

REPORT ANDONG BETAWI



JAKARTA ANIMAL AID NETWORK / 2009

Introduction

The Horses of the 'Andong Betawi'

The Betawi (Orang Betawi, or “people of Batavia”) are the descendants of the people living around Batavia (the colonial name for Jakarta) from around the 17th century. ‘The Betawi’ are mostly descended from various Southeast Asian ethnic groups brought to or attracted to Batavia to meet labor needs, including people from various parts of Indonesia. An Andong is a two wheeled horse drawn cart used as a traditional way of transportation. Literally translated Andong Betawi means horse carriage people of Batavia.

Originally a lot of people used this form of transportation to get around. Due to the introduction of the motorized vehicles people are less interested in the old fashioned way of transport. Thus they moved to recreation and tourist sites

such as Monas and Ragunan where people still enjoy the attraction. This tradition has become the only income for the owners and drivers of these carriages, for they are poor and low educated. In total 780 carriage horses are now being used. But they have no legal place where they can keep the horses, instead, they squat land all over Jakarta and await eviction by the local government after which they will squat new land again.

This is a hard life for the owners but also for the horses as they suffer greatly under the poor conditions they are forced to live in

The shoes are made of metal plates or sometimes rubber and they use normal nails to attach the shoe to the hoof. Most of the shoes don't fit the horses' feet and because of inadequate knowledge and skill the nails are often put crooked or driven through live tissue. This causes the outside of the feet to crack and the inside to get infected. But besides that the hooves are not cleaned out, so moist, dirt and faeces are rotting in their hooves making the inside soft and vulnerable. Very often nails puncture deep inside the hoof causing horrific infections.

The harnesses that are used for the horses are also "home made" and put directly on the skin of the horses

JAAN is now trying to help these poor horses. This is done in several ways; Education, Veterinary Care, Practical donations, Farrier training and Rescue whenever possible. Until present JAAN has rescued only one older horse which is now under JAAN's care. JAAN strives to obtain sanctuary facilities in the future to enable us to provide proper care for older horses, after their long 'working career'.

In the future JAAN also hopes to obtain temporary shelter for the horses, where they can rest in-between working hours. JAAN strives to see an improvement of the diet of the horses. JAAN also provides information on the welfare and treatment of horses through a handbook, explanations and trainings. Animal welfare though will be hardly understood by people who face poor welfare themselves. But if we can explain them that if the welfare of their horses is improved, their own welfare will improve as well we might book some successes.

JAAN plans to construct a sanctuary for older horses to provide them the well deserved retirement they need badly after working endlessly for so many years.

The Horse owners

JAAN learned that 60 % of the horse owners are Betawi (Jakarta), the 30% are Sunda and 10% origin from other parts of Java. For most of the horse owners this has been a 'family business', learned from father to son. Children at the age of ten already become carriage riders and are responsible for most of the care for the horses; washing and cleaning the stables. Some horse

owners have orphan children (in between 10-17 years old) working for them and in exchange they provide food and shelter.

The horse owners can earn around 150,000 rupiah per day (12.39 US Dollar) and the horse drivers will earn around 40,000 rupiah (3.30 US dollar) a day.

LOCATIONS WHERE THE HORSES ARE KEPT

JAAAN has visited carriage horses at the following locations:

1. Bali; Kuta

Purpose of use: Tourist transportation

General condition of the horses: The horses in Bali showed to be in reasonable condition; we found no extreme skinny horses, they all looked well groomed, including the hooves even though also in Bali most problems start in the feet due to insufficient knowlegde about proper hoof care.

Equipment: The equipment for the horses seemed reasonable good care of; the equipment is oiled and washed on a weekly basis. The mouth pieces were the local brand ones; obtained in Banyuwangiand were cleaned after use.

Working hours: The horses were used for long hours (> 10 Hours/day)

Feeding & watering: All horses were provided with drinking water from buckets during working hours.

Traditional treating methods: As in Kuta many horse carriage owners originate from Java also here we observed the use of ' Tali waru'; force feeding of milk and eggs; battery acids to close wounds.

The horse carriage owners active in Kuta are all registered and organised in a group named; 'Fordoden' Kuta. The drivers wear an uniform.

