AFIF Weekly News, Activities & Website Postings – September 5, 2019

AFIF – Not for Profit, by the Industry for the Industry.

NEWS & ACTIVITIES

IATA Requires IATA Cargo Agents to Submit Employee ULD Handling Certification, or non-Handling Declaration, by 30 September 2019 Deadline – Non-Compliance Action to Commence

In June, AFIF advised members that IATA had written to all IATA Cargo Agents handling Unit Load Devices (ULDs) to submit details of employees holding a valid ULD Certificate, by 5 September 2019.

This week, IATA issued a Notice to IATA Cargo Agents advising the final deadline for submission of the details is 30 September 2019.

*IATA Cargo Agents are required to provide IATA with ULD certificates of employees, or a non-handling declaration, to indicate that your Company is in compliance with such requirement.

In the event that the agency is not able to provide the certifications by 30 September 2019, you are required to provide evidence of training enrollment courses registered under your staff(s).

These certifications will have to be submitted to IATA within 2 weeks upon completion.

Should there be non-submission, the agency will be placed on review by the Cargo Agency Commissioner.

IATA Notice to Cargo Agents –

Please send evidence/copies of Unit Load Devices (ULDs) certificates of employees, or a non-handling declaration to indicate that your Company is in compliance with such requirement.

Our record shows that your Agency have not submitted the required evidence. Kindly note that IATA will be offering an extension to the deadline of submission until 30 September 2019.

In the event that the agency is not able to provide the certifications by 30 September 2019, you are required to provide evidence of training enrollment courses registered under your staff(s). These certifications will have to be submitted to IATA within 2 weeks upon completion. Should there be non-submission, the agency will be placed on review by the Cargo Agency Commissioner.

We would appreciate your acknowledgement of this letter and confirmation that you will give this matter your immediate attention.

For any clarifications, please reply to the email that this letter was attached to or log your query at our Customer Service Portal at http://www.iata.org/customer-portal/Pages/contactus.aspx (please select your country).

Kindly ignore this letter if you have already action on it.
In terms of non-compliance action, IATA will follow Sec. 2 of the CAH 809 in that we will initiate a Cargo Agency Commissioner review.

The relevant clause in Resolution is as follows:

**Section 2—Qualifications for Registration and Retention**

Any Person may become an Agent by meeting the minimum staff requirements prescribed in Paragraph 2.1 of this Section and the other qualifications established from time to time by the Cargo General Assembly and published in the Handbook, and by submitting an application to the Agency Administrator.

The requirements and qualifications must continue to be met in order to ensure retention as an Agent (in which event the term “applicant” where used in this Section shall be understood to include an IATA Cargo Agent).

When there are reasons to believe that an Agent does not continue to meet such requirements and qualifications, the Agency Administrator shall on his own initiative or may, at the request of any Member, initiate a review of the Agent by the Agency Commissioner.

The requirements and qualifications are designed to assess on fair and neutral terms, whether the applicant has the necessary qualifications and financial standing for the position, with the consequent credit entitlements.

**IATA Contact Details:**

*Dylan ALBUQUERQUE, Campaign Manager - South West Pacific - albuquerqd@iata.org*

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**AFIF Adds More Load Distribution and Restraint Training Course Dates**

AFIF is adding more dates for the IATA compliant Load Distribution and Restraint Training Course, for Members requiring to update staff training certification to meet IATA compliance requirements.

Bookings can be made on the **AFIF Training weblink** - Load Distribution and Restraint Course

**Sydney**

24th September 2019  
22nd October 2019  
4th November 2019

**Melbourne**

17th September 2019  
29th October 2019  
12th November 2019

**Brisbane**

TBA
‘Biosecurity Imports Levy Will Go Ahead, Despite Second Deadline Miss – Budget Razor Gang Grapples With Shipping Levy Mess’

The federal government insists it will press ahead with a levy on inbound ships to fund biosecurity measures, despite having missed the second deadline for the levy’s implementation on September 1.

The levy, which was first scheduled to begin on July 1 this year before being pushed back three months to 1 September, continues to be delayed due to resistance from sectors of the shipping industry.

The federal government’s budget razor gang has met to try to sort out the design of a $100 million-a-year biosecurity import levy that is driving widespread anger in the shipping industry.

The Australian Financial Review understands a system is being proposed where all incoming ships – those carrying cargo, those arriving empty to pick up cargo, and even cruise ships – would have to pay a fee, with those presenting the highest biosecurity risk having to pay the most. In addition, a flat fee based on tonnage has also been suggested.

Sources said industry was urging the government to adopt the recommendation of a steering committee that the levy be paid in the form of a higher federal import duty levied on cargo, because that could be paid before the ship arrived and had lesser chance of the costs being passed on to consumers.

The industry also argued that the levy be imposed on air freight but the government has not accepted that.

It is understood the government’s Expenditure Review Committee met on Wednesday to consider a proposal by Agriculture Minister Bridget McKenzie that involved a levy weighted towards the biosecurity risk presented by the arriving ship.

The industry also fears there will be an additional charge based on the tonnage of an arriving ship so all vessels would be captured. The government contends that empty ships arriving to pick up cargo such as coal or iron ore still present a biosecurity risk because they can, for example, carry rats or have shellfish attached to the hull.

The levy is proving a major headache for the government. Not only has it angered the shipping, freight and farming sectors, but the Japanese government has also likened it to an import tariff that contravenes the spirit of its bilateral free trade agreement with Australia.

