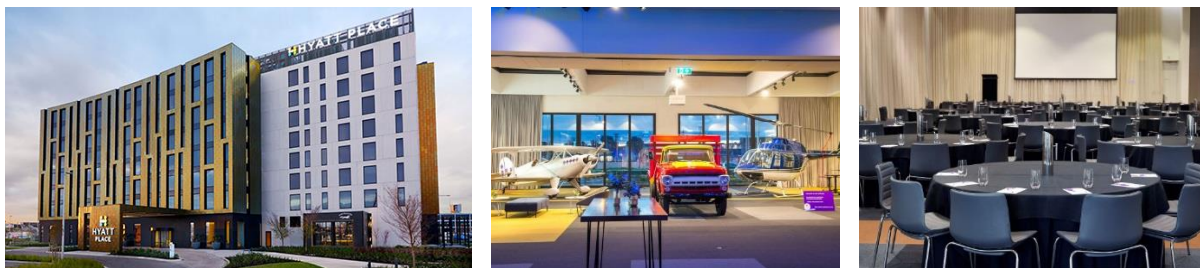




Save the Date – Thursday 23 and Friday 24 May 2019

AFIF 2019 National Conference and Gala Dinner

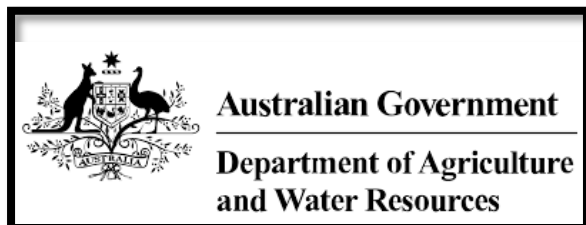
Hyatt Place Melbourne, Essendon Fields



On behalf of the AFIF Board and the organising sub-committee we are delighted to announce that the AFIF 2019 National Conference and Gala Dinner will be held at the Hyatt Place Melbourne, Essendon Fields, Victoria.

Details of limited sponsorship and exhibition packages for this exciting 1 day event will be released in the New Year.

[NEWS & ACTIVITIES](#)



DAWR – Biosecurity Levy Update - \$10.02 per TEU – Major Change to Collection Model

This week, AFIF attended a *DAWR Biosecurity Imports Levy Industry Workshop* in Canberra.

DAWR provided an update on the work undertaken by the Department following the announcement of the Biosecurity levy (the levy) in the Federal Budget and the proposed 'stevedore collection model' outlined at the Industry Workshop on 15 June. (refer [AFIF Weekly News June 21](#))

Stevedore Collection Model proposed in June

The Biosecurity Levy set at \$10.02 per incoming twenty-foot equivalent sea container (TEU) and \$1 per tonne for non-containerised cargo, is proposed to be collected from 'port operators (stevedores) – from 1 July 2019.

The Biosecurity Fee would be collected by the stevedore 'transaction by transaction' at the time of importation. Whereas DAWR would invoice the stevedore on a quarterly basis.

AFIF and industry participants rejected the stevedore collection model and lobbied DAWR to collect the Biosecurity Levy via an increase to the Formal Import Declaration (FID).

New Collection Model Announced this Week

DAWR advised the Workshop this week, that the '*stevedore collection model*' has changed to a levy proposed against vessel owners, operators or their agents.

DAWR New Proposed Position

- *be expanded to apply to all commercial vessels, and apply to all containers and cargo that is unloaded at an Australian port.*
- *The expanded levy base will result in a reduction in levy rates for bulk cargo.*
- *It is also proposed that the levy be imposed on vessel owners, operators and their agents.*

Proposed new Levy Rate

- *Containers \$ 10.00 per Twenty Foot Equivalent Unit (TEU)*
- *Break bulk cargo \$1 per metric tonne*
- *Bulk cargo \$0.50 per metric tonne*
- *Commercial vessels \$0.027 per volumetric ton of vessel gross tonnage.*

Coastal (domestic) cargo is excluded from the levy. The levy will apply to transshipment and container re-stows.

