AFIF 2019 National Conference and Gala Dinner

Hyatt Place Melbourne, Essendon Fields

Sponsorship and Exhibition Prospectus Released

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, on Thursday 23 & Friday 24 May.

Details of sponsorship and exhibition packages for this exciting 1 day event are available to industry.

Please direct your enquiries to Brian Lovell, (02) 93143055 or brian@afif.asn.au

AFIF 2019 Conference Program will be released shortly.
MUA Industrial Action at Hutchison Ports – SICTL Sydney, Port Botany and Port of Brisbane – 3 Ships Sub-contracted to Patrick – ‘Community Protest’ Blocking Access to Patrick Terminal

The MUA Protected Industrial Action is continuing in Sydney and Brisbane ports, in support of a new EBA negotiation.

MUA members are working their shift for 2 hours, then stop for a 30 minutes break, resume working the next 2 hours, stop again for a 30 minutes break, then repeat the process, ongoing.

Clearly, this disrupts Hutchison operations and productivity in servicing ships and drivers.

Sydney

There were 2300 boxes in the terminal on Friday and this number has reduced to 950 boxes at present.

No vessels are being worked and 3 vessels have been sub-contracted to Patrick Port Botany.

*ANL Elaroo* – has discharged at Patrick and is departing this afternoon

*OOCL Texas* – arrives today

*ANL Xin Quin Dao* – ETA Sunday

Brisbane

THU 24/01/19 - OPERATING – Terminal Delays

‘Please be advised we are currently experiencing terminal delays and a back log of trucks. The Terminal is still open and operating with all appointment gate arrival times extended to allow trucks to arrive for their appointments’

FRI 25/01/19 - CLOSED DUE MUA 24HRS INDUSTRIAL ACTION

Please be advised due to FRI 25/01/19 MUA 24HR Industrial Action, the OOCL DUBAI and NAVIOS LAPIS vessel cut-off have been amended to THU 24/01/19 2200

SAT 26/01/19 - CLOSED

SUN 27/01/19 – CLOSED

For more information contact

Hutchison Sydney - landside coordinator. sictl@hutchisonports.com.au or call 1800 472 000.

Hutchison Brisbane - Yard Operations manager burns.mark@hutchisonports.com.au or 07 3895 6238

UPDATE SYDNEY

This afternoon, Hutchison MUA workers marched to Patrick Terminal. Access to Patrick Terminal is blocked by a Community Protest, in response to Hutchison Ports’ sub-contracting vessels to Patrick.

AFIF will keep members informed if of progress
DAWR – Inspector-General of Biosecurity Launches BMSB Review

AFIF Members will be aware through regular updates in AFIF Weekly News and Bulletins; as a member of the DAWR Cargo Consultative Committee AFIF has called for a comprehensive Departmental review of BMSB seasonal measures.

AFIF is pleased to receive today the News that the Inspector-General of Biosecurity has advised the Agriculture Minister that she will add to her work plan a review of the effectiveness of the Department of Agriculture and Water Resources’ biosecurity measures to manage the risks of brown marmorated stink bug (BMSB) entering Australia, and what if any improvements should be made.

Following is the DAWR Announcement

Dear all,

As the Inspector-General of Biosecurity, my mission is to enhance the integrity of Australia’s biosecurity systems through independently reviewing and reporting on the Department of Agriculture and Water Resources’ performance of biosecurity programs.

This week, I advised the Agriculture minister that I will add to my 2018–19 work plan a review of the effectiveness of the Department of Agriculture and Water Resources’ biosecurity measures to manage the risks of brown marmorated stink bug (BMSB) entering Australia, and what if any improvements should be made.

In the current BMSB season, the increased BMSB approach rate and consequent increased departmental application of biosecurity measures to more goods imported from more countries has resulted in substantial disruption to trade with industry concern. The department is actively working to optimise pre-border and border measures to minimise disruption to industry. However, BMSB’s continued spread means that intensified efforts on a wider front will be needed to keep it out of Australia.

The objectives of this review include examining:

- the effectiveness of measures used by the department to manage the risks of BMSB entering Australia,
- the department’s engagement and consultation with industry in managing the risks, and
- what if any improvements should be made to the current arrangements.

This review will not examine policy and activities that are the responsibility of stakeholders—other than the Department of Agriculture and Water Resources—including state/territory governments, individuals and biosecurity industry participants.