When the levy was outlined in the 2018-19 budget, it was only to be imposed on container ships “to enable the government to invest in measures that will help it detect, identify and respond to exotic pests and diseases earlier”. It would involve a $10.02 levy per 20-foot (six-metre) container, while non-containerised cargo would incur a levy of $1 per tonne.

But the cargo shipping industry protested and the government agreed to apply it to all ships, including those arriving empty. After that backfire, the issue was sent to the steering committee. The committee reported in May and the problem became Senator McKenzie’s to solve after she inherited it from her predecessor David Littleproud.

Source - Phillip Coorey, Political Editor, Australian Financial Review  AFR Article
**AFIF Comment**

The direction of the government discussions as reported in the AFR article, whereby the levy is applied to the ship and tonnage are a major concern for industry.

As a member of the BIL Steering Committee and a participant in the industry stakeholder meetings over the past year, AFIF has witnessed the challenges faced by government introducing the BIL on a fair, equitable and timely basis.

Industry and the BIL Steering Committee have emphasised to the government that the purpose, rationale, levy base, rate and collection method were flawed. ([details AFIF Weekly News 15 Aug](#)).

If the AFR report is accurate, it may be that the government ignores industry feedback and the Steering Committee recommendations, pressing on regardless with a flawed BIL and a collection method via shipping lines. An outcome that the shipping lines and industry can ill afford.

AFIF will keep members informed of developments.

![Bug Image](image)

**DoA – Measures for 2019-20 BMSB Risk Season Underway – Update**

Further to the updates in AFIF Bulletins and AFIF Weekly News, AFIF is engaging continuously with DoA as a member of the Department’s Cargo Consultative Council (DCCC) on progress of the forthcoming BMSB Seasonal Measures.

**Latest News**

DoA advises that the arrangements outlined below are in place or are work in progress.

**Key Points**

**Master Consolidators –**

- 98 companies have registered for MC Accounts with 411 users registered.
- MCs registered last year have all re-registered.
- User name or ID password for MCs have been issued
- MCs who are yet to Register are urged to do so ASAP
- Links are available on the BMSB webpage.

**Offshore Treatment Providers Scheme**

- Treatment providers that were registered under the scheme during the 2018-19 season must complete a renewal application for the 2019-20 season.
- For the 2019-20 season:
  - 141 have been registered providing 245 treatment options (3 types)
  - 18 applications are under assessment, where the treatment provider has been asked to provide additional information
  - Those who have registered/re-registered are expected to perform over 85% of the volume of treatments
  - The department will still accept certificates from unregistered treatment providers in non-target risk countries.
• 16 of 32 countries yet to register a treatment facility – most of these countries ship low cargo volume to Australia, are land-locked and target high risk cargo can be treated in an adjacent country
• Support from DCCC members, freight forwarders and industry to assist in reaching out to treatment providers yet to register, will be appreciated.

**DoA Industry Notice 128-2019** outlines the Treatment requirements for the 2019-20 BMSB season.

**Approved Arrangements**

• The department has released a Notice [144-2019 - Implementation of new and updated approved arrangement classes to support the 2019-20 BMSB risk season, effective 30 August 2019](#).
• The Notice covers - Mobile heat treatment (AA Class 12.3) and arrangements for managing deconsolidation under containment (AA Secure Unpacks Class 4.7) are a priority and being finalised. Notices on the new arrangements are expected to be released in the coming days.

**Seasonal measures for vessels**

• Changes in MARS have been implemented.
• Working with shipping staff in the main ro-ro ports of Fremantle and Brisbane on the season’s requirements.
• The first vessel has been approved under the Vessel Seasonal Pest Scheme (VSPS)
• 4 vessels – VSPS applications are being processed
• DoA is working with the vessel operators to meet requirements, including a government representative in Japan and shipping lines in Australia.

Web page - [DoA – Management of vessels during the 2019-20 BMSB risk season](#)

**Safeguarding Arrangements Scheme**

• Of the 13 participants selected for the trial:
  o 2 approved
  o 3 pending assessment
  o 6 providing additional information
  o 2 have not submitted the application yet.

**Communication and engagement activities**

• The BMSB Taskforce has been preparing content ready for publication on the web, in factsheets and instructional material for offshore treatment providers and master consolidators.
• All web content has been published on BMSB webpage

**Factsheets**

AFIF and industry representatives on the DCCC have urged DoA to release Factsheets on Seasonal Measures for 2019-20, to provide industry with greater clarity on the revised processes for this season.

DoA advise they will be releasing a number of factsheets and updating the BMSB Webpage in the coming days.

• A range of factsheets for industry will be released by DoA soon, including:
  o Consignment suitability for BMSB treatment
  o Heat Treatment Compliance Requirements
  o Methyl Bromide Fumigation Compliance Requirements
  o Sulfuryl Fluoride Fumigation Compliance Requirements
  o Offshore BMSB Treatment Certificate Reporting

**Business Continuity after Go-live**

The first ‘pressure test’ of the new systems will occur in the coming weeks as vessels and containers start to arrive after the season commencement of ‘shipped on board’ date of 1 September 2019.

DoA has business continuity plans in place as well as IT developers on hand to complete fixes. Testing so far has been smooth and is working in test environment. Unanticipated issues may come up as DoA goes live. Information on the LCL and FAK process was tested with MCs at the industry session held in August. If anything goes wrong, the department will put a manual process in place.
BMSB Webpages Updated Content

New DoA BMSB webpage content on Management of LCL/FAK containers during the 2019-20 BMSB risk season.