Also there is no space for negotiating the prices, there is little competition amongst the horse carriage owners; they can ask for high prices (Rp 200,000 for a tour in Kuta of around 5 Kilometers). The horses all line up in a row and thus the tourists will use the carriage up front, who will later await its turn in the back; This allows the horse to rest and eat and drink.

Our conclusion was that the people in Bali are much more organized than elsewhere and set a good example. Local governments in Java could follow the example of Kuta, Bali by adapting to the registration method and providing legalization to those horse owners who follow the SOP.

P.O.A: Ferrier training, care taking training to end the habit of forcefeeding and also other traditional, cruel habits.

2. Bandung



Purpose of use: Market / Transport

General condition of the horses: The horses in Bandung showed to be in the best condition; we found no skinny horses, they all looked well groomed, including the hooves.

Equipment: The equipment for the horses seemed much better cared of, not hard and using thick layers of protection.

Working hours: The horses were used for long hours (> 10 Hours/day)

Feeding & watering: All horses were provided water and food (soybeans, corn, grass) in between.

Our conclusion was that the people in Bandung have more knowlegde about horse-care than in most other locations we visited. At other locations carriage horse owners seem to be more opportunists, especially in Jakarta and Bogor (Puncak) area, while in Bandung the tradition seems to be more rooted.

3. Bogor; Puncak / Kebun Raya

Working hours:

Weekdays: Afternoons only

Holidays: 08.00 – 19.00

General information: Bogor is the 'town of rain'. It has a colder climate, which seems to be positive for the carriage horses; much better than the heat in Jakarta. Bogor is a town full of hills and the horses here have a hard time walking up and down these hills with a big load hanging on their backs.

There are no regulations for the carriage horses by the local government and the carriage horse owners are not offically registred.

Purpose of use: Tourist Transportation

General condition of the horses: Most of the horses in Bogor (Kebun Raya) and Puncak showed suffer from poor caretaking; skinny, bad hoof care (many

broken and dry); many suffering from skin problems, we found no skinny horses, they all looked well groomed, including the hooves.

Equipment: The equipment for the horses was in general in poor state; hard and cracking and using little protection.

Working hours: The horses are used for long hours (> 10 Hours/day)

Feeding & watering: At Kebun Raya and in the Puncak the carriage horses dont seem to be provided any feed during working hours except for grass.

Our conclusion was that the people in Bandung have more knowlegde about horse-care than elsewhere. At other locations carriage horse owners seem to be more opportunists, especially in Jakarta and Bogor (Puncak) area, while in Bandung the tradition is more rooted.

P.O.A.: 1. Register all horse carriage owners in; microchip and deworm all horses; provide a ferrier training and general care taking training; care taking training to end the habit of forcefeeding and also other traditional, cruel habits. provide ongoing medical aid legalize and regulate carriages that are registred with local government and illegalize all unregistred carriages.

4. **Jakarta; Kemanggisan**, (At this location since 2004, but the owners all have been active since 1986 using the carriages at Monas)

Working Hours:

Weekdays: 14.00 -18.00 around the area

Holidays: 06.00 – 00.00 depending on how busy it is at Monas

General condition of the horses: Overall the horses here are not good looked after. Caretaking is poor and at night the horses are left alone. This, in an area where anyone can enter. It happened a few times that horses escaped and almost ran on the highway, as the location is next to the highway. The 'stables are often dirty, filled with moist and the area is dirty, there is no proper waste management, poor hoof care.

Equipment: The equipment for the horses was in general in poor state; hard and cracking and using little protection.

Working hours: The horses are used for long hours (> 10 Hours/day) to Monas (weekends and holidays). All other days are the horses work each afternoon in the area of Kemanggisan/Benhill/Kebayoran to transport children and other passengers.

Feeding & watering: The carriage horses are not provided any feed/water during working hours. In the 'stables' the horses are fed a mixture of tauge, water with grass. Most horses at this location are skinny, The water here is of poor and dirty condition; we found big amounts of amoebiasis in the stools.

Kemanggisan is a place where horses are often traded.