To help me conduct this review, I am now inviting submissions from key stakeholders. Details of the review plus an Inspector-General of Biosecurity submission cover sheet are attached. These documents will be soon uploaded to Inspector-General of Biosecurity website. Please ensure that a completed cover sheet is attached to your submission.

Submissions close Friday, 22 February 2019.

I would like to thank you for your time and appreciate your input into managing Australia’s biosecurity.

Best regards
Helen Scott-Orr
Inspector-General of Biosecurity

AFIF understands the impact to Members and their clients of the imposition, dislocation, delays and cost arising from DAWR’S measures to keep Australia free of BMSB.

If you would like to provide a submission to the Inspector General of Biosecurity BMSB Review, please refer to the documents - IGB BMSB Inviting Submissions Document & Cover Sheet Link

AFIF encourages Members to send their feedback, comments and experiences to include in AFIF’s submission to the Review by Monday 18 February 2019 – Stuart@fif.asn.au
On Thursday 10 January 2019, AFIF participated in a teleconference with members of the Department of Agriculture Cargo Consultative Committee (DCCC).

DAWR and DCCC members are reviewing the current BMSB season, which has been beset by several issues. DAWR is seeking feedback from industry on their experiences and recommendations for consideration in refining processes for the balance of this season and for next season commencing in September.

Following is the list of items submitted to date.

1. Reduce intervention of low risk goods
2. Expansion of AEPCOMM to other commodities currently not in scope
3. Consideration of mandatory BMSB offshore treatment of LCL containers
4. Consideration of mandatory BMSB offshore treatment for all goods
5. Separate BMSB entries from other biosecurity entries
6. Target BMSB intervention at a lower tariff level (not tariff chapters)
7. Permit inspection of low risk goods to be conducted by approved persons under Aas
8. Reduced intervention on highly compliant importers
9. Increase the usage of automation
10. Stop holding containers for ‘supervised seals intact’ inspections, and allow unpack prior to officer attending the inspection.
11. Limit the random BMSB surveillance inspection until such time DAWR has available inspectors to undertake the inspections as ISG are way outside service standards of 3 days, which is the DAWR service standard and not industry.
12. Provide clear policy advice, support, work instructions to ASG staff as they are taking longer to process entries due to the BMSB complexity and charging industry more as they may exceed the 15 min assessment block.
13. Review the number of ASG entries for re-assessments to determine if more training is required, as re-assessments is double handling the entry and we should aim at getting the direction right the first time, reducing phone calls, emails etc.
14. Provide a dedicated BMSB hotline for customs brokers to be able to reach ASG staff to address any post entry assessment issues as mistake are made on both sides and ASG and customs brokers need to work in partnership to achieve best outcome as our assessment goals are the same, and that is to come up with correct assessment/direction to manage the biosecurity risks.
15. Consider COLS enhancements that provide better visibility and integration between ASG and customs brokers. Develop a dashboard that provides status of entry processing as this may reduce the number of calls by industry chasing directions as ASG has been outsider service standards since BMSB season commencement.
16. Consideration as to COLS interaction with third party software may deliver time saving benefits for customs brokers as it may reduce the duplication of date entry. COLS should be a self-serve portal for customs brokers just like the bank Apps we all use and less reliance of ASG for low risk functions.
17. Review the documentary requirements and look to reduce the number of documents required for assessment, this may result in faster assessment and processing times.
18. If the BMSB risk are too high DAWR may need to consider expanding the requirements for offshore treatment with industry consultation.
19. Review the service standards and move with the times as importers, customs brokers, forwarders operate in a fast paced and demanding environment, and compete on supply chain efficient getting their goods from origin to customer. DAWR while managing the biosecurity risks, also have an obligation to facilitate trade as biosecurity is a shared responsibility, and it’s often industry that acts as the frontline reporting biosecurity risk to the DAWR based on detections at the AAs.
20. Provide a dedicated phone, email or Account Manager for customs brokers to reach senior assessment officers to address direction issues. The 1800 central number is a waste of time for customs brokers who can spend up to 30-40 minutes before they can reach someone. Time is money and we need to reduce the time it takes to reach an officer.
21. ASG is your frontline but at the same time jobs in this area are seen as low level and less incentive for officers to stay long term resulting in loss of knowledge. If DAWR ASG model remains same and based on assessment this area need significant resourcing, automation, remuneration that will allow ASG to provide the service industry deserves and pays for as not many in our industry can charge $30 per 15 minutes assessment block for their service.
22) Where possible the policies of Australia and New Zealand be aligned as these markets are served by (generally) the same services using the same embarkation ports/terminals (especially for vehicles).