DAWR advised, the change in the collection model method is due to key issues identified by AFIF and industry stakeholders at the June Workshop -

- Costs as they are passed through supply chain – ie. cascading administration cost in collecting the levy throughout the supply chain
- More efficient to use existing systems and process

Levy Uses

- DAWR forecasts the Biosecurity Levy will collect \$325 million over 3 years.
- DAWR will receive \$313 million over 3 years, with the balance retained by Treasury as Consolidated Revenue.
- DAWR's portion of the levy has increased from \$261 Million over 3 years (advised in June 2018)
- The levy was proposed to be used for non-regulatory activities - priority pest and disease planning; assurance, verification and enforcement and trialling innovative technologies at the border.

In the Workshop, AFIF called upon DAWR to direct more of the increased share of the Biosecurity levy to frontline regulatory services, particularly responding with adequate resources to outbreaks such as BMSB, White Spot Prawn, etc. DAWR confirmed that a portion of the levy will be allocated to regulatory services

AFIF Comment

The move away from the stevedore collection model is a positive for industry, though there are issues with the proposed new model.

AFIF voiced concerns at the Workshop that the new levy model based on the gross tonnage of commercial vessels, plus a levy on the cargo on board, imposed on the vessel owner, operator or agent, will add complexity and uncertainty for industry.

Shipping lines and slot charterers recovering Biosecurity fees from importers will in effect be calculating a portion of the vessel gross tonnage fee to add to the \$10.00 per TEU fee.

The Biosecurity Levy (fee) transferred by shipping lines to importers will be opaque and variable depending on the ship size. There is also the potential for 'administration' costs to be added, thereby the *DAWR government levy (tax without GST)* applied by DAWR to shipping lines, becomes an uplifted fee with a potential GST implication when charged to industry.

The new proposed collection model does not remove the potential for costs being added, as the Biosecurity Levy passes through the supply chain.

AFIF opposes the new collection model and will be responding formally to DAWR.

AFIF maintains the Biosecurity Levy is a Government Tax, fixed amount for the 3 years, without GST.

Next Steps

DAWR is to commence drafting legislation in December with consultation on the exposure draft to take place in December 2018 and January 2019.

AFIF and Industry stakeholders objected to the tight time frame and need for further consultation on the proposed new collection model.

DAWR advised they will arrange a further meeting of industry stakeholders this year, to discuss our concerns.

[DAWR Biosecurity Levy Workshop Presentation \(click\)](#)

AFIF members who wish to provide feedback to include in AFIF's formal submission, please forward by email to Stuart@afif.asn.au by **Monday 10 December 2018**.

AFIF will keep Members informed of progress.

DAWR – Major Processing Delays Currently as Result of Systems Issue with S-Cargo for GAS/CAL and BMSB LCL/FAK Containers

This afternoon, DAWR convened an emergency teleconference of the DAWR DCCC to advise of a major system outage affecting sea containers and break bulk cargo from countries listed on the Department of Agriculture and Water Resources' Country Action List (CAL).

There are significant processing delays to affected consignments as DAWR reverts to manual processing.

Following is the DAWR Notice issued this afternoon.

DAWR IAN 172-2018 - Processing delays as result of systems issue with S-Cargo for GAS/CAL and BMSB LCL/FAK containers

30 November 2018

Who does this notice affect?

Importers and brokers of sea containers and break bulk cargo from countries listed on the Department of Agriculture and Water Resources' Country Action List (CAL).

Stakeholders in the import and shipping industries—including freight forwarders, importers, customs brokers, stevedores and master consolidators—associated with imported goods that require increased intervention during the Brown marmorated stink bug (BMSB) risk season (shipped between 1 September 2018 and 30 April 2019 inclusive).

What has changed?

