1)@frontierinternational.com.au

frontierinternational.com.au

From: Live Stock Exports <livestockexp@aff.gov.au>
Sent: Monday, March 25, 2024 9:25 AM
To: s. 47F(1) <s. 47F(1)@frontierinternational.com.au>
Cc: s. 47F(1) <s. 47F(1)@frontierinternational.com.au>; William McEwin <s. 47F(1)@frontierinternational.com.au>; s. 47F(1) <s. 47F(1)@frontierinternational.com.au>; Live Stock Exports <livestockexp@aff.gov.au>; s. 22(1)(a)(ii) <s. 22(1)(a)(ii)@aff.gov.au>
Subject: RE: LNC013611 BRAHMAN EXPRESS DAILY REPORT [SEC=OFFICIAL]

Good morning Will and s. 47F(1)

Could you please send through the outstanding daily voyage reports (day 8 onward) for this consignment as these are overdue.

Appreciate you have been dealing with more pressing matters – following review of some of the other information being sent though from FIN, we may return with further information requests.

Thank-you,

s. 22(1)(a)

s. 22(1)(a)(ii) (she/her)
Veterinary Officer
Voyage Management | Live Animal Exports Branch |
Plant and Live Animal Exports, Animal Welfare and Regulation |
Department of Agriculture, Fisheries and Forestry
☎ Phone: s. 22(1)(a)(ii) ✉ Email: s. 22(1)(a)(ii)@aff.gov.au

Web: www.agriculture.gov.au/export/controlled-goods/live-animals/

Please note I do not work Tuesday

From: s. 47F(1) <s. 47F(1)@frontierinternational.com.au>
Sent: Friday, March 22, 2024 4:23 PM
To: s. 47F(1) <s. 47F(1)@frontierinternational.com.au>; Live Stock Exports <livestockexp@aff.gov.au>; livexcollect@livecorp.com.au
Cc: s. 47F(1) <s. 47F(1)@frontierinternational.com.au>
Subject: RE: LNC013611 BRAHMAN EXPRESS DAILY REPORT

Kind regards,

s. 47F(1)
Operations Administration
Frontier International Northern Pty Ltd

Level 2, 49 Gawler Place,
Adelaide SA 5000 Australia

s. 47F(1)
s. 47F(1)@frontierinternational.com.au

frontierinternational.com.au

From: s. 47F(1) <s. 47F(1)@frontierinternational.com.au>
Sent: Thursday, March 21, 2024 7:58 AM
To: DAFF - Livestock Reporting <livestockexp@agriculture.gov.au>; livexcollect@livecorp.com.au
Cc: s. 47F(1) <s. 47F(1)@frontierinternational.com.au>; s. 47F(1) <s. 47F(1)@frontierinternational.com.au>
Subject: RE: LNC013611 BRAHMAN EXPRESS DAILY REPORT

Kind regards,

s. 47F(1)
Consignment Officer
Frontier International Northern Pty Ltd

s. 47F(1)
s. 47F(1)@frontierinternational.com.au

frontierinternational.com.au

From: s. 47F(1)
Sent: Wednesday, March 20, 2024 6:46 AM
To: DAFF - Livestock Reporting <livestockexp@agriculture.gov.au>; livexcollect@livecorp.com.au
Cc: s. 47F(1) <s. 47F(1)@frontierinternational.com.au>; s. 47F(1) <s. 47F(1)@frontierinternational.com.au>
Subject: RE: LNC013611 BRAHMAN EXPRESS DAILY REPORT

Kind regards,

s. 47F(1)

Consignment Officer
Frontier International Northern Pty Ltd

s. 47F(1)

s. 47F(1) [@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)

frontierinternational.com.au

From: s. 47F(1)

Sent: Tuesday, March 19, 2024 6:50 AM

To: DAFF - Livestock Reporting <livestockexp@agriculture.gov.au>; livexcollect@livecorp.com.au

Cc: s. 47F(1) <s. 47F(1) [@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>; s. 47F(1)

<s. 47F(1) [@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>

Subject: RE: LNC013611 BRAHMAN EXPRESS DAILY REPORT

Kind regards,

s. 47F(1)

Consignment Officer
Frontier International Northern Pty Ltd

s. 47F(1)

s. 47F(1) [@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)

frontierinternational.com.au

From: s. 47F(1)

Sent: Monday, March 18, 2024 7:28 AM

To: DAFF - Livestock Reporting <livestockexp@agriculture.gov.au>; livexcollect@livecorp.com.au

Cc: s. 47F(1) <s. 47F(1) [@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>; s. 47F(1)

<s. 47F(1) [@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>

Subject: RE: LNC013611 BRAHMAN EXPRESS DAILY REPORT

Kind regards,

s. 47F(1)

Consignment Officer
Frontier International Northern Pty Ltd

s. 47F(1)

s. 47F(1) [@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)

frontierinternational.com.au

From: s. 47F(1)
Sent: Sunday, March 17, 2024 8:32 AM
To: 'DAFF - Livestock Reporting' <livestockexp@agriculture.gov.au>; 'livexcollect@livecorp.com.au' <livexcollect@livecorp.com.au>
Cc: s. 47F(1) <[s. 47F\(1\) @frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>; s. 47F(1) <[s. 47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>
Subject: RE: LNC013611 BRAHMAN EXPRESS DAILY REPORT

Kind regards,

s. 47F(1)
Consignment Officer
Frontier International Northern Pty Ltd

s. 47F(1)
[s. 47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)

frontierinternational.com.au

From: s. 47F(1)
Sent: Saturday, March 16, 2024 11:26 AM
To: DAFF - Livestock Reporting <livestockexp@agriculture.gov.au>; livexcollect@livecorp.com.au
Cc: s. 47F(1) <[s. 47F\(1\) @frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>; s. 47F(1) <[s. 47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>
Subject: LNC013611 BRAHMAN EXPRESS DAILY REPORT

Kind regards,

s. 47F(1)
Consignment Officer
Frontier International Northern Pty Ltd

s. 47F(1)
[s. 47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)

frontierinternational.com.au

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Terms and Conditions

**IMPORTANT - PLEASE READ****DEPARTMENT OF AGRICULTURE, WATER AND THE ENVIRONMENT REQUIREMENTS****Regulatory requirements**

Pursuant to section 15 of the Australian Meat and Live-stock Industry Act 1997 (AMLI Act), export licences are subject to conditions prescribed in the AMLI Act and the Australian Meat and Live-stock Industry (Export Licensing) Regulations 1998 (AMLI Regulations). Licences are also subject to compliance with orders and directions made under s 17 of the AMLI Act.

Under the *Australian Meat and Live-stock Industry (Standards) Order 2005 (Standards Order)*, it is a condition of all live-stock export licences that Exporters comply with the Australian Standards for the Export of Livestock 3.0 (ASEL 3.0) for all consignments that leave Australia on or after 1 November 2020. The LIVEXCollect Data Collection Tool is the current approved form for providing the following reports in accordance with ASEL 3.0:

- ASEL 5.6.7: daily report – to be submitted within 24 hours of the reporting day, and every day until the last animal is unloaded;
- ASEL 5.6.8: end-of-voyage report – to be submitted within 5 days of completion of unloading at the final port of disembarkation;
- ASEL 6.11.2: end-of-journey report – to be submitted within 5 days of completion of unloading at the final airport of disembarkation; and
- ASEL 3.8.3: registered premises mortality report – to be submitted within 5 days of departure of the last animal in the consignment from the registered premises.

Reports must be provided to the Department of Agriculture, Water and the Environment (Department) in the specified form and within the required timeframes by emailing them to the following email address: livestockexp@awe.gov.au.

ACKNOWLEDGEMENT

By sending a report to the Department's specified email address, you acknowledge that:

- you are authorised by the Exporter of the consignment to which this report relates (Exporter) to access LIVEXCollect;
- you are authorised to provide the regulatory information and data in the report;
- you have reviewed the regulatory information and data in the report and confirm that it is accurate and complete;
- submitting false or misleading information to the Commonwealth Government is a criminal offence under s 137.1(1) of the Criminal Code in Schedule 1 to the Criminal Code Act 1990;
- the regulatory information and data in the report is being provided to the Commonwealth Government for monitoring compliance and taking enforcement or regulatory action in accordance with legislative requirements set out in the AMLI Act, AMLI Regulations, the Standards Order, and ASEL 3.0;
- the regulatory information and data in the report will be provided to LiveCorp as the declared industry research and marketing body pursuant to ss 60(3A) and (3) of the AMLI Act and the information may be used for research, development and marketing purposes; and
- any personal information included in the report will be handled in accordance with the Department's privacy policy available at www.awe.gov.au/about/commitment/privacy.

If you wish to make any changes to a report that has been submitted, please contact the Department via email at: livestockexp@awe.gov.au.

For additional information on the reporting requirements under ASEL 3.0, or the Department's regulatory requirements more generally, please contact the Department via email at livestockexp@awe.gov.au.

Providing regulatory reports to LiveCorp

The Department requests that all reports submitted to the Department in accordance with ASEL 3.0, are at the same time, sent separately via email to LiveCorp for inclusion in the LIVEXCollect database using the following email address livexcollect@livecorp.com.au. Further information in this regard is set out below.

IMPORTANT - PLEASE READ**TERMS OF USE OF LIVEXCOLLECT DATA COLLECTION TOOL**

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All personal information submitted via this LIVEXCollect Data Collection Tool will be managed according to [LiveCorp's Privacy Policy](#) and the [LIVEXCollect Privacy Collection Notice](#), which can be found on the LiveCorp website or by clicking the links above.

As highlighted in the LIVEXCollect Terms and Conditions, while the LIVEXCollect Data Collection Tool can be used by, or on behalf of, an Exporter to meet its regulatory reporting requirements, the Exporter remains responsible for compliance with any and all of its legislative and/or regulatory or other department requirements and LiveCorp disclaims any and all liability which may arise from the use of the LIVEXCollect Data Collection Tool to assist the User in complying with those requirements.

Further information on the use of the LIVEXCollect Data Collection Tool for submission of data to LiveCorp is available on the LiveCorp website [here](#).

Voyage Setup



Version 1.1

(submit reports to livexcollect@go.gov.au & livexcollect@livexcorp.com.au)

Voyage Details	
Expedition Name (for all vessel Events)	Frontier International Northern Pty Ltd
Vessel Name	Itabauk Express
IMO Number (unless zero e.g. IAC-000XXX)	IAC 0138511
Final Destination Port	Indonesia - Belawan
Voyage Type	Yes/No
Is this a deep voyage to the Middle East?	No
Are daily reports required to be submitted to the Australian Government for this voyage/event?	Yes
Do any Approved Management Plans apply to the voyage/event?	Yes/No
Extended long haul	No
Heavy cattle / buffalo (500-650 kg)	No
Heavy cattle / buffalo (650-850 kg)	No
Heavy cattle / buffalo (850-1050 kg)	No
Light cattle / buffalo	No
Long horned breedstock	No
Pregnant western sourced Rim Taurus cattle crossing the equator from May to October	No
Cattle by sex	No
Deer by sex	No
Any additional Approved Management Plans?	No

On-board Personnel	
Is there one or more AAV on-board for the voyage/event?	No
Name and accreditation numbers of all AAVs (for the voyage/event)	AAV Number Name
Names of all Accredited Stockpersons (for the voyage/event)	
S. 47F(1)	
Names of all other Competent Stock Handlers (for the voyage/event)	
Who is the reporting AAV or Accredited Stockperson?	
S. 47F(1)	

Vessel Deck Numbers
1
2
3
4
5

Departure Port	
Australia - Darwin	
Date and Time Loading Commenced	
Local Time	UTC Time
14/01/2014 16:48	14/01/2014 7:38
Date and Time Loading Completed	
Local Time	UTC Time
14/01/2014 8:00	14/01/2014 14:36
Date and Time of Vessel Departure	
Local Time	UTC Time
14/01/2014 6:12	14/01/2014 20:42
Custom Ports (if not listed in port dropdown menu)	
Country	Port

Species	Total (kg)	
Cattle	3,312	
Sheep	-	
Buffalo	-	
Goat	-	
Alpaca	-	
llama	-	
Camel	-	
Deer	-	
Vulture	-	
Species	Class	Number loaded (kg)
Cattle	Female	3,312

Feed loaded (for the voyage/event)			
	Polenta (t)	Grain (t)	Hay/Bale (t)
Amount of suitable feed from a previous voyage (if applicable)	50.001		
Amount of feed loaded at first port	246.001		15.001
Amount of feed loaded at second port (if applicable)			
Amount of feed loaded at third port (if applicable)			
Amount of feed loaded at fourth port (if applicable)			
Total on board	336.001	0.001	15.001
Total all feed available	331.001		

Daily Vessel Observations



20240410 10:13:30 AM 20240410 10:13:30 AM

Date	Time	Vessel ID		Operator	Company	Type	Location			Status	Remarks
		UNICOD	UNICOD				Latitude	Longitude	Altitude		
2024	04	10	13	20240410 10:13:30 AM	20240410 10:13:30 AM	1	179.4500	-10.8500	0		
2024	04	10	13	20240410 10:13:30 AM	20240410 10:13:30 AM	1	179.4500	-10.8500	0		
2024	04	10	13	20240410 10:13:30 AM	20240410 10:13:30 AM	1	179.4500	-10.8500	0		

Comments
<p>General Comments <i>(e.g. exceptions, further comments on deck or any other conditions)</i></p>
<p>Loading went well with no issues, cattle look to be in good order. Manual waters started on all decks.</p>
<p>Catte are settling into the voyage well and eating well. Manual waters will continue throughout the entire voyage. Weather has settled down aswell. Crew doing a good job with there duties ensuring laneways are kept clear and waters are clean throughout the day.</p>
<p>Voyage continues along well with minimal issues. Cattle are healthy and strong and slowly settling into the voyage routine. Crew continues to do a great job throughout their duties.</p>
<p>voyage is going well despite rough weather in patches. Cattle are comfortable onboard and pads are in good condition throughout all the decks. Manual waters continue aswell as constant cleaning of nose bowls. Several cattle onboard exhibiting symptoms of three day sickness onboard.</p>
<p>voyage going well no issues. Crew continue to do a great job.</p>
<p>All cattle travelling well and content. Dischage in Panjang went well and was short and sweet. All cattle walked off healthy and in good conditio. Crew are doing a fantastic job keeping waters clean and maintaining decks</p>
<p>animals are well adjusted to routines onboard and are settled in well to life onboard. Cattle are eating well and water consumption are at good levels. Pads remain in good condition, waters and laneways remain clean. Crew going above and beyond to uphold the highest of standards throughout he entire voyage.</p>
<p>voyage going along well, cattle still eating well. Manual waters continue with great affect. Crew continue to do a great job throughout their duties.</p>

Health Report		LIVEXCollect		Patient ID		Patient Name		Patient Address		Patient City		Patient State		Patient Zip		Patient Phone		Patient Email		Patient Birth Date		Patient Birth Sex		Patient Birth Race		Patient Birth Religion		Patient Birth Education		Patient Birth Occupation		Patient Birth Marital Status		Patient Birth Ethnicity		Patient Birth Ancestry		Patient Birth Disability		Patient Birth Other																		
ID	Age	Sex	Race	Religion	Education	Occupation	Marital Status	Ethnicity	Ancestry	Disability	Other	Address Line 1	Address Line 2	Address Line 3	City	State	Zip	Phone	Email	Birth Date	Birth Sex	Birth Race	Birth Religion	Birth Education	Birth Occupation	Birth Marital Status	Birth Ethnicity	Birth Ancestry	Birth Disability	Birth Other																												
1	18	M	W	C	H	U	M	A	E	N	A	12345	67890	10111	12131	14151	16171	18191	20211	22231	24251	26271	28291	30311	32331	34351	36371	38391	40411	42431	44451	46471	48491	50511	52531	54551	56571	58591	60611	62631	64651	66671	68691	70711	72731	74751	76771	78791	80811	82831	84851	86871	88891	90911	92931	94951	96971	98991
2	19	F	B	M	C	H	M	A	E	N	A	12345	67890	10111	12131	14151	16171	18191	20211	22231	24251	26271	28291	30311	32331	34351	36371	38391	40411	42431	44451	46471	48491	50511	52531	54551	56571	58591	60611	62631	64651	66671	68691	70711	72731	74751	76771	78791	80811	82831	84851	86871	88891	90911	92931	94951	96971	98991
3	20	M	B	M	C	H	M	A	E	N	A	12345	67890	10111	12131	14151	16171	18191	20211	22231	24251	26271	28291	30311	32331	34351	36371	38391	40411	42431	44451	46471	48491	50511	52531	54551	56571	58591	60611	62631	64651	66671	68691	70711	72731	74751	76771	78791	80811	82831	84851	86871	88891	90911	92931	94951	96971	98991

End of Voyage Comments



(submit reports to livestockexp@awe.gov.au & livexcollect@livecorp.com.au)

Actual voyage length (number of elapsed 24hr periods)	5.75
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Feed		
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)	
	Grain (t)	
	Roughage (t)	
Were all livestock provided with sufficient feed to meet AEL minimum daily feed requirements for the duration of the voyage? If No, provide details.		
Feed availability and accessibility		
Comment on feed trough space		
Feed quality rating and comment		
Any other feed issues		

Water	
Average water consumption for voyage (L/nd/day)	
Water quality and any supply issues	
Any other water issues	

Bedding	
Amount of bedding loaded for consignment (t)	
Amount bedding remaining on-board at end of voyage (t) (from consignment)	
Was bedding used for consignment? If Yes, describe what type of bedding and the reasons for use.	

Environmental Conditions	
Were there any environmental conditions that were of concern? If Yes, provide details.	
Were there any deck conditions of concern? If Yes, provide details.	
Were there any ventilation issues? If Yes, provide details.	

Heavy Cattle / Buffalo	
Was the pen space allowance suitable to allow animals to rest (note if stock required moving to have more space)? If No, provide details.	
Were there any issues with dominant/aggressive animals? If Yes, provide details.	
Were there any issues with bedding or pen management (i.e. insufficient bedding)? If Yes, provide details.	
Were there any other health / welfare issues identified? If Yes, provide details.	

Additional EOJ Comments	
Did any aspect of the relationships between the Master, crew, AAV, Accredited Stockperson and Independent Observer impact on the management of animal health and welfare? If Yes, provide details.	
Do you have any concerns with discharge? If Yes, provide details.	
Were there any unexpected health or welfare issues? If Yes, provide detail.	

Report Submission	
Send all Daily Reports and End-of-Voyage Reports to both the Department of Agriculture, Water and the Environment, and LIVEXCollect in the same email.	livestockexp@awe.gov.au , and livexcollect@livecorp.com.au
Any photos or videos of animal health and welfare concerns can be submitted directly to the department.	livestockexp@awe.gov.au

Terms and Conditions

**IMPORTANT - PLEASE READ****DEPARTMENT OF AGRICULTURE, WATER AND THE ENVIRONMENT REQUIREMENTS****Regulatory requirements**

Pursuant to section 15 of the Australian Meat and Live-stock Industry Act 1997 (AMLI Act), export licences are subject to conditions prescribed in the AMLI Act and the Australian Meat and Live-stock Industry (Export Licensing) Regulations 1998 (AMLI Regulations). Licences are also subject to compliance with orders and directions made under s 17 of the AMLI Act.

Under the *Australian Meat and Live-stock Industry (Standards) Order 2005 (Standards Order)*, it is a condition of all live-stock export licences that Exporters comply with the Australian Standards for the Export of Livestock 3.0 (ASEL 3.0) for all consignments that leave Australia on or after 1 November 2020. The LIVEXCollect Data Collection Tool is the current approved form for providing the following reports in accordance with ASEL 3.0:

- ASEL 5.6.7: daily report – to be submitted within 24 hours of the reporting day, and every day until the last animal is unloaded;
- ASEL 5.6.8: end-of-voyage report – to be submitted within 5 days of completion of unloading at the final port of disembarkation;
- ASEL 6.11.2: end-of-journey report – to be submitted within 5 days of completion of unloading at the final airport of disembarkation; and
- ASEL 3.8.3: registered premises mortality report – to be submitted within 5 days of departure of the last animal in the consignment from the registered premises.

Reports must be provided to the Department of Agriculture, Water and the Environment (Department) in the specified form and within the required timeframes by emailing them to the following email address: livestockexp@awe.gov.au.

ACKNOWLEDGEMENT

By sending a report to the Department's specified email address, you acknowledge that:

- you are authorised by the Exporter of the consignment to which this report relates (Exporter) to access LIVEXCollect;
- you are authorised to provide the regulatory information and data in the report;
- you have reviewed the regulatory information and data in the report and confirm that it is accurate and complete;
- submitting false or misleading information to the Commonwealth Government is a criminal offence under s 137.1(1) of the Criminal Code in Schedule 1 to the Criminal Code Act 1990;
- the regulatory information and data in the report is being provided to the Commonwealth Government for monitoring compliance and taking enforcement or regulatory action in accordance with legislative requirements set out in the AMLI Act, AMLI Regulations, the Standards Order, and ASEL 3.0;
- the regulatory information and data in the report will be provided to LiveCorp as the declared industry research and marketing body pursuant to ss 60(3A) and (3) of the AMLI Act and the information may be used for research, development and marketing purposes; and
- any personal information included in the report will be handled in accordance with the Department's privacy policy available at www.awe.gov.au/about/commitment/privacy.