P.O.A.: March 2009 Register all horse carriage owners; microchip and deworm all horses; provide a ferrier training (April and May 2009) and general care taking training; provide ongoing medical aid; care taking training to end the habit of forcefeeding and also other traditional, cruel habits.legalize and regulate carriages that are registred with local government and illegalize all unregistred carriages.

5. Jakarta: Depok (since 1980)

Location:

Depok 1.

Contact person: Uto / Salam

Twelve horses, housed between the houses of the owners, in reasonable clean conditions (much cleaner then Kemanggisan).

General condition of the horses: The horses here are in reasonable good condition; not skinny, brushed daily, washed daily, horses are not easily exchanged (sold) so they stay for long time

Equipment: The equipment for the horses was in general in good condition, the carriage owners here are very active in repairing the equipment themselves

Working hours: 14.00 – 18.00 around the area

Feeding & watering: The water quality is very good (clean). The carriage horses are provided any feed/water during working hours. In the 'stables' the horses are fed a mixture of tauge, grains, grass, mixed with water. Hoofcare at Location 1 in Depok (Bpk Uto) is good, but at location 2 (Bpk Salam) is very poor (some horses have even difficulties to walk due to overgrowth).

P.O.A.: May 2009. Register all horse carriage owners ; microchip and deworm all horses; provide a ferrier training and general care taking training; ongoing medical aid; care taking training to end the habit of forcefeeding and also other traditional, cruel habits.legalize and regulate carriages that are registred with local government and illegalize all unregistred carriages.

6. Jeruk Purut (Since 2002)

*The carriage owners here are not registred with the PDDDB. The horses are used inside Ragunan Zoo on Holidays and weekends. Many horses get purchased at this location. JAAN does visit this location to provide general medical assistance for the horses and education for the owners.

Working hours:

Weekdays: 14.00 – 18.00 around the area

Holidays: 08.00 – 19.00 Ragunan Zoo

General condition of the horses: Overall the horses here are not good looked after. The stables are cleaned twice daily though and the horses are brushed. But overall they are in a skinny condition. Three out of seven horses suffer from eye problems (infections due to trauma).

Equipment: The equipment for the horses is reasonable managed; washed and oiled, but this doesn't count for all owners (three out of five).

Feeding & watering: The carriage horses are provided water during working hours at Ragunan. In the 'stables' the horses are fed a mixture of tauge, water with grass and sometimes grains.

P.O.A.: April 2009. Register all horse carriage owners ; deworm all horses (No need for microchipping since not yet registered with PDDB; provide a ferrier training and ferrier assistance; general care taking training; ongoing medical aid; care taking training to end the habit of forcefeeding and also other traditional, cruel habits.legalize and regulate carriages that are registered with local government and illegalize all unregistered carriages.

7. Cengkareng

Location 1; Gboy (Registered with PDDB) – Twelve Horses

Location 2: Jalan Prepedan (Not registered) – Five horses

Both locations are 'House situation'; Horses are placed next to the owners houses.

General condition of the horses: The horses here are in reasonable good condition; not skinny, brushed daily, washed daily, horses are not easily exchanged (sold) so they stay for long time, dry, clean stables

Equipment: The equipment for the horses was in general in good condition, the carriage owners here are very active in repairing the equipment themselves

Working hours: 14.00 – 18.00 around the area/often rented for rides with schoolchildren

Holidays: Shopping Mall Daan Mogot

Feeding & watering: The water quality is poor. The carriage horses are not provided any feed/water during working hours, but they don't work many hours unless holidays when they standby at Shopping Mall Daan

Mogot. In the 'stables' the horses are fed a mixture of tauge, grains, grass, mixed with water. Hoofcare at both locations is reasonable good but a training is certainly not unnessecary.

P.O.A.: May 2009. Register all horse carriage owners ; microchip and deworm all horses; provide a ferrier training and ferrier assistance; general care taking training; end the habit of forcefeeding and also other traditional, cruel habits ongoing medical aid; legalize and regulate carriages that are registred with local government and illegalize all unregistred carriages.

8. Tanjung Priok (Plumpang)

- Both the horses and the owners here live in deep misery; squatted land under a highway bridge.