23) That the list of risk countries in Europe be expanded to cover all the real risk areas and not have artificial exclusions such as Belgium/Netherlands which have already proven to have BMSB. As you have stated, BMSB don’t respect borders and don’t have passports.

24) Where a vessel has complied with all DAWR requirements and a contamination is found to exist, then an onshore treatment option be allowed for that cargo and that they where practicable the treatment requirement is commensurate with the evidence of infestation. This is an important initiative to recognise the good faith with which vessels have self-reported and complied with DAWR requirement, rather than punishing them.

25) SAL members would like to continue to work together with DAWR to develop an on-board fumigation regime which can meet the BMSB risk reduction. This is considered to be the only viable long term option if the BMSB spread to become a global all year risk.

26) There are other known BMSB risk vectors in mail, personnel movements and air cargo which do not appear to have attracted the same focus as shipping. We do not like to see the shipping industry hit with all the costs while BMSB are “flying in” through open doorways in other transport sectors.

27) Allowing importers who have a FICA (incorporating an AA) and/or are a Trusted Trader the ability to have an Authorised Officer (importer employee trained by DAWR) to inspect consignments rated as low by the department. On a low/medium/high rating scheme as designed by DAWR. Commodities rated as medium/high – importers would be listed as a priority for biosecurity inspections.

If you have any comments, feedback or suggestions on this matter that you would like taken up with DAWR, please forward the details to Stuart@afif.asn.au by Friday 1 February 2019

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**DAWR – On-shore BMSB Treatment Taking up to 21 Days**

**Melbourne Fumigation Treatment Depot Suspends Service**

AFIF has received advice that [L. Arthur Quarantine depot](#) has suspended its quarantine service to non-cartage customers.

**L. Arthur Notice**

L. Arthur Quarantine depot is as of - tomorrow morning the 24th January - unable to accept - fumigation containers - until further notice.

If you currently have a fumigation direction for L. Arthur - you are advised to have it changed / directed to another depot.

Containers for Unpack / inspects and Rural tailgate are not affected and will be dealt with on arrival.

We regret having to make this decision but have had delays throughout the Quarantine processes beyond our control that are affecting turnaround times both within the depot and of container being dealt with.

I will update you when we reach a point at which we are confident we can provide the service that you are accustomed to.  L. Arthur cartage clients are not affected by the above notice.
Container Fumigation Services – Melbourne

Our colleagues at CTAA have issued the following Notice on Melbourne Fumigation Treatment Providers

With the suspension of services at a major fumigation provider in the Port of Melbourne from today (Thursday, 24 January) until further notice due to processing delays (L. Arthur Quarantine Services), importers, freight forwarders and transport operators are assured that there are other licenced providers in Melbourne, including:

**Arrow Transport Logistics and Quarantine Services:**
- Fumigation capacity - running 7 days a week
- Ability to receive after-hours direct from wharf
- Rural tailgate inspection facility as well

Contact: Vivien Latu - phone: 03 9931 7920 / email: aqis@arrowtl.com.au
Website: https://arrowtransport.com.au/

**Melbourne Freight Station (Butler Freight Services):**
- Receiving containers from 6am to 3pm for same day or next day fumigations
- Fumigators permanently on site, speeding up turnaround times

Email: info@butlerfreight.com.au for further information and contact points within their customer service team.
Website: http://www.melbournefreightstation.com.au/

**Chalmers Industries:**
- DAWR accredited fumigation contractors
- Qualified staff co-ordinate with biosecurity officers to inspect, treat and clear cargo in the shortest time frame possible

Contact: Ronna - ph: 03 9316 2097; email: aqis@chalmers.net.au
Website: http://www.chalmers.net.au/services/quarantine-services/

AFIF thanks CTAA for their update.

**Background**

Last week, DAWR confirmed that onshore BMSB treatment including entry processing and direction, inspection and fumigation can take up to 21 days. DAWR advise that the processing time has improved slightly this week to under 20 days.

DAWR Inspection Appointment delays of 7 days or more persist in Sydney in Melbourne and will likely continue for the next 2-3 months as the BMSB season closes out.

DAWR advises BMSB shipment processing is resource intensive in the Department.

The treatment by onshore providers across the country will vary and bottlenecking may occur during the current peak season months for BMSB arriving here.

Members should be aware of the implications of onshore treatment delays up to 21 days, including storage, container detention, customer missed deadlines.

DAWR strongly recommends offshore treatment of target high risk goods from target risk countries.