If you wish to make any changes to a report that has been submitted, please contact the Department via email at: livestockexp@awe.gov.au.

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Voyage Setup



Version 1.1

(submit reports to livexcollect@live.gov.au & livexcollect@livexcorp.com.au)

Voyage Details	
Expedition Name (for all vessel Events)	Frontier International Northern Pty Ltd
Vessel Name	Itabauk Express
IMO Number (unless zero e.g. IAC-008XXXX)	IAC 0138511
Final Destination Port	Indonesia - Belawan
Voyage Type	Yes/No
Is this a deep voyage to the Middle East?	No
Are daily reports required to be submitted to the Australian Government for this voyage/event?	Yes
Do any Approved Management Plans apply to the compartment?	Yes/No
Extended long haul	No
Heavy cattle / buffalo (500-650 kg)	No
Heavy cattle / buffalo (650-850 kg)	No
Heavy cattle / buffalo (850-1050 kg)	No
Light cattle / buffalo	No
Long horned breedstock	No
Pregnant western sourced Rim Taurus cattle crossing the equator from May to October	No
Cattle by sex	No
Deer by sex	No
Any additional Approved Management Plans?	No

On-board Personnel	
Is there one or more AAH on-board for the compartment?	No
Names and accreditation numbers of all AAHs (for the compartment)	AAV Number Name
Names of all Accredited Stockpersons (for the compartment)	S. 47F(1)
Names of all other Competent Stock Handlers (for the compartment)	
Who is the reporting AAH or Accredited Stockperson?	S. 47F(1)

Vessel Deck Numbers
1
2
3
4
5

Departure Port	
Location	Australia - Darwin
Date and Time Loading Commenced	
Local Time	14/01/2014 16:48
UTC Time	14/01/2014 7:38
Date and Time Loading Completed	
Local Time	14/01/2014 14:36
UTC Time	14/01/2014 6:32
Date and Time of Vessel Departure	
Local Time	14/01/2014 20:42
UTC Time	14/01/2014 11:32
Custom Ports (if not listed in port dropdown menu)	
Country	Port

Species	Total (kg)	
Cattle	3,312	
Sheep	-	
Buffalo	-	
Goat	-	
Alpaca	-	
llama	-	
Camel	-	
Deer	-	
Venison	-	
Species	Class	Number loaded (kg)
Cattle	Female	3,312

Feed loaded (for the compartment)			
Amount of suitable feed (kg) from a previous voyage (if applicable)	Polenta (t)	Grain (t)	Hay/Bale (t)
Amount of feed loaded at first port	246.001		15.001
Amount of feed loaded at second port (if applicable)			
Amount of feed loaded at third port (if applicable)			
Amount of feed loaded at fourth port (if applicable)			
Total on board	246.001	0.001	15.001
Total all feed available	331.001		

Comments
General Comments <i>(e.g. exceptions, further comments on deck or any other conditions)</i>
Loading went well with no issues, cattle look to be in good order. Manual waters started on all decks.
Cattle are settling into the voyage well and eating well. Manual waters will continue throughout the entire voyage. Weather has settled down as well. Crew doing a good job with their duties ensuring laneways are kept clear and waters are clean throughout the day.
Voyage continues along well with minimal issues. Cattle are healthy and strong and slowly settling into the voyage routine. Crew continues to do a great job throughout their duties.
Voyage is going well despite rough weather in patches. Cattle are comfortable onboard and pads are in good condition throughout all the decks. Manual waters continue as well as constant cleaning of nose bowls. Several cattle onboard exhibiting symptoms of three day sickness onboard.
Voyage going well no issues. Crew continue to do a great job.
All cattle travelling well and content. Discharge in Panjang went well and was short and sweet. All cattle walked off healthy and in good condition. Crew are doing a fantastic job keeping waters clean and maintaining decks.
Animals are well adjusted to routines onboard and are settled in well to life onboard. Cattle are eating well and water consumption are at good levels. Pads remain in good condition, waters and laneways remain clean. Crew going above and beyond to uphold the highest of standards throughout the entire voyage.
Voyage going along well, cattle still eating well. Manual waters continue with great affect. Crew continue to do a great job throughout their duties.
Final preparations being made for discharge in Medan, crew continue to do a fantastic job with their duties.

End of Voyage Comments



(submit reports to livestockexp@awe.gov.au & livexcollect@livecorp.com.au)

Actual voyage length (number of elapsed 24hr periods)	5.75
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Feed		
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)	
	Grain (t)	
	Roughage (t)	
Were all livestock provided with sufficient feed to meet AEL minimum daily feed requirements for the duration of the voyage? If No, provide details.		
Feed availability and accessibility		
Comment on feed trough space		
Feed quality rating and comment		
Any other feed issues		

Water	
Average water consumption for voyage (L/nd/day)	
Water quality and any supply issues	
Any other water issues	

Bedding	
Amount of bedding loaded for consignment (t)	
Amount bedding remaining on-board at end of voyage (t) (from consignment)	
Was bedding used for consignment? If Yes, describe what type of bedding and the reasons for use.	

Environmental Conditions	
Were there any environmental conditions that were of concern? If Yes, provide details.	
Were there any deck conditions of concern? If Yes, provide details.	
Were there any ventilation issues? If Yes, provide details.	

Heavy Cattle / Buffalo	
Was the pen space allowance suitable to allow animals to rest (note if stock required moving to have more space)? If No, provide details.	
Were there any issues with dominant/aggressive animals? If Yes, provide details.	
Were there any issues with bedding or pen management (i.e. insufficient bedding)? If Yes, provide details.	
Were there any other health / welfare issues identified? If Yes, provide details.	

Additional EOJ Comments	
Did any aspect of the relationships between the Master, crew, AAV, Accredited Stockperson and Independent Observer impact on the management of animal health and welfare? If Yes, provide details.	
Do you have any concerns with discharge? If Yes, provide details.	
Were there any unexpected health or welfare issues? If Yes, provide detail.	

Report Submission	
Send all Daily Reports and End-of-Voyage Reports to both the Department of Agriculture, Water and the Environment, and LIVEXCollect in the same email.	livestockexp@awe.gov.au , and livexcollect@livecorp.com.au
Any photos or videos of animal health and welfare concerns can be submitted directly to the department.	livestockexp@awe.gov.au

s. 22(1)(a)(ii)

From: Donaldson, Morag
Sent: Monday, 25 March 2024 7:01 PM
To: William McEwin
Cc: Live Stock Exports; **s. 22(1)(a)(ii)**; **s. 47F(1)** ; McDonald, Andrew
Subject: NC 13611: Brahman Express - urgent request for the last few days of daily reporting [SEC=OFFICIAL]

Hi Will,

Can you please send through (i.e. upload) the last few days of daily voyage reporting as a matter of urgency please?

The last daily report we have is "Day 9" (which basically covers the previous day); at that point in time, there had been only 6 cumulative mortalities, and we are urgently trying to get a picture of the mortalities/morbidities in the final days of the journey.

We would appreciate receiving this information by 10.00am tomorrow morning please.

Kind regards,
Morag

Morag Donaldson **s. 47F(1)**

Assistant Secretary (acting), Live Animal Export Branch
Plant and Live Animal Exports, Welfare and Regulation Division
p: (02) 6272 3782 | m: **s. 47F(1)** | e: morag.donaldson@aff.gov.au



Department of Agriculture, Fisheries and Forestry www.agriculture.gov.au
70 Northbourne Avenue, Canberra ACT 2601 Australia
GPO Box 858 Canberra ACT 2601 Australia



Australian Government
Australian Maritime Safety Authority

MASTER'S REPORT CARRIAGE OF LIVESTOCK

This Master's Report is to be sent to:

Manager, Ship Inspection and Registration
Australian Maritime Safety Authority
MRCL@amsa.gov.au
Nearest AMSA office

AND

Livestock Export
Department of Agriculture and Water Resources
livestockexp@agriculture.gov.au

Note: Failure to correctly complete this form, or a delay in its transmission to AMSA may result in a delay at the commencement of the next voyage.

SHIP AND VOYAGE DETAILS	
SHIP DETAILS	
Name of ship Brahman Express	
Ship's flag Luxembourg	
IMO number 9238416	Voyage number 24005
Name and Address of Shipowner / Manager Livestock Carrier 2 B.V. Lage Mosten 17, 4822 NJ Breda The Netherlands	
Name and Address of Livestock Exporter / Shipper Frontier International Northern Pty Ltd Level 2, 49 Gawler Place Adelaide, South Australia 5000 Australia	

GENERAL REPORT OF VOYAGE
Weather conditions Experienced rough to moderate seas from departure loading port until arrival discharging port.
Breakdowns NIL
Duration of voyage (10 days)

LOADING AND DISCHARGE DETAILS		
LOADING		
Port(s) & No. Loaded by Species*	Date(s) and Time(s) of	
	Commencement	Completion
Darwin, Australia Cattle 3332 Head	1648 H 14/03/24 GMT +9.5	0006 H 15/03/24 GMT +9.5

DISCHARGE		
Port(s) & No. Discharged by Species*	Date(s) and Time(s) of	
	Commencement	Completion
Panjang, Indonesia Cattle 939 Head	0454H 20/03/24 GMT +7	0824H 20/03/24 GMT +7
Belawan, Indonesia Cattle 2242 Head	1448H 23/03/24 GMT +7	0918H 24/03/24 GMT +7

OVERALL MORTALITY				
Species*	Average Weight (kg)	No. Loaded	Mortality	
			(Heads)	(%)
Cattle	402.07	3332	151	4.53%

* Note: Cattle and Buffalo to be separately listed.

PERSON IN CHARGE OF LIVESTOCK

Name s. 47F(1)	Qualifications Stockman
--------------------------	----------------------------

MASTER'S SIGNATURE

Signature s. 47F(1)	ate 4/03/2024
-------------------------------	------------------

s. 47F(1)

Name of Ship: **Brahman Express**Voyage Number: **24005****DAILY MORTALITY AND ENVIRONMENTAL CONDITIONS**

Note: Temperature and humidity should be recorded within the livestock house at noon.
Temperature and humidity significantly greater than the noon reading should be noted in the remarks column.

Date	Daily mortality (heads)			Environment		Wind speed	Wind direction	Ship's course	Remarks (e.g. deficiencies of livestock services)
	Sheep	Cattle	Other	Temp (°C)	Humidity (%)	(readings at noon)			
14/03/24		0							Loading of cattle /
15/03/24		0		30	76	26 kts	SW	285	Completed loading of cattle
16/03/24		0		31	77	16 kts	NW	287	Cattle still alert
17/03/24		0		31	77	16 kts	WSW	287	Cattle still alert
18/03/24		2		32	77	16 kts	NW	281	Cattle travelling well.
19/03/24		0		32	77	21 kts	W	275	Cattle travelling well.
20/03/24		0		32	77	16 kts	S	159	Arrival Panjang/Discharging Cattle/ Completed Discharging
21/03/24		58		32	77	21 kts	NE	328	Cattle travelling well.
22/03/24		60		32	77	6 kts	SE	296	Cattle travelling well.
23/03/24		0		32	77	3 kts	NE	Var.	Arrival Belawan/Discharging Cattle
24/03/24		31		32	77	3 kts	N	Var.	Completed Discharging
									If more space is required, please use the tab button after this row and then delete this line.

Total mortality		151	
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Distribution:

This page shall be scanned and emailed to MRCL@amsa.gov.au; nearest AMSA office and livestockexp@agriculture.gov.au

s. 22(1)(a)(ii)

From: Donaldson, Morag
Sent: Monday, 25 March 2024 5:33 PM
To: s. 22(1)(a)(ii); Koval, Matthew
Subject: FW: LNC13611 Incident: Preliminary Report [SEC=OFFICIAL]
Attachments: 240325_LNC13611 Incident_Preliminary Report.pdf

From: William McEwin <s. 47F(1)@frontierinternational.com.au>
Sent: Monday, March 25, 2024 5:31 PM
To: McDonald, Andrew <Andrew.McDonald@aff.gov.au>; Donaldson, Morag <Morag.Donaldson@aff.gov.au>
Cc: s. 47F(1) <s. 47F(1)@frontierinternational.com.au>
Subject: LNC13611 Incident: Preliminary Report

Hello Andrew and Morag

RE: LNC13611 Mortality Incident

Please see preliminary report attached. It is not meant as the full report, but we trust useful.


We are working on collecting more data and checking the detail and aim to prepare a full report.

In the meantime, if you have a checklist of the detail you want covered in the final report, can you please provide?

We can further discuss tomorrow when we meet at 11am at your office.

Thank you.

Regards
Will

.....
Will McEwin
Frontier International
 s. 47F(1)

LNC-13611: Reportable Incident
Preliminary Report Only
25/March 2024

Consignment Summary

LNC reference	LNC-13611
Exporter Consign. Code	24V05
Consignment POOs	s. 47G(1)(a) <small>ss. 47F(1), 47G(1)(a)</small>
Registered Establishments (RE)	<p>s. 47G(1)(a) <small>(s. 47F(1), s. 47G(1)(a))</small> ...2,869 head delivered. ...First delivery: 17/02/24. Last delivery: 07/03/24</p> <p>s. 47G(1)(a) <small>(s. 47F(1), s. 47G(1)(a))</small> ...2,012 head delivered. ...First delivery: 01/03/24. Last delivery: 09/03/24</p>
AAV Inspection	<p>AAV was s. 47F(1) Inspection date: 13/March 2024 Number of rejects: 11 (9 identified as “lame”, 1 as “lump off chest”, and 1 as “poor condition”)</p>
RVO Inspection	<p>RVO was s. 22(1)(a)(ii) Inspection date: 13/March 2024 Number of rejects: Two cattle. Both rejects were from s. 47G(1)(a) relating to skin lesions. (Conducted further spot check of some pens on board on day of load)</p>
Load Port	Darwin Port
Load Date	14-15 March 2024
Vessel Loaded	Brahman Express
LECR impact level	Compliant / No impact

Number Loaded	3,332 cattle loaded. ...1,581 cattle loaded ex s. 47G(1)(a) ...1,751 cattle loaded ex s. 47G(1)(a)
Volume loaded by destination port and customer	Panjang: ... s. 47G(1)(a) 639hd (ex- s. 47G(1)(a)) ... s. 47G(1)(a) 300hd (ex- s. 47G(1)(a)) Medan: ... s. 47G(1)(a) 1,581hd (ex- s. 47G(1)(a)) ... s. 47G(1)(a) 812hd (ex- s. 47G(1)(a))
Panjang Discharge	Discharge date: 20/March 2024 s. 47G(1)(a) cattle discharged: 639 (no mortalities) s. 47G(1)(a) cattle discharged: 300 (no mortalities)
Medan Discharge	Discharge date: 23-24 March 2024 s. 47G(1)(a) cattle discharged: 1,423 (multiple mortalities) s. 47G(1)(a) cattle discharged: 812 (no mortalities)

Summary of Incident

- On 14-15 March 2024 Frontier loaded LNC-13611 on the Brahman Express. This consignment was prepared at two REs, **s. 47G(1)(a)** and **s. 47G(1)(a)**. It was loaded in Darwin and discharged at two Indonesian ports being Panjang on 20/March 2024 and Belawan (Medan) on 23-24 March 2024.
- LNC-13611 was structured under two parts. Part was principal trade and part service business. Principal trade includes Frontier sourcing, preparing, and exporting the cattle while service business sees Frontier provide exporter logistics services and not taking a principal position in the cattle.
 - The service business was for **s. 47G(1)(a)**. The **s. 47G(1)(a)** cattle totalled 1,581 loaded. They were prepared at the **s. 47G(1)(a)** RE and destined for Medan.
 - Frontier's principal trade volume was 1,751 head loaded for three customers (**s. 47G(1)(a)** (639 head) and **s. 47G(1)(a)** (300 head) discharged in Panjang and **s. 47G(1)(a)** (812 head) discharged in Medan). All Frontier principal trade cattle were prepared at the **s. 47G(1)(a)** RE.
- The LNC-13611 cattle were held in PEQ (RE) for at least 3 days with some in quarantine for >14 days prior to export. During their time in quarantine no health issues were identified.
- The cattle were inspected by the AAV **s. 47F(1)** on 13/March 2024. He identified no health concerns regarding the cattle at either RE. His rejects were related to external physical conditions, mainly lameness.
- The cattle were further inspected by the RVO **s. 22(1)(a)(ii)** on 13/ March 2024. **s. 22(1)(a)(ii)** identified no health issues amongst the cattle at either RE. The two "unfit for export" cattle he identified, both at the **s. 47G(1)(a)** RE, were rejected on basis of skin lesions.
- On 23/March we reported the LNC-13611 mortality event to the department, relevant to the prior day's mortalities. Since that report there were further mortalities. The total number of mortalities was 158 head (including nine without a NLIS recorded), with the vast majority occurring on the last three days of the voyage.
- All mortalities originated from one RE **s. 47G(1)(a)** and one property of origin **s. 47G(1)(a)**.
- This clearly represents an extreme mortality event. This is being taken extremely seriously by Frontier and we are working on collecting all relevant data to better understand how this eventuated. Please note that LNC-13611 only finished final discharge yesterday, 24/March 2024 and our investigation is

not complete and some of the data provided may need to be revised but we appreciate your request for a preliminary report today.

Preliminary Observations

9. The only cattle that manifested any health issues during the transit were the s. 47G(1)(a) cattle, which were all prepared at s. 47G(1)(a). Further, all cattle showing health issues have been traced back to one property of origin, being s. 47G(1)(a) s. 47G(1)(a).
10. The visual assessment on the vessel by the stockman, master, and others, and the multiple postmortems conducted (albeit not under perfect conditions), did not identify any respiratory issues, all lungs and organs appeared fine, no issues in the respiratory tract, all guts and intestines appeared normal and full, and no discolouration in the gut lining was evident. Further, verbal advice from on-board indicated that the cattle didn't appear to respond to the medication applied during transit.
11. The 2,258 cattle loaded on LNC-13611 that didn't originate from s. 47G(1)(a) travelled well and presented no health issues during transit (or since) and were all discharged in good health. Reports from in-market to date state that they remain in good health.
12. s. 47G(1)(a) purchased and received into s. 47G(1)(a) 1,664 cattle from the property s. 47G(1)(a) Station.

Type	Head	RE
Bull	9	s. 47G(1)(a)
Steer	759	s. 47G(1)(a)
Bull	21	s. 47G(1)(a)
Steer	707	s. 47G(1)(a)
Bull	7	s. 47G(1)(a)
Steer	161	s. 47G(1)(a)
	1,664	

13. Of the 1,664 s. 47G(1)(a) cattle received at s. 47G(1)(a) 1,074 were loaded on LNC-13611, leaving 590 head at s. 47G(1)(a) post load.
14. The cattle remaining at s. 47G(1)(a) are owned by s. 47G(1)(a) and the responsibility of these cattle rests with s. 47G(1)(a) and Frontier hasn't had any direct oversight of the cattle. However, we understand that s. 47G(1)(a) has experienced a health issue and major mortality incident amongst the remaining 590 s. 47G(1)(a) cattle, being the same cohort that the LNC-13611 mortality incident is centred. (Note: there is likely more cattle located at s. 47G(1)(a) than just the s. 47G(1)(a) cattle.)
15. The s. 47G(1)(a) and s. 47G(1)(a) cattle on LNC-13611 that were discharged at Panjang (939 head) accompanied the s. 47G(1)(a) cattle for approximately five days transit. The s. 47G(1)(a) cattle discharged at Medan (812 head) accompanied the s. 47G(1)(a) cattle for approximately nine days transit and some were located on the same decks and adjacent pens to each other. None of the s. 47G(1)(a) or s. 47G(1)(a) cattle displayed any signs of ill health during transit or since.
16. We have held discussions with the carrier, Brahman master, stockman and conducted an initial assessment of the onboard vessel reporting data. Our preliminary review indicates there was no extreme weather event, no extreme temperatures, no airflow issues, no material mechanical issues, no issues with watering and feeding or other transit issues that would indicate the act of transit represented the underlying cause of the incident.
17. The incident was isolated to one cohort of cattle, all originating from the same RE and same property of origin. The health issue affecting the cattle within the one cohort did not spread to cattle outside that cohort during transit, despite their close proximity. Indeed, the majority of the consignment travelled and performed very well.

Condition of Cattle In-market

18. Animal welfare is paramount and has been our primary focus. Discharge has now been completed and the cattle are now housed in customer and ^{s. 47G(1)(c)} facilities in Indonesia. While the cattle are now under the management of our customers and ^{s. 47G(1)(a)} we will continue to communicate and offer any support where we can as any flow-on impact to our customers or Indonesia is of course a major consideration.

19. Status of LNC-13611 cattle held with customers:

(a) ^{s. 47G(1)(a)} (Panjang Discharge):

- 639 cattle were loaded for ^{s. 47G(1)(a)} and 639 were discharged.
- All cattle discharged were reported as healthy and in excellent condition.
- Feedback from ^{s. 47G(1)(a)} last week was that the cattle are in excellent health and no mortalities reported.
- Further feedback yesterday (24/March 2024) from ^{s. 47G(1)(a)} is that the cattle remain in excellent health and no mortalities reported.

