



# Quick Reference Guide

## Understanding the Biosecurity Status Document (BSD)

### WHAT IS A BIOSECURITY STATUS DOCUMENT?

Biosecurity Status Documents (BSDs) are a source of information that communicate the department's biosecurity conditions and directions during the period a vessel is on an Australian voyage.

BSDs are auto generated by the Maritime and Aircraft Reporting System (MARS) and version controlled to reflect any reported changes to directions or status occurring during a voyage.

BSDs use a traffic light system as a visual cue to alert the user regarding the vessel status and any associated directions or advice issued by the department.

BSDs are emailed to the vessel master (where the master has provided an email address in the pre-arrival report), emailed to the nominated shipping agent and available in MARS.

### WHAT DO THE TRAFFIC LIGHTS INDICATE?

The biosecurity risks and resultant legal directions issued for arriving international vessels are grouped into five categories as displayed in MARS, as shown below.

Approval to Berth



Non First Point of Entry



Biosecurity



Pratique



Ballast Water



To summarise the risks and directions for each category, a traffic light system is displayed. This represents the risk status of the vessel at the time the BSD is issued. Generally:

- a green traffic light means the vessel is compliant and may perform the activity related to the risk category.
- a yellow or amber light varies in meaning and the BSD conditions should be thoroughly read to understand what biosecurity measures and controls are required of the vessel to manage biosecurity risk.
- a red traffic light will typically mean the vessel is non-compliant and cannot perform the activity or has not requested or received permission to perform the activity.

A summary of what each traffic light may represent for each section is provided below. The text displayed in each BSD section is typically multiple conditions combined and each condition will have its own traffic light colour associated with it based on its risk severity. The traffic light for each BSD section will display the 'most severe' colour, e.g. if there is a condition with a green light and one with a red, then the BSD section's traffic light will display as red.

### NEED HELP OR ADVICE?

For vessel reporting or arrival assistance or using MARS, contact the National Maritime Centre (NMC)  
Email: [maritimenc@agriculture.gov.au](mailto:maritimenc@agriculture.gov.au); Phone: 1300 004 605 or +61 8 8201 6185 (outside of Australia).

### **Berthing Conditions in Australian First Point of Entry Ports**

Green	The vessel may berth at first points of entry; the vessel has been released from biosecurity control.
Yellow	The vessel has been risk assessed and may berth but cannot discharge cargo or can discharge under the specified conditions; the vessel's risks are still being assessed and cannot berth.
Red	The vessel has identified biosecurity risks which are still being assessed and cannot berth; the vessel has been risk assessed and cannot berth and may be required to undertake risk management activities at berth or anchorage.

### **Berthing Conditions in Australian Non First Points of Entry Ports**

Green	Directions or conditions not specific to reported risks; the vessel has been released from biosecurity control.
Yellow	The vessel's risks are being evaluated.
Red	The vessel's risks are being evaluated and cannot berth.

Note: there is an additional condition which lists all non-first port visit application approvals and rejections which does not have a colour assigned. In this instance, the traffic light will show the 'most severe' colour of the other conditions displayed.

### **Vessel Biosecurity**

Green	There are no biosecurity risks on board, or biosecurity risks have been identified and must be managed in the manner described in the conditions; general advice about potential biosecurity risks on board and how they should be managed.
Yellow	The vessel's risks are being evaluated; biosecurity risks have been identified and must be managed in the manner described in the conditions.
Red	The vessel operator has not submitted the mandatory Pre-Arrival Report (PAR).

### **Vessel Pratique and Ship Sanitation**

Green	Pratique is granted. Loading and unloading of goods and persons can occur at the port precinct.
Yellow	Restrictions apply to travellers or cargo movements due to Human Health concern; a Ship Sanitation Control Certificate is in place to manage risks on board; the vessel's Ship Sanitation Certificate has expired.
Red	Pratique not granted; a Ship Sanitation Control Certificate is in place to manage risks on board; the vessel's Ship Sanitation Certificate has expired.

### **Ballast and Biofouling Status**

Green	The vessel's ballast tanks listed have been managed appropriately; biofouling has been managed in accordance with the Australian biofouling management requirements.
Yellow	Some ballast tanks have been managed appropriately and some have not (each tank, either managed or approved for discharge, is listed); biofouling has not been managed in accordance with the Australian biofouling management requirements; approval is required to in-water clean biofouling in Australian territorial seas.
Red	A ballast water report has not been submitted; the vessel has non-compliant ballast documentation or tank management issues; ballast water discharge is not permitted.

**NOTE:** Screenshots may look slightly different in MARS.

## **MARS USER CONFIDENTIALITY AND VESSEL REPORTING REQUIREMENTS**

The department provides the authorisation to access MARS information for permissible purposes to manage potential biosecurity risk under section 580 of the Biosecurity Act 2015. MARS users have obligations to manage protected information in accordance with the Act and to only access MARS as part of permissible purposes to manage:

- biosecurity risks and the risk of listed human diseases entering Australian territory or a part of Australian territory, or emerging, establishing themselves or spreading in Australian territory or a part of Australian territory
- risks relating to ballast water
- biosecurity emergencies and human biosecurity emergencies
- to give effect to Australia's international rights and obligations, including under the International Health Regulations, the SPS Agreement and the Biodiversity Convention.

Vessel masters and shipping agents are reminded:

- That the operator of a vessel is obligated to accurately report pre-arrival information in accordance with Section 193 of the Biosecurity Act 2015 and provide a pre-arrival report no later than 12 hours before arrival in Australian territorial seas.
- To read and understand the Biosecurity Status Document (BSD) directions and conditions and keep a copy of the current documents on board the vessel for the duration of the voyage in Australia.
- Any changes in circumstances during the voyage in Australian waters, particularly changes to the human health of travellers, must be submitted via MARS or reported to the National Maritime Centre (NMC) as soon as practicable.
- That a failure to report accurately or comply with a requirement under the Biosecurity Act may result in penalties, including infringement notices, civil penalties, or criminal prosecutions.