

July 2023 Market Update

DAFF Increase

As of the 1st of July, the Department of Agriculture, Fisheries and Forestry (DAFF) have announced there will be an increase in the Full Import Declaration charges for all shipments arriving by sea and air of \$5.

For Seafreight, the Import declaration charge will increase from \$58 to \$63. For shipments under \$10,000, the total import processing fee will increase from \$108 to \$113. For shipments over \$10,000, the total processing fees will increase from \$210 to \$215.

For Airfreight, the Import declaration charge will increase from \$38 to \$43. For shipments under \$10,000, the total import processing fee will increase from \$88 to \$93. For shipments over \$10,000, the total processing fees will increase from \$190 to \$195.

This will reflect on your Entry Print received from S.A.L. – with the “AQIS Processing Charge” increasing.

Australian Transport Fuel Levy for July

July 2023 FUEL LEVY - TRANSPORT			
PORT	MODE	METRO	REGIONAL
BRISBANE:	FCL	20%	23%
	LCL/AIR	20%	
SYDNEY:	FCL	24%	27.7%
	LCL/AIR	20%	
MELBOURNE:	FCL	20%	29%
	LCL/AIR	20%	
FREMANTLE:	FCL	21%	27.2%
	LCL/AIR	20%	
ADELAIDE:	FCL	18%	POA
	LCL/AIR	20%	



Logixboard Update

We have an exciting new update to the shipments & analytics screen through the online portal. Users will now be able to see the new CO2e Emissions Tracking Feature!

At S.A.L. we are starting to investigate how we can “go green” and how we can assist customers with green shipping options if they should choose to do the same.

With this new integration, you will now be able to assess your carbon footprint and have this data readily accessible to you in one place. Through the shipments screen you will be able to see the CO2e Emissions per shipment, more details can be found through the analytics page where you can track Carbon Intensity over time.

If you would like more information on this product or are interested in a demonstration of the platform, please reach out to cs@salglobal.au



SAFAL

GLOBAL LOGISTICS PTY LTD

July 2023 Market Update

Canada Port Strikes

After contract negotiations between the International Longshore and Warehouse Union (ILWU) and British Columbia Maritime Employers Association (BCMEA) broke down, Vancouver and Prince Rupert, along with 28 smaller ports along the coast of British Columbia have been shut down by striking workers since the 1st of July.

Both Vancouver and Prince Rupert ports handle at least 20% of Canada's traded cargo flows. The results of these strikes come with warnings of dire consequences to the Canadian economy and fears of severe repercussions within days of the shutdowns happening.

China Rate Restoration

Back in May, we advised of an increase in freight rates expected to be between USD 150-200 TEU due to the decline in exports since the start of the year.

Up to now, rates have not increased as initially expected. We have since been advised that we are likely to see rates increase from August 1 of approximately USD 150/TEU for shipments ex China, Hong Kong, and Taiwan to Australia East Coast Destinations only. With the continuing decrease in China Export volumes, shipping lines are manipulating sailings, which is further elaborated on in our China Ports update as follows.

China Ports

Shipments coming from and transhipping through China are experiencing delays, significant in some cases, due to shipping lines manipulating vessel schedules and creating blank sailings, omitting ports, and changing vessel routing.

We have seen shipping lines change/cancel tranship vessels and routing only once cargo has been loaded onto the first vessel which has extended transit times, with some delays adding 3+ weeks onto expected arrival dates. We are also seeing planned tranship vessels changing at the last minute and in some instances shipping lines will not provide final vessel details until the cargo has arrived at tranship port. The volatility causing these changes to cargo routing and transshipment planning is a result of the shipping lines schedule manipulation mentioned above. Blank sailings and port omissions and not a new occurrence, especially during periods of lower than expected export cargo volumes from China, however, these 'vessel blanking programs' have begun earlier than usually expected this peak shipping season.

Our team is working very hard to inform our clients of changes as we follow up with our overseas information to provide you with the most up to date information. Should you have any questions about your shipments currently in transit, please reach out to the team.