(b) ^{s. 47G(1)(a)} (Panjang discharge):

- 300 cattle were loaded for ^{s. 47G(1)(a)} and 300 were discharged.
- All cattle discharged were reported as healthy and in excellent condition.
- Feedback from ^{s. 47G(1)(a)} last week was that the cattle are in excellent health and no mortalities reported.
- Further feedback yesterday (24/March 2024) from ^{s. 47G(1)(a)} is that the cattle remain in excellent health and no mortalities reported.

(c) ^{s. 47G(1)(a)} (Medan discharge):

- 812 cattle were loaded for ^{s. 47G(1)(a)} and 812 were discharged.
- All cattle discharged were reported as healthy and in excellent condition.
- Early feedback from ^{s. 47G(1)(a)} yesterday (24/March 2024) was that the cattle remain in excellent health and no mortalities reported.

(d) ^{s. 47G(1)(a)} (Medan discharge):

- ^{s. 47G(1)(a)} is focused on receiving and inducting the cattle into feedlot. We are in contact with ^{s. 47G(1)(c)} and ^{s. 47G(1)(a)} regarding their status.

Preliminary Assessment

20. Beyond remote monitoring of the welfare of the cattle delivered under LNC-13611, our current focus is on collecting all relevant data to better understand how this eventuated and whether the cause can be linked our systems and processes as the exporter.

21. Key Facts:

- (a) The day prior to export, the AAV and RVO inspected the LNC-13611 cattle. No health issues were identified and certainly nothing to predict the incident that eventuated. Post load LNC-13611 was granted an LECR of compliant/no impact indicating that due process was correctly followed.
- (b) Of the 3,332 cattle loaded, the incident impacted only cattle related to the 1,074 head sourced from the one property of origin ^{s. 47G(1)(a)} and prepared at the one RE ^{s. 47G(1)(a)}.
- (c) Of the total consignment, 1,851 head were prepared at ^{s. 47G(1)(a)} 1,074 head sourced from ^{s. 47G(1)(a)} and the remaining 507 from other properties. All the mortalities were from the 1,074 ^{s. 47G(1)(a)} cattle. Review of whether the ^{s. 47G(1)(a)} cattle were prepared or treated differently or penned separately at ^{s. 47G(1)(a)} to the non-^{s. 47G(1)(a)} cattle is pending.

- (d) The 1,751 head of the LNC-13611 cattle prepared at s. 47G(1)(a) manifested no health issues, recorded no mortalities, and they discharged the vessel in excellent condition.
- (e) All 3,332 cattle on LNC-31611 were fed and water effectively the same and experienced the same transit condition. Some of the 1,074 ex-s. 47G(1)(a) cattle and the other 2,258 cattle shared decks and were held in adjacent pens. The health issue affecting the s. 47G(1)(a) cattle did not spread to the other cattle.
- (f) While 939 head of cattle quarantined at s. 47G(1)(a) were discharged at Panjang and hence had a shorter transit, there were another 812 head quarantined at s. 47G(1)(a) (for TMA) that accompanied the 1,581 cattle quarantined at s. 47G(1)(a), including the 1,074 sourced from s. 47G(1)(a) and 507 head from other properties, through to Medan where they were discharged. None of the 812 or 507 head presented any health issues or mortalities and all were discharged at Medan.
- (g) Furthermore, post the LNC-13611 load, we understand that the same health issue experienced during transit on LNC-13611 also manifested amongst the s. 47G(1)(a) cattle that remained at s. 47G(1)(a), which progressed into a major mortality event at s. 47G(1)(a). That is, the health issues and related mortalities experienced at s. 47G(1)(a) and on LNC-13611 were common and occurred across the same cohort of cattle, as we understand.
22. While our investigation remains a work in progress, the preliminary assessment indicates that the cause of this severe mortality incident was not caused by a systemic failure during transit but instead relates to an extraordinary pre-existing issue specific to one discrete cohort that originated prior to export that unfortunately can occur in live production systems, albeit rarely.
23. Over the past three years Frontier has prepared and exported well over 100 consignments and shipped over 250,000 head of cattle to Indonesia and Vietnam and recorded just one incident where three cattle died during transit. Frontier has an experienced staff and robust and proven systems, processes, and controls. Frontier has an excellent LECR and transit record.
24. Based on our investigation to date, while acknowledging that this represents a very serious and extreme incident, we are confident that this mortality incident does not represent a systemic failure of our export processes, systems, or controls. Instead, it represents a unique set of very unfortunate circumstances that originated prior to export that can be traced to one RE and one discrete cohort of cattle that ultimately resulted in an extraordinary incident. Of course, this doesn't diminish the seriousness of the incident and further investigation and analysis is critical so we can understand the root cause of the incident at a broader level and avoid any reoccurrence across the industry.

Next Steps

25. Continue to monitor the health of the LNC-13611 cattle in Indonesia with s. 47G(1)(a), s. 47G(1)(a), and s. 47G(1)(a)
26. In cooperation with s. 47G(1)(a) monitor the health of the LNC-13611 cattle at the s. 47G(1)(a) Medan feedlot.
27. Follow-up with the carrier and vessel regarding their investigation into conditions on-board.
28. Proposed meeting with the department on 11am Tuesday 26/March 2024.
29. Investigation into link between the incident and the location of the property of origin of the cattle.
30. Assessment of any differences in preparation or environmental circumstances between the two REs used. Further, assessment of any differences in preparation or environmental circumstances between the s. 47G(1)(a) cattle held at s. 47G(1)(a) and the non-s. 47G(1)(a) cattle prepared at s. 47G(1)(a).
31. Conduct further general investigation into the incident and related factors.
32. On going cooperation with the department.
33. Prepare full report on the incident, including any updates to detail provided in this preliminary report.

s. 22(1)(a)(ii)

From: Live Stock Exports
Sent: Tuesday, 26 March 2024 10:37 AM
To: Donaldson, Morag; William McEwin; **s. 47F(1)**
Cc: **s. 22(1)(a)(ii)**; McDonald, Andrew
Subject: RE: NC 13611: Brahman Express - urgent request for the last few days of daily reporting [SEC=OFFICIAL]

Hi ^{s. 47F(1)}

Following on from Morag's request below, could you please send through the last few days of daily voyage reporting as a matter of urgency?

Cheers

s. 22(1)(a)(ii)

Veterinary Officer | Regulatory Performance and Compliance | **s. 22(1)(a)(ii)**

Department of Agriculture, Fisheries and Forestry
Live Animal Export Branch | Traceability, Plant and Live Animal Exports Division
70 Northbourne Avenue, Canberra ACT 2601 Australia
GPO Box 858 Canberra ACT 2601 Australia
agriculture.gov.au

From: Donaldson, Morag <Morag.Donaldson@aff.gov.au>
Sent: Monday, March 25, 2024 7:01 PM
To: William McEwin <**s. 47F(1)**@frontierinternational.com.au>
Cc: Live Stock Exports <livestockexp@aff.gov.au>; **s. 22(1)(a)(ii)** <**s. 22(1)(a)(ii)**@aff.gov.au>; **s. 47F(1)** <**s. 47F(1)**@frontierinternational.com.au>; McDonald, Andrew <Andrew.McDonald@aff.gov.au>
Subject: NC 13611: Brahman Express - urgent request for the last few days of daily reporting [SEC=OFFICIAL]

Hi Will,

Can you please send through (i.e. upload) the last few days of daily voyage reporting as a matter of urgency please?

The last daily report we have is "Day 9" (which basically covers the previous day); at that point in time, there had been only 6 cumulative mortalities, and we are urgently trying to get a picture of the mortalities/morbidities in the final days of the journey.

We would appreciate receiving this information by 10.00am tomorrow morning please.

Kind regards,
Morag

Morag Donaldson **s. 47F(1)**

Assistant Secretary (acting), Live Animal Export Branch
Plant and Live Animal Exports, Welfare and Regulation Division
p: (02) 6272 3782 | m: **s. 47F(1)** | e: morag.donaldson@aff.gov.au



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70 Northbourne Avenue, Canberra ACT 2601 Australia
GPO Box 858 Canberra ACT 2601 Australia

s. 22(1)(a)(ii)

From: William McEwin <s. 47F(1)@frontierinternational.com.au>
Sent: Wednesday, 27 March 2024 10:24 AM
To: Donaldson, Morag
Cc: Live Stock Exports; s. 22(1)(a)(ii) s. 22(1)(a)(ii) ; s. 22(1)(a)(ii)
Subject: RE: Further request for information [SEC=OFFICIAL]
Attachments: LNC13611_Packing List.xlsx

Categories: s. 22(1)(a)(ii)

Hello Morag

Please see attached. This provides the detail you have requested under your bullet points 1, 2, and 5.

More to come separately.

Thanks, Morag.

Regards
Will

From: Donaldson, Morag <Morag.Donaldson@aff.gov.au>
Sent: Tuesday, March 26, 2024 10:29 PM
To: William McEwin <s. 47F(1)@frontierinternational.com.au>
Cc: Live Stock Exports <livestockexp@aff.gov.au>; s. 22(1)(a)(ii) <s. 22(1)(a)(ii)@aff.gov.au>; s. 22(1)(a)(ii) <s. 22(1)(a)(ii) @aff.gov.au>; s. 22(1)(a)(ii) <s. 22(1)(a)(ii)@aff.gov.au>
Subject: Further request for information [SEC=OFFICIAL]

Hi Will,

Thanks for your time today. It was a pleasure to meet you in person.

As discussed, we continue to seek the following information from you:

- Tag list of all animals in consignment, including RE they were prepared in
- Tag list for animals in LNC 13611 that originated from PIC s. 47G(1)(a)
- Outstanding daily reports
- End of voyage reports
- Tag list of mortalities on vessel
- Number of deaths/slaughtered in Indonesia and their ports of arrival and RFID tags

I understand you've had a lot going on, but we really need this information as a matter of priority to conduct our tracing work.

If we do not receive the information by 11.00am tomorrow, I am likely to issue a formal notice to produce.

Kind regards,
Morag

Morag Donaldson s. 47F(1)

Assistant Secretary (acting), Live Animal Export Branch
Plant and Live Animal Exports, Welfare and Regulation Division
p: (02) 6272 3782 | m: s. 47F(1) | e: morag.donaldson@aff.gov.au



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Packing List

Consignment
Cattle owner
RE Prepared
Property of Origin

LNC13611
All
All
All

RFID Tag
ss. 47F(1), 47G(1)(a)

ss. 47F(1), 47G(1)(a)

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Packing List

Consignment
Cattle owner
RE Prepared
Property of Origin

LNC13611
s. 47G(1)(a)
s. 47G(1)(a)
All

RFID Tag

ss. 47F(1), 47G(1)(a)

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Packing List

Consignment	LNC13611
Cattle owner	s. 47G(1)(a)
RE Prepared	s. 47G(1)(a)
Property of Origin	s. 47G(1)(a)

RFID Tag

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Consignment	LNC13611
Cattle owner	s. 47G(1)(a)
RE Prepared	s. 47G(1)(a)
Property of Origin	s. 47G(1)(a)

#	Transit Mortalities	Property of Origin	PIC	PEQ	Customer
1	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	s. 47G(1)(a)
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IFX-31319
ss. 47F(1), 47G(1)(a)

s. 47G(1)(a)

ss. 47F(1), 47G(1)(a)

s. 47G(1)(a)

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N/A
N/A

N/A
N/A

N/A
N/A

N/A
N/A

s. 22(1)(a)(ii)

From: s. 47F(1) <s. 47F(1)@frontierinternational.com.au>
Sent: Wednesday, 27 March 2024 11:10 AM
To: Donaldson, Morag; William McEwin
Cc: s. 22(1)(a)(ii); McDonald, Andrew; Live Stock Exports
Subject: RE: NC 13611: Brahman Express - urgent request for the last few days of daily reporting [SEC=OFFICIAL]
Attachments: Day 7 - LIVEXcollect Daily Report LNC 013611.xlsx; Day 8 - LIVEXcollect Daily Report LNC 013611.xlsx; Day 9 - LIVEXcollect Daily Report LNC 013611.xlsx; Day 10 - EOVR - LIVEXcollect Daily Report LNC 013611.xlsx
Categories: Voyage Management, s. 22(1)(a)(ii)

Good morning Morag,

Attached are the Daily reports for LNC013611 that you have requested, we believe day 9 & 10 mortalities are all reported on day 10.

Regards,

s. 47F(1)
Operations Manager
Frontier International
PH: s. 47F(1)
s. 47F(1)@frontierinternational.com.au

From: Donaldson, Morag <Morag.Donaldson@aff.gov.au>
Sent: Monday, March 25, 2024 7:48 PM
To: William McEwin <s. 47F(1)@frontierinternational.com.au>
Cc: Live Stock Exports <livestockexp@aff.gov.au>; s. 22(1)(a)(ii) <s. 22(1)(a)(ii)@aff.gov.au>; s. 47F(1) <s. 47F(1)@frontierinternational.com.au>; McDonald, Andrew <Andrew.McDonald@aff.gov.au>
Subject: RE: NC 13611: Brahman Express - urgent request for the last few days of daily reporting [SEC=OFFICIAL]

Thank you; I appreciate the explanation.

I also look forward to meeting you in person tomorrow.

From: William McEwin <s. 47F(1)@frontierinternational.com.au>
Sent: Monday, March 25, 2024 9:16 PM
To: Donaldson, Morag <Morag.Donaldson@aff.gov.au>
Cc: Live Stock Exports <livestockexp@aff.gov.au>; s. 22(1)(a)(ii) <s. 22(1)(a)(ii)@aff.gov.au>; s. 47F(1) <s. 47F(1)@frontierinternational.com.au>; McDonald, Andrew <Andrew.McDonald@aff.gov.au>
Subject: Re: NC 13611: Brahman Express - urgent request for the last few days of daily reporting [SEC=OFFICIAL]

Hello Morag

My figures were based on different conversations and different sources. We have for sure 149 scanned NLIS as mortalities. I had different numbers between 149 to 158. I just took the worse case for preliminary figures and we will refine once all data is available.

Clearly it appears 151 is the number. I don't mean to be blasé about the number but we have been working on this for some days and still don't have every piece of data at finger tips. I took the worst case for sake of conservatism.

Thanks, Morag. Talk further tomorrow.

Regards
Will

William McEwin
Frontier International

On 25 Mar 2024, at 8:32 pm, Donaldson, Morag <Morag.Donaldson@aff.gov.au> wrote:

Thanks Will.

Unfortunately the mortality figures/dates in the master's report don't nearly align with the 6 mortalities showing in the daily reporting submitted thus far (-must be slightly different 24 hours periods?) and we're also trying to work out how your final figure is 158 (as per your preliminary report) but the Master's report says 151.

Kind regards,
Morag

From: William McEwin <[s.47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>
Sent: Monday, March 25, 2024 7:33 PM
To: Donaldson, Morag <Morag.Donaldson@aff.gov.au>
Cc: Live Stock Exports <livestockexp@aff.gov.au>; [s.22\(1\)\(a\)\(ii\)@aff.gov.au](mailto:s.22(1)(a)(ii)@aff.gov.au); [s.47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au); McDonald, Andrew <Andrew.McDonald@aff.gov.au>
Subject: RE: NC 13611: Brahman Express - urgent request for the last few days of daily reporting [SEC=OFFICIAL]

Hello Morag

[s.47F\(1\)](mailto:s.47F(1)@frontierinternational.com.au) is flying back tonight. I'll ask him to upload EOV when he returns.

In the meantime, please refer attached. It provides date of mortalities, which I think you are after.

Thanks, Morag.

Regards
Will

From: Donaldson, Morag <Morag.Donaldson@aff.gov.au>
Sent: Monday, March 25, 2024 6:31 PM
To: William McEwin <[s.47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>
Cc: Live Stock Exports <livestockexp@aff.gov.au>; [s.22\(1\)\(a\)\(ii\)@aff.gov.au](mailto:s.22(1)(a)(ii)@aff.gov.au); [s.47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au); McDonald, Andrew <Andrew.McDonald@aff.gov.au>
Subject: NC 13611: Brahman Express - urgent request for the last few days of daily reporting [SEC=OFFICIAL]

Hi Will,

Can you please send through (i.e. upload) the last few days of daily voyage reporting as a matter of urgency please?

The last daily report we have is "Day 9" (which basically covers the previous day); at that point in time, there had been only 6 cumulative mortalities, and we are urgently trying to get a picture of the mortalities/morbidities in the final days of the journey.

We would appreciate receiving this information by 10.00am tomorrow morning please.

Kind regards,
Morag

Morag Donaldson s. 47F(1)

Assistant Secretary (acting), Live Animal Export Branch
Plant and Live Animal Exports, Welfare and Regulation Division
p: (02) 6272 3782 | m: s. 47F(1) | e: morag.donaldson@aff.gov.au

<image001.png>

Department of Agriculture, Fisheries and Forestry www.agriculture.gov.au
70 Northbourne Avenue, Canberra ACT 2601 Australia
GPO Box 858 Canberra ACT 2601 Australia

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Terms and Conditions

**IMPORTANT - PLEASE READ****DEPARTMENT OF AGRICULTURE, WATER AND THE ENVIRONMENT REQUIREMENTS****Regulatory requirements**

Pursuant to section 15 of the Australian Meat and Live-stock Industry Act 1997 (AMLI Act), export licences are subject to conditions prescribed in the AMLI Act and the Australian Meat and Live-stock Industry (Export Licensing) Regulations 1998 (AMLI Regulations). Licences are also subject to compliance with orders and directions made under s 17 of the AMLI Act.

Under the *Australian Meat and Live-stock Industry (Standards) Order 2005 (Standards Order)*, it is a condition of all live-stock export licences that Exporters comply with the Australian Standards for the Export of Livestock 3.0 (ASEL 3.0) for all consignments that leave Australia on or after 1 November 2020. The LIVEXCollect Data Collection Tool is the current approved form for providing the following reports in accordance with ASEL 3.0:

- ASEL 5.6.7: daily report – to be submitted within 24 hours of the reporting day, and every day until the last animal is unloaded;
- ASEL 5.6.8: end-of-voyage report – to be submitted within 5 days of completion of unloading at the final port of disembarkation;
- ASEL 6.11.2: end-of-journey report – to be submitted within 5 days of completion of unloading at the final airport of disembarkation; and
- ASEL 3.8.3: registered premises mortality report – to be submitted within 5 days of departure of the last animal in the consignment from the registered premises.

Reports must be provided to the Department of Agriculture, Water and the Environment (Department) in the specified form and within the required timeframes by emailing them to the following email address: livestockexp@awe.gov.au.

ACKNOWLEDGEMENT

By sending a report to the Department's specified email address, you acknowledge that:

- you are authorised by the Exporter of the consignment to which this report relates (Exporter) to access LIVEXCollect;
- you are authorised to provide the regulatory information and data in the report;
- you have reviewed the regulatory information and data in the report and confirm that it is accurate and complete;
- submitting false or misleading information to the Commonwealth Government is a criminal offence under s 137.1(1) of the Criminal Code in Schedule 1 to the Criminal Code Act 1990;
- the regulatory information and data in the report is being provided to the Commonwealth Government for monitoring compliance and taking enforcement or regulatory action in accordance with legislative requirements set out in the AMLI Act, AMLI Regulations, the Standards Order, and ASEL 3.0;
- the regulatory information and data in the report will be provided to LiveCorp as the declared industry research and marketing body pursuant to ss 60(3A) and (3) of the AMLI Act and the information may be used for research, development and marketing purposes; and
- any personal information included in the report will be handled in accordance with the Department's privacy policy available at www.awe.gov.au/about/commitment/privacy.

If you wish to make any changes to a report that has been submitted, please contact the Department via email at: livestockexp@awe.gov.au.

For additional information on the reporting requirements under ASEL 3.0, or the Department's regulatory requirements more generally, please contact the Department via email at livestockexp@awe.gov.au.

Providing regulatory reports to LiveCorp

The Department requests that all reports submitted to the Department in accordance with ASEL 3.0, are at the same time, sent separately via email to LiveCorp for inclusion in the LIVEXCollect database using the following email address livexcollect@livecorp.com.au. Further information in this regard is set out below.

IMPORTANT - PLEASE READ**TERMS OF USE OF LIVEXCOLLECT DATA COLLECTION TOOL**

The use of this LIVEXCollect Data Collection Tool is governed by the LIVEXCollect Terms and Conditions, which can be found on the LiveCorp website [here](#).

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All personal information submitted via this LIVEXCollect Data Collection Tool will be managed according to [LiveCorp's Privacy Policy](#) and the [LIVEXCollect Privacy Collection Notice](#), which can be found on the LiveCorp website or by clicking the links above.

As highlighted in the LIVEXCollect Terms and Conditions, while the LIVEXCollect Data Collection Tool can be used by, or on behalf of, an Exporter to meet its regulatory reporting requirements, the Exporter remains responsible for compliance with any and all of its legislative and/or regulatory or other department requirements and LiveCorp disclaims any and all liability which may arise from the use of the LIVEXCollect Data Collection Tool to assist the User in complying with those requirements.