Working hours: Daily: 14.00 – 18.00 around the Kemayoran area as public transport

General condition of the horses: Even though the location is extreme poor, overall the horses here are good looked after. The stables are cleaned twice daily and the horses are brushed. The horses are in a reasonable good condition.

Equipment: The equipment for the horses is reasonable managed; regulary washed. We found no wounds on horses due to improper equipment.

Feeding & watering: The carriage horses are not provided water during working hours. In the 'stables' the horses are fed a mixture of tauge, grass with water.

P.O.A.: April 2009. Register all horse carriage owners also; microchip and deworm all horses provide a ferrier training and ferrier assistance; general care taking training; ongoing medical aid; legalize and regulate carriages that are registred with local government and illegalize all unregistred carriages.

MONAS



Horse owners from Kemanggisan at Monas

Monas is the most known location where we still see carriage horses. In the eighties carriage horses started to be used for touring the Monas monument.

Governor Sutyoso (1998 to 2008) was very much in favor of this old tradition, he also often rented the carriage horses when he toured the city. When Sutyoso was in charge, the horses were allowed to be used inside the Monas parc and although there was no official shelter, they were allowed to take drinking water for the horses from the public services.

When the new governor was elected, Fauzi Bowo (2008) times changed for the carriage horses.

Since 2008, the carriage horses are not allowed to enter Monas. The authorities had send police to evict all carriage horses from the area with force, by hitting the owners and the horses to get rid of them. One horse broke its legs during this clash. But, since it's the only income for many of the owners of the carriage horses, they still operate around the Monas area and make a track to tour with tourists around Jalan Merdeka.

The horses are only used in Monas area in the weekends and during holidays. Since the carriage horses are not legal at Monas, it's hard to provide them a permanent shelter as it will be evicted anyway. The authorities are clear in their statement that they don't want the horses to be around Monas.

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The Horses

The Horses are a local breed; originating from Sumbawa. General height is only is 140 Cm.

The use of carriage horses is most popular in the Sunda region, or West Java. In Bandung especially the buying and selling of the carriage horses is a big activity. Most horses used in Jakarta have been bred and purchased in Bandung, which can be seen because of the 'AS' fire mark.

Most horses don't weigh more than 200 Kg. We see the use of many 'albino' horses as well; pure white skin, blue eyes, often suffering from sun allergies.

A working day of a carriage horse in Jakarta.

During their working days which are mainly in the weekends and holidays, they work long hours. Most horses will go up and down, travelling at least 15 kilometers to Monas through the heavy traffic in Jakarta, up and down each day.

Some horses will stay from Friday until Sunday evening. Exposed to the elements they stand harnessed the entire time. During busy days the horses have to keep on walking without a rest, as long as there is demand for it. They are beaten with whips and sticks in order to make them run over the concrete roads.

There is no limit for the amount of people entering the carriage, even though four people, or 250 Kilo's, should be the ultimate. Since there is much competition amongst the carriage drivers, prices can be negotiated and so can the amount of people entering the carriage.

Since there also is no waiting queue like taxi drivers where the last one waits in line for clients, but all carriages are spread around Monas, some horses work many hours, some hardly move. Waiting in the burning heat, rarely being provided water.

Locations and conditions

In Jakarta, carriage horses are kept at the following different locations (More details are provided in the appendix):

1. Kemanggisan, 2 different locations; 26 – 30 Horses
2. Cengkareng, 2 different locations: 12 Horses
3. Depok; 12 Horses
4. UluJami: 20 Horses
5. Tanjung Priok: 7 Horses
6. Jeruk Purut: 7 Horses
7. Telokgong: 2 Horses
8. Kebun jeruk: 22 Horses

General Husbandry

The owners of the stables in general clean out once daily, search grass every afternoon and groom the horses (with a hard, iron brush).

Treatment



Tali waru (Rope) punctured through the skin; cruel traditional practices

When a horse suffers from wounds on the backs for example, (and most of them do) the Andong Betawi pour mercury from batteries and gasoline in to wounds to dry them up. These wounds in most times could be easily prevented by providing better protection. This protection doesn't even necessarily be expensive; in many cases, it's mostly laziness from the owners to work towards the prevention of such wounds.



