



Australian Government

Australian Quarantine and Inspection Service

## AQIS REQUIREMENTS FOR CABOTAGE VESSELS

### ADVICE TO AGENTS – SEAPORTS - 12 / 06

#### Shipping Agents / Operators

The purpose of this advice is to remind you that the Australian Quarantine and Inspection Service (AQIS) requires information in relation to cabotage issues where foreign registered vessels have a single or continuing voyage permit to move domestic cargo between Australian ports. All cargo moved within Australia under these arrangements is subject to Quarantine in accordance with Section 74D of the *Quarantine Act 1908* (which relates to directions to the movement of goods subject to quarantine).

A previous Advice to Agents relating to cabotage, was issued in 2003 and can be found at [http://www.affa.gov.au/corporate\\_docs/publications/html/quarantine/advice/Cabotage.pdf](http://www.affa.gov.au/corporate_docs/publications/html/quarantine/advice/Cabotage.pdf). Historically, grain is moved between States in times of shortage of supply such as the 2002/03 drought. AQIS is involved in this movement if the grain is transported by sea in international vessels. AQIS Seaports Program has procedures in place to manage the quarantine risk posed by the movement of domestic cargo on international vessels. Interventions are conducted against Part 74D of the *Quarantine Act 1908*.

During the first port ship inspection, the vessel's master will be required to declare if the vessel has a single or continuing voyage permit and/or licence to carry domestic cargo.

International vessels intending to carry bulk cargoes such as fertiliser or grain (actionable cargoes), require an empty hold assessment for level 1 (L1) vessel classification or inspection by an authorised quarantine officer prior to loading for cargo holds designated for the carriage of domestic cargo.

L1 vessel status is an element of the 'Imported Bulk Cargo Fertiliser Inspection Protocols' and is administered under *the Quarantine Act 1908*.

L1 rating is given to a vessel when:

- an 'all holds inspection' has been conducted and passed by authorised AQIS officers for Fertilizer Imports in an Australian Port; or
- when an 'all holds inspection' has been conducted and passed by authorised AQIS officers for prescribed grains / goods exports in an Australian Port under the PPPO's / Export Control Act; or
- from a third party marine surveyor under supervision by AQIS officers who will ensure the surveyor uses a man lift and checks all areas of the hold structure.

The vessel retains L1 status as long as:

- actionable cargo (see list below) is not transported since the issue of L1 status; or
- the issuance of a loading permit by an accredited and authorised AQIS Officer.

For more information on the L1 rating, please contact the National Coordination Centre (Bulk) at: [fertiliser.chemical@aqis.gov.au](mailto:fertiliser.chemical@aqis.gov.au).

AQIS inspections are only available in ports where accredited AQIS officers are based and available. These ports include: Cairns, Townsville, Mackay, Gladstone, Brisbane, Newcastle, Port Kembla, Melbourne, Geelong, Adelaide, Wallaroo, Port Lincoln, Perth. For ports in Tas, WA and NT please contact the AQIS Regional Office.

The required inspections reduce the risk of cross-contamination from vessel to cargo and eliminates the need to inspect the domestic product at the discharge port. If a hold inspection is not conducted prior to the vessel loading bulk domestic commodities (actionable cargoes) in that hold, it will result in the cargo undergoing a full inspection prior to discharge. If these inspections are not undertaken, AQIS can order the domestic product into quarantine if contaminated with goods subject to quarantine from the ship.

AQIS officer's assessments and / or inspections are charged at the requisite fee for service rate to the vessel. The Seaports Program fees and charges can be found at [www.aqis.gov.au/charging](http://www.aqis.gov.au/charging).

The Department of Transport and Regional Services (DoTARS) will advise AQIS when 'Single or Continuing Voyage Permits' are issued. Agents are required to notify their local AQIS office prior to the vessel's arrival of the intention to load bulk actionable domestic cargo and make arrangements for hold inspections on the vessel.

In terms of quarantine contamination, **actionable cargo** includes, but is not limited to the following items, dependant on their origin:

- grains and cereal crops (e.g. wheat, barley, oats, maize, sorghum);
- leguminous crops (e.g. beans, peas, soybean, lucerne);
- meals and/or stock feed;
- oilseed crops;
- rice (raw, unpolished, with husks on);
- sugar cane;
- sand;
- soil;
- contaminant plant material (e.g. leaves, weed seeds, twigs, woodchips, bark, etc.);
- other quarantineable items identified in the *Quarantine Act 1908* and other related legislative and regulative documents; and
- animal material e.g. feathers, bird excreta etc.

International vessels that intend to carry non-actionable cargo **only** within Australia **do not** require an L1 vessel inspection. Routine wharf surveillance

at the port of discharge will apply. If any 'Goods Subject to Quarantine' are found during these surveillance inspections, the goods will be ordered into Quarantine pending suitable corrective actions being agreed between the importer and AQIS. Once again, fee for service will apply. If the vessel later intends to carry actionable cargo, they MUST notify AQIS prior to arrival at the loading port to arrange for an L1 inspection.

Should you have further queries, please contact the local AQIS Seaports office in your state or the National Coordination Centre (Bulk) in Newcastle (0249624450).

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Seaports

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