Further information on the use of the LIVEXCollect Data Collection Tool for submission of data to LiveCorp is available on the LiveCorp website [here](#).

Voyage Setup



Version 1.1

(submit reports to livexcollect@ow.gov.au & livexcollect@livexcorp.com.au)

Voyage Details	
Expedition Name (for all vessel Events)	Frederick International Northern Pty Ltd
Vessel Name	Itabauk Express
IMO Number (unless zero e.g. IAC-000XXX)	IAC 0138511
Final Destination Port	Indonesia - Belawan
Voyage Type	Yes/No
Is this a deep voyage to the Middle East?	No
Are daily reports required to be submitted to the Australian Government for this voyage/event?	Yes
Do any Approved Management Plans apply to the cargo/event?	Yes/No
Extended long haul	No
Heavy cattle / buffalo (500-650 kg)	No
Heavy cattle / buffalo (650-850 kg)	No
Heavy cattle / buffalo (850-1050 kg)	No
Light cattle / buffalo	No
Long horned breedstock	No
Pregnant western sourced Rim Taurus cattle crossing the equator from May to October	No
Camels by sea	No
Deer by sea	No
Any additional Approved Management Plans?	No

On-board Personnel	
Is there one or more AAH on-board for the cargo/event?	No
Name and accreditation numbers of all AAHs (for the cargo/event)	AAV Number Name
Names of all Accredited Stockpersons (for the cargo/event)	
S. 47F(1)	
Names of all other Competent Stock Handlers (for the cargo/event)	
Who is the reporting AAH or Accredited Stockperson?	
S. 47F(1)	

Vessel Deck Numbers
1
2
3
4
5

Departure Port	
Location	Australia - Darwin
Date and Time Loading Commenced	
Local Time	14/01/2024 16:48
UTC Time	14/01/2024 7:38
Date and Time Loading Completed	
Local Time	14/01/2024 8:36
UTC Time	14/01/2024 14:36
Date and Time of Vessel Departure	
Local Time	14/01/2024 6:12
UTC Time	14/01/2024 20:42
Custom Ports (if not listed in port dropdown menu)	
Country	Port

Species	Total (kg)	
Cattle	3,312	
Sheep	-	
Buffalo	-	
Goat	-	
Alpaca	-	
llama	-	
Camel	-	
Deer	-	
Vetsna	-	
Species	Class	Number loaded (kg)
Cattle	Female	3,312

Feed loaded (for the cargo/event)			
	Polenta (t)	Grain (t)	Hay/Bale (t)
Amount of suitable feed from a previous voyage (if applicable)	50.001		
Amount of feed loaded at first port	246.001		15.001
Amount of feed loaded at second port (if applicable)			
Amount of feed loaded at third port (if applicable)			
Amount of feed loaded at fourth port (if applicable)			
Total on board	336.001	0.001	15.001
Total all feed available	331.001		

Comments
<p data-bbox="539 280 1050 327">General Comments <i>(e.g. exceptions, further comments on deck or any other conditions)</i></p>
<p data-bbox="411 383 1182 405">Loading went well with no issues, cattle look to be in good order. Manual waters started on all decks.</p>
<p data-bbox="210 423 1383 470">Cattle are settling into the voyage well and eating well. Manual waters will continue throughout the entire voyage. Weather has settled down aswell. Crew doing a good job with there duties ensuring laneways are kept clear and waters are clean throughout the day.</p>
<p data-bbox="201 474 1393 521">Voyage continues along well with minimal issues. Cattle are healthy and strong and slowly settling into the voyage routine. Crew continues to do a great job throughout their duties.</p>
<p data-bbox="217 526 1377 573">voyage is going well despite rough weather in patches. Cattle are comfortable onboard and pads are in good condition throughout all the decks. Manual waters continue aswell as constant cleaning of nose bowls. Several cattle onboard exhibiting symptoms of three day sickness onboard.</p>
<p data-bbox="564 584 1031 607">voyage going well no issues. Crew continue to do a great job.</p>
<p data-bbox="210 629 1383 676">All cattle travelling well and content. Dischage in Panjang went well and was short and sweet. All cattle walked off healthy and in good conditio. Crew are doing a fantastic job keeping waters clean and maintaining decks</p>
<p data-bbox="201 680 1393 728">animals are well adjusted to routines onboard and are settled in well to life onboard. Cattle are eating well and water consumption are at good levels. Pads remain in good condition, waters and laneways remain clean. Crew going above and beyond to uphold the highest of standards throughout he entire voyage.</p>
<p> </p>
<p> </p>
<p> </p>
<p> </p>

Diak Temperatures LIVEXCollect

End of Voyage Comments



(submit reports to livestockexp@awe.gov.au & livexcollect@livecorp.com.au)

Actual voyage length (number of elapsed 24hr periods)	5.75
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Feed		
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)	
	Grain (t)	
	Roughage (t)	
Were all livestock provided with sufficient feed to meet AEL minimum daily feed requirements for the duration of the voyage? If No, provide details.		
Feed availability and accessibility		
Comment on feed trough space		
Feed quality rating and comment		
Any other feed issues		

Water	
Average water consumption for voyage (L/nd/day)	
Water quality and any supply issues	
Any other water issues	

Bedding	
Amount of bedding loaded for consignment (t)	
Amount bedding remaining on-board at end of voyage (t) (from consignment)	
Was bedding used for consignment? If Yes, describe what type of bedding and the reasons for use.	Sawdust used during loading and discharge on ramps and alleyways with high traffic areas. Used to soak up excess water and moisture in pens. Used as bedding in hospital pens. Used in pens with heavy cattle as bedding.

Environmental Conditions	
Were there any environmental conditions that were of concern? If Yes, provide details.	
Were there any deck conditions of concern? If Yes, provide details.	
Were there any ventilation issues? If Yes, provide details.	

Heavy Cattle / Buffalo	
Was the pen space allowance suitable to allow animals to rest (note if stock required moving to have more space)? If No, provide details.	
Were there any issues with dominant/aggressive animals? If Yes, provide details.	
Were there any issues with bedding or pen management (i.e. insufficient bedding)? If Yes, provide details.	
Were there any other health / welfare issues identified? If Yes, provide details.	

Additional EOJ Comments	
Did any aspect of the relationships between the Master, crew, AAV, Accredited Stockperson and Independent Observer impact on the management of animal health and welfare? If Yes, provide details.	
Do you have any concerns with discharge? If Yes, provide details.	
Were there any unexpected health or welfare issues? If Yes, provide detail.	

Report Submission	
Send all Daily Reports and End-of-Voyage Reports to both the Department of Agriculture, Water and the Environment, and LIVEXCollect in the same email.	livestockexp@awe.gov.au , and livexcollect@livecorp.com.au
Any photos or videos of animal health and welfare concerns can be submitted directly to the department.	livestockexp@awe.gov.au

Mortality, Birth and Abortion Records Summary **LIVEXCollect** version 5.1

Year	Sex	Age Group	Region	Country	Year	Sex	Age Group	Region	Country	Year	Sex	Age Group	Region	Country
2015	M	0-4	...	...	2015	F	0-4	...	...	2015	M	0-4	...	...
2015	M	5-9	...	...	2015	F	5-9	...	...	2015	M	5-9	...	...
2015	M	10-14	...	...	2015	F	10-14	...	...	2015	M	10-14	...	...
2015	M	15-19	...	...	2015	F	15-19	...	...	2015	M	15-19	...	...
2015	M	20-24	...	...	2015	F	20-24	...	...	2015	M	20-24	...	...
2015	M	25-29	...	...	2015	F	25-29	...	...	2015	M	25-29	...	...
2015	M	30-34	...	...	2015	F	30-34	...	...	2015	M	30-34	...	...
2015	M	35-39	...	...	2015	F	35-39	...	...	2015	M	35-39	...	...
2015	M	40-44	...	...	2015	F	40-44	...	...	2015	M	40-44	...	...
2015	M	45-49	...	...	2015	F	45-49	...	...	2015	M	45-49	...	...
2015	M	50-54	...	...	2015	F	50-54	...	...	2015	M	50-54	...	...
2015	M	55-59	...	...	2015	F	55-59	...	...	2015	M	55-59	...	...
2015	M	60-64	...	...	2015	F	60-64	...	...	2015	M	60-64	...	...
2015	M	65-69	...	...	2015	F	65-69	...	...	2015	M	65-69	...	...
2015	M	70-74	...	...	2015	F	70-74	...	...	2015	M	70-74	...	...
2015	M	75-79	...	...	2015	F	75-79	...	...	2015	M	75-79	...	...
2015	M	80-84	...	...	2015	F	80-84	...	...	2015	M	80-84	...	...
2015	M	85-89	2015	F	85-89	2015	M	85-89
2015	M	90-94	2015	F	90-94	2015	M	90-94
2015	M	95-99	2015	F	95-99	2015	M	95-99

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- ASEL 6.11.2: end-of-journey report – to be submitted within 5 days of completion of unloading at the final airport of disembarkation; and
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- the regulatory information and data in the report will be provided to LiveCorp as the declared industry research and marketing body pursuant to ss 60(3A) and (3) of the AMLI Act and the information may be used for research, development and marketing purposes; and
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Voyage Setup



Version 1.1

(submit reports to livexcollect@go.gov.au & livexcollect@livexcorp.com.au)

Voyage Details	
Expedition Name (for all vessel Events)	Frontier International Northern Pty Ltd
Vessel Name	Itabauk Express
UIC Number (onshore use e.g. IAC-008XXXX)	IAC 0138511
Final Destination Port	Indonesia - Belawan
Voyage Type	Yes/No
Is this a deep voyage to the Middle East?	No
Are daily reports required to be submitted to the Australian Government for this voyage/event?	Yes
Do any Approved Management Plans apply to the voyage/event?	Yes/No
Extended long haul	No
Heavy cattle / buffalo (500-650 kg)	No
Heavy cattle / buffalo (650-850 kg)	No
Heavy cattle / buffalo (850-1050 kg)	No
Light cattle / buffalo	No
Long horned breedstock	No
Pregnant western sourced Rim Taurus cattle crossing the equator from May to October	No
Cattle by sex	No
Deer by sex	No
Any additional Approved Management Plans?	No

On-board Personnel	
Is there one or more AAV on-board for the voyage/event?	No
Name and accreditation numbers of all AAVs (for the voyage/event)	AAV Number Name
Names of all Accredited Stockpersons (for the voyage/event)	
S. 47F(1)	
Names of all other Competent Stock Handlers (for the voyage/event)	
Who is the incoming AAV or Accredited Stockperson?	
S. 47F(1)	

Vessel Deck Numbers
1
2
3
4
5

Departure Port	
Location	Australia - Darwin
Date and Time Loading Commenced	
Local Time	14/01/2014 16:48
UTC Time	14/01/2014 7:38
Date and Time Loading Completed	
Local Time	14/01/2014 14:36
UTC Time	14/01/2014 4:36
Date and Time of Vessel Departure	
Local Time	14/01/2014 6:12
UTC Time	14/01/2014 20:42
Custom Ports (if not listed in port dropdown menu)	
Country	Port

Species	Total (kg)	
Cattle	3,312	
Sheep	-	
Buffalo	-	
Goat	-	
Alpaca	-	
llama	-	
Camel	-	
Deer	-	
Venison	-	
Species	Class	Number loaded (kg)
Cattle	Female	3,312

Feed loaded (for the voyage/event)			
	Polenta (t)	Grain (t)	Hay/Bale (t)
Amount of suitable feed from a previous voyage (if applicable)	50.001		
Amount of feed loaded at first port	246.001		15.001
Amount of feed loaded at second port (if applicable)			
Amount of feed loaded at third port (if applicable)			
Amount of feed loaded at fourth port (if applicable)			
Total on board	336.001	0.001	15.001
Total feed available	331.001		

Comments
General Comments <i>(e.g. exceptions, further comments on deck or any other conditions)</i>
Loading went well with no issues, cattle look to be in good order. Manual waters started on all decks.
Cattle are settling into the voyage well and eating well. Manual waters will continue throughout the entire voyage. Weather has settled down aswell. Crew doing a good job with there duties ensuring laneways are kept clear and waters are clean throughout the day.
Voyage continues along well with minimal issues. Cattle are healthy and strong and slowly settling into the voyage routine. Crew continues to do a great job throughout their duties.
voyage is going well despite rough weather in patches. Cattle are comfortable onboard and pads are in good condition throughout all the decks. Manual waters continue aswell as constant cleaning of nose bowls. Several cattle onboard exhibiting symptoms of three day sickness onboard.
voyage going well no issues. Crew continue to do a great job.
All cattle travelling well and content. Discharge in Panjang went well and was short and sweet. All cattle walked off healthy and in good conditio. Crew are doing a fantastic job keeping waters clean and maintaining decks
animals are well adjusted to routines onboard and are settled in well to life onboard. Cattle are eating well and water consumption are at good levels. Pads remain in good condition, waters and laneways remain clean. Crew going above and beyond to uphold the highest of standards throughout he entire voyage.
voyage going along well, cattle still eating well. Manual waters continue with great affect. Crew continue to do a great job throughout their duties.

End of Voyage Comments



(submit reports to livestockexp@awe.gov.au & livexcollect@livecorp.com.au)

Actual voyage length (number of elapsed 24hr periods)	5.75
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Feed		
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)	
	Grain (t)	
	Roughage (t)	
Were all livestock provided with sufficient feed to meet AEL minimum daily feed requirements for the duration of the voyage? If No, provide details.		
Feed availability and accessibility		
Comment on feed trough space		
Feed quality rating and comment		
Any other feed issues		

Water	
Average water consumption for voyage (L/nd/day)	
Water quality and any supply issues	
Any other water issues	

Bedding	
Amount of bedding loaded for consignment (t)	
Amount bedding remaining on-board at end of voyage (t) (from consignment)	
Was bedding used for consignment? If Yes, describe what type of bedding and the reasons for use.	Sawdust used during loading and discharge on ramps and alleyways with high traffic areas. Used to soak up excess water and moisture in pens. Used as bedding in hospital pens. Used in pens with heavy cattle as bedding.

Environmental Conditions	
Were there any environmental conditions that were of concern? If Yes, provide details.	
Were there any deck conditions of concern? If Yes, provide details.	
Were there any ventilation issues? If Yes, provide details.	

Heavy Cattle / Buffalo	
Was the pen space allowance suitable to allow animals to rest (note if stock required moving to have more space)? If No, provide details.	
Were there any issues with dominant/aggressive animals? If Yes, provide details.	
Were there any issues with bedding or pen management (i.e. insufficient bedding)? If Yes, provide details.	
Were there any other health / welfare issues identified? If Yes, provide details.	

Additional EOJ Comments	
Did any aspect of the relationships between the Master, crew, AAV, Accredited Stockperson and Independent Observer impact on the management of animal health and welfare? If Yes, provide details.	
Do you have any concerns with discharge? If Yes, provide details.	
Were there any unexpected health or welfare issues? If Yes, provide detail.	

Report Submission	
Send all Daily Reports and End-of-Voyage Reports to both the Department of Agriculture, Water and the Environment, and LIVEXCollect in the same email.	livestockexp@awe.gov.au , and livexcollect@livecorp.com.au
Any photos or videos of animal health and welfare concerns can be submitted directly to the department.	livestockexp@awe.gov.au

Terms and Conditions

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Under the *Australian Meat and Live-stock Industry (Standards) Order 2005 (Standards Order)*, it is a condition of all live-stock export licences that Exporters comply with the Australian Standards for the Export of Livestock 3.0 (ASEL 3.0) for all consignments that leave Australia on or after 1 November 2020. The LIVEXCollect Data Collection Tool is the current approved form for providing the following reports in accordance with ASEL 3.0:

- ASEL 5.6.7: daily report – to be submitted within 24 hours of the reporting day, and every day until the last animal is unloaded;
- ASEL 5.6.8: end-of-voyage report – to be submitted within 5 days of completion of unloading at the final port of disembarkation;
- ASEL 6.11.2: end-of-journey report – to be submitted within 5 days of completion of unloading at the final airport of disembarkation; and
- ASEL 3.8.3: registered premises mortality report – to be submitted within 5 days of departure of the last animal in the consignment from the registered premises.

Reports must be provided to the Department of Agriculture, Water and the Environment (Department) in the specified form and within the required timeframes by emailing them to the following email address: livestockexp@awe.gov.au.

ACKNOWLEDGEMENT

By sending a report to the Department's specified email address, you acknowledge that:

- you are authorised by the Exporter of the consignment to which this report relates (Exporter) to access LIVEXCollect;
- you are authorised to provide the regulatory information and data in the report;
- you have reviewed the regulatory information and data in the report and confirm that it is accurate and complete;
- submitting false or misleading information to the Commonwealth Government is a criminal offence under s 137.1(1) of the Criminal Code in Schedule 1 to the Criminal Code Act 1990;
- the regulatory information and data in the report is being provided to the Commonwealth Government for monitoring compliance and taking enforcement or regulatory action in accordance with legislative requirements set out in the AMLI Act, AMLI Regulations, the Standards Order, and ASEL 3.0;
- the regulatory information and data in the report will be provided to LiveCorp as the declared industry research and marketing body pursuant to ss 60(3A) and (3) of the AMLI Act and the information may be used for research, development and marketing purposes; and
- any personal information included in the report will be handled in accordance with the Department's privacy policy available at www.awe.gov.au/about/commitment/privacy.

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Providing regulatory reports to LiveCorp

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All personal information submitted via this LIVEXCollect Data Collection Tool will be managed according to [LiveCorp's Privacy Policy](#) and the [LIVEXCollect Privacy Collection Notice](#), which can be found on the LiveCorp website or by clicking the links above.

As highlighted in the LIVEXCollect Terms and Conditions, while the LIVEXCollect Data Collection Tool can be used by, or on behalf of, an Exporter to meet its regulatory reporting requirements, the Exporter remains responsible for compliance with any and all of its legislative and/or regulatory or other department requirements and LiveCorp disclaims any and all liability which may arise from the use of the LIVEXCollect Data Collection Tool to assist the User in complying with those requirements.

Further information on the use of the LIVEXCollect Data Collection Tool for submission of data to LiveCorp is available on the LiveCorp website [here](#).