AFIF urges members to communicate closely with your customers to mitigate BMSB related issues.
Further to the Biosecurity Imports Levy Industry Workshop in Canberra on 28 November 2018, further stakeholder meetings were held on Tuesday in Canberra and today in Sydney, which AFIF attended on behalf of members.

DAWR are continuing their engagement with industry on a range of potential options for implementing the Biosecurity Imports Levy (the levy), with a focus on four key elements of the levy design:

1) imposition point – determining who will be liable to pay the levy
2) levy base and rate – to what is based on and at what rate the levy should apply
3) reporting – efficient and effective mechanisms
4) payment – efficient and effective mechanisms

There was considerable discussion and conjecture in the meetings on each of these 4 points.

The general consensus was that the Government has miscalculated by proposing the levy without providing enough information as to the detailed rationale for what is, in effect, a ‘future risk’ fund to develop improved systems to better manage Australia’s biosecurity risks. It is a tax on a specific sector (rather than a broad-based tax on the general population).

Industry believe that the scope and design of the levy, as recommended by an independent review without initial industry consultation, is seriously flawed and needs to be addressed and re-presented to industry for serious consideration.

Parties identified the need for the following:

- further information on the benefits of the levy – why do we need it?
- greater transparency of levy revenue and expenditure – how much is being collected and how will it be spent?
- equitable targeting of all risk sectors (e.g. look at other pathways and insect vectors: air cargo, air and sea passengers; private yachts, etc.), rather than limiting the scope of the levy to ocean freight only;
- recognition of existing efforts made by industry to reduce biosecurity risk;
- integration of the levy into existing systems and processes (e.g. single window) – rather than implementing new systems and processes
- direct collection of the levy from risk creators to avoid the escalation of costs as the levy is passed through the supply chain;
- rates to be more strictly commensurate to biosecurity risk;
- industry to have sufficient time and certainty ahead of commencement
- circulation of meeting materials in advance to allow for proper preparation

AFIF Strongly Advocates Collection of the Biosecurity Levy via the FID

There was unanimous agreement in the meeting that -

1) the levy should be restructured to incorporate all biosecurity risk vectors, not only containers and bulk cargo vessels.
2) Collection of the levy via shipping lines is cumbersome and will vary for each voyage.
3) the proposed levy structure applied to ship owners is a combination of $0.027 per ton vessel gross tonnage plus 10.02 per TEU. Shipping lines will have to calculate a fee based on ships tonnage being apportioned and added to the $10.02 per TEU levy.
4) Whilst DAWR maintains the levy is GST exempt, this will cease to be the case if the shipping line calculates the levy with any additional administration cost recovery component.
5) The levy should be collected via the FID, as the only option to recover the fee without administration fees or GST. However if this was agreed by Govt. legislation would need to be drafted and passed, as the FID is currently only a Cost recovery Mechanism to date.
Next Steps

- DAWR released the Minutes of the Meetings this week. (Summary of the key points below)
- DAWR has collated a considerable amount of feedback from the stakeholder meetings to consider how best to move forward with the proposed levy
- Further stakeholder engagement will continue in the next weeks.
- A 3rd stakeholder meeting is scheduled for 4 February
- DAWR intends to conclude a final position and present a Model to Government by end February
- Thereafter the Draft Bill including the specifics will be developed into a Bill to present to Parliament.
- Subject to passage of the Bill through both Houses, the Levy is intended to commence on 1 July 2019 (NB: the DAWR also deemed it unlikely that this timeline could be met due to a number of factors).
- Alternatively, the government may decide it’s all too hard and drop the proposed levy

Biosecurity Imports Levy – Industry Stakeholder Meetings

Meeting 1 – Canberra – 8 January

The key themes of discussions were the need for clarity and transparency around revenue and expenditure measures, seeking assurance that the levy will not over-collect, that the levy base appropriately includes all sources of biosecurity risk and that a holistic approach to biosecurity fees and charges be taken. Specifically, participants identified the need for:

- further information on the benefits of the levy for their sector
- greater transparency of levy revenue and expenditure – how much is being collected and how will it be spent?
- equitable targeting of all risk creators (e.g. including air cargo, air and sea passengers and mail), rather than limiting the scope of the levy to sea freight
- levy rates to reflect differing levels of risk
- recognition of existing efforts made by industry to reduce biosecurity risk
- integration of the levy into existing systems and processes – rather than implementing new systems and processes
- direct collection of the levy from risk creators to avoid the escalation of costs as the levy is passed through the supply chain
- industry to have sufficient time and certainty ahead of commencement
- circulation of meeting materials ahead of time to allow for preparation for meetings, and
- detailed information about the impacts of possible models on different industry sectors.