Under the 2019-20 BMSB seasonal measures, Less than Container Load (LCL) consignments and Freight of All Kinds (FAK) containers with target high risk goods, will be managed at the container level and new reporting requirements by Master Consolidators for LCL/FAK containers will be required as published through Industry Advice Notice 89-2019 (Final measures for the 2019-20 BMSB risk season).

New DoA BMSB webpage content on 2019-20 BMSB Season Lodgement

Master Consolidators are required to register with DoA, to enable the Master Consolidator Declaration Form to be submitted for each FAK/LCL container. If you are a consolidator and are yet to register as a Master Consolidator and obtain a MCID Number, you should do so ASAP.

All registered Master Consolidators have been sent an email for access to the Master Consolidator Declaration Form which has gone live on the DoA BMSB webpage today.

New DoA BMSB webpage content on Preparing to import goods during the 2019-20 BMSB season

The information provided on this page is to assist industry stakeholders prior to the importation of goods during the BMSB risk season.

The webpage includes:

- Templates for documentary evidence
  - BMSB Sealing Declaration
  - BMSB 120 hour Tranship/Transit declaration by Road
  - BMSB 120 hour Tranship/Transit declaration by Sea
  - BMSB NUFT documentation requirements
- Further information

DoA Notice to Industry - How You Can Help the Department Next BMSB Season

In preparation for the 2019/20 Brown Marmorated Bug Season, the Assessment & Client Contact (ACC) Group has undertaken a review on the way we communicate and interact with importers. This had led to some changes to help streamline interactions. The review has also looked at how importers are interacting with us, and where this can be improved.

Following is a list of ways Industry can contribute to better outcomes for this BMSB season. Following these simple steps will mean our staff can focus on core business: assessing your entries and responding to critical correspondence.

When lodging documents:

Allow sufficient time prior to arrival when lodging documents.

- Ensure all documents are lodged with sufficient time for processing.
- Tight timeframes will result in high volumes of LRNs to process in unrealistic timeframes and creates delays in the entire clearance process.
- Allowing sufficient time for document assessment will assist with a smoother transition of goods on arrival.

Note the priority of an entry will determine its place in the queue and subsequent assessment turn-around time. Early lodgement does not automatically result in early assessment outcomes. The nature of the consignment (perishable/non-perishable goods) and ETA will determine the entry priority.
Ensure all documents are lodged correctly and in full.

Ensure all conditions for the import of the goods are checked thoroughly and the documents supplied for assessment meet minimum document policy and relevant conditions.

Supplying partially completed, or failure to supply a complete set of documents which meet conditions, results in delays while we attempt to obtain the correct documentation.

Similarly, supplying too many and unnecessary documents will naturally increase the time required to assess your documents.

Checking import conditions (BICON) and the department’s Minimum Document Requirements policy carefully and only supplying the required correct and complete documents will streamline this process.

Do not repeatedly call the department checking on the status of a lodgement for document assessment.

Avoid calling the Department for status updates of an entry lodged for document assessment.

Officers are processing from a priority based queue. If you have received an LRN, your lodgement has been received for assessment and will be assigned to an officer as soon as possible.

Online status updates can be viewed via the LRN through COLS.

Calls checking the status of your import takes staff away from this processing, have no impact on prioritisation and adversely impacts all importers.

Direct communication via one channel.

We often receive the same enquiry via multiple channels (email, phone and COLS) which results in multiple people attempting to resolve the same enquiry. This takes staff away from assessing entries and managing critical correspondence.

To avoid inefficiency, direct all communication via the one channel. If lodging documents via COLS, then please provide updates to the processing officer via COLS.

Allow sufficient time prior to arrival for import permits to be issued.

There are regular occurrences of goods arriving without an import permit where a permit is required. This creates delays in processing as goods cannot be legally accepted into Australia without an import permit (unless there are exceptional circumstances).

- Exceptional circumstances are limited (eg goods related to natural disaster, medical emergencies) and in most instances goods will be directed for re-export or destruction.

Ensure to check import conditions (BICON) thoroughly and obtain an import permit prior to arrival. Alternatively you can contact the department using the ‘Contact Us’ tab in BICON, sending an email to imports@agriculture.gov.au or by calling 1800 900 090.

If you need to call the department:

Don’t call the department to check on the status of a booking

We continue to experience high volumes of calls from importers wishing to check the status of their inspection booking. Please note earlier bookings are done based on a first in first serve basis. If you have a booking and have already provided the department with a request for an ‘earlier booking if available’ we have your details and will book appointments based on availability and your request. Calls checking the status divert staff away from this function, will have no impact on priority and adversely impact all importers.
Asking to be placed on a list for an earlier inspection when you are not ready.

Please do not book inspection appointments unless you are ready for inspection, or 100% confident the goods will be ready for inspection 24 hours prior to your inspection booking time. If they are not going to be ready 24 hours out from inspection time, let the department know immediately. Failure to do so uses up significant resources and results in delays in the clearance process for all importers.

Cancellation of Inspection Bookings

You must inform us no later than 24 hours before allotted booking time if your goods are not ready for inspection. If we are informed any later it can prevent us from assigning the inspector to a different job and negatively impacts all importers.

AFIF continues to engage with DoA, representing members interests to minimise the impact to their operations during the BMSB season.