Further to the [IAN \(169-2018\)](#) of 27, November 2018, the Department of Agriculture and Water Resources (the department) is continuing to experience issues with the S-Cargo system. This means that cargo reports lodged may experience processing delays.

The department is currently working to resolve the issue as a high priority.

GAS/CAL cargo reports

As a result of the outage, the department is unable to process high risk cargo from CAL countries through S-Cargo.

The department is implementing manual processes to manage the clearance of cargo from CAL countries. However, delays are expected pending the resolution of this outage.

Management of LCL/FAK containers for BMSB risk

The [management of LCL/FAK containers](#) subject to BMSB measures is also affected by this outage as cargo reports of some LCL/FAK containers may not have been referred to the S-Cargo system.

During this outage, industry stakeholders affected by the LCL/FAK containers for BMSB risk, can assist by emailing [MBSB processing](#) with the container number and the following details in advance or as early as possible:

1. [Declaration](#) that all the [BMSB target high risk goods](#) have been treated for BMSB requirements by an approved offshore treatment provider and supported by a valid treatment certificate which includes the container number as evidence, or links to all the target high risk goods of concern, or
2. [Declaration](#) that there are no [BMSB target high risk goods](#) inside the container, or
3. [Declaration](#) with a signed Agreement to Treat Goods form, authorising the onshore treatment of the whole container at a nominated approved arrangement site and treatment option, or
4. Request to move the container seals intact to a nominated approved arrangement site pending further advice on the preferred risk management option. This advice needs to be provided to the department within 7 days of arrival, otherwise the container will be directed for export. There are four options:
 - a. Declare there is no BMSB target high risk goods, or
 - b. Treat the whole container onshore, or
 - c. Export the whole container, or
 - d. Destruction of the whole container.

Please note the [BMSB processing](#) inbox only deals with enquiries relating to LCL/FAK containers. For FID level processing, please submit your documents through COLS.

Further information

Industry stakeholders currently experiencing delays due to this outage are requested to follow the guidance provided above, rather than call the department's call centre.

All available staff are working to manually process affected entries and increased call volumes will only further increase processing delays.

For further information relating to the assessment and processing of LCL/FAK containers from BMSB target countries, please contact [BMSB processing](#).

For further information relating to processing of cargo from CAL countries, please contact [Container NCC](#).

For further information regarding the policy for BMSB measures, visit the [Seasonal Measures for BMSB webpage](#) or contact [Air and Sea Cargo](#).

If you see something that could have entered Australia with imported goods report it to **See. Secure. Report.** on **1800 798 636** or complete the [online form](#).

DAWR – Current Notices

[172-2018 - Processing delays as result of systems issue with S-Cargo for GAS/CAL and BMSB LCL/FAK containers](#)

[171-2018 - Charges for Automatic Entry Processing for Commodities \(AEPCOMM Lodgements\)](#)

[170-2018 - Biosecurity Imports Condition System, Cargo Online Lodgement System, Maritime Arrivals Reporting System, Online Payment Service and the Post Entry Biosecurity System Unavailable from 00:01 to 03:00 Saturday 1 December 2018 \(AEDT\)](#)

[169-2018 - Department of Agriculture and Water Resources GAS/CAL processing delays 27 November 2018](#)

NSW Ports \$120 million Investment to Boost Rail Capacity at Port Botany

Wharfage Fees Increase \$3.08 per TEU from 1 July 2019



NSW Ports is set to invest in 'on-dock' rail infrastructure capacity at each of the three container terminals at Port Botany, commencing in 2019. Investment will be staged, with stevedores being required to invest in rail operating equipment to meet target terminal capacities.

Marika Calfas, Chief Executive Officer, NSW Ports said "The growth of containers on rail is a key objective in NSW Ports' Masterplan, to cater for the growing trade needs of NSW. This investment will build greater rail capability at the port, supporting the Government's investment in completing the Port Botany rail duplication and ongoing investments in large scale intermodal rail logistics centres at Enfield and Moorebank".