Meeting 2 – Sydney – 10 January

Key points:

All parties agreed the importance of biosecurity but remain opposed to a financial contribution in the form of the levy.

Key themes of discussions included a need for the levy to be recast to take a more holistic approach to the identification of biosecurity risks, with a focus on the inequity of limiting scope to sea freight and ignoring other sources of risk (airfreight and passengers). Parties found it difficult to discuss broad risk categories that could guide the development of relative rates. There was a general view among parties that DAWR was responsible for assessing risk. That said, some noted that break bulk (e.g. roll on roll off) was riskier than empty containers.

There remains a strong preference to use the Full Import Declaration (FID), despite the stated limitations of the underpinning system and its incompatibility with the proposed scope of the levy. The department indicated it would look at the feasibility of applying a FID-like process to specific aspects of the levy that may be suited to its application (e.g. non-containerised cargo).
Some parties suggested a ‘back to the drawing board’ approach involving the establishment of an industry working group, including to consider alternatives to a levy.

There was also a lot of interest in the likely impact of the upcoming federal election.

Specifically, industry parties raised:

- the levy should either adopt a comprehensive risk-based approach that covers all of the key sources of biosecurity risk (air cargo, mail freight, air and sea passengers), or should be applied as a simple flat tax – the current model is both overly complex and not adequately risk-based
- the levy should be collected through existing mechanisms – i.e. industry levies, cost recovery fees or an increase in general taxation, including consideration being given to the streamlining of existing fees and charges
- the scope of, and revenue raised by, the levy should directly reflect the scope and quantum of the expenditure measures
  - Either all of the expenditure measures should relate to improvements to benefit the maritime industry or the scope of the levy should be broadened to capture all of the beneficiaries of the expenditure measures. Otherwise the sea freight sector is unfairly left to fund other sectors.
- the need for greater transparency and accountability around revenue collection, expenditure and regulatory impact
- the need for the department to have regard to the impact of the levy on trade, exports, international competitiveness, the creation of market distortions and incentivising changes in commercial behaviour which may have the outcome of increasing biosecurity risk (e.g. shifting trade from sea freight to air freight to avoid paying the levy)
- the need to recognise existing contributions to biosecurity – i.e. existing fees or charges and the investment made by industry to improve biosecurity practices
- the unsatisfactory nature of consultation – particularly that industry was not consulted prior to the announcement of the levy in the 2018-19 Budget and has been unable to consider a Regulation Impact Statement
- the effect of the implementation of the levy on “upstream” entities, such as port terminal operators and vessel operators, resulting in a significant escalation of costs as they are passed through the supply chain – this would be minimised if the end-user was targeted directly (i.e. via the FID)
- the need for consistent messaging to enable industry to seek feedback from members and provide considered views during consultations
- the need to be consistent with existing policies ((i.e. treatment of offshore platforms).

It was agreed that industry comments would be considered and consolidated ahead of the next meeting to be held in Melbourne on Monday 4 February 2019.

AFIF will keep members informed of progress.

**DAWR – Current Notices**

**2019-03 - Horticulture Exports Program – Information sessions on the New Zealand Export Plan to replace the BQA/SOM**

**08-2019 - BICON, COLS, EXDOC, MARS and PEBS - Unavailable from 00:00 to 02:00 Friday 25 January 2019 (AEDT)**

**2019-01 – Information requirements for payments made to the department by verified electronic funds transfer (EFT)**

**07-2019 - Recent prosecution for failing to comply with departmental directions**
5 Weeks to Go until Enhanced Air Cargo Security Measures Come into Force on 1 March 2019 – 4 New Off-Airport RACAs Approved – Repeated

In the lead up to 1 March, AFIF has been busy meeting with the Aviation and Maritime Security Division (AMSD), CTOs and members, obtaining the latest information on the expected operational impact at the CTO’s, including CTOs acceptance times. NB: Fee schedules have not yet been released by any CTO.

Currently, AMSD is processing 18 off-airport RACA applications and over 70 additional Known Consignor applications. Some RACA applications are likely to be approved in the next week.

The Known Consignor list on the AMSD website was last updated on 21 December.

AMSD will be updating the Known Consignor List and RACA list with the latest approvals as they are finalised.

This week, AMSD issued the following ‘Export Air Cargo Security is changing on 1 March 2019’ letter to exporters which is being distributed via various government agencies.