Voyage Setup



Version 1.1

(submit reports to livexcollect@go.gov.au & livexcollect@livexcorp.com.au)

Voyage Details	
Expedition Name (for all vessel Events)	Frontier International Northern Pty Ltd
Vessel Name	Itabauk Express
IMO Number (unless zero e.g. IAC-000XXX)	IAC 0138511
Final Destination Port	Indonesia - Belawan
Voyage Type	Yes/No
Is this a deep voyage to the Middle East?	No
Are daily reports required to be submitted to the Australian Government for this voyage/event?	Yes
Do any Approved Management Plans apply to the voyage/event?	Yes/No
Extended long haul	No
Heavy cattle / buffalo (500-650 kg)	No
Heavy cattle / buffalo (650-850 kg)	No
Heavy cattle / buffalo (850-1050 kg)	No
Light cattle / buffalo	No
Long horned breedstock	No
Pregnant western sourced Rim Taurus cattle crossing the equator from May to October	No
Cattle by sex	No
Deer by sex	No
Any additional Approved Management Plans?	No

On-board Personnel	
Is there one or more AAH on-board for the voyage/event?	No
Name and accreditation numbers of all AAHs (for the voyage/event)	AAV Number Name
Names of all Accredited Stockpersons (for the voyage/event)	
S. 47F(1)	
Names of all other Competent Stock Handlers (for the voyage/event)	
Who is the reporting AAH or Accredited Stockperson?	
S. 47F(1)	


Vessel Deck Numbers
1
2
3
4
5

Departure Port	
Australia - Darwin	
Date and Time Loading Commenced	
Local Time	UTC Time
14/01/2014 16:48	14/01/2014 7:38
Date and Time Loading Completed	
Local Time	UTC Time
14/01/2014 6:00	14/01/2014 14:36
Date and Time of Vessel Departure	
Local Time	UTC Time
14/01/2014 6:12	14/01/2014 10:42
Custom Ports (if not listed in port dropdown menu)	
Country	Port

Species	Total (kg)	
Cattle	3,312	
Sheep	-	
Buffalo	-	
Goat	-	
Alpaca	-	
llama	-	
Camel	-	
Deer	-	
Venison	-	
Species	Class	Number loaded (kg)
Cattle	Female	3,312

Feed loaded (for the voyage/event)			
	Polenta (t)	Grain (t)	Hay/Bale (t)
Amount of suitable feed from a previous voyage (if applicable)	50.001		
Amount of feed loaded at first port	246.001		15.001
Amount of feed loaded at second port (if applicable)			
Amount of feed loaded at third port (if applicable)			
Amount of feed loaded at fourth port (if applicable)			
Total on board	336.001	0.001	15.001
Total all feed available	331.001		

Comments
General Comments <i>(e.g. exceptions, further comments on deck or any other conditions)</i>
Loading went well with no issues, cattle look to be in good order. Manual waters started on all decks.
Cattle are settling into the voyage well and eating well. Manual waters will continue throughout the entire voyage. Weather has settled down as well. Crew doing a good job with their duties ensuring laneways are kept clear and waters are clean throughout the day.
Voyage continues along well with minimal issues. Cattle are healthy and strong and slowly settling into the voyage routine. Crew continues to do a great job throughout their duties.
voyage is going well despite rough weather in patches. Cattle are comfortable onboard and pads are in good condition throughout all the decks. Manual waters continue as well as constant cleaning of nose bowls. Several cattle onboard exhibiting symptoms of three day sickness onboard.
voyage going well no issues. Crew continue to do a great job.
All cattle travelling well and content. Discharge in Panjang went well and was short and sweet. All cattle walked off healthy and in good condition. Crew are doing a fantastic job keeping waters clean and maintaining decks
animals are well adjusted to routines onboard and are settled in well to life onboard. Cattle are eating well and water consumption are at good levels. Pads remain in good condition, waters and laneways remain clean. Crew going above and beyond to uphold the highest of standards throughout the entire voyage.
voyage going along well, cattle still eating well. Manual waters continue with great effect. Crew continue to do a great job throughout their duties.
final preparations being made for discharge in Medan, crew continue to do a fantastic job with their duties

Health Report  Version 1.1

Order #	Order Date	Order Time	Order Status	Order Type	Order Category	Order Sub-Category	Order Description	Order Quantity	Order Price	Order Total	Order Tax	Order Shipping	Order Handling	Order Notes
1	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Basic	1	15.99	15.99	0.00	0.00	0.00	
2	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Advanced	1	29.99	29.99	0.00	0.00	0.00	
3	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Professional	1	49.99	49.99	0.00	0.00	0.00	
4	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Family	1	19.99	19.99	0.00	0.00	0.00	
5	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Travel	1	14.99	14.99	0.00	0.00	0.00	
6	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Sports	1	17.99	17.99	0.00	0.00	0.00	
7	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Kids	1	12.99	12.99	0.00	0.00	0.00	
8	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Car	1	18.99	18.99	0.00	0.00	0.00	
9	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Office	1	24.99	24.99	0.00	0.00	0.00	
10	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Home	1	16.99	16.99	0.00	0.00	0.00	
11	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Business	1	21.99	21.99	0.00	0.00	0.00	
12	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - School	1	13.99	13.99	0.00	0.00	0.00	
13	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Community	1	19.99	19.99	0.00	0.00	0.00	
14	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Workplace	1	22.99	22.99	0.00	0.00	0.00	
15	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Public	1	17.99	17.99	0.00	0.00	0.00	
16	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Outdoor	1	15.99	15.99	0.00	0.00	0.00	
17	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Marine	1	20.99	20.99	0.00	0.00	0.00	
18	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Mountain	1	18.99	18.99	0.00	0.00	0.00	
19	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Desert	1	16.99	16.99	0.00	0.00	0.00	
20	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Snow	1	19.99	19.99	0.00	0.00	0.00	
21	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - High Altitude	1	23.99	23.99	0.00	0.00	0.00	
22	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Wilderness	1	21.99	21.99	0.00	0.00	0.00	
23	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Backcountry	1	24.99	24.99	0.00	0.00	0.00	
24	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Expedition	1	27.99	27.99	0.00	0.00	0.00	
25	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Survival	1	29.99	29.99	0.00	0.00	0.00	
26	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Emergency	1	31.99	31.99	0.00	0.00	0.00	
27	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Disaster	1	33.99	33.99	0.00	0.00	0.00	
28	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Crisis	1	35.99	35.99	0.00	0.00	0.00	
29	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Catastrophe	1	37.99	37.99	0.00	0.00	0.00	
30	2023-10-27	10:00:00	Completed	Standard	Medical Supplies	First Aid Kits	First Aid Kit - Emergency	1	39.99	39.99	0.00	0.00	0.00	

End of Voyage Comments



(submit reports to livestockexp@awe.gov.au & livexcollect@livecorp.com.au)

Actual voyage length (number of elapsed 24hr periods)	5.75
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Feed		
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)	
	Grain (t)	
	Roughage (t)	
Were all livestock provided with sufficient feed to meet AEL minimum daily feed requirements for the duration of the voyage? If No, provide details.		
Feed availability and accessibility		
Comment on feed trough space		
Feed quality rating and comment		
Any other feed issues		

Water	
Average water consumption for voyage (L/nd/day)	
Water quality and any supply issues	
Any other water issues	

Bedding	
Amount of bedding loaded for consignment (t)	
Amount bedding remaining on-board at end of voyage (t) (from consignment)	
Was bedding used for consignment? If Yes, describe what type of bedding and the reasons for use.	Sawdust used during loading and discharge on ramps and alleyways with high traffic areas. Used to soak up excess water and moisture in pens. Used as bedding in hospital pens. Used in pens with heavy cattle as bedding.

Environmental Conditions	
Were there any environmental conditions that were of concern? If Yes, provide details.	
Were there any deck conditions of concern? If Yes, provide details.	
Were there any ventilation issues? If Yes, provide details.	

Heavy Cattle / Buffalo	
Was the pen space allowance suitable to allow animals to rest (note if stock required moving to have more space)? If No, provide details.	
Were there any issues with dominant/aggressive animals? If Yes, provide details.	
Were there any issues with bedding or pen management (i.e. insufficient bedding)? If Yes, provide details.	
Were there any other health / welfare issues identified? If Yes, provide details.	

Additional EOJ Comments	
Did any aspect of the relationships between the Master, crew, AAV, Accredited Stockperson and Independent Observer impact on the management of animal health and welfare? If Yes, provide details.	
Do you have any concerns with discharge? If Yes, provide details.	
Were there any unexpected health or welfare issues? If Yes, provide detail.	

Report Submission	
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Voyage Setup



Version 1.1

(submit reports to livexcollect@go.gov.au & livexcollect@livexcorp.com.au)

Voyage Details	
Expedition Name (for all vessel Events)	Frontier International Northern Pty Ltd
Vessel Name	Itabauk Express
IMO Number (unless zero e.g. IAC-000XXX)	IAC 0138511
Final Destination Port	Indonesia - Belawan
Voyage Type	Yes/No
Is this a deep voyage to the Middle East?	No
Are daily reports required to be submitted to the Australian Government for this voyage/event?	Yes
Do any Approved Management Plans apply to the voyage/event?	Yes/No
Extended long haul	No
Heavy cattle / buffalo (500-650 kg)	No
Heavy cattle / buffalo (650-850 kg)	No
Heavy cattle / buffalo (850-1050 kg)	No
Light cattle / buffalo	No
Long horned breedstock	No
Pregnant western sourced Rim Taurus cattle crossing the equator from May to October	No
Cattle by sex	No
Deer by sex	No
Any additional Approved Management Plans?	No

On-board Personnel	
Is there one or more AAH on-board for the voyage/event?	No
Name and accreditation numbers of all AAHs (for the voyage/event)	AAV Number Name
Names of all Accredited Stockpersons (for the voyage/event)	
S. 47F(1)	
Names of all other Competent Stock Handlers (for the voyage/event)	
Who is the reporting AAH or Accredited Stockperson?	
S. 47F(1)	

Vessel Deck Numbers
1
2
3
4
5

Departure Port	
Location	Australia - Darwin
Date and Time Loading Commenced	Local Time UTC Time
14/01/2014 16:48	14/01/2014 7:38
Date and Time Loading Completed	Local Time UTC Time
14/01/2014 6:00	14/01/2014 14:50
Date and Time of Vessel Departure	Local Time UTC Time
14/01/2014 6:12	14/01/2014 20:42
Custom Ports (if not listed in port dropdown menu)	
Country	Port

Voyage Departure and Vessel Loading Details		
Species	Initial No.	Final No.
Cattle	3,312	
Sheep	-	
Buffalo	-	
Goat	-	
Alpaca	-	
llama	-	
Camel	-	
Deer	-	
Vetsus	-	
Species	Class	Number loaded (kg)
Cattle	Female	3,312

Feed loaded (for the voyage/event)			
Amount of suitable feed (kg) from a previous voyage (if applicable)	Polenta (t)	Grain (t)	Hay/Bale (t)
Amount of feed loaded at first port	246.001		13.001
Amount of feed loaded at second port (if applicable)			
Amount of feed loaded at third port (if applicable)			
Amount of feed loaded at fourth port (if applicable)			
Total on board	246.001	0.001	13.001
Total all feed available	331.001		


Daily Vessel Observations

LIVECollect Version 1.1

2023-03-25 10:00:00 AM (GMT-05:00)

Date	NAD 83 UTM Zone 18N				Observed	Vessel Name	Vessel ID	Type	Status	Operator	Company	Home Port	Vessel Length (m)	Vessel Width (m)	Draft (m)	Max Depth (m)	Max Speed (kts)	Course (deg)	Heading (deg)	SOG (kts)	COG (deg)	Depth (m)	Temperature (C)	Salinity (psu)	TSS (m ³)	Chlorophyll (µg/L)	Sigma T	Oxygen (µmol/L)	pH	Speed (kts)	Direction	Remarks			
	Easting	Northing	Zone	Datum																															
2023-03-25 06:00	2381000	5463000	18N	NAD83																															
2023-03-25 06:05	2381000	5463000	18N	NAD83																															

Comments
General Comments <i>(e.g. exceptions, further comments on deck or any other conditions)</i>
Loading went well with no issues, cattle look to be in good order. Manual waters started on all decks.
Cattle are settling into the voyage well and eating well. Manual waters will continue throughout the entire voyage. Weather has settled down as well. Crew doing a good job with their duties ensuring laneways are kept clear and waters are clean throughout the day.
Voyage continues along well with minimal issues. Cattle are healthy and strong and slowly settling into the voyage routine. Crew continues to do a great job throughout their duties.
voyage is going well despite rough weather in patches. Cattle are comfortable onboard and pads are in good condition throughout all the decks. Manual waters continue as well as constant cleaning of nose bowls. Several cattle onboard exhibiting symptoms of three day sickness onboard.
voyage going well no issues. Crew continue to do a great job.
All cattle travelling well and content. Discharge in Panjang went well and was short and sweet. All cattle walked off healthy and in good condition. Crew are doing a fantastic job keeping waters clean and maintaining decks
animals are well adjusted to routines onboard and are settled in well to life onboard. Cattle are eating well and water consumption are at good levels. Pads remain in good condition, waters and laneways remain clean. Crew going above and beyond to uphold the highest of standards throughout the entire voyage.
voyage going along well, cattle still eating well. Manual waters continue with great effect. Crew continue to do a great job throughout their duties.
final preparations being made for discharge in Medan, crew continue to do a fantastic job with their duties
discharge going well cattle are running onto trucks well. Crew are doing a great job handling cattle in a quiet manner with minimal stress and keeping waters clean and cattle fed.

Health Report  Page 11

Order #	Order Date	Order Time	Order Status	Order Type	Order Category	Order Sub-Category	Order Description	Order Quantity	Order Price	Order Total	Order Tax	Order Discount	Order Net Total	Order Payment Method	Order Payment Status	Order Payment Date	Order Payment Amount	Order Payment Balance	Order Payment Due Date	Order Payment Due Time	Order Payment Due Location	Order Payment Due Timezone	Order Payment Due Date (UTC)	Order Payment Due Time (UTC)	Order Payment Due Location (UTC)	Order Payment Due Timezone (UTC)	Order Payment Due Date (UTC) (EST)	Order Payment Due Time (UTC) (EST)	Order Payment Due Location (UTC) (EST)	Order Payment Due Timezone (UTC) (EST)	Order Payment Due Date (UTC) (PST)	Order Payment Due Time (UTC) (PST)	Order Payment Due Location (UTC) (PST)	Order Payment Due Timezone (UTC) (PST)
1	2023-10-26	10:00:00	Completed	Order	Medical	Pharmacy	Order for 10 units of Insulin Glargine	10	100.00	100.00	0.00	0.00	100.00	Card	PAID	2023-10-26	100.00	0.00	2023-10-26	10:00:00	US	EST	2023-10-26T14:00:00Z	2023-10-26T14:00:00Z	US	EST	2023-10-26T07:00:00Z	2023-10-26T07:00:00Z	US	PST	2023-10-26T14:00:00Z	2023-10-26T14:00:00Z	US	PST
2	2023-10-26	10:00:00	Completed	Order	Medical	Pharmacy	Order for 5 units of Insulin Lispro	5	50.00	50.00	0.00	0.00	50.00	Card	PAID	2023-10-26	50.00	0.00	2023-10-26	10:00:00	US	EST	2023-10-26T14:00:00Z	2023-10-26T14:00:00Z	US	EST	2023-10-26T07:00:00Z	2023-10-26T07:00:00Z	US	PST	2023-10-26T14:00:00Z	2023-10-26T14:00:00Z	US	PST
3	2023-10-26	10:00:00	Completed	Order	Medical	Pharmacy	Order for 20 units of Insulin NPH	20	200.00	200.00	0.00	0.00	200.00	Card	PAID	2023-10-26	200.00	0.00	2023-10-26	10:00:00	US	EST	2023-10-26T14:00:00Z	2023-10-26T14:00:00Z	US	EST	2023-10-26T07:00:00Z	2023-10-26T07:00:00Z	US	PST	2023-10-26T14:00:00Z	2023-10-26T14:00:00Z	US	PST
4	2023-10-26	10:00:00	Completed	Order	Medical	Pharmacy	Order for 10 units of Insulin Regular	10	100.00	100.00	0.00	0.00	100.00	Card	PAID	2023-10-26	100.00	0.00	2023-10-26	10:00:00	US	EST	2023-10-26T14:00:00Z	2023-10-26T14:00:00Z	US	EST	2023-10-26T07:00:00Z	2023-10-26T07:00:00Z	US	PST	2023-10-26T14:00:00Z	2023-10-26T14:00:00Z	US	PST
5	2023-10-26	10:00:00	Completed	Order	Medical	Pharmacy	Order for 5 units of Insulin Aspart	5	50.00	50.00	0.00	0.00	50.00	Card	PAID	2023-10-26	50.00	0.00	2023-10-26	10:00:00	US	EST	2023-10-26T14:00:00Z	2023-10-26T14:00:00Z	US	EST	2023-10-26T07:00:00Z	2023-10-26T07:00:00Z	US	PST	2023-10-26T14:00:00Z	2023-10-26T14:00:00Z	US	PST

End of Voyage Comments



(submit reports to livestockexp@awe.gov.au & livexcollect@livecorp.com.au)

Actual voyage length (number of elapsed 24hr periods)	9.79
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Feed		
Feed remaining on-board (ROB) at end of voyage (from consignment)	Pellets (t)	80.00 t
	Grain (t)	
	Roughage (t)	1.00 t
Were all livestock provided with sufficient feed to meet AEL minimum daily feed requirements for the duration of the voyage? If No, provide details.		
Feed availability and accessibility	All very good	
Comment on feed trough space	All cattle have access and available feed everytime	
Feed quality rating and comment		
Any other feed issues	None	

Water		
Average water consumption for voyage (L/nd/day)	47.89 L	
Water quality and any supply issues		
Any other water issues	None	

Bedding		
Amount of bedding loaded for consignment (t)	9.00 t	
Amount bedding remaining on-board at end of voyage (t) (from consignment)	5.00 t	
Was bedding used for consignment? If Yes, describe what type of bedding and the reasons for use.	Yes	Sawdust used during loading and discharge on ramps and alleyways with high traffic areas. Used to soak up excess water and moisture in pens. Used as bedding in hospital pens. Used in pens with heavy cattle as bedding

Environmental Conditions		
Were there any environmental conditions that were of concern? If Yes, provide details.		
Were there any deck conditions of concern? If Yes, provide details.		
Were there any ventilation issues? If Yes, provide details.		

Heavy Cattle / Buffalo		
Was the pen space allowance suitable to allow animals to rest (note if stock required moving to have more space)? If No, provide details.		
Were there any issues with dominant/aggressive animals? If Yes, provide details.		
Were there any issues with bedding or pen management (i.e. insufficient bedding)? If Yes, provide details.		
Were there any other health / welfare issues identified? If Yes, provide details.		

Additional EOJ Comments		
Did any aspect of the relationships between the Master, crew, AAV, Accredited Stockperson and Independent Observer impact on the management of animal health and welfare? If Yes, provide details.	No	
Do you have any concerns with discharge? If Yes, provide details.	No	
Were there any unexpected health or welfare issues? If Yes, provide detail.	No	

Report Submission		
Send all Daily Reports and End-of-Voyage Reports to both the Department of Agriculture, Water and the Environment, and LIVEXCollect in the same email.	livestockexp@awe.gov.au , and livexcollect@livecorp.com.au	
Any photos or videos of animal health and welfare concerns can be submitted directly to the department.	livestockexp@awe.gov.au	

s. 22(1)(a)(ii)

From: s. 22(1)(a)(ii)
Sent: Wednesday, 27 March 2024 1:58 PM
To: William McEwin
Cc: s. 47F(1) ; Live Stock Exports; Donaldson, Morag; LAE Compliance
Subject: Load plan for LNC 13611 [SEC=OFFICIAL]

Good afternoon Will

Could FIN please provide the final load plan (stowage plan) from LNC 13611 as a matter of urgency please?

An indication of where the cattle that died on board were penned is also essential to this investigation - this information is not included on the end-of-voyage report that was provided earlier.

Regards

s. 22(1)(a)(ii)

s. 22(1)(a)(ii)

Director

Regulatory Performance and Compliance | Live Animal Export Branch | Plant and Live Animal Exports, Animal Welfare and Regulation Division

Phone s. 22(1)(a)(ii)

Mobile s. 22(1)(a)(ii)

Department of Agriculture, Fisheries and Forestry
Ngunnawal and Ngambri Country
70 Northbourne Ave Canberra ACT 2601 Australia

s. 22(1)(a)(ii)

From: William McEwin <[s. 47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>
Sent: Wednesday, 27 March 2024 3:09 PM
To: [s. 22\(1\)\(a\)\(ii\)](mailto:s.22(1)(a)(ii)@aff.gov.au)
Cc: [s. 47F\(1\)](mailto:s.47F(1)@frontierinternational.com.au) Live Stock Exports; Donaldson, Morag; LAE Compliance
Subject: RE: Load plan for LNC 13611 [SEC=OFFICIAL]
Attachments: LNC13611_Pen Layout_ Cattle Mortality Location.pdf

Hello [s. 22\(1\)\(a\)\(ii\)](mailto:s.22(1)(a)(ii)@aff.gov.au)

Please see attached as provided by the vessel. This provides the mortalities by deck and by pen, which wasn't in the EOV but was recorded based on this document.

