



Shipping Line Schedule Reliability

Schedule reliability has been consistently declining month-on-month throughout the start of 2024, largely attributed to the current situation in the Red Sea. The increase in vessels sailing around the Cape of Good Hope has increased average