‘Export Air Cargo Security is Changing on 1 March 2019’ – Repeated

Dear Exporters,

I am writing to you with information critical to the future of your export business.

It is now just six (6) weeks until 1 March 2019 when export air cargo, regardless of destination, will need to be examined at piece-level or originate from a Known Consignor.

This change is necessary to ensure that Australia is responding to the evolving terrorist threat.

If you haven’t already done so, you now need to finalise arrangements with your air cargo supply chain about:

- If and how the change will impact your current export arrangements.
  
  For example:
  
  o Possible changes to delivery times or delays
  o Possible increases in costs

- Your options to minimise the impact of the change.
  
  For example:
  
  o Packaging of your products
  o Handling of consolidated cargo
  o Scheduling of your deliveries
  o Flow your cargo is transported

The Department is currently managing a large number of Known Consignor applications. Businesses considering joining the Known Consignor Scheme can find out more on the Department’s website www.homeaffairs.gov.au/about-us/our-portfolios/transport-security/air-cargo-and-aviation/air-cargo/known-consignor-scheme

If you have questions please contact the Department of Home Affairs at guidancecentre@homeaffairs.gov.au or call 1300 791 581.

Angus Kirkwood, A/g Executive Director Transport Security

AMS ‘6 Weeks to Go’ Enhanced Air Cargo Security Letter to Exporters (Full Letter)
AMSD - Phytosanitary Inspections after Air Cargo has been Security Cleared

AMSD has also issued a Factsheet for perishable exporters in regard to phytosanitary inspections of security cleared cargo

**Under certain circumstances, security cleared air cargo that undergoes a phytosanitary inspection will not have its security cleared status revoked.**

**Key points**

1) Typically for the Known Consignor scheme, opening of a security cleared box or carton would mean that the cargo is no longer cleared and would require re-examination.

2) However, due to the strict requirements associated with phytosanitary inspections, cargo that undergoes a phytosanitary inspection will not lose its cleared status and the Security Declaration for the cargo would still be valid.

3) In all other circumstances, the opening or unauthorised access to security cleared air cargo would breach the security status of the cargo and it would be deemed uncleared.

**Conditions**

1) The phytosanitary inspection will need to take place at the premises of an air cargo regulated business (i.e. a Known Consignor, Accredited Air Cargo Agent or Regulated Air Cargo Agent) and a staff member of the regulated business would need to be present to observe the phytosanitary inspection to ensure that no unauthorised explosives are placed in the cargo. For DAWR purposes, the phytosanitary inspection must take place at a registered establishment.

2) If the Authorised Officer is employed directly by the regulated business they will not require supervision as they perform the phytosanitary inspections. The staff member may need an Aviation Security Identification Card (ASIC) but that would depend on the personnel security requirements and background checking already undertaken by the business. Generally within the Known Consignor scheme, any individuals with lone access to cargo would be required to hold an ASIC.

3) If the Authorised Officer is not an employee of the regulated business but works alone at the regulated business’ premises then the regulated business may ask the Authorised Officer to apply for a white ASIC to negate the need to be supervised when performing the phytosanitary inspection.

**Background**

1) Australian phytosanitary inspections are required for fresh fruit, fresh vegetables and horticultural plants or plant products (for example, dried fruit, nursery stock, cut flowers, plant foliage etc).

2) Phytosanitary inspections are regulated by the Department of Agriculture and Water Resources (DAWR) and can only be performed by an Authorised Officer. An Authorised Officer is a person appointed under section 20 of the Export Control Act 1982 to conduct export activities on behalf of DAWR. Authorised Officers can be employed by DAWR or be externally employed.

3) Phytosanitary inspections certify that the Australian plants or plant products have been inspected according to appropriate procedures and they are considered to be free from quarantine pests, other injurious pests and conform with the current phytosanitary regulations of the importing country. The phytosanitary inspections ensure there is no loss, addition or substitution to the consignment and aim to prevent infestation and contamination of the consignment by pests through the application of appropriate phytosanitary measures.

4) The client is responsible for maintaining the export-compliant status of the consignment, (keeping it in secure conditions) from the time of phytosanitary inspection until the time consignment is exported.