Thanks, [s. 22\(1\)\(a\)\(ii\)](mailto:s.22(1)(a)(ii)@aff.gov.au)

Regards
Will

From: [s. 22\(1\)\(a\)\(ii\)](mailto:s.22(1)(a)(ii)@aff.gov.au) <[s. 22\(1\)\(a\)\(ii\)@aff.gov.au](mailto:s.22(1)(a)(ii)@aff.gov.au)>
Sent: Wednesday, March 27, 2024 1:28 PM
To: William McEwin <[s. 47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>
Cc: [s. 47F\(1\)](mailto:s.47F(1)@frontierinternational.com.au) <[s. 47F\(1\)@frontierinternational.com.au](mailto:s.47F(1)@frontierinternational.com.au)>; Live Stock Exports <livestockexp@aff.gov.au>; Donaldson, Morag <Morag.Donaldson@aff.gov.au>; LAE Compliance <LAE.Compliance@aff.gov.au>
Subject: Load plan for LNC 13611 [SEC=OFFICIAL]

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Regards

[s. 22\(1\)\(a\)\(ii\)](mailto:s.22(1)(a)(ii)@aff.gov.au)

s. 22(1)(a)(ii)**Director**

Regulatory Performance and Compliance | Live Animal Export Branch | Plant and Live Animal Exports, Animal Welfare and Regulation Division

Phone [s. 22\(1\)\(a\)\(ii\)](mailto:s.22(1)(a)(ii)@aff.gov.au)

Mobile [s. 22\(1\)\(a\)\(ii\)](mailto:s.22(1)(a)(ii)@aff.gov.au)

Department of Agriculture, Fisheries and Forestry

Ngunnawal and Ngambri Country

70 Northbourne Ave Canberra ACT 2601 Australia

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BRAHMAN EXPRESS
LUXEMBOURG

Mortality Location

DATE: 23-Mar-24
LOAD PORT: Darwin, Australia
DISCH. PORT: Belawan, Indonesia

Ave. wt:	402.07
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P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14
P15	P16	P17	P18	P19	P20	P21	P22	P23	P24	P25	P26	P27	P28
P29	P30	P31	P32	P33	P34	P35	P36	P37	P38	P39	P40	P41	P42

P43	P44	P45	P46	P47	P48	P49	P50	P51	P52	P53	P54	P55	P56
P57	P58	P59	P60	P61	P62	P63	P64	P65	P66	P67	P68	P69	P70
P71	P72	P73	P74	P75	P76	P77	P78	P79	P80	P81	P82	P83	P84
P85	P86	P87	P88	P89	P90	P91	P92	P93	P94	P95	P96	P97	P98
P99	P100	P101	P102	P103	P104	P105	P106	P107	P108	P109	P110	P111	P112

DECK 5 =	0 hds
DECK 4 =	23 hds
DECK 3 =	73 hds
DECK 2 =	55 hds
DECK 1 =	0 hds
Mortality TOTAL =	151 hds

DK	LINE	TYPE	QTY Loaded	Mortality
4	1	Heavy Steer - Bel	449	20
4	2	Heavy Steer - Bel	27	3
4	3	Medium Steer - Bel	28	3
4	4	Medium Steer - Bel	27	4
3	4	Medium Steer - Bel	692	73
2	4	Medium Steer - Bel	18	51
2	5	Feeder Steer - Bel	311	51
2	6	Feeder Steer - Bel	29	4
2	7	Medium Steer - Bel	223	4
2	8	Feeder Steer - Bel	3	4
1	8	Feeder Steer - Bel	345	4
1	9	Feeder Steer - Bel	241	4
TOTAL			2393	151

P1	P2	P3	P4	P5	P6	P7	P8	P9	P10	P11	P12	P13	P14	P15
P16	P17	P18	P19	P20	P21	P22	P23	P24	P25	P26	P27	P28	P29	P30
P31	P32	P33	P34	P35	P36	P37	P38	P39	P40	P41	P42	P43	P44	P45
P46	P47	P48	P49	P50	P51	P52	P53	P54	P55	P56	P57	P58	P59	P60
P61	P62	P63	P64	P65	P66	P67	P68	P69	P70	P71	P72	P73	P74	P75
P76	P77	P78	P79	P80	P81	P82	P83	P84	P85	P86	P87	P88	P89	P90
P91	P92	P93	P94	P95	P96	P97	P98	P99	P100	P101	P102	P103	P104	P105
P106	P107	P108	P109	P110	P111	P112	P113	P114	P115	P116	P117	P118	P119	P120
P121	P122	P123	P124	P125	P126	P127	P128	P129	P130	P131	P132	P133	P134	P135
P136	P137	P138	P139	P140	P141	P142	P143	P144	P145	P146	P147	P148	P149	P150

s. 47G(1)(a)
cattle

s. 47G(1)(a)
cattle

s. 47F(1)

s. 47F(1)

Chief Mate

Master

s. 22(1)(a)(ii)

From: William McEwin <s. 47F(1)@frontierinternational.com.au>
Sent: Friday, 5 April 2024 5:24 PM
To: McDonald, Andrew; Donaldson, Morag; s. 22(1)(a)(ii)
Cc: s. 47F(1)
Subject: LNC13611 Incident Report
Attachments: 240404_LNC13611 Reportable Incident_Final Report (full version).pdf

Hello Andrew, Morag, and s. 22(1)(a)(ii)

RE: LNC13611 Mortality Incident

As you know, we provided a preliminary report on the LNC13611 incident on 25/March 2024, the day after the consignment completed discharge. We then held a meeting with you (Andrew and Morag) on 26/March 2024. On 27/March 2024 we sent you a letter / submission seeking dispensation, or exemption, from two conditions of the Alternative Minimum Pen Space Allocation Policy. We also provided you (or your team) data and documents separately in the days after the incident.

We have now completed our desktop review of the incident. Please find attached accordingly. It reasonably demonstrates that the incident on LNC13611 relates to a pre-existing animal health condition (that ultimately led to the mortality incident), that was not related or caused by any failure of exporter processes and controls and not related or caused by the act of transit (vessel infrastructure, sailing conditions or on-board management). We believe the report is very relevant to our submission seeking exemption as referenced above.


The attached report replaces the preliminary report provided last month.

I also note that we have just received a “notice to produce information or documents” from your office. We will process this as required.

If you have any queries or seek additional data, please let us know. I am available next week to meet with you in Canberra as required.

Thank you.

Regards
Will

.....
Will McEwin
Frontier International
 s. 47F(1)

LNC13611 Reportable Incident**Final Report****04/April 2024****Introduction**

1. Frontier has been exporting cattle for more than 10 years and has exported more than one million cattle to Asia. We have a very experienced staff with knowledge and skills across the live cattle supply chain. We have robust and proven systems, processes, and controls in place that underpin our business and support excellent animal welfare outcomes and regulatory compliance.
2. We are a progressive compliance focused exporter. We have great respect for the regulations governing our industry and take our related responsibilities very seriously. We conduct our interaction with the department transparently and respectfully and have an excellent compliance track record.
3. Frontier is known and regarded across the supply chain as a business committed to compliance and animal welfare with robust compliance systems and an excellent record, as the letters under Attachment 18 attest.
4. We fully acknowledge the serious and extreme nature of the LNC13611 incident, and we are shocked by the scale of the incident. It is extremely important that the incident is investigated, and the root cause identified. It is equally important that any consequences meted out in reaction to the incident are fair and reasonable in the context of what caused the incident and, if applicable, who held responsibility for the cause.

Summary of Incident

5. On 14/15 March 2024 Frontier loaded LNC13611 on the Brahman Express. This consignment was prepared at two Registered Establishments (REs), s. 47G(1)(a) and s. 47G(1)(a). It was loaded in Darwin and discharged at two Indonesian ports being Panjang on 20/March 2024 and Belawan (Medan) on 24/March 2024.
6. LNC13611 was structured as two parts. Part was principal trade and part service business:
 - Principal trade involves Frontier sourcing, preparing, taking a principal position in the cattle, and logistically exporting the cattle.
 - Service business is structured whereby Frontier provides exporter logistic services only and does not take a principal position in the cattle. The responsibility of cattle procurement resides with service receiver and all cattle procured by the service receiver are prepared at their own RE. Frontier has provided logistic services under this structure for multiple consignments in the past with no incident.
7. Under LNC13611:
 - (a) Frontier's principal trade volume was 1,751 head loaded for three customers (s. 47G(1)(a) (639 head) and s. 47G(1)(a) (300 head) discharged in Panjang and s. 47G(1)(a) (812 head) discharged in Medan). All Frontier principal trade cattle were prepared at the s. 47G(1)(a) RE.

- (b) The service business was for s. 47G(1)(a) (the service receiver). s. 47G(1)(a) sourced their own cattle and prepared them at their own RE of s. 47G(1)(a) located just outside Darwin. The s. 47G(1)(a) cattle totalled 1,581 loaded.
8. The LNC13611 cattle were held in pre-export quarantine for at least 3 days with some in quarantine for >14 days prior to export. During their time in quarantine no systemic health issues were identified.
 9. The cattle were inspected by the independent AAV s. 47F(1) on 13/March 2024. He identified no health concerns regarding the cattle at either RE. His rejects were related to external physical conditions, mainly lameness.
 10. The cattle were further inspected by the government RVO s. 22(1)(a)(ii) on 13/March 2024. s. 22(1)(a)(ii) identified no systemic health issues among the cattle at either RE. The two “unfit for export” cattle he identified, both at the s. 47G(1)(a) RE, were rejected on basis of skin lesions.
 11. On 15/March 2024 LNC13611 completed loading with no issues and the consignment was issued a LECR of compliant/no impact.
 12. On 23/March 2024 we reported the LNC-13611 mortality event to the department. Consignment discharge was completed on 24/March 2024. The total number of reported mortalities at the completion of discharge was 151 head.

Review of the Incident

13. All LNC13611 cattle were prepared in accordance with ASEL, including being held in an RE for at least two full days.
14. The day prior to export, the AAV and RVO inspected the LNC13611 cattle. No health issues were identified, and all cattle loaded were deemed fit for export by two independent veterinarian professionals.
15. NLIS analysis of the mortalities show that the incident was isolated to one cohort of cattle, all prepared at the same RE and all sourced from the same property of origin. The health issue affecting the cattle within the one cohort did not spread to cattle outside that cohort during transit.

We approached our desktop review of the incident by looking at each key part of the supply chain:

Cattle Procurement

16. The cattle for LNC13611 were sourced under two separate and discrete procurement structures. 1,581 of the cattle were sourced through the s. 47G(1)(a) procurement function. The remaining 1,751 cattle were sourced through the Frontier procurement function.
17. All mortalities recorded were from cattle sourced by s. 47G(1)(a). All cattle sourced by Frontier were discharged in a healthy condition with no mortality reported.
(Note: only s. 47G(1)(a) sourced s. 47G(1)(a) cattle.)
18. There is a correlation between the incident and the different procurement functions.

Origin of Cattle

19. Of the properties of origin that the LNC13611 cattle were sourced, all mortalities relate to only cattle sourced from one property, being s. 47G(1)(a) s. 47G(1)(a).
20. The 2,258 cattle loaded on LNC13611 that didn't originate from s. 47G(1)(a) travelled well and presented no health issues during transit (or since) and were all discharged in good health. Reports from in-market to date state that they remain in good health.
21. The data shows that all mortalities derived from the 1,074 cattle loaded that originated from the one property of s. 47G(1)(a)

22. There is a correlation between the incident and the property of origin.

Registered Establishment

23. The LNC13611 cattle were prepared in two separate REs. All cattle mortalities were cattle prepared in the one RE of s. 47G(1)(a)

24. All cattle prepared at s. 47G(1)(a) travelled well during transit and no transit mortality was recorded against them. All were discharged and were in good condition at discharge.

(Note: only s. 47G(1)(a) held s. 47G(1)(a) cattle.)

25. There is a correlation between the incident and the RE where the cattle were prepared prior to export.

(Note: LNC13611 was prepared as two parts, with the supply chain for each kept separate and isolated from each other, up to the point of vessel load. That is, the cattle exported for s. 47G(1)(a) were sourced and prepared separately (regarding both management and infrastructure) from Frontier's principally traded cattle. Per the mortality data, only cattle from one property were affected, and only s. 47G(1)(a) sourced cattle from that particular property, and only the s. 47G(1)(a) RE quarantined cattle from that particular property.)

AAV and RVO Pre-export Rejects

26. On 13/March 2024, the day prior to export, the cattle at both REs were inspected by an independent AAV and a government RVO.

27. The AAV, s. 47F(1) , identified 9 rejects at s. 47G(1)(a) and 7 rejects at s. 47G(1)(a). All 16 identified cattle were rejected due an external physical condition, with the vast majority cited as being lame.

28. The RVO, s. 22(1)(a)(ii) , identified 2 rejects, both at s. 47G(1)(a) Both were rejected on basis of skin lesions, one from property of origin s. 47G(1)(a) and the other s. 47G(1)(a) s. 22(1)(a)(ii) identified no systemic health issues among the cattle at either RE.

29. Independent expert inspection indicated that the LNC13611 cattle were fit for export.

30. The incident was not related to failure to act on a health issue impacting the cattle that was identifiable prior to load.

Cartage to Port

31. The cattle were trucked from RE to port by Peppers Transport. All cattle, from both REs, were transported by Peppers. There was no differentiation between carting the s. 47G(1)(a) cattle and the cattle of other origins. Infrastructure and process was consistent across the entire consignment of cattle. However, only the s. 47G(1)(a) cattle were affected by the mortality incident.

32. The incident does not appear related to how the cattle were transported from RE to port.

Approved Arrangements Process

33. In preparing LNC13611, Frontier followed all due process and regulation. The government RVO granted LNC13611 a LECR of compliant/no impact, indicating that due process was indeed correctly followed.

34. Frontier performed its usual AA quality assurance review of LNC13611 post discharge. While some administration errors and reporting timing lags were identified, they did not represent anything material to the cause of the incident itself and nothing that contributed to the incident.

35. The exporter's approved arrangements, and its adherence to those arrangements, is not considered to have been a contributing factor to the incident.

Cattle Category

36. The s. 47G(1)(a) cattle were loaded as five lines (or categories): medium steer, heavy steer, feeder steer, feeder bull, and medium bull. The mortality incident was not concentrated in one category. The mortalities were reasonably and relatively spread across the categories.
37. The incident did not discriminate by category. The incident does not appear related to category of cattle loaded.

Deck and Pen Location

38. The s. 47G(1)(a) cattle were penned across three of five vessel decks: deck 2,3,4. The mortalities were spread across the vessel based on where the s. 47G(1)(a) cattle were located being decks 2,3,4. Across deck 2, 3, and 4, 55, 73, and 23 mortalities were recorded, respectively.
39. (Note: no mortalities were recorded on deck 1 or deck 5 as there were no s. 47G(1)(a) cattle penned on those decks.)
40. Cattle mortalities were recorded in 85 pens across the three decks that the s. 47G(1)(a) cattle were held. The pens where mortalities were recorded were reasonably spread across the sections of decks holding s. 47G(1)(a) cattle.
41. There were non-s. 47G(1)(a) cattle located on decks 3 and 4. None of these cattle suffered any ill health or recorded any mortalities.
42. (Note: the s. 47G(1)(a) lines of cattle were prepared and loaded separately. The s. 47G(1)(a) lines included cattle from s. 47G(1)(a) and other property of origins. The penning data differentiates between s. 47G(1)(a) cattle and other customer cattle but doesn't differentiate between s. 47G(1)(a) and non-s. 47G(1)(a) cattle within the s. 47G(1)(a) cattle at the pen level. But we know that all the s. 47G(1)(a) cattle were in the s. 47G(1)(a) lines.)
43. The incident did not discriminate by deck (that the s. 47G(1)(a) cattle were located). The incident did not present any identified pattern-based discrimination by pen location (relevant to pens holding the affected cattle cohort). The incident does not appear related to where on the vessel the s. 47G(1)(a) cattle were located.

Stocking Density

44. LNC13611 was loaded per alternative density under the alternative minimum pen space allocation policy, which sits under ASEL. The s. 47G(1)(a) cattle and all other cattle loaded on LNC13611 were loaded under the same density settings.
45. 2,258 cattle were loaded under alternative density, and all travelled well throughout transit, presented no health issues and were all discharged in good health. 1,074 cattle were loaded under alternative density of which some did present health issues and mortalities were recorded.
46. Stocking density was not considered a contributing cause of the incident.

Cattle Feeding and Water

47. Fodder loaded on LNC13611 was sourced from National Livestock Solutions (NLS). We have sourced fodder from this supplier for scores of prior consignments and NLS supplies multiple other exporters.
48. All the cattle on LNC13611 were fed the same fodder and watered from the same water source. Cattle were fed an average of approximately 2% of body weight across the voyage and consumed over 40lt of water per head per day. Such consumption is considered normal.
49. The 1,074 head of cattle ex-s. 47G(1)(a) were the only cattle affected by the mortality incident, while the other 2,258 head, all fed and watered the same as the s. 47G(1)(a) cattle, travelled well and were all discharged in good health.
50. Feed and water on-board is not considered to have been a contributing factor to the incident.

On-board Cattle Treatments

51. The stockman treated the affected cattle with a range of treatments in his attempts to improve their health.
52. The stockman initially hypothesized that the cattle might be affected by Three Day or BRD. The stockman applied several anti-inflammatory treatments. None of the treatments he applied appeared to have any effect. Subsequent autopsies showed no sign of Three Day or BRD.
53. Some cattle were also treated with antibiotics. Applied individually in some cases and in tandem with anti-inflammatory medicine in other cases. None of the treatments he applied appeared to have had any effect.
54. Based on the treatments applied on board and the response (or lack of) to treatment, the health issue doesn't appear to be a condition mitigated by anti-inflammatory or antibiotic treatments.

Contagion

55. Only one cohort of cattle all from the one RE and one property of origin were affected by the health issue and resultant mortality incident. Some of the affected cohort (1,074 ex-s. 47G(1)(a) cattle) and the other 2,258 unaffected cattle shared decks and were held in adjacent pens. The health issue affecting the s. 47G(1)(a) cattle did not spread to the other cattle. All 2,258 cattle not from the affected cohort were discharged in a healthy condition.
56. Frontier has followed up with its customers regularly enquiring after the health of the cattle delivered on LNC13611. As at 29/March 2024, reports confirm that the 1,751 cattle prepared at s. 47G(1)(a) RE and loaded and all discharged, all remain healthy in market. (Further, a department information release, dated 29/March 2024, states that "there is no evidence of an exotic disease", and a release the prior day stated that "clinical signs present in the cattle are consistent with botulism", a condition that is not contagious.)
57. It is reasonable to assume that the health condition the cattle suffered on the voyage was not contagious.

Vessel Mechanical Status

58. Discussions with the carrier, vessel master, and stockman revealed that there were no functional vessel or transit issues identified during transit. There were no extreme on-board localised heat events, no mechanical airflow system issues, no feeding or watering system issues, and no material engine issues or breakdowns.
59. On 01/April 2024, the Australian Maritime Safety Authority performed an extensive inspection of the vessel and deemed it fit to load livestock.
60. Vessel mechanical functioning is not considered a contributing cause of the incident.

Transit Weather Conditions

61. Analysis of onboard data indicates there were no extreme heat events during the voyage. Early during the voyage seas were reported as rough on two days. The final six days of the voyage were recorded as calm. Some moderate or rough sailing conditions are not uncommon.
62. The external weather conditions during transit are not considered to have contributed to the cause of the incident.

Length of Voyage

63. The mortalities were concentrated amongst cattle destined for Medan. The 939 head of cattle discharged at Panjang (and hence had a shorter transit) were all healthy. None of the cattle discharged at Panjang were quarantined at s. 47G(1)(a) or sourced from s. 47G(1)(a)
64. The 1,074 head originating from s. 47G(1)(a) and destined for Medan were accompanied by 1,319 head of cattle sourced from other properties. The 1,319 head were discharged in good condition. Only the s. 47G(1)(a) cattle experienced any health issues, and all mortalities were isolated to s. 47G(1)(a) cattle only, with most cattle on the longer voyage remaining healthy throughout.
65. (Note: While it can be argued that if all cattle were discharged at Panjang, LNC13611 would not have technically recorded a mortality incident, it is very likely, in our opinion, that the affected s. 47G(1)(a) cattle would have developed the same symptoms as they had a preexisting condition, and a mortality event would have almost certainly eventuated, albeit post discharge and in-market and not during transit.)
66. The voyage length per se is not considered a contributing cause of the cattle's health condition.

Separate but Related Incident

67. It is understood that s. 47G(1)(a) sourced approximately 1,664 cattle from s. 47G(1)(a) of which 1074 were loaded on LNC13611 on 14/Marh 2024 and the balance remained at s. 47G(1)(a)
68. The same health issue experienced during transit on LNC13611 also manifested among the s. 47G(1)(a) cattle that remained at s. 47G(1)(a) which progressed into a major mortality event (with media reporting 50 deaths). That is, the health issue and related mortalities experienced at s. 47G(1)(a) and on LNC13611 were common and occurred across the same cohort of cattle that had all spent time at s. 47G(1)(a) While investigation into this domestic (but clearly related) incident is ongoing, botulism has been identified as the most likely cause.
69. The health condition affecting the s. 47G(1)(a) cattle very likely developed prior to export.

Health Condition of Cattle Post Discharge

70. As of 29/March 2024, 15 days after LNC13611 was loaded and 9 days after it discharged in Panjang and 5 days after it discharged in Medan, all non-s. 47G(1)(a) cattle delivered under LNC13611 are reported as being in good condition with no health issues.
71. Any possible concern that the non-s. 47G(1)(a) cattle had the same health condition as some of the s. 47G(1)(a) cattle but were slower to develop the symptoms can be reasonably ruled out.
72. The incident was unique to the one cohort of s. 47G(1)(a) cattle prepared at the one RE, s. 47G(1)(a)

Analysis of the Incident

73. Frontier's investigation indicates that the cause of the mortality incident on LNC13611 relates to a pre-existing animal health condition (that ultimately led to the mortality incident), that was not related or caused by any failure of exporter processes and controls and not related or caused by the act of transit (vessel infrastructure, sailing conditions or on-board management). The health condition was pre-existing (developed prior to load) that was not, and could not reasonably be, identified prior to load, with symptoms only manifesting after load.
74. Further, the actions or inactions of the exporter did not exacerbate the incident, indeed the exporter, and more specifically the stockman and vessel crew, worked tirelessly to manage the event on-board and attend to the welfare of the cattle as best as possible.
75. Our investigations to date (and, we understand, supported by separate related investigations) indicate that the likely underlying pre-existing health condition affecting the cattle was botulism, which

originated in Australia (prior to export) from cattle sourced from one specific property of origin and prepared at one specific RE.

76. Unfortunately, botulinum toxin levels in the blood of affected cattle are usually too low to be detected with laboratory test making definitive diagnosis of botulism difficult, but it can be diagnosed based on clinical signs and exclusion of other causes.