"Over the next four years, NSW Ports will invest \$120 million on Stage 1 of this uplift to create new on-dock rail capacity at Patrick's Port Botany Terminal. The new rail terminal will ultimately deliver 1 million TEU capacity. In time NSW Ports will invest at the other two container terminals.

"Increasing rail capacity at the port means a faster, cheaper, more sustainable way for exporters and importers to get their product to market." Ms Calfas said.

The investment will reduce the growth in truck movements around the port. When fully operational this investment will reduce truck kilometres travelled in Sydney by at least 10 million per year. This will save over 2 million litres of diesel per year which is the equivalent to a net reduction in CO₂ emissions of more than 5,400 tonnes a year.

Michael Jovicic, Chief Executive Officer, Patrick said: "Patrick currently handles a large volume of rail based containers and is focussed on growing and optimising our rail offering. NSW Ports' investment in rail infrastructure will be accompanied by Patrick's \$70 million investment in operating equipment and systems to deliver 1 million TEU capacity. Our agreement with NSW Ports will significantly increase our terminal's rail capacity and enhance productivity and efficiency in container movements at the port".

To fund the investment, NSW Ports will implement a modest increase of \$3.08 per TEU in wharfage fees on full imports and exports from 1 July 2019. This has been spread over the long term to minimise the wharfage increase and will be removed once the cost of the investment has been recovered.

Work will begin next year and is planned for completion by 2023. Rail operations at Patrick are expected to continue during the construction period.

Further Information

[NSW Ports Rail Investment Factsheet](#)

ULD Serviceability – Damaged Equipment / Serviceability Checks

Following Notice issued by dnata regarding Damaged ULD Equipment Serviceability Checks

Dear Customers,

Damaged Equipment | Serviceability Checks

dnata Australia is committed to providing world class CTO services by helping to uphold industry and airline standards for compliant and safe air cargo operations.

As part of that commitment, we're writing to let you know we have noticed an increase in the volume of damaged ULDs, pallets and nets in use across the network. Over the next few months we will be renewing efforts to identify and take unserviceable equipment out of service as a result.

We have reviewed and updated our serviceability check procedures and training modules to ensure alignment with the IATA Cargo Handling Manual (ICHM). When conducting serviceability checks, our staff will refer to Operational Damage Limit Notices (ODLN) attached to equipment in the first instance to identify any damages outside permitted thresholds, including missing, expired and/or obscured TSO plates. In circumstances where an ODLN is not attached to equipment, the ODLN in the IATA Cargo Handling Manual (ICHM) will be used by our staff as a standard inspection checklist.

Our assessment of some equipment currently in use, is that it will likely not pass IATA standards, particularly due to missing or obscured TSO plates. Any cargo tendered on ULDs, pallets or nets deemed unserviceable against the standards may be rejected by us at export acceptance, and in these instances one of our staff will notify the agent and/or airline of the basis for rejection.

Equipment that fails serviceability checks at other times, for example, prior to cargo build-up, at ramp transfer, cargo check-in and breakdown will result in an internal damage report being raised, and if deemed unsafe, it will immediately be taken out of service to ensure unserviceable equipment does not remain in circulation.

If you have any questions, please contact our Cargo SOP Manager, at joshua.smith@dnata.com.au

Yours sincerely,

Terence Yong
Head of Cargo, dnata



Chain of Responsibility & Heavy Vehicle National Laws and Regulations – Repeated

We have been talking a lot about these laws lately, particularly as they relate to the **Chain of Responsibility** and its impact on all businesses.