**More Information:**

For more information, contact the AMSD Guidance Centre: guidancecentre@homeaffairs.gov.au

**Phytosanitary inspections after air cargo has been security cleared** (Factsheet)

AFIF will keep members informed of developments in Enhanced Air Cargo Security arrangements in the AFIF Weekly News and Bulletins, as information comes to hand.
Home Affairs-ABF – ABF Officers Seize MDMA Concealed in Champagne Bottles

Australian Border Force (ABF) officers in Sydney have seized 96 kilograms of MDMA concealed in bottles of champagne, along with numerous other detections of the dangerous drug this summer.

On 29 December 2018, officers at the international mail centre examined a package from Belgium and noticed anomalies on the X-ray image.

Upon further examination, the consignment was found to contain four champagne bottles. A sample of the liquid inside was tested and returned presumptive positive results for MDMA.

Since then, a further 23 identical consignments have been detected, with ABF officers seizing a total of 96 litres of MDMA – all concealed in bottles of champagne.

The majority of these were sent from Belgium, but some originated in the Netherlands, France and Germany.

ABF Regional Commander NSW Danielle Yannopoulos said it was a significant result for public safety.

“We’ve seen how dangerous this drug can be. It can have a profound and tragic impact on individuals, families and the broader community. Our officers will continue to do everything they can to stop it at the Australian border, before it has the chance to cause harm,” Commander Yannopoulos said.

“ABF officers have cutting edge technology and unique skills at their disposal, giving them the ability to see further into each package. This detection shows their methods are working – even on highly sophisticated consignments.”

In the 2017/18 financial year, the ABF made more than 3500 detections of MDMA, seizing almost one and a half tonne of the drug at Australian borders.

Officers at mail centres around the country have also made recent detections of MDMA concealed within shampoo bottles, coffee, chocolates and inside metal poles.

Investigations into the attempted importations are ongoing.

Anyone with information about the importation of illicit drugs or weapons should contact Border Watch at www.australia.gov.au/borderwatch You can provide information anonymously.
Home Affairs-ABF – Upcoming Weekend Outage to the ICS - Saturday 2 February 2019

Please be advised that the ICS will be unavailable for a 6 hour period between Saturday 2 February and Sunday 3 February 2019.

The outage period will be from 23:00 AEDT on Saturday 2 February until 05:00 AEDT Sunday 3 February 2019 and is necessary to promote system changes.

Industry clients should make arrangements to have cargo cleared outside of these hours.

Home Affairs-ABF – Call for CAG Nominations

The Trade and Goods Compliance Advisory Group (CAG) is calling for membership nominations for 2019. The CAG is a collaborative forum including representatives of Government and industry that discusses and co-designs solutions for trade and goods compliance issues.

The CAG membership is comprised of representatives from the Department of Home Affairs, Australian Border Force (ABF), and members of industry. Industry members include representatives from the Customs Brokers and Forwarders Council of Australia, the Freight and Trade Alliance, the Australian Federation of International Forwarders and the Council of Asia Pacific Express Carriers, as well as 10 non-association industry members. Non-association members include representatives of individual businesses with interests in trade and customs issues.

In accordance with the CAG Terms of Reference, non-association industry membership representation is limited to a period of two years.

This is your opportunity to join this collaborative forum and have input to solutions to trade and goods compliance issues.

If you wish to nominate for the CAG please complete the CAG Nomination form and email it to the goodscompliance@abf.gov.au by COB Monday 11 February 2019.

For more information on the CAG (noting the Terms of Reference are currently being updated), visit the CAG webpage

Home Affairs-ABF – Current Notices

Third man extradited from Serbia over 1.28 tonne cocaine seizure

ABF officers seize MDMA concealed in champagne bottles

Seven detained as Operation Battenrun continues
Beware - International Scam Targets an AFIF Member Using ‘AFIF Training Survey’ Ruse

AFIF has been alerted to an International Scam targeting an AFIF member.

The scam involves a purported UK–based market research company ‘B2B International’ used as a trojan, contacting the Australia-based freight forwarder, asking them to participate in a Survey on ‘AFIF Training’.

The scammer offers a $500 Amazon voucher for participating.

When the forwarder enquired about the Amazon voucher, the scammer replied:

“Unfortunately we cannot send you an Amazon gift card because you do not have Amazon in your country. We can transfer the 500$ to your bank account or send a cheque. Just reply with the method you prefer and the relevant information needed for us to send the money.” Thanks, Joe.

Needless to say the forwarder didn’t reply further and left it at that.

Note - AFIF has not commissioned an AFIF Training Survey

If you have been targeted in a similar way, please advise Stuart@afif.asn.au

We will provide the details to the Police.

HLB Mann Judd Rebrands

AFIF Associate Member and Supporter, HLB Mann Judd has announced a re-branding and new logo.