77. Based on the evidence gathered, including the fact that:

- the bacteria causing botulism is endemic in northern Australia,
- the mortalities were all confined to only one discrete cohort of cattle all prepared at one RE, and there was no contagion between the affected cohort and unaffected cohort during transit despite their proximity, which is consistent with botulism being contracted by directly ingesting the bacteria toxin and not being spread via animal-to-animal contact,
- on-board observed symptoms of affected cattle leading up to death were not inconsistent with botulism symptoms (and a government release, dated 28/March 2024, states “*Clinical signs present in the cattle are consistent with botulism*”),
- the affected cattle on board did not respond to anti-inflammatory or antibiotic treatments, which is a feature of botulism,
- cattle from the same cohort that were affected on LNC13611 that remained in Australia at the s. 47G(1)(a) RE developed the same health issue and a similar mortality event was reported,
- the ongoing investigation into the mortality event at s. 47G(1)(a) that involves the same cohort of cattle affected on LNC13611 has identified botulism as the most likely cause,
- the department has stated that their testing of the affected s. 47G(1)(a) cattle show that “*clinical signs*” present in the cattle were consistent with botulism,
- testing undertaken at the Northern Territory government’s Berrimah veterinary laboratory has excluded bovine ephemeral fever and tick fever as possible causes (relevant as diagnosis of botulism is often via the exclusion of other causes),
- the mortality rate was unusually high, consistent with cattle (as a species) being among the most susceptible animals to botulism with respect to mortality,
- the affected cattle were held at s. 47G(1)(a) for more than two weeks prior to being loaded on LNC13611,
- post load transit related factors have been reviewed and are not deemed to have contributed to the cause of the incident (as referenced in above section),

it is reasonable to conclude, or derive, (although not definitively) that the mortalities were most likely caused by botulism from the cattle being exposure to toxin from the botulism-causing bacteria while in Australia, likely at s. 47G(1)(a) That is, caused by events outside the control of the exporter and not related to any practices or shortcomings of the exporter or vessel.

78. Botulism may have impacted only the one cohort due to:

- diet considerations (cattle exposed to a protein and phosphorus deficient diet are more susceptible to botulism, which can be exacerbated by very wet conditions),
- sudden change in conditions for the cattle; change of diet, climate and/or environment (noting that s. 47G(1)(a) is located approximately 1,000kms south of s. 47G(1)(a)
- a faulty vaccine batch, which when applied on property is ineffective or only partially effective,
- unintentional improper handling of the vaccine in the lead up to and/or during the on-property vaccination, rendering the vaccine ineffective,
- time of vaccination (on property): efficacy of the vaccine can diminish over time.

79. That is, it is reasonable to conclude that the incident is directly related to events that occurred prior to export involving one cohort of cattle from one property of origin (cattle that appear to have been

suspectable to the botulism bacteria/toxin) and related to only one RE (where the botulism bacteria/toxin appears to have been (and possibly remains) present). The chain of events leading up to the export of the cattle that led to the health condition (and ultimately the morality event) could not have been reasonably foreseen by the exporter.

80. Notwithstanding the underlying health condition, the evidence strongly supports that the affected cattle developed the condition prior to export, outside the reasonable control of the exporter, and not caused by any action or inaction of the exporter.
81. The LNC13611 mortality incident was not caused by a systemic failure of the exporter or the transit management. It cannot be reasonably linked to how or where the cattle were loaded on the vessel, the density they were loaded, the transit feeding and watering practices, or the vessel infrastructure and onboard management of the cattle. Instead, it represents a unique set of very unfortunate circumstances that originated prior to export that can be traced to one RE and one discrete cohort of cattle that ultimately resulted in an extraordinary incident beyond the control of the exporter.

Conclusion

82. While investigations are ongoing, assessment to-date indicates that the cause of this mortality incident was not due to a systemic failure of the exporter or vessel. Instead, it relates to an issue that had its genesis early in the supply chain, but it was not identifiable, and its impact was not felt, until further along the supply chain, which in this instance was on the vessel.
83. While acknowledging that this represents a very serious and extreme incident, the LNC13611 incident was not a result of any Frontier procedural failure or shortcut; it did not result from any systemic failing of Frontier's processes; and was not the result of any deliberate action or inaction by Frontier aimed at enhancing our commercial outcome at the expense of due process or animal welfare. The incident represents a chain of very unfortunate events that originated prior to export that can be traced to one Registered Establishment and one discrete cohort of cattle that ultimately resulted in an extraordinary incident outside the control of Frontier.

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Attachment 1: Consignment Summary

LNC reference	LNC-13611
Exporter Consign. Code	24V05
Consignment POOs	<p>s. 47G(1)(a) ss. 47F(1), 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p> <p>s. 47G(1)(a)</p>
Registered Establishments (RE)	<p>s. 47G(1)(a) (s. 47F(1), s. 47G(1)(a)):</p> <p>...1,581 head delivered.</p> <p>...Last delivery: 07/03/24</p> <p>s. 47G(1)(a) (s. 47F(1), s. 47G(1)(a)):</p> <p>...2,013 head delivered.</p> <p>...Last delivery: 08/03/24</p>
AAV Inspection	<p>AAV was s. 47F(1)</p> <p>Inspection date: 13/March 2024</p> <p>Number of rejects: 16 (mainly external physical conditions)</p>
RVO Inspection	<p>RVO was s. 22(1)(a)(ii)</p> <p>Inspection date: 13/March 2024</p> <p>Number of rejects: Two cattle. Both rejects were from s. 47G(1)(a) relating to skin lesions.</p> <p>(Conducted further spot check of some pens on board on day of load)</p>
Management Plans	<p>Long horn management plan</p> <p>Pre-clearance management plan</p>
Load Port	Darwin Port
Load Date	14/March 2024
Vessel Loaded	Brahman Express
LECR impact level	Compliant / No impact
Number Loaded	3,332 cattle loaded.

	<p>...1,581 cattle loaded ex-s. 47G(1)(a)</p> <p>...1,751 cattle loaded ex s. 47G(1)(a)</p>
Volume loaded by destination port and customer	<p>Panjang:</p> <p>... ^{s. 47G(1)(a)} 639hd (ex-s. 47G(1)(a))</p> <p>... ^{s. 47G(1)(a)} 300hd (ex-s. 47G(1)(a))</p> <p>Medan:</p> <p>.. ^{s. 4G(1)(a)} 1,581hd (ex-s. 47G(1)(a))</p> <p>... ^{s. 47G(1)(a)} 812hd (ex-s. 47G(1)(a))</p>
Panjang Discharge	<p>Discharge date: 20/March 2024</p> <p>^{s. 47G(1)(a)} cattle discharged: 639 (no mortalities)</p> <p>^{s. 47G(1)(a)} cattle discharged: 300 (no mortalities)</p>
Medan Discharge	<p>Discharge date: 24/March 2024</p> <p>^{s. 4G(1)(a)} cattle discharged: 1,430 (multiple mortalities)</p> <p>^{s. 47G(1)(a)} cattle discharged: 812 (no mortalities)</p>

Attachment 2: Summary Timeline

→	5-Mar	Some cattle held at s. 47G(1)(a) treated with Bovishield and Synovex
→	8-Mar	Last cattle arrived into s. 47G(1)(a) for LNC13611 Some cattle held at s. 47G(1)(a) treated with Bovishield
→	9-Mar	Last cattle arrived into s. 47G(1)(a) for LNC13611 Some cattle held at s. 47G(1)(a) treated with Synovex
→	13-Mar	AAV inspection of cattle at s. 47G(1)(a) AAV inspection of cattle at s. 47G(1)(a) RVO inspection of cattle at s. 47G(1)(a) 2x rejects. Cattle deemed fit for export RVO inspection of cattle at s. 47G(1)(a) No rejects. Cattle deemed fit for export
→	14-Mar	Fodder loaded onto vessel Loading of cattle onto vessel commenced
→	15-Mar	Loading of cattle onto vessel completed Fodder loaded onto vessel LNC13611 Consignment Department sign-off LNC13611 LECR impact level of Compliant/ No impact issued
→	20-Mar	969 head discharged at Panjang against 969 loaded
→	22-Mar	Carrier advised exporter of mortality event on board
→	23-Mar	Exporter advised Department of LNC13611 mortality incident in writing Exporter advised Department of LNC13611 mortality incident via phone Discharge of cattle at Belawan commenced
→	24-Mar	1430 head discharged for s. 47G(1)(a) against 1581 loaded 812 head discharged for s. 47G(1)(a) against 812 loaded
→	25-Mar	LNC13611 incident preliminary report provided to department
→	26-Mar	Exporter meeting with Department in Canberra to review LNC13611

Attachment 3: RE Deliveries Schedule

s. 47G(1)(a)

DATE	ARRIVAL TIME	NVD/ NT WAYBILL NO.	PIC	PROPERTY OF ORIGIN	WAYBILL /NVD #	VENDOR	TOTAL RECEIVED
1-Mar-24	2:22 PM	310576	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	310567	s. 47G(1)(a)	103
1-Mar-24	2:22 PM	310577	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	310577	s. 47G(1)(a)	56
4-Mar-24		EX SOH				s. 47G(1)(a)	512
7-Mar-24	2:20 PM	294046	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	294045	s. 47G(1)(a)	369
8-Mar-24	9:49 AM	28937495	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	28937494	s. 47G(1)(a)	360
9-Mar-24	9:52 AM	24468530	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	244685529	s. 47G(1)(a)	180
9-Mar-24	12:02 PM	28825542	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	28825542	s. 47G(1)(a)	432
11-Mar-24		EX SOH					9
11-Mar-24		REJECT					-1
13-Mar-24		REJECT					-4
14-Mar-24		REJECT					-3
14-Mar-24	9:30 PM	346431	EEEEEEE			s. 47G(1)(a)	-812
14-Mar-24	9:30 PM	346431	EEEEEEE			s. 47G(1)(a)	-300
14-Mar-24	9:30 PM	346431	EEEEEEE			s. 47G(1)(a)	-639
14-Mar-24		SURPLUS					-262
Balance In Yards							0

s. 47G(1)(a)

DATE	ARRIVAL TIME	NVD/ NT WAYBILL NO.	PIC	PROPERTY OF ORIGIN	VENDOR	TOTAL RECEIVED
24.11.2023	1800	336168	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	s. 47G(1)(a)	2
27.11.2023	930	336170				2
29.11.2023	2000	28969680				4
01.12.2023	900	339608				1
02.12.2023	1100	336174				1
07.12.2023	1800	336179				1
12.12.2023	1300	350429				5
12.12.2023	1300	336183				2
13.12.2023	1300	326021				1
16.12.2023	2100	344514				6
17.12.2023	1700	344516				6
16.01.2024	1900	344521				8
04.02.2024	1500	346420				11
04.02.2024	1500	346417				9
10.02.2024	1200	346743				1
17.02.2024	1620	325971				7
21.02.2024	1000	346748				14
29.02.2024	1230	328660				500
01.03.2024	1100	328661				526
03.03.204	1100	328662				48
05.03.2024	1200	344531				36
08.03.2024	600	28084766				389
14.03.2024	1800		Missing Tag at load out re tagged			1
14.03.2024	1900	344534	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	s. 47G(1)(a)	
Balance In Yards						1581

Attachment 4: RE Pre-export Treatment Schedule**s. 47G(1)(a)**

Date	RFID	PIC	Property of Origin	Treatment Applied	Line	Pen	Comments	Treated By
No RE Treatments applied								

s. 47G(1)(a)

Date	Arrival Time	Waybill #	PIC	Property of Origin	Vendor	Date of Treatment	Number / Line	Treatment Applied	Batch No	Expiry date
29.02.2024	1230	328660	ss. 47F(1), 47G(1)	s. 47G(1)(a)	s. 47G(1)(a)	04.03.2024	768	Bovishield	523623/598631	1/08/2024
								Patriot Fly Tags	AHR3136T	1/09/2027
								Synovex TBA	691348	1/02/2026
01.03.2024	1100	328661	ss. 47F(1), 47G(1)	s. 47G(1)(a)	s. 47G(1)(a)	05.03.2024	728	Bovishield	523623/598631	1/08/2024
								Patriot Fly Tags	AHR3136T	1/09/2027
								Synovex TBA	691348	1/02/2026
02.03.2024	1300	344532	ss. 47F(1), 47G(1)	s. 47G(1)(a)	s. 47G(1)(a)	07.03.2024	43	Bovishield	523623/598631	1/08/2024
								Patriot Fly Tags	AHR3136T	1/09/2027
								Synovex TBA	691348	1/02/2026
03.03.2024	1100	328662	ss. 47F(1), 47G(1)	s. 47G(1)(a)	s. 47G(1)(a)	7.03.2024	168	Bovishield	523623/598631	1/08/2024
								Patriot Fly Tags	AHR3136T	1/09/2027
								Synovex TBA	691348	1/02/2026
05.03.2024	1200	344531	ss. 47F(1), 47G(1)§	s. 47G(1)(a) s. 47G(1)(a)	s. 47G(1)(a)	06.03.2024	244	Bovishield one	523623/598631	1/08/2024
								Synovex TBA	691348	1/02/2026
								Warrior fly tag	318045	1/04/2026
08.03.2024	1600	344533	ss. 47F(1), 47G(1)§	s. 47G(1)(a)	s. 47G(1)(a) s. 47G(1)(a)	s. 47G(1)(a)	-408	Cattlemax LV pour on		
08.03.2024	600	28084766	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a) s. 47G(1)(a)	s. 47G(1)(a)	11.03.2024	389	Bovishield one	523623/598631	1/08/2024
09.03.2024	1030	28084766	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a) s. 47G(1)(a)	s. 47G(1)(a)	11.03.2024		Synovex TBA	691348	1/02/2026
								Warrior fly tag	318045	1/04/2026
14.03.2024	1900	344534	ss. 47F(1), 47G(1)§	s. 47G(1)(a)	s. 47G(1)(a)	14.03.2024	-1581	Cattlemax LV pour on		

Attachment 5: AAV rejects schedule

s. 47G(1)(a)

<i>RFID</i>	<i>PIC</i>	<i>Property of Origin</i>	<i>WAYBILL</i>	<i>line</i>	<i>Pen</i>	<i>Comments</i>
ss. 47F(1), 47G(1)(a)	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	328660	steer	top cooler	AAV, lame
			328660	steer	top cooler	AAV, lame
			328660	steer	top cooler	AAV, lame
			328661	steer	dead tree	AAV, lame
			328661	steer	dead tree	AAV, lame
			344531	steer	dead tree	AAV, lame
			346417	cows	Top shed	AAV, Poor condition
			346748	cows	Top shed	AAV, lump on chest
			346748	cows	Top shed	AAV, lame

s. 47G(1)(a)

<i>Date</i>	<i>RFID</i>	<i>PIC</i>	<i>Property of Origin</i>	<i>Vendor</i>	<i>Line</i>	<i>Pen</i>	<i>Comments</i>	<i>Rejected By</i>
13-Mar-24	ss. 47F(1), 47G(1)(a)	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	s. 47G(1)(a)	STEER	10	SKIN	AAV
13-Mar-24					STEER	6	LAME	AAV
13-Mar-24					STEER	6	LAME	AAV
13-Mar-24					BULL	4	LAME	AAV
14-Mar-24					STEER	9	LAME	AAV
14-Mar-24					BULL	4	SKIN	AAV
14-Mar-24					STEER	5	SWOLLEN PIZZLE	AAV

Attachment 6: RVO rejects schedule

<i>RFID</i>	<i>PIC</i>	<i>Property of Origin</i>	<i>WAYBILL</i>	<i>line</i>	<i>Pen</i>	<i>Comments</i>
ss. 47F(1), 47G(1)(a)	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	344514	feeder bull	Top middle shed	RVO reject skin
ss. 47F(1), 47G(1)(a)	ss. 47F(1), 47G(1)(a)		325971	feeder bull	Top middle shed	RVO reject skin

RVO rejects both from s. 47G(1)(a)

Attachment 7: AA Document Review

Frontier performs a QA review of documentation and records post consignment discharge. The review has been performed on LNC13611.

Pre-load

Under Approved Arrangements, the exporter is required to follow a standard process with multiple documentation requirements. Amongst other things, the exporter is required to issue CSEPs to relevant parties, enact management plans, upload multiple data on the department's TRACE system and seek declarations to ensure conditions are met.

Of the 17 vendor declarations relating to LNC13611, all were signed and captured prior to export. For the cattle ^{s. 47G(1)(a)} bought directly as principal buyer, there were 7 vendor declarations and ^{s. 47G(1)(a)} sourced these declarations directly from the vendor and provided them to Frontier. For the cattle bought by Frontier, there were 10 vendor declarations, sourced directly by Frontier.

As part of our post discharge QA process, one of the 17 vendor declarations was identified as being signed but only partially completed, which was the vendor ^{s. 47G(1)(a)} that ^{s. 47G(1)(a)} bought cattle from. Once identified we contacted the relevant vendor to explore why the form was signed but only partially complete. The vendor advised he had assumed all was in order and that he did indeed meet all conditions of the declaration (as he advised, that is why he signed it), and it was always his intention that the original declaration was complete, and he hadn't realised it wasn't complete. He subsequently signed a fully completed form. The timing of fully completing the document did not contribute to the cause of the incident.

Post-Load

There were some delays in issuing the daily transit reports across the final days of the voyage. This was the time that the mortality incident was "peaking", and the stockman and crew were under immense pressure to manage the incident in real time and focus all their attention on animal welfare. The delay in providing the final days transit reports did not contribute to the cause of the incident.

The daily report provides a mortality schedule. Some fields in the mortality schedule in the daily transit reports provide across the last few days of transit were not populated. Instead, the information provided separately, and included all the relevant data. The format in which the data was provided did not contribute to the cause of the incident.

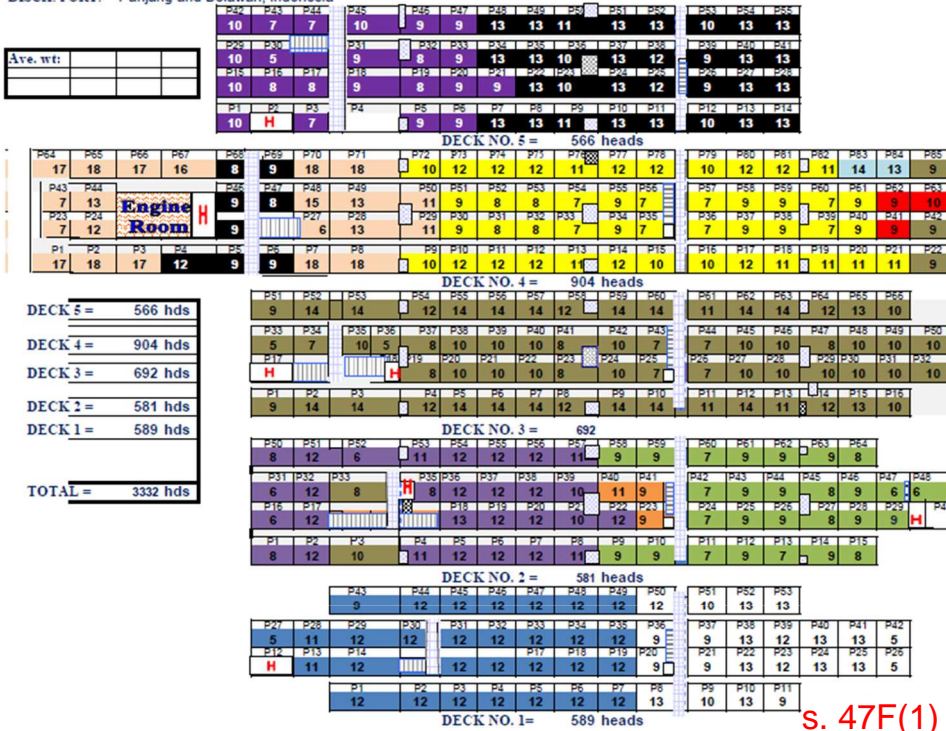
Attachment 8: Vessel Stowage Plan

BRAHMAN EXPRESS
LUXEMBOURG

STOWAGE PLAN

DATE: 14-Mar-24
LOAD PORT: Darwin, Australia
DISCH. PORT: Panjang and Belawan, Indonesia

Ave. wt:		
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DK	LINE	TYPE	QTY	AVE.WT
1	1	Feeder Steer - Bel	241	
1	2	Feeder Bull - Bel	345	
2	2	Feeder Bull - Bel	3	
2	3	Medium Steer - Bel	223	
2	4	Feeder Bull - Bel	29	
2	5	Feeder Steer - Bel	311	
2	6	Medium Steer - Bel	18	
3	6	Medium Steer - Bel	692	
4	6	Medium Steer - Bel	27	
4	7	Cow - Bel	28	
4	8	Medium Bull - Bel	27	
4	9	Heavy Steer - Bel	449	
4	10	Feeder Steer - Pan	300	
4	11	Feeder Steer - Pan	73	
5	11	Feeder Steer - Pan	377	
5	12	Medium Steer - Pan	189	
TOTAL			3332	

s. 47F(1)

s. 47F(1)
Chief Mate

s. 47F(1)

s. 47F(1)
Master

(Source: Vessel)

Attachment 9: Transit Summary

Brahman Express LNC-013611							
	Average Temp	Humidity	Sailing Conditions	Fodder ROB Roughage (t)	Fodder ROB Pellet (t)	Water Consumption (avg. L/hd)	Next Port of arrival
<i>Day-1</i> 15/03/24	30.0°	76%	3 - Rough	15.00	316.00	26.00	Panjang
<i>Day-2</i> 16/03/24	31.0°	77%	2 - Moderate	13.00	289.36	41.00	Panjang
<i>Day-3</i> 17/03/24	31.0°	77%	2 - Moderate	11.00	259.03	47.00	Panjang
<i>Day-4</i> 18/03/24	32.0°	77%	3 - Rough	9.00	225.52	48.00	Panjang
<i>Day-5</i> 19/03/24	32.0°	77%	1 - Calm	7.00	192.12	48.00	Panjang
<i>Day-6</i> 20/03/24	32.0°	77%	1 - Calm	5.00	158.72	49.00	Belawan
<i>Day-7</i> 21/03/24	32.0°	77%	1 - Calm	3.00	134.67	49.00	Belawan
<i>Day-8</i> 22/03/24	32.0°	77%	1 - Calm	2.00	110.62	49.00	Belawan
<i>Day-9</i> 23/03/24	32.0°	77%	1 - Calm	1.00	86.57	50.00	Belawan
<i>Day-10</i> 24/03/24	32.0°	77%	1 - Calm	1.00	80.00	50.00	Belawan

(Source of date: Vessel)

Attachment 10: Mortalities NLIS List

#	Transit Mortalities	Property of Origin	PIC	PEQ	Customer
1	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	s. 47G(1)(a)
2					
3					
4					
5					
6					
7					
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52					
53					

54	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	s. 47G(1)(a)
55					
56					
57					
58					
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108					
109					

110	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	ss. 47F(1), 47G(1)(a)	s. 47G(1)(a)	s. 47G(1)(a)
111					
112					
113					
114					
115					
116					
117					
118					
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142					
143					
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145					
146					
147					
148					
149					
150*					
151^	No Tag	N/A	N/A	N/A	N/A

*No tag but mortality at port. s. 47G(1)(a) brand identified. Other fields derived.

