



PRATIQUE FRAMEWORK - Vessels

The Pratique Framework outlines the department’s approach to identifying and managing human health risks relating to vessel arrivals to Australia. The department performs human health functions on behalf of the Department of Health and Aged Care at Australia’s international air and seaports.

PRE-ARRIVAL REPORTING

Under Section 193 of the *Biosecurity Act 2015* (the Act), the operator of a vessel must submit a Pre-Arrival Report (PAR) where:

- the vessel intends to enter, or enters, Australian territory on a voyage that commenced outside of Australia
- the vessel is exposed to another conveyance while outside Australian territory.

The PAR provides details of any ill travellers who have shown signs and symptoms of a Listed Human Disease (LHD) or if there has been a death on board, which determines the pratique status of the vessel.

Commercial vessels must provide a PAR in writing, via the Maritime and Aircraft Reporting System (MARS). Non-commercial vessels must provide in writing (electronically via the department’s preferred reporting method), or orally to a biosecurity officer or customs officer.

The Biosecurity Regulation 2016 (the Regulation) stipulates how and when a PAR should be submitted.

	NON-COMMERCIAL VESSELS	COMMERCIAL VESSELS INCLUDING CRUISE VESSELS
Regulation	s48 (3b) & (6b) of the Biosecurity Regulation	s48 (3a) & (6a) of the Biosecurity Regulation
Format	Orally or in writing (including electronic)	In writing (including electronic)
Timeframe	At least 12 hrs but no earlier than 90 days before estimated arrival	At least 12 hours but no earlier than 96 hours before estimated arrival

Failure to provide a PAR in accordance with the Regulation may contravene subsection 193(4) of the Act. Where non-compliance is identified, biosecurity officers complete a Non-Compliance Action Report (NCAR).

WHAT IS PRATIQUE

Pratique is defined as permission for things to be unloaded from or loaded onto a vessel, or permission for any person to disembark from or embark a vessel. Pratique processes ensure biosecurity risks to human health can be identified and managed before the vessel is unloaded or disembarked.

Once the vessel has pratique, pratique cannot be revoked.



THE PRATIQUE PROCESS

A vessel is subject to either positive pratique or negative pratique when entering Australian territory. Pratique may be granted by force of the Act (positive pratique) or by a biosecurity officer (negative pratique).

The type of vessel and the information provided in the PAR determines the process used. Once the vessel reaches the point of arrival (which, for biosecurity purposes, is when the vessel enters Australian territory, generally 12 nautical miles (NM) from the Australian coast). Pratique is granted either automatically via MARS (positive pratique) or manually by a biosecurity officer (negative pratique).

	POSITIVE PRATIQUE	NEGATIVE PRATIQUE
Legislation	Subsection 48(2) of the Biosecurity Act	Subsection s49 of the Biosecurity Act Biosecurity (Negative Pratique) Amendment (2022 Measures No. 1) Instrument 2022
Pre-Arrival Reporting	Commercial vessels that have lodged a PAR	Any vessel that has NOT lodged a PAR
Applicable to	Commercial vessels that have lodged a PAR reporting NO individuals with signs or symptoms of a LHD, or that have died	Commercial vessels that HAVE reported individuals with signs or symptoms of a LHD or that have died Cruise vessels on arrival Non-commercial vessels on arrival
Process	Pratique is granted <u>AUTOMATICALLY</u> via MARS on arrival	Pratique is granted <u>MANUALLY</u> by a biosecurity officer (where required, in consultation with a human biosecurity officer) following assessment and management of any human health risk

NEGATIVE PRATIQUE

A vessel being subject to negative pratique does not mean that ‘pratique is not granted’, but rather a biosecurity officer needs to grant pratique manually. In some limited circumstances a human biosecurity officer may advise that pratique can be granted subject to specific management action, even when there is a LHD risk on board.

Travellers are not allowed to embark or disembark, and no thing is allowed to be loaded or unloaded, until a biosecurity officer manually grants pratique under subsection 49(4) of the Act. However, under s5(2) of the Negative Pratique Instrument, a biosecurity officer, chief human biosecurity officer or human biosecurity officer may request a thing to be loaded or unloaded or a person to embark or disembark the vessel.



WHAT HAS CHANGED?

Commercial vessels are no longer granted pratique at the time of submission of the PAR. The vessel is subject to the positive or negative pratique process until arrival, which, for biosecurity purposes, is when the vessel enters Australian territory, generally 12 nautical miles (NM) from the Australian coastline.

- Pratique is granted automatically via MARS on arrival where there are no human health issues (**positive pratique process**)
- Where human health issues are reported, pratique is not granted until a biosecurity officer has assessed the biosecurity risk (**negative pratique process**).

Once a vessel has arrived (within 12 NM), subsequent Human Health Updates do not change the pratique process.

- If pratique has been granted via the positive pratique process and an LHD or death on board is subsequently reported, pratique cannot be revoked.
- If pratique has not been granted and a subsequent Human Health Update reports no LHD or death on board, a biosecurity officer must grant pratique manually via the negative pratique process.

Cruise and non-commercial vessels arrive subject to the negative pratique instrument, the *Biosecurity (Negative Pratique) Amendment (2022 Measures No. 1) Instrument 2022*.

Key decision points and process steps for each vessel type (non-commercial, commercial and cruise) are outlined in [Figure 1](#). [Figure 2](#) describes the impact of Human Health Updates on the pratique process for commercial vessels, excluding cruise vessels.

THE BIOSECURITY STATUS DOCUMENT

Biosecurity Status Documents (BSDs) are the single source of information for biosecurity directions and advice to the master for each vessel's voyage. BSDs are automatically generated in MARS and version controlled to reflect any reported changes to directions or status occurring during a voyage.

Each BSD uses a traffic light system as a visual cue to alert the master about the vessel status and any associated directions or advice issued by the department. The BSD provides directions to the master regarding pratique status and human health requirements, and which international code of signals should be displayed.

Biosecurity directions specified in each BSD are legally binding.

As a result of the PAR or Human Health Update report submitted by the master or shipping agent, Biosecurity Status Documents (BSDs) are created by MARS and emailed to the master and shipping agent.

BSD conditions have been revised to reflect the positive and negative pratique processes and the timing of the granting of pratique.