HLB Mann Judd Chairman, Tony Fittler, announced the changes.

The HLB Mann Judd Australasian Association has launched a new corporate brand in Australia, New Zealand and Fiji following the successful launch of the HLB International rebrand late last year.

HLB Mann Judd was a key collaborator in the development of the new brand globally, and worked closely with HLB International, says Australasian Association chairman Tony Fittler.

The rebrand includes a new logo, tagline, website and overall look and feel.

“This is a brand that captures the essence of who we are as a network in Australasia and across the world,” Mr Fittler says.

“The new tagline – together we make it happen – illustrates HLB’s philosophy that collaboration between member firms and a close relationship with the client leads to the best results and added value for all parties involved.
“It also recognises its people are the firm’s strongest assets. By continuing to create a diverse and inclusive workforce, with talent from a broad range of backgrounds and skill sets, we have a workforce that is ready for the future,” Mr Fittler says.

He says the new brand illustrates the international network’s global reach and that clients receive a consistent high-quality experience and personalised service wherever they operate.

“HLB Mann Judd is committed to the growth of its clients and working closely with them to assist with the day-to-day challenges of operating in an ever-changing business climate,” concluded Mr Fittler.

HLB Mann Judd has been a part of the international network since 1988. The rebrand follows a year of strong growth in its people, its clients, and the Australasian network, with two new firms added to the network in the past year.

HLB Mann Judd is an Australasian association of independent accounting firms and business and financial advisers, with member firms in Australia, New Zealand and Fiji.

HLB International is a global network of independent professional accounting firms and business advisers. Formed in 1969, we service clients through our member firms in 150 countries, with 25,000 partners and staff in 700 offices worldwide. We are ranked 12th globally with many of our member firms ranked among the top 10 nationally.

HLB refers to the HLB International network and/or one or more of its member firms, each of which is a separate legal entity. Please see www.hlb.global for further details.

For more information please contact:

Tony Fittler
Chairman, HLB Mann Judd Australasian Association
Phone: +61 2 9020 4094
Email: tfittler@hlnsw.com.au

INTERNATIONAL

FIATA e-Flash No. 191 – 14 January 2019

FIATA has issued its FIATA e-flash No 191 – 14 January 2019 covering a range of global trade related matters.

FIATA e-Flash No 191 14 January 2019

Traditional Forwarders Beginning to See the Threat from Online Platforms

A Logistics, Trends, and Insights (LTI) report claims traditional players have made “significant investments” to offset threats from online operators entering the $220bn global market.

“Many legacy forwarders have launched their own online platforms, which they believe presents an opportunity to attract small-to-medium-sized customers,” says the report.

For more details: https://theloadstar.co.uk/traditional-forwarders-beginning-see-threat-online-platforms/

EVENTS

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 sponsorship and exhibition packages for this exciting 1 day event will be released next week.

In the meantime, please direct your enquiries to Brian Lovell, (02) 93143055 or brian@afif.asn.au

**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*

**Combined Airport East and North Projects - Weekly Update WC 20 January**

**AFIF Weekly News, Activities & Website Postings – January 18, 2019**

**AMS ‘6 Weeks to Go’ Enhanced Air Cargo Security Letter to Exporters**

**TT Talk – Dangerous goods and implications**

**MUA Industrial Action Hutchison Ports - Port of Brisbane**

**MUA Industrial Action Hutchison Ports SICTL, Sydney**

**AFIF SERVICES AND PRODUCTS**
AFIF Training Schedule for 2019 has been Released on the AFIF Website

Full schedule 2019 courses on AFIF Website

**SYDNEY:**

4 February – Dangerous Goods Recertification – Air
5-7 February – Dangerous Goods Acceptance – Air
12-13 February – Export Air Freight Procedures
18 February – Dangerous Goods Awareness
19-20 February – IMDG (Dangerous Goods by Sea) Full Acceptance
21 February – Load Distribution and Restraint
25 February – Shipping Lithium Batteries by Air
25 February – Basic Import Air Freight Procedures
26-27 February – Basic Import and Export Sea Freight Procedures

**MELBOURNE:**

11 February – Dangerous Goods Recertification – Air
12-14 February – Dangerous Goods Acceptance – Air
26-27 February – IMDG (Dangerous Goods by Sea) Full Acceptance
28 February – Shipping Lithium Batteries by Air

**BRISBANE:**

18 February – Dangerous Goods Recertification – Air
19-21 February – 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
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