Further Information - Details of the final seasonal measures for the 2019-20 BMSB season (link)
AFIF Contact – Stuart McFarlane – Stuart@afif.asn.au or (02) 9314 3055

DoA – Current Notices

IFN 14-19 - Amendments to imported food regulations

146-2019 - Update to the specifications for construction, certification and use of sea freight container inspection stands

145-2019 - New Import conditions for salmon from approved countries (excluding New Zealand) have been implemented

2019-40 - Horticulture Exports Program – Changes in export conditions for fruit to the European Union from 1 September 2019

144-2019 - Implementation of new and updated approved arrangement classes to support the 2019-20 BMSB risk season, effective 30 August 2019

143-2019 - Weekend diagnostics trial for cut flower imports starting in September

142-2019 - Mandatory import permits for cut flowers from 1 September

Protected Industrial Action - Hutchison Ports Brisbane, from Monday 9 September

05 Sep 2019 12:48

Attention Hutchison Ports Customers:

Employees of Brisbane Container Terminals Pty Ltd T/A Hutchison Ports Australia Pty Ltd who will be covered by the proposed enterprise agreement, who are employed at its operations at Port of Brisbane, and who are members of the Construction, Forestry, Maritime, Mining and Energy Union - The Maritime Union of Australia Division, will engage in the following action:

1. An unlimited number of bans on performance of overtime for an indefinite period, commencing 7am Monday 9th September 2019.
2. An unlimited number of bans on performance of shift extensions for an indefinite period, commencing 7am Monday 9th September 2019.
3. An unlimited number of bans on shifts starting outside nominal start times for an indefinite period, commencing 7am Monday 6th September 2019; and
4. An unlimited number of bans whereby work will stop for 30 minutes after each two hours of work performed on each shift for an indefinite period, commencing 7am Monday 9th September 2019; and
5. An unlimited number of bans on performance of upgrades after the shift has commenced for an indefinite period, commencing 7am Monday 9th September 2019.

During this period of Industrial unrest Hutchison Ports Brisbane will endeavour to minimise any delays where possible. Please plan your trips accordingly.

We thank you for your Understanding.

Thank you

Hutchison Ports Brisbane

NSW Ports and Patrick Terminals Commence Work on $190 million Project to Double ‘On-dock’ Rail Capacity at Port Botany

NSW Ports and Patrick Terminals have commenced work on a $190 million project to double ‘on-dock’ rail infrastructure capacity at Port Botany’s Patrick Terminals - Sydney AutoStrad™, ensuring a sustainable supply chain that will meet the future trade needs of Sydney’s growing population.

The project includes investment of $120 million from NSW Ports to deliver ‘on-dock’ rail infrastructure and $70 million from Patrick Terminals to deliver automated rail operating equipment at the container terminal.

To mark the start of construction, NSW Ports CEO Marika Calfas joined Patrick Terminals CEO Michael Jovicic for a sod turning ceremony, saying the project will ultimately provide a faster, more efficient and economical way for exporters and importers to get their product to market.

“We’re thrilled to start construction on this important rail project, that will deliver capacity to handle 1 million Twenty Foot Equivalent Units (TEUs) on rail at Port Botany’s Patrick Terminals - Sydney AutoStrad™ and improve train turn-around times by 33 per cent,” Marika said. “We believe that rail is fundamental to support the future growth and trade needs of NSW and construction of this additional on-dock rail infrastructure will further enhance efficiencies in the supply chain.”
The project is also set to help reduce the growth of trucks on roads around the port, “Our goal is to move 3 million TEUs by rail by 2045, because for every 1 million TEU on rail we reduce the number of trucks on the roads around the port by 900 per day,” Marika concluded.

Michael Jovicic, Chief Executive Officer, Patrick Terminals said: “Patrick Terminals is focused on improving capacity whilst enhancing productivity and efficiency in container movements. Patrick Terminals - Sydney AutoStrad™ currently handles a large volume of rail-based containers and is focussed on growing and optimising our rail offering. The introduction of automated rail operating equipment coupled with the “on-dock” infrastructure will increase our terminal’s rail capacity whilst ensuring we maintain a safe and reliable operation.”

The project will take place in staged development to allow existing rail operations at the terminal to continue throughout the construction period. Once fully operational in 2023, the project will:

- Increase rail capacity of Patrick Terminals – Sydney AutoStrad™ from 250,000 to 1 million TEU
- Deliver 33 percent faster turnaround times
- Deliver more rail windows for cargo owners including regional trains for NSW
- Reduce the truck kilometres travelled in Sydney by at least 10 million per year
- Save over 2 million litres of diesel per year – the equivalent of a net reduction of more than 5,400 in CO2 emissions tonnes per year
- Increase the number of daily train windows at the Patrick Terminal from eight to 12 with the ability to progressively increase to 24 daily windows when more Automated Rail Mounted Gantry are installed
- Provides the capacity to double the number of daily trains to Port Botany from 16 to 32
- Double annual Port Botany portside total rail capacity from 750,000 TEU to 1.5 million TEU

The Stage 1 project is part of a NSW Ports’ overarching program to increase ‘on-dock’ rail capacity at each of its three Port Botany container terminals, which will deliver a total of 3 million TEU rail capacity at the port.

The project is also aligned with other important rail investments including the Port Botany freight line duplication (Commonwealth Government funding) and NSW Ports’ $250 million development of its Enfield Intermodal Logistics Centre, which includes an intermodal terminal and logistics warehouses connected by dedicated freight rail to Port Botany.

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DP World Sydney - Upgrade Affecting Sydney Terminal Operations 6-7 September

From 2:00 p.m. Friday 6 September to 6:00 a.m. Saturday 7 September 2019 there will be no road, rail and ship operations at our Port Botany terminal.

The downtime has been scheduled to allow us to conduct an important upgrade to our terminal's wireless network security. The upgrade will improve the reliability and privacy of our wireless security environment.

We will work closely with you to ensure disruption is minimal.

Thank you for your understanding.

