



Europe Inland Congestion Expected to Worsen

Shippers should prepare for significant inland congestion across Europe over the coming months. In Italy, major rail infrastructure works will disrupt services to and from key ports including Genoa, La Spezia, Livorno, and Ravenna, forcing much of the cargo onto already strained road networks – increasing trucking shortages, costs, and delays. Genoa will face a total rail closure from 2–31 August, with rail cargo acceptance suspended from 21 July, while partial closures on other routes will occur mid-August. Further north, Germany's major ports are experiencing mounting delays due to a combination of rail disruptions and port congestion, leaving few transport alternatives. At Bremerhaven, one of Europe's key hubs, vessels are currently waiting up to three days for a berth, compounding the region's logistical pressures.

General Rate Increase (GRI) and Rate Restoration for North and South East Asia to Australia

Several major carriers have confirmed Peak Season Surcharges (PSS), Rate Restorations (RRs), and General Rate Increases (GRIs) on southbound shipments from Northeast and Southeast Asia to Australia and New Zealand, taking effect from mid-to-late July. Increases of USD 200–300 per TEU have been set for the second half of July, adding further cost pressure for shippers already navigating a volatile and capacity-constrained market.

Looking ahead, carriers are also signalling additional PSS, GRI, and RR from 1 August, driven by the start of the peak season and planned blank sailings. While exact amounts for August are yet to be confirmed, early indications suggest further increases are likely.

Shipping Line Schedule and Reliability

Global shipping schedule reliability has remained steady in recent months, holding at one of the strongest levels since late 2023.

While this reflects broader market stabilisation, the Australia–China trade lane presents a more mixed picture. June data shows 13 blank sailings out of 128 scheduled, bringing the cancellation rate to around 10%, up from just under 5% in May.

Although global container flows appear relatively stable for now, Australian importers and exporters should remain cautious. Ongoing geopolitical tensions, vessel reroutings (including around the Red Sea, mentioned below), equipment imbalances, and port congestion continue to pose risks that could quickly impact reliability.

Ban on Key PFAS Chemicals

PFAS are often referred to as “forever chemicals” due to their persistence in the environment and their tendency to accumulate in soil, water, and living organisms. They’ve been linked to environmental contamination and pose serious long-term risks to both human health and ecosystems.

The Australian Government will implement a nationwide ban on key PFAS (per- and polyfluoroalkyl substances) chemicals from **1 July 2025**, as part of broader efforts to reduce long-term environmental and health risks. These substances—commonly found in products designed to resist heat, stains, grease, and water—are being phased out under the **Industrial Chemicals Environmental Management Standard (IChEMS)**, where they are now classified as **Schedule 7**, indicating the highest level of regulatory concern.

What’s Banned?

The prohibition targets three main PFAS chemicals and their derivatives:

- **Perfluorooctanoic Acid (PFOA)**
- **Perfluorohexanesulfonic Acid (PFHxS)**
- **Perfluorooctanesulfonic Acid (PFOS)**

These include their salts, isomers, and any substances that degrade into them.

Prohibited Activities

From 1 July 2025, businesses will be banned from:

- Importing or exporting products containing these PFAS substances
- Manufacturing or processing them in Australia
- Using them in commercial applications or goods

Exemptions Apply

Some limited exemptions will remain in place for:

- Trace contamination below defined thresholds
- Scientific research or analytical testing
- Products already in use prior to the ban
- Imports permitted under hazardous waste regulations

What Should Businesses Do Now?

- Review your supply chain and inventory for PFAS content
- Confirm chemical composition with your suppliers
- Identify any products that may qualify for exemptions
- Seek guidance to ensure full compliance ahead of the July 2025 deadline.

For more information, visit:

- [PFAS Information – Australian Government](#)
- [Department of Health – PFAS Overview](#)

Or contact our team - cs@salglobal.au



Cathay Pacific Update

Following our recent update on Cathay Pacific Cargo's network changes, we're pleased to share further developments that mark a significant milestone for both Brisbane Airport and Cathay Pacific. From 26 October 2025, Cathay Pacific will increase its Brisbane passenger service to double daily flights, up from the current 12 per week—in addition, Cathay Pacific began its weekly 747-8 Freighter on 17th June, providing greater Cargo



belly space for both Import & Export cargo to/from Brisbane. This expansion offers greater connectivity from Queensland to Hong Kong and beyond. The increased frequency not only benefits travellers but also boosts airfreight capacity on passenger aircraft, supporting the movement of time-sensitive cargo.

Red Sea Tensions Impact Global Shipping

The tragic attack on a cargo ship in the Red Sea early last week, carried out by Houthi rebels and leaving 15 crew members missing, is a sobering reminder of the fragility of global trade routes and the human cost of maritime conflict.

While the direct impact is centred in the Middle East, the ripple effects are being felt worldwide — including here in Australia. Shipping lines continue to reroute vessels to avoid the Red Sea, adding significant time, cost, and uncertainty to global supply chains. For Australian importers and exporters, this means extended transit times, higher freight rates, and greater unpredictability in supply chain planning.

For those interested in learning more, we recommend watching **ABC News 24's The World**, where Amanda Bradfield from the Freight & Trade Alliance (FTA) provided expert commentary, helping frame the Australian perspective on these unfolding global events. You can access the recording [HERE](#).

DAFF Increases

As of the 1st of July 2025, 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.

For Seafreight, the Import declaration charge will increase from \$66 to \$68. For shipments under \$10,000, the total import processing fee will increase from \$116 to \$118. For shipments over \$10,000, the total processing fees will increase from \$218 to \$220.

For Airfreight, the Import declaration charge will increase from \$45 to \$46. For shipments under \$10,000, the total import processing fee will increase from \$95 to \$96. For shipments over \$10,000, the total processing fees will increase from \$197 to \$198.

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