1) AFIF recently conducted a Webinar on the subject: **Chain of Responsibility Obligations and Liabilities of Freight Forwarders** and you can view the Webinar by clicking on the link to the recording here: [AFIF Chain of Responsibility Webinar](#)

2) The **AFIF Model Standard Trading Conditions of Contract**, also contains updated conditions in relation to **Heavy Vehicle National Law / Chain of Responsibility** amendments. AFIF Members can obtain their copy and the accompanying User Guide as an included benefit of their AFIF Membership by contacting afif@afif.asn.au

The following links to pages on the National Heavy Vehicle Regulator (NHVR) website provide useful and detailed information for members:

Click here to view: [Chain of responsibility](#)

Click here to view: [Heavy Vehicle National Law and Regulations](#)

Globelink wins Freight Forwarder of the Year at DCN Shipping Industry Awards



Globelink MD and AFIF Director, Jacqui McCombie Celebrates Freight Forwarder of the Year and Women in Shipping and Maritime Logistics Awards



A double celebration for Jacqui McCombie at the DCN 23rd Australian Shipping & Maritime Industry Awards.

Globelink International Managing Director and AFIF Director Jacqui McCombie celebrated winning 2 Awards at the DCN Shipping Awards last week.

Globelink International won **Freight Forwarder of the Year**.

Jacqui won Highly Commended Prize in **Women in Shipping and Logistics Award**

Jacqui was understandably delighted with the Awards and paid tribute to her team at Globelink International.

“Globelink is the only truly independent Australian ocean freight wholesaler. We are a small company compared to our competitors in the market, but the service provided by our great team is a real point of difference. I am honoured to accept this prestigious award on behalf of the Globelink team.

It is also great that the DCN Awards are recognising the contribution of women to the industry, with the inaugural Women in Logistics and Maritime Shipping Award and the Gender Diversity Award.”

I am honoured to be recognised by industry peers in accepting this Award”

AFIF CEO, Brian Lovell paid tribute to Jacqui, “Jacqui has been a force in our industry sector for quite some time and has grown the Australian arm of Globelink with her ambition and drive. The award as Freight Forwarder of the year for Globelink and the Highly Commended accolade for Women in Shipping & Logistics, is a just recognition for Jacqui and her business success”. We are especially proud as Jacqui is a member of the AFIF Board of Directors.

DCN 23rd Australian Shipping & Maritime Industry Awards 2018 – Winners

- **Liner Trade Awards:**
 - Australia-South East Asia – **Maersk Line**
 - Australia-North East Asia – **Cosco Shipping**
 - Australia-North America – **Hamburg Sud**
 - Australia-NZ/Pacific Islands/PNG – **ANL**
- **Customer Service Award – ANL/CMA CGM**
- **Environmental or Safety Award – App Wizard**
- **Excellence in Bulk Logistics or Heavy Lift Handling – LC Loynes & Associates**
- **Maritime Services Award – Captain Michael Kelly**
- **Newsmaker of the Year Award – Michael Gallagher, Ports Australia**
- **Seafarer's Welfare Award – Mission to Seafarers Sydney**
- **Port or Terminal of the Year Award – Geelong Port**
- **Supply Chain Innovation & Technology Award – OMC International**
- **Women in Shipping & Maritime Logistics Award – Jeanine Drummond. Highly Commended – Jacqui McCombie and Lada Bukharina**
- **Gender Diversity Award – Port of Townsville**
- **Customs Broker of the Year Award – Summit Global Logistics**
- **Freight Forwarder of the Year Award – Globelink International**
- **Young Achievement Award – Sarah Kate Vogler, Visa Global Logistics**
- **Hall of Fame Inductee – Alan Tait**



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 a leadership development program.

Funding must be apportioned by the end of 2018 and it is unsure when these grants will be available again. Find out more and register your interest by completing the Expression of Interest form here prior to the extended deadline of December 14: www.wla.edu.au/funding1

Background

Building on the significant developmental momentum achieved during #100daysforchange, Women & Leadership Australia is administering a national initiative to support the development of female leaders across Australia's transport and logistics sector.

The initiative is providing women with grants of between \$3,000 and \$7,000 to enable participation in a range of leadership development programs.

The scholarship funding is provided with the specific intent of providing powerful and effective development opportunities for women in the industry; however the funding is strictly limited and has to be allocated prior to the end of 2018.