Wound below the harness (Horse; Kemanggisan, at Monas May 2009)

And if a horse gets crippled or has a swollen body part, it gets cured by puncturing another body part like the chest and putting a wire through it. For this, the rope from a tree, 'Waru tree' is used. The men believe this cures diseases. These are considered traditional treatments by the Anong Betawi. To hold the animals in place when being "cured" or shod a rope is put around the snout and through the mouth of the horse, this rope is then put around a higher beam or branch forcing their head upwards. Sometimes the tongue is stuck behind the rope and if the horse pulls the rope out of pain it rips its own tongue, splitting it in half. If a horse gets another disease they are given human medicine like paracetamol and Bodrex.

These treatments are partly because of tradition. But also find their roots in not enough knowledge and money for proper treatment. Upon examining the faeces of the horses sixteen different species of worms and amoebas were found. Most of which are lethal given enough time.

Most treatments conducted by JAAN were for foot care, overall infections, pneumonia, eye infections due to trauma, stiffness, wounds due to improper

equipment. Most medical care is provided in Kemanggisan as here horses are kept under the most poor conditions with ignorant owners.

A danger to the environment

Most horses are kept under extreme poor conditions. The locations where the horses are kept might form a health hazard to both the horses and the people living in their surroundings as most locations are near public areas. There is no proper waste management.

Their squatted living area provides them little comfort. The stables are put together with wood and a roof is made of a plastic sheet or multiple plastic sheets. The stable is about the same size as the horse or as two horses, depending if one or two are housed there. Their floor is made of wooden beams, partly rotten from the faeces and urine. At the end of each stable is a feeding bin, also made of wood, with a car tire that's closed on one side to make a sort of bucket.

There is no use of the faeces for compost., even though JAAN has made a small workshop about the proper use of the faeces and general waste management. Instead, the faeces are piled up.

In Kemanggisan, plastics and other non organic waste are either burned next to the horse 'stables' or thrown in the river

JAAN Activities

- 1. Ongoing medical care; assisted by veterinarians Dr Fitri, Nanta, Julliette Decaestecker, and the JAAN team.** JAAN visits to the Andong Betawi to provide medical and preventive treatments for the horses. When this is being done we also explain to the owners what we are doing and why we are doing this.

Please see details about medical care provided in the appendix 1.

- 1. Compost (Kemanggisan):** A small workshop was held about the use of the faeces for compost. A big hole was made in which faeces can be placed to be used for compost. There was little interest in this activity from the carriage owners. JAAN provided a chart to enable more easier cleaning of the stables and bringing the faeces to the hole/separated location.
- 2. Registration:** JAAN has registered carriage horses owners and strives to get a clear date base of all owners and horses active in Jakarta. Horses are being micro-chipped. The horse owners have to register with the PDDB (A local forum from the Horse carriage owners) first. This registration takes up much time, especially in the socialization process to the owners but it is crucial to get more structure in order to effectively improve the situation. JAAN

works together with a local NGO (PRK) defending the rights of poor people throughout the registration and socialization process.

3. Ferrier Training;



Nanang at work in Depok

On the 4th of March 10 members of the Andong Betawi have been welcomed at the Arthayasa stables in South Jakarta for a training about horse care.

Here they were able to witness the conditions in this professional stable. The day started with a tour around the stables during which every aspect of the care for the horses at the stables was covered. The tour ended with a Ferrier introduction. The Ferrier at Arthayasa stables explained the whole process in detail while placing new shoes. He also explained the importance of the horse shoes and proper hoof care in general. During the entire visit at the stables the whole group was very interested and impressed, noting the size, condition and calmness of the horses. Equine veterinarians Dr. Nanta from IPB University and Dr. Fitri also attended and explained about horse diets, diseases, and horses' teeth. The day was very successful as everyone there enjoyed the opportunity to learn from professionals and JAAN is very grateful to the Arthayasa Stables for donating their time. Also two members of the Andong Betawi (Nanang and Sanni) followed a Ferrier training at the stables, allowing them to continue with proper hoof care for the carriage horses in Jakarta. The training ended in May 2009 after which the two young ferriers started to provide hoof care for Andong horses in Jakarta. Since May 2009, Nanang and Sanni work three days weekly and visit all locations where carriage horses are kept in Jakarta.