Email: CCT.Schedule@dpworld.com.au

Phone: +612 9394 0131

The DP World Australia team
Welcome to the August Edition of the Port of Brisbane News

CEO Welcome – Roy Cummins

Welcome to the August edition of the Port of Brisbane News.

This month, we celebrated 10 years of our community coming together as part of the port-wide Safety 1 Forum. It was pleasing to see a great turnout to mark this milestone. Congratulations to the Health and Safety Champion award recipients and thanks to each of you for showing strong leadership in your business and for sharing our vision to see Brisbane become Australia’s safest port.

We also joined with Silk Contract Logistics to officially open its impressive new facility in the Port’s expansion zone. We hope you enjoy settling in to your new home!

If you would like more details about anything in this edition of Port of Brisbane News, contact us.

Open - August Edition of the Port of Brisbane News (link)

Home Affairs-ABF – Melbourne Precursor Detections
Australian Border Force (ABF) officers in Victoria have prevented the importation of 100 kilograms of prohibited precursor drugs from China.

The precursor materials were intercepted at a parcel courier company in two 50 kilogram consignments which were addressed to separate non-existent addresses in Melbourne.

The consignments were labelled as 'Sodium Tripolyphosphate', a chemical commonly used in the production of cleaning products.

However, testing determined the product to be the border controlled precursor material Methyl a-Acetyl Phenyl Acetate (MAPA), a precursor of Phenyl-2-propanone (P2P), which is a precursor of methylamphetamine (Ice) and amphetamine.

As part of the investigation into the detection, ABF officers executed warrants on two residential addresses in the outer Melbourne suburbs of Craigieburn and Greenvale on Monday 2 September. A number of electronic items and documents were seized for further analysis. The investigation continues.

ABF spokesperson Commander Graeme Grosse said the precursor detections had prevented a large amount of methylamphetamine or amphetamine from reaching Victorian streets.

“The ABF is committed to detecting and disrupting illegal drugs at the border before they cause harm on the Australian community,” Commander Grosse said. “Our officers have the technology, skills and innovative processes at the border to detect and disrupt the importation of precursor drugs such as this.”

Anyone with information about the importation of illicit drugs or precursors is encouraged to report it to the ABF’s BorderWatch program by visiting www.Australia.gov.au/borderwatch

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**Home Affairs-ABF – Tobacco Tiles No Match for ABF in Sydney**

Australian Border Force (ABF) officers have detected more than 650 kilograms of rough cut tobacco hidden in a shipment of floor tiles arriving in Australia by sea from China.

On 30 August a consignment of tiles was targeted for examination. It was taken to the ABF container examination facility in Sydney where ABF officers conducted an X-ray of the tiles and noted several anomalies.

A physical examination of the consignment revealed tobacco hidden inside boxes between layers of tiles. The total amount of tobacco seized was 672 kilograms, which represents more than $800,000.00 in evaded duty and GST.

On 1 July 2019, it became illegal for anyone to import tobacco without a permit, or in contravention of permit conditions. Tobacco can no longer be imported through the mail stream. The new regulations are a further deterrent to the trade in illicit tobacco, which funds serious and organised crime within our community.

Acting ABF Regional Commander NSW, Matt O’Connor said this detection should serve as a warning to those criminals who think they can get away with importing illicit tobacco. “The ABF is aware of importers using different methods in attempts to circumvent the border. These people should know, no matter how you attempt to conceal illicit items, we can find them,” Acting Commander O’Connor said. “The maximum penalty for tobacco smuggling is 10 years’ imprisonment and/or a fine of up to five times the amount of duty evaded.”
Investigations into this importation are continuing.

People with information about the illicit importation of tobacco should contact Border Watch by going to www.Australia.gov.au/borderwatch. By reporting suspicious activities, you help protect Australia's border. Information can be provided anonymously.

AFIF supports the ABF Border Watch Program

Home Affairs-ABF – Current Notices & News

Melbourne precursor detections

Tobacco tiles no match for ABF

Joint Media Release: Firearms seized during Operation Athena National Week of Action

Man charged after 25kg of precursor chemicals detected in boxes of confectionary

QUBE Expand Fumigation Capability at Minto – Repeated

To assist Industry in dealing with the 2019 Stink Bug fumigation volumes, QUBE have opened an additional area of Hardstand at Minto dedicated to Fumigation services.

As part of this solution QUBE will offer a service that includes movement off wharf of the containers requiring fumigation to our Minto depot, Fumigation of the container and all necessary Department of Ag paperwork associated with the fumigation.

Key offerings include*:
- All containers will be cleared from the wharf in free time
- We expect to be able to fumigate all containers within 3 business days of arrival in Yard.
- All paperwork will be sent to The Department within 2 hours of completion of Fumigation
- Fumigator is based on site at Minto

Our capacity allows us to more than double our 2018 foot print and ensures ongoing flow for industry this oncoming BMSB season.

*Based on all paperwork being made available to QUBE 48hrs prior to vessel availability.

Our process is as follows:
- Customer to send pre-alert and direction to nominated QUBE contact before vessel arrives. Lodged for Qube Minto fumigation (N1243)
- EDO to be sent to QUBE before vessel arrival to allow rail release
- Import containers will be tagged for MIST rail. (QUBE can arrange)
- Containers will be railed to Minto.
- Containers will be fumigated on a FIFO basis.
- Expected time in yard once landing at Minto is 3 business days
- Yard storage will not apply prior to Fumigation clearance being achieved.
- Container will be available for collection as soon as it is released by The Department.
- Customer to organise collection of container once cleared (Qube able to quote road transport).