Expressions of Interest

Find out more and register your interest by completing the Expression of Interest form here prior to December 7, 2018: www.wla.edu.au/funding1

INTERNATIONAL

DHL Research shows 75% of Companies Believe Investment in Ground Transportation will Directly Support their Company Growth – Repeated

DHL research shows 75% of companies believe investment in ground transportation will directly support their company growth

DHL report reveals that the fast-paced evolution underway in the sector is changing the way that shippers think when purchasing a transportation solution. The global survey of transport buyers and operations professionals found that 83% of businesses are willing to pay more for better and value-added services as long as they provide a measureable return on their investment.

The report found that across sectors and regions, companies are increasingly viewing ground transportation as being more than a tactical commodity, with 71% now considering it to be a strategic component of their businesses. Companies agree there is a direct correlation between ground transportation and business performance with three quarters (75%) believing investing time and resources in ground transportation will directly help their company sales.

For more details, please visit: [DHL Link](#)

EVENTS

Transport Surcharges – Everything You Need to Know – Free Breakfast Seminar – Wednesday 6 December - AFIF Members Invited



HOLDING REDLICH

We wish to remind you of our upcoming seminar on **Transport surcharges – everything you need to know.**

Surcharges have been *the* transport topic for 2018 and will continue to be *the* hot topic for 2019. Nothing has caught media attention and industry comment quite like them.

Many businesses object to them and/or the manner in which they are imposed. Once imposed, businesses are faced with the further dilemma of whether and how to pass them on further down the chain. At each step, businesses run the risk of legal challenges based on misleading or deceptive conduct, unfair contract terms and cartel laws.

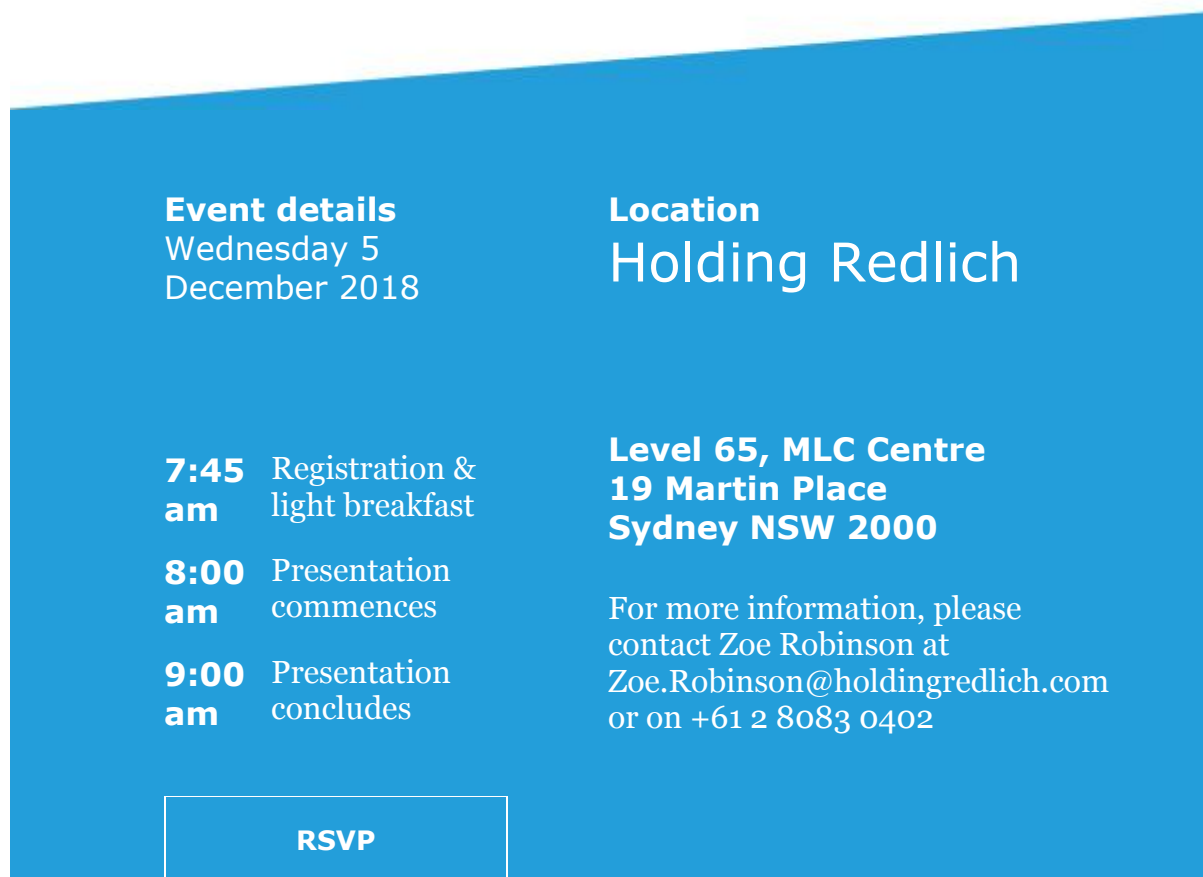
This seminar will explore everything that you need to know about surcharges, including:

- what they are and what can be included in them
- are they regulated, or could they be in the future
- can they be passed on
- when might they be invalid
- tips on implementing them
- tips on dealing with them once imposed
- how not to fall foul of misleading or deceptive conduct, unfair contract and cartel laws when dealing with them.

Are surcharges really the evil that they are made out to be or are they simply a feature of the commercial transport landscape? Join us and contribute to the debate.

Please RSVP to register for this seminar and further event details are below.

We hope to see you there.



Event details
Wednesday 5
December 2018

Location
Holding Redlich

7:45 am Registration & light breakfast

8:00 am Presentation commences

9:00 am Presentation concludes

**Level 65, MLC Centre
19 Martin Place
Sydney NSW 2000**

For more information, please contact Zoe Robinson at Zoe.Robinson@holdingredlich.com or on +61 2 8083 0402

RSVP

Save the Date – Thursday 23 and Friday 24 May 2019

AFIF 2019 National Conference and Gala Dinner

Hyatt Place Melbourne, Essendon Fields

[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***

[DAWR Processing delays as result of systems issue with S-Cargo for GAS/CAL and BMSB LCL/FAK containers](#)

[DAWR – Biosecurity Levy Update - \\$10.02 per TEU – Major Change to Collection Model](#)

[Combined Airport East and North Projects - Weekly Update WC 2 December](#)

[Seminar invite reminder: Transport surcharges – everything you need to know](#)

[Holding Redlich Weekly Brief - 28 November 2018](#)

[DP World - Severe weather warning for NSW: damaging winds and heavy rainfall](#)

[TT Talk – Global Cargo Theft Intelligence](#)

[Patrick Sydney Autostrad Terminal - Severe weather warning 28/11/18](#)

[BMSB Update - November 2018](#)

[Combined Airport East and North Projects - Weekly Update WC 25 November](#)

[Qantas Freight Customer e-News](#)

[Patrick Sydney Autostrad Terminal - high winds 23/11/18 ****update****](#)

[AFIF Weekly News, Activities & Website Postings – November 22](#)

[AFIF SERVICES AND PRODUCTS](#)

TRAINING



AFIF Training Schedule for 2018

[Full schedule 2018 courses on AFIF Website](#)

SYDNEY:

3 December – Dangerous Goods Recertification – Air

4–6 December – Dangerous Goods Acceptance – Air

MELBOURNE:

BRISBANE:

3 December – Dangerous Goods Recertification – Air

4–6 December – Dangerous Goods Acceptance – Air

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

IATA and OAG PUBLICATIONS

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 below:

[IATA PUBLICATIONS](#)

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.

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 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