4. Practical donations

Difficulties

1. Mentality of the people;

- JAAN disapproves the Traditional methods of medicine and providing protein (eggs and milk) by force-feeding but some owners (30% of the carriage owners JAAN works with) continue with these practices as they believe it does much good for their horses and as they have been using these methods since many years. JAAN came to the point in May 2009 that JAAN would not to provide treatments and help for certain horses since their owners would still continue torturing them. This is hard since these horses will need

treatments but we wouldn't help. These owners will also be removed from the PDDB, not allowing them any personal medical insurance any more. This, to set an example for the other owners in order to strive to improve all care for the horses and general management on the long term.

- Most horses are used until they are exhausted and then exchanged for a better horse. JAAN strives to improve the health conditions of the horses to allow them to stay with the same owner for a long time, and when the time has come that the horse has become too old, to be provided sanctuary.

JAAN made a standard for horses that wouldn't be able to be used anymore in order to allow JAAN to pull them out. But the border of the horse owners is way extreme; they think its normal to still use a horse that can hardly walk or stand as its too ill and old at Monas. By 'buying' these horses out, JAAN wouldn't make any significant change as the owners would purchase a new horse and the same cruelty would start over and over again.

- A Horse (Owner: Satiri) undergoing intensive treatment and which had been undergoing a small field surgery by Dr Juliette Deceastecker was taken out to Monas despite recommendations from JAAN to provide rest until the termination of treatment, leading to more sincere injuries (Owner: Satiri, Kemanggisan, March 2009)
- A horse that had been treated by JAAN intensively for three weeks in a row was without any notice to JAAN exchanged with a new horse (Onwer: Entong / Caretaker: Iwan, Kemanggisan, horse named Cemong, April 2009)
- A horse that had been treated by JAAN intensively was without notice to JAAN sold for a wedding ceremony and slaughtered in Muara Baru (Owner; Entong/Caretaker: Iwan Kemanggisan, horse named Coklat, May 2009). A tribe from north Sulawesi has the habit to eat horse meat during their ceremonies and purchase carriage horses. The horse was sold for Rupiah 3,500,000. JAAN notified only one day later. JAAN sincerely had the intention to provide sanctuary for this horse as it had reached an old age and deserved sanctuary.

JAAN strives to see these irresponsible horse owners from being removed from the PDDB and thus in the future not get any legalization from the local government to use any horse carriage in any public area.

The SOP will surely help to realize this. The SOP will be undersigned by all members of PDDB.

- Little feedback from Local government; This is an issue on which JAAN sincerely hopes to be able to collaborate with the local government. But after three meeting at the maire's office (March, April) JAAN has still not received any follow up. In the mean time the horses continue to suffer outside the Monas gates. This is not a nice view and impression to give about Indonesia; skinny and crippled horses forced to tour the Monas area. Most tourists from developed countries object this abuse.
- Long term support: As this programme will be intensive for a long period, JAAN strives to obtain long-term financial support to realize a better future for carriage horses.
- No centralization; the horses are scattered throughout Jakarta.
- There are no shelters / facilities for the horses at the locations where they are used and JAAN doesn't receive permission to provide shelter at Monas.
- The general conditions under which the horses kept are poor; its hard to obtain good results after treatments when the conditions stay like they are; dirty surroundings, etc

Upcoming planned activities

1. Socialize and sign the SOP (May 2009) by all PDDB members; when the SOP wont be followed, those PDDB members will be removed and not provide any assistance anymore from both PDDB, JAAN nor PRK. When these people still continue actively using carriage horses, JAAN will strive to get them banned by collaborating with the local government
2. Increase medical care in further locations such as Depok and Cengkareng
3. Request for another meeting with the local government ; Socialize the SOP
4. Visit other main carriage horse locations such as Yogyakarta (June 2009) and provide workshops and information exchange
5. Continuously provide Ferrier assistance to all PDDB members