^No tag recorded. Assumed as s. 47G(1)(a) Station.

(Source: Vessel)

Attachment 11: Mortalities profiling**Mortalities by PEQ**

s. 47G(1)(a)	151
s. 47G(1)(a)	-
TOTAL	151

Mortalities by Property of Origin

Property Name	PIC	# Mortalities
s. 47G(1)(a)	ss. 47F(1), 47G(1)(a)	-
s. 47G(1)(a)		-
s. 47G(1)(a)		-
s. 47G(1)(a)		-
s. 47G(1)(a)		-
s. 47G(1)(a)		-
s. 47G(1)(a)		151
s. 47G(1)(a)		-
s. 47G(1)(a)		-
s. 47G(1)(a)		-
s. 47G(1)(a)		-
s. 47G(1)(a)		-
s. 47G(1)(a)		-
s. 47G(1)(a)		-
TOTAL		151

Mortalities by deck

Deck-1	-
Deck-2	55
Deck-3	73
Deck-4	23
Deck-5	-
TOTAL	151

(s. 47G(1)(a) cattle were only held on deck 2,3, and 4)

Mortalities by Destination

Panjang	-
Medan	151
TOTAL	151

Mortalities by Category

Medium Steer	75
Heavy Steer	16
Feeder Steer	51
Feeder Bull	4
Medium Bull	3
Unknown	2
TOTAL	151

Attachment 12: Daily Transit Reports

(provided separately)

Attachment 13: End of Voyage (EOV) Report

(provided separately)

Attachment 14: Stockman summary of treatments administered

Brahman express Voyage No. V24005

Reportable incident treatment list.

Initial diagnosis was Three Day sickness early in the voyage so the use of anti-inflammatory drugs as well as steroids set a basis for treatment. BRD was also a suggested diagnosis although autopsies showed no signs of the disease.

- Meloxicam 20
- Flunixin
- dexason
- Draxxin KP.

None of the above treatments had any positive reactions

Antibiotics were also used in conjunction with the above stated ant-inflammatory. Salmonella was another presumed diagnosis thrown around which in most cases requires both as well as fluids.

- Tribactral
- Alamycin LA 200
- Duplocillin
- Depocillin
- TetraMax LA 300

All the above antibiotics were trialled individually by themselves as well as paired with an anti-inflammatory. None of the above treatments had any positive reactions.

(Source: Stockman)

Attachment 15: Stockman summary of symptoms leading to death

BRAHMAN EXPRESS V24005**MORTALITY SYMPTOM OVERVIEW AND TIMELINE****Initial stages****Hours 0-2**

- Animal lethargic/stiff with low energy levels observed.
- Small amounts of muscle spasms/shivers sometimes none
- **No** signs of nasal discharge or eye discharge.
- **No** signs of joint or jaw swelling.
- **No** panting or heavy breathing observed
- Faeces normal
- Affected animals were both fat and healthy to the eye as well as some being smaller and skinnier

Middle stages**Hours 2-5 hours**

- Disorientation and dizziness observed walking into rails and unbalanced.
- Above leading to collapse and going down without ability to stand or sit back up.
- Thrashing of head and kicking observed.
- Eyes rolling back in head observed.
- Faeces normal
- Muscle spasms/shivers increase to noticeable levels.
- **No** signs of nasal discharge or eye discharge.
- **No** panting or heavy breathing observed
- Slight jaw swelling observed in most animals at this stage.

Late stages**Hours 5-6**

- Foaming from mouth observed.
- Muscle spasms/shivers increased and uncontrollable.
- Eyes completely rolled back in head.
- **No** signs of nasal discharge or eye discharge.
- Kicking and thrashing of head ceased.
- Neck stiffness observed on top of jaw stiffness
- Faeces normal

Within thirty minutes to an hour of the mouth starting to foam animals were deceased.

Timeline above is based on a median value estimated from all mortalities observed. Some animals had significantly shorter timelines and some were longer and more prolonged.

s. 47F(1) S. 47F(1)
Stockman

(Source: Stockman)

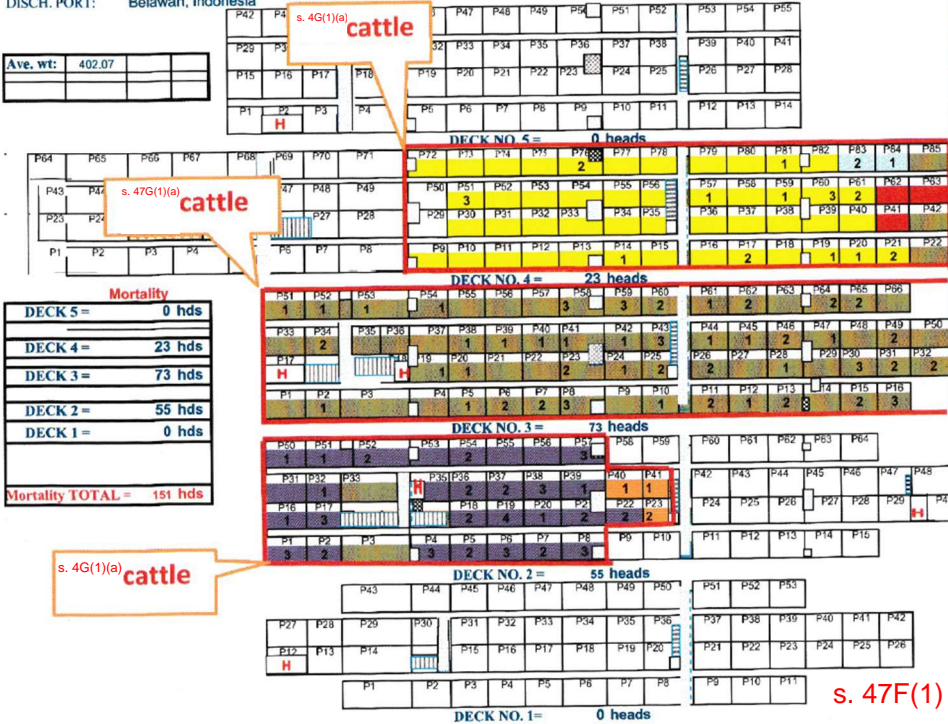
Attachment 16: Mortalities Vessel Pen Map

BRAHMAN EXPRESS
LUXEMBOURG

Mortality Location

DATE: 23-Mar-24
LOAD PORT: Darwin, Australia
DISCH. PORT: Belawan, Indonesia

Ave. wt:	402.07
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DK	LINE	TYPE	QTY Loaded	Mortality
4	1	s. 47G(1)(a) Heavy Steer - Bel	449	20
4	2	Heavy Steer - Bel	27	3
4	3	s. 47G(1)(a) Medium Bull - Bel	28	
4	4	s. 47G(1)(a) Medium Steer - Bel	27	
3	4	Medium Steer - Bel	692	73
2	4	Medium Steer - Bel	18	
2	5	s. 47G(1)(a) Feeder Steer - Bel	311	51
2	6	s. 47G(1)(a) Feeder Bull - Bel	29	4
2	7	s. 47G(1)(a) Medium Steer - Bel	223	
2	8	s. 47G(1)(a) Feeder Bull - Bel	3	
1	8	Feeder Bull - Bel	345	
1	9	Feeder Steer - Bel	241	
TOTAL			2393	151

s. 47F(1)

s. 47F(1)
Chief Mate

s. 47F(1)
Master

(Source: Vessel)

Attachment 17: MRCL

Australian Government
Australian Maritime Safety Authority

MASTER'S REPORT CARRIAGE OF LIVESTOCK

This Master's Report is to be sent to:

Manager, Ship Inspection and Registration
Australian Maritime Safety Authority
MRCL@amsa.gov.au
Nearest AMSA office

AND

Livestock Export
Department of Agriculture and Water Resources
livestockexp@agriculture.gov.au

Note: Failure to correctly complete this form, or a delay in its transmission to AMSA may result in a delay at the commencement of the next voyage.

SHIP AND VOYAGE DETAILS		LOADING AND DISCHARGE DETAILS		
SHIP DETAILS		LOADING		
Name of ship Brahman Express		Port(s) & No. Loaded by Species*	Date(s) and Time(s) of	
Ship's flag Luxembourg			Commencement	Completion
IMO number 9238416 Voyage number 24005		Darwin, Australia Cattle 3332 Head	1648 H	0006 H
			14/03/24 GMT +9.5	15/03/24 GMT +9.5
GENERAL REPORT OF VOYAGE		DISCHARGE		
Weather conditions Experienced rough to moderate seas from departure loading port until arrival discharging port.		Port(s) & No. Discharged by Species*	Date(s) and Time(s) of	
Breakdowns NIL			Commencement	Completion
Duration of voyage (10 days)		Panjang, Indonesia Cattle 939 Head	0454H	0824H
			20/03/24 GMT +7	20/03/24 GMT +7
		Belawan, Indonesia Cattle 2242 Head	1448H	0918H
			23/03/24 GMT +7	24/03/24 GMT +7
OVERALL MORTALITY				
Species*	Average Weight (kg)	No. Loaded	Mortality	
			(Heads)	(%)
Cattle	402.07	3332	151	4.53%

* Note: Cattle and Buffalo to be separately listed.

PERSON IN CHARGE OF LIVESTOCK

Name s. 47F(1)	Qualifications Stockman
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MASTER'S SIGNATURE

Signature s. 47F(1)	Date 24/03/2024
------------------------	--------------------

s. 47F(1)

Name of Ship: Voyage Number:

DAILY MORTALITY AND ENVIRONMENTAL CONDITIONS

Note: Temperature and humidity should be recorded within the livestock house at noon.
Temperature and humidity significantly greater than the noon reading should be noted in the remarks column.

Date	Daily mortality (heads)			Environment		Wind speed	Wind direction	Ship's course	Remarks (e.g. deficiencies of livestock services)
	Sheep	Cattle	Other	Temp (°C)	Humidity (%)	(readings at noon)			
14/03/24		0							Loading of cattle /
15/03/24		0		30	76	26 kts	SW	285	Completed loading of cattle
16/03/24		0		31	77	16 kts	NW	287	Cattle still alert
17/03/24		0		31	77	16 kts	WSW	287	Cattle still alert
18/03/24		2		32	77	16 kts	NW	281	Cattle travelling well.
19/03/24		0		32	77	21 kts	W	275	Cattle travelling well.
20/03/24		0		32	77	16 kts	S	159	Arrival Panjang/Discharging Cattle/ Completed Discharging
21/03/24		58		32	77	21 kts	NE	328	Cattle travelling well.
22/03/24		60		32	77	6 kts	SE	296	Cattle travelling well.
23/03/24				32	77	3 kts	NE		Arrival Belawan/Discharging Cattle
24/03/24		31		32	77	3 kts	N		Completed Discharging
									If more space is required, please use the tab button after this row and then delete this line.
Total mortality		151							

Distribution:

This page shall be scanned and emailed to MRCL@amsa.gov.au; nearest AMSA office and livestockexp@agriculture.gov.au

(Source: Vessel)

Attachment 18: Stakeholder Testimonial



1 April 2024

Mr Adam Fennessy PSM
Secretary
Department of Agriculture, Fisheries and Forestry (DAFF)
GPO Box 868
Canberra ACT 2600
via email: adam.fennessy@aff.gov.au

Dear Adam,

Re: Brahman Express 15 March 2024 – Frontier

I am writing to you to express my concern that a penalty of any kind may be unfairly applied to Frontier International Northern Pty Ltd (Frontier) as a result of the tragic deaths that occurred on the Brahman Express shipment that departed Darwin on 15 March 2024 destined for the port of Panjang, Lampung, on the island of Sumatra in Indonesia.

The deaths of these livestock on this consignment, and those of the livestock that subsequently passed away at the registered premise, were totally unavoidable by the Frontier team as they could not possibly have known that the animals had ingested fodder contaminated with what is likely to be 'Botulism Bacteria'.

Frontier's, and the crew of the Brahman Express' management of the stock on board the ship as the incident unfolded, and their management of the health and welfare of the remaining livestock on the voyage was exemplary and should be acknowledged by industry and the Department as such.

The management and team at Frontier are some of our most highly regarded export professionals in both Australia and South East Asia. I have personally had the privilege to experience first hand the systems they have implemented to monitor and enhance animal welfare outcomes both in Australia, but also at a number of feedlot locations throughout Java and Sumatra in Indonesia.

This commitment starts with the Directors and senior management of Mr William McEwin and Mr Tony Gooden and flows through their team based in Australia and South East Asia.

The on the groundwork of their Animal Welfare Officers (AWO's) is exceptional and something that the Department, and the Government and Industry as a whole should be proudly acknowledging and supporting.

The Australian beef cattle industry, and particularly the live export industry, needs more exporters making the commitment and investment in integrated systems and infrastructure, as Frontier is delivering in Indonesia and Vietnam in particular.

As you know, I will be in Indonesia this week, inspecting feedlots, depots and abattoirs with some of the AWO team from Frontier, and other exporters. In all of my previous visits to Indonesia, including 4 visits in the past 6 months, I can assure you that the commitment of the Frontier team is genuine and of a very high standard.

1

14-16 Brisbane Ave, Barton ACT 2600
Locked Bag 9, Kingston ACT 2604
ceo@cattleaustralia.com.au | 1300 653 038
ACN:625 194 096 | ABN: 54 625 194 096



For the avoidance of all doubt, I must also acknowledge that I have sold thousands of livestock to, and utilised the services of Frontier, amongst a small number of other exporters over the past six years, to facilitate the movement and sale of livestock; both personally and company owned and managed assets in the Northern Territory, to various South East Asian destinations, predominantly Indonesia and Vietnam.

Therefore I provide this letter of support and competency to the Frontier business from a uniquely informed position.

I trust that the Department, and the Government as a whole will vigorously investigate the circumstances of the unacceptable leakage of confidential information about this shipment and brings those responsible to account.

I fear greatly the unacceptable brand and financial damage that this leakage of confidential information has done to the Frontier business and the Australian beef cattle industry as a whole, let alone the damage that continues to be done to the Australian brand in Indonesia from the ridiculously inaccurate and sensationalised reporting of any incident relating to live exports.

The Australian beef cattle industry needs to encourage more exporters to operate at the standard delivered by Frontier and I believe it would be a tremendous injustice for Frontier to be penalised in anyway for a tremendously unfortunate animal health outcome that is totally out of the control of the exporter.

If you have any further queries in regard to this matter or the contents of this letter please feel free to contact me at your earliest convenience.

Yours sincerely,

s. 47F(1)

Garry Edwards
Chair and Director
Cattle Australia Limited

cc. Andrew McDonald
Mr Tony Gooden
Mr William McEwin

Department of Agriculture Live Export Branch
Frontier
Frontier

2

s. 47G(1)(a)

s. 47F(1), s. 47G(1)(a)



CLEAN AGRICULTURE & INTERNATIONAL TOURISM PTY LTD

ACN: 89 630 600 976

Paspalis Business Centre
Level 1, 48 – 50 Smith St
Darwin NT 0800

30th March 2024

Re: CAIT's support for Frontier

To Whom it May Concern

Clean Agriculture and International Tourism Pty Ltd have marketed over 30,000 hd of cattle through Frontier International Northern Pty Ltd over the past 2 years. In every transaction we have found Frontier to be professional, ethical, and they have always maintained a high standard of Animal Ethics. In our experience Frontier have always adhered to or exceeded the required export standards and protocols .

I have no hesitation in supporting Frontier as it is a professional and ethical business. I would be happy to provide any additional information on our experience with Frontier.

Kind Regards

s. 47F(1)

Dr Steven Petty (B AgSc, PhD, Associate Professor)
General Manager and Director of CAIT
Mob s. 4F(1) , s. 4F(1)[@spektrum.net.au](mailto:s.4F(1)@spektrum.net.au)



NORTHERN TERRITORY CATTLEMEN'S ASSOCIATION INC.

Advancing and protecting the interests of cattle producers in the Northern Territory

Member - National Farmers' Federation and Cattle Australia

Mr Adam Fennessy PSM
Secretary
Department of Agriculture, Fisheries and Forestry (DAFF)

Via email: adam.fennessy@aff.gov.au

Dear Mr Fennessy,

Regarding Brahman Express Incident 15 March 2024

The NTCA would like to take this opportunity to recognise the manner in which the Department has proactively engaged with industry regarding the mortality incident on board the Brahman Express livestock vessel. It has been a credit to the Department and your team and serves as an example of what can be achieved by working cohesively between Government and industry on emergent issues of national significance and diplomatic sensitivity.

However, I would note that we have been contacted by the exporter, Frontier International, and are writing to express concern regarding regulatory actions taken, or are in consideration, regarding the events on board the Brahman express.

It is noteworthy that we are still awaiting the results of testing conducted on control animals here in the NT, carried out by both Federal and Territory Governments, and that no formal identification of what has caused their mortality has yet been made. While the assumed cause of this event is that the animals were infected with 'Botulism Bacteria', pre-empting the forthcoming results and assigning blame or causality would be inappropriate at this time.

It is difficult to understand how applying the extraordinary powers your Department has over an exporter's financial viability, for an incident in which the affected animals were approved for export by your own Department's officers who noted no issues with the animal's health during their own inspection, serves any purpose other than punishment for being involved in the incident and completely disregards how tangentially the exporters actions most likely were to the cause of the event.

The protection of animal welfare lies at the core of what cattle producers expect of the Government in the regulating of live animal exports. However, Frontier are and have been a substantial exporter from Northern Australia for an extended period and are well regarded in the industry for their high-performance levels. Undertaking actions against them for an incident not in their control, prior to an investigation being completed, would be a perverse outcome against the intent of the regulations – which is to ensure that high performance is recognised and incentivised by the Standards.

Unit 15, 48 Marina Blvd, Cullen Bay NT 0801 | GPO Box 4845, Darwin NT 0801

T: (08) 8981 5976 | F: (08) 8981 9527 | E: office.darwin@ntca.org.au | W: www.ntca.org.au



NORTHERN TERRITORY CATTLEMEN'S ASSOCIATION INC.

Advancing and protecting the interests of cattle producers in the Northern Territory

Member - National Farmers' Federation and Cattle Australia

Regretfully, the manner in which the information regarding this event made its way into the media has not been identified and, because this was a 'live export issue', there seems to be little if any motivation to identify how this has occurred.

I would like to take this opportunity to raise with you again that the information that was leaked was not only privileged information provided to a Federal regulatory body, but also presented a serious diplomatic risk to Australia's relationship with one of our largest and most significant trading partners. To accept that because this is a 'live export issue' the leaking of this information can be justified is wrong and simply cannot be accepted.

What occurred on the Brahman Express, when taking into consideration the record of the exporter involved as well as the broader industry operating out of Northern Australia, is clearly an aberration. Taking away the right to due process, to confidentiality, and even the financial viability of a business upon which many cattle producers across Northern Australia rely, ignores this fact.

Over the past years the relationship between the industry and some aspects of your Department can best be characterised as one of frustration. I would suggest that we have been presented with an opportunity to improve this, and if our most recent work together indicates one thing above all, it is that positive outcomes for industry and Government are possible when we work together to resolve joint issues.

We look forward to continuing to work closely with the Department on reaching a resolution to this matter and would support additional discussions on how best to ensure an incident like this can reasonably be safeguarded against in the future.

Please do not hesitate to get in contact if you would like to discuss this matter further.

Best Regards,

s. 47F(1)

Will Evans
Chief Executive Officer

cc. Will McEwin

Unit 15, 48 Marina Blvd, Cullen Bay NT 0801 | GPO Box 4845, Darwin NT 0801

T: (08) 8981 5976 | F: (08) 8981 9527 | E: office.darwin@ntca.org.au | W: www.ntca.org.au

s. 47F(1), s. 47G(1)(a)