For all inquiries including pricing please contact;
John Karamanis; john.karamanis@mcs-aus.com Ph. 0481 008 141

For Minto Terminal enquiries please contact;
Greg Aivaliotis; Greg.Aivaliotis@qube.com.au Ph. 0402 395 483
2019 DCN Australian Shipping & Maritime Industry Awards

Freight Forwarder of the Year Award – Have you Nominated Your Company

THE call is out for nominations ahead of the 2019 DCN Australian Shipping & Maritime Industry Awards, proudly sponsored by Port of Melbourne.

Always an industry highlight, this year’s function will be held at the Plaza Ballroom in Melbourne on the evening of Thursday 14 November.

The awards recognise excellence and innovation across the shipping and maritime logistics industry.

Last year DCN introduced new awards recognising Diversity and Women in Shipping & Maritime Logistics and these are sure to again be keenly contested.

Brian Lovell, CEO, AFIF is again one of the judges on the panel.

The Award categories -

- Liner Trade Award: Australia-South East Asia
- Liner Trade Award: Australia-North East Asia
- Liner Trade Award: Australia-NZ/Pacific Islands/PNG
- Liner Trade Award: Australia-North America
- Customer Service Award
- Safety Award
- Excellence in Bulk Logistics or Heavy Lift Handling
- Maritime Services Award
- Newsmaker of the Year Award
- Seafarer’s Welfare Award
- Port or Terminal of the Year Award
- Environmental Award
- Supply Chain Innovation & Technology Award
- Women in Shipping & Maritime Logistics Award
- Gender Diversity Award
- Customs Broker of the Year Award
- Freight Forwarder of the Year Award
- Young Achievement Award
- Hall of Fame Inductee

Freight Forwarder of the Year Award is for companies displaying excellence in freight forwarding, in terms of service and efficiency in sea, air, road or rail freight.

Award nominations close at 5pm on Wednesday 9 October. Please visit our website - https://www.dcnawards.com.au/nominate-for-an-award/ for more information.

To nominate or book your place at the event, please visit the awards’ website: dcnawards.com.au

Any individual or company can nominate themselves, their customers and clients for an award.
ACCC – Wallenius Wilhelmsen Charged with Criminal Cartel Conduct – Repeated

Following continuing investigations by the ACCC, Wallenius Wilhelmsen Ocean AS (WWO), a Norwegian-based global shipping company, has today been charged with criminal cartel conduct.

The charge relates to alleged cartel conduct concerning the international shipping of certain vehicles to Australia between June 2011 and July 2012.

The charge was laid by the Commonwealth Director of Public Prosecution (CDPP) in the NSW District Registry of the Federal Court. The matter has been set down by the Court for a first mention on 29 August 2019.

“This is the third prosecution involving an international shipping company engaging in alleged cartel conduct where criminal charges have been laid under the Competition and Consumer Act,” ACCC Chair Rod Sims said.

Given this is a criminal matter currently before the Court, the ACCC will not be providing further comment at this time.

The ACCC investigates cartel conduct, manages the immunity process, takes proceedings in the Federal Court in respect of civil cartel contraventions, and refers serious cartel conduct to the Commonwealth Director of Public Prosecutions (CDPP) for consideration for prosecution.

The CDPP is responsible for prosecuting criminal cartel offences, in accordance with the Prosecution Policy of the Commonwealth.

Background

This matter has been investigated and prosecuted in a number of other jurisdictions, including the United States.

WWO is headquartered in Oslo with offices in Europe, Africa, Asia, the Americas, India, the Middle East, and Oceania (including Australia). WWO was previously known as Wallenius Wilhelmsen Logistics AS.

These charges follows convictions against Nippon Yusen Kabushiki Kaisha (NYK), in August 2017 and Kawasaki Kisen Kaisha Ltd (K-Line) in August 2019 for cartel conduct in the same cartel WWO has allegedly participated in.

This month Japan's Kawasaki Kisen Kaisha was convicted of working with other shipping companies to fix prices on the transportation of cars, trucks, and buses to Australia between 2009 and 2012. Kawasaki Kisen Kaisha was fined A$34.5 million ($23.30 million) as a result.

In July 2016, Nippon Yusen Kabushiki Kaisha pleaded guilty to criminal cartel conduct. The company was fined A$25 million.

A cartel exists when businesses agree to act together instead of competing with each other. Cartel conduct can include price fixing, sharing markets, rigging bids and controlling the output or limiting the amount of goods and services. More information on cartel conduct can be found on the ACCC’s website.
Final Call: Up to $7,000 Available for Women’s Leadership Development

Women currently working in the transport and logistics sector have a final opportunity to register their interest in a scholarship worth up to $7,000 to support participation in an accredited leadership development program.

Funding must be apportioned by the end of September and it is unsure when these grants will be available again.

The initiative is providing women with grants of between $3,000 and $7,000 to enable participation in one of three programs that cover such things as Presence and Presentation Skills, Leading Innovation and Change, and Emotional Intelligence and Conflict.

The scholarship funding is provided with the specific intent of providing powerful and effective development opportunities for women in the transport and logistics sector.

Expressions of Interest

Find out more and register your interest by completing the Expression of Interest form here prior to form here prior to 5pm on September 20: www.wla.edu.au/transportlogistics

INTERNATIONAL NEWS

US Tech Start-up RPA Labs Set to Disrupt Logistics with AI Bots – Repeated

A US start-up is bringing ‘robotic process automation’ (RPA) to the logistics arena, to speed up repetitive processes and customer interaction to free employees for other tasks. Fledgling technology company RPA Labs wants to harness the nascent technology to facilitate processes in logistics and officially entered the arena today, after a year developing its software bots.

Matt Motsick, co-founder and CEO of the San Jose-based firm, described RPA technology as a cousin to artificial intelligence, combining that with with machine learning, natural language processing and data management to automate processes.

“Robotic process automation has already taken root in other industries, like financial services,” he explained.
“It’s a perfect time for RPA to disrupt the logistics industry, given the amount of paperwork, documentation and around-the-clock customer interaction that global transport requires.”

Mr Motsick has a track record of involvement with the logistics industry. He co-founded freight management software provider Catapult International in 2007, which was acquired by Mercator eight years later.

His partner and chief technology officer, Suraj Menon, has designed software for the likes of PayPal and Allcargo Logistics and holds multiple patents.

RPA Labs’ offering will combine in-house processes with customer interaction. It aligns with a transport operator’s ERP, CMS or accounting software to perform tasks ranging from data input to providing quotes, tracking shipments, e-mail response and handling common customer requests.

It reads documents and replicates fields into a database, processes invoices into the accounting system, validates and corrects free-form data entry into websites, verifies proof of delivery and uploads documents into legacy ERP systems.

It also consolidates social media and chat accounts into one automated system and integrates common customer requests into chat automation.

At the core of the system is an extensive library of logistics terms, which is accessed both for data management and customer interaction purposes.

According to RPA, about 80% of all customer enquiries can be handled by the system. For example, if a customer asks for a quote for a shipment from New York to Hong Kong, RPA will ask which mode of transport is required.

Issues beyond the scope of the bots are automatically referred to the company’s command centre to deal with. This turns customer service into exception management and frees employees to perform other tasks.

“This can shift the mindset of a logistics company from being an 80% operation-heavy company to a 20% operation-heavy company with more focus on customer interaction,” Mr Motsick said.

According to him, about 90% of requests for normal business ad hoc quotes are sent via e-mail. Usually, and depending on its set-up, a transport company may take up to two days to process this and send a reply. RPA’s bots deliver a response within 30 seconds.

Integrating RPA’s solution is system-agnostic; it can be implemented with any internal system, as it sits on top of it, Mr Motsick said.

He reckons carriers are likely the greatest beneficiaries of RPA Labs’ bots, but he also sees benefits for forwarders and 3PLs. The start-up’s first customer is 5 String Solutions, a network of over 100 final-mile carriers in the US.

For more details, please visit: https://theloadstar.com/us-tech-start-up-rpa-set-to-disrupt-logistics-with-ai-bots/

FIATA e-Flash No 207 – 26 August 2019

FIATA has issued its FIATA e-Flash No 207 – 26 August 2019 covering a range of global trade matters.
**OrangeLime Consulting Workshops and Academy Courses on Tour – AFIF Members 10% Discount**

OrangeLime Consulting, a Platinum accredited WisePartner who specialise in CargoWise One consulting and training are putting their premier Workshops and Academy Courses on tour!

This is a global initiative led by their offices in US, AU, UK and NZ. They’ve coordinated a timeline that brings you the biggest CargoWise One training initiative to date!

The Roadshow event is for new users and experienced users. It’s for Operations, Sales, Customs, and Warehouse. There’s something for everyone!

**Come aboard and be trained by the OrangeLime Platinum Accredited team. AFIF members will receive a 10% discount when they use the coupon code ‘AFIF’ when ordering / booking only.**

Visit: [https://www.olc.consulting/olc-roadshow](https://www.olc.consulting/olc-roadshow) to learn more and book.

Additional information can be obtained from [info@olc.consulting](mailto:info@olc.consulting)

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**Incoterm 2020 Official Workshop, September - SYD, MEL, ADL, PER, DRW, BNE**

*Tickets are now on sale for the national rollout of Official ICC Incoterms® 2020 Australian Workshops commencing in September, hosted by the Australian Chamber of Commerce and Industry in partnership with BDO, in Sydney, Melbourne, Adelaide, Perth, Darwin, and Brisbane.*

The national workshops will cover the important changes to international rules contained in the new ICC Incoterms® 2020, a trade publication by the International Chamber of Commerce (ICC) in Paris, to be released globally in September. The new publications (book, pocket guide and wall chart) will be included for each ticket holder to the workshops.

The ICC Incoterms® rules are standard ‘trade terms’ used in international and domestic sale contracts to allocate certain costs and risks between the seller and the buyer. For decades these rules have provided critical guidance to importers, exporters, lawyers, transporters and insurers across the world.

Each ticket is priced at $480.00 (incl. GST) for a 3.5 hour session with international ICC Incoterms® experts Mr Bob Ronai and Mr Bill Cole of BDO. Light lunch, tea and coffee will also be served.

Practitioners in this area are also encouraged to attend as the workshop may be compliant with CPD requirements; please contact your state/territory professional society or body if you require further information on what constitutes CPD compliance.

To purchase your ticket, please click the following link: [https://www.australianchamber.com.au/international/incoterms2020workshops/](https://www.australianchamber.com.au/international/incoterms2020workshops/)
FIATA World Congress 2019 Capetown

FIATA World Congress 2019 - Where Technology and Logistics Meet

The FIATA World Congress will be hosted in Cape Town, South Africa and will bring together global leaders, a comprehensive program and sessions by industry leaders, presenting innovative and relevant discussions.

The 2019 Congress theme is "Where Technology and Logistics Meet" and the Congress Program will focus on new technology and disruptive innovation and how this affects the Logistics and Freight Forwarding Industry worldwide.

For more details please visit: FIATA 2019 Website

AFIF WEBSITE WEEKLY POSTINGS SUMMARY

In accordance with AFIF Communications Procedures, we have been posting relevant News and Updates on the AFIF Website. Links in Weekly News

HLB Mann Judd - September Tax Alert

DP World Notice - Upgrade affecting Sydney terminal operations 6-7 September

Combined Airport East and North Projects - Weekly Update WC 1 September

DoA BMSB Update - Implementation of new and updated approved arrangement classes to support the 2019-20 BMSB risk season, effective 30 August 2019

AFIF Weekly News, Activities & Website Postings – 29 August 2019

AFIF SERVICES AND PRODUCTS

TRAINING

AFIF Training Schedule for 2019

Full schedule 2019 courses on AFIF Website
**SYDNEY:**

9 September  – IMDG Dangerous Goods by Sea – Recertification

24 September  – Load Distribution and Restraint

**MELBOURNE:**

16 September  – Dangerous Goods by Air – Re-certification

17 September  – Load Distribution and Restraint

17-19 September  – Dangerous Goods by Air – Acceptance

23 September  – IMDG Dangerous Goods by Sea – Recertification

**BRISBANE:**

11-12 September  – IMDG Dangerous Goods by Sea

16-18 September  – Dangerous Goods by Air – Acceptance

Also refer to the scheduled dates for each course on the AFIF Website under the Training Tab. For training enquiries contact Jodie Murray on 9314 3055 or afif@afif.asn.au

**AFIF Load Distribution and Restraint Training Course Dates – Reminder**

Dates for the IATA compliant Load Distribution and Restraint Training Course, for Members requiring to update staff training certification to meet IATA compliance requirements by **5 September 2019.**

**Melbourne**

3rd September 2019

**Sydney**

24th September 2019

Bookings can be made on the AFIF Training weblink - Load Distribution and Restraint Course

**Important Notice – IMDG (Dangerous Goods by Sea) Training Validity/Expiry**

The IMDG Code changes every two years and accreditation is only valid whilst the edition of the IMDG (International Maritime Dangerous Goods Code) in which you have been trained is effective.
The current edition IMDG Code 2016 (Amendments 38-16) is only valid until 31st December 2019 and will then be superseded by the new edition IMDG Code 2018 (Amendments 39-18) which comes into effect on 1st January 2020 for two years.

AFIF are currently running courses under the NEW IMDG Code 2018 (incorporating Amendments 39-18) and this new edition is valid until 31st December 2021.

If you, or your staff current IMDG Certification is under IMDG Code 2016, the expiry date is 31st December 2019, then you must complete a 1 day IMDG Re-certification course under the NEW CODE 2018 BEFORE 31 December 2019, to remain certified. Failure to do so will require undertaking the 2 day IMDG (Dangerous Goods by Sea) Full Acceptance Course.

For all course dates please click here

IMDG (Dangerous Goods by Sea) Re-certification – 1 Day

IMDG (Dangerous Goods by Sea) Full Acceptance – 2 days

IATA and OAG PUBLICATIONS

AFIF is the Official IATA and OAG Publications Distribution Agent for Australia and all publications can be ordered and purchased through dedicated pages on our Website.

IATA Dangerous Goods 60th Edition 2019 – AVAILABLE NOW

The 2019, 60th Edition Dangerous Goods Regulations and associated products are available. Note the 59th Edition will be out of date and cannot be used after 1 January 2019.

To place your order now for the 2019 (60th) Edition of the IATA Dangerous Goods Regulations and all other current IATA Publications click on the link - IATA PUBLICATIONS (click)

Your order will be sent as soon as payment has been received.

AFIF Model Standard Trading Conditions of Contract – Free to AFIF Members

As your not-for-profit industry association, AFIF provides the Model Standard Trading Conditions as a core service to Members. Despite the considerable legal cost of the complete re-write of the Model Standard Trading Conditions and User Guide, AFIF Members can continue to access these documents for their use as an included benefit of their AFIF membership.

Background to the Updated AFIF Model Standard Trading Conditions of Contract.
AFIF has received an overwhelmingly positive response following the release of the updated AFIF Model Standard Trading Conditions of Contract. AFIF Members can obtain their copy and the accompanying User Guide as an included benefit of their AFIF Membership. Contact afif@afif.asn.au

The updated model STCs cover modifications to a number of legal developments that impact the terms and effect of the AFIF STCs and in particular on the issues of:

- The law is extending unfair contract term protections to small business contracts.
- Compliance with the Chain of Responsibility (CoR) regime under Heavy Vehicle National Law.
- The Verified Gross Mass requirements under the SOLAS amendments.
- A more balanced approach to the division of risk with a customer/contractor.
- The effectiveness of the consequential loss provisions giving recent case law developments.
- ACCC finding regarding the terms in the stevedores’ standard form agreement that would likely be considered unfair within the meaning of the Australian Consumer Law and reciprocity for freight forwarders.

In addition to the updated Model STCs, there is a User Guide to explain the current proposed amendments and have regard to whether you are using the STCs in a customer relationship or with a contractor where different considerations might apply.

Because our Members have different business models, customers and varied transactions, it is important to consider the comments in the User Guide and only adopt those aspects of the AFIF STCs that apply to your business and to do this in consultation with your legal advisers and insurers.

The AFIF Model STC document has been revised in 2008, 2011 and 2013, with a major re-write undertaken in 2016 and review in 2019 to incorporate these significant changes in relevant legislation.

To obtain a copy of Model Standard Trading Conditions and User Guide please email afif@afif.asn.au

Thanks for your continued involvement and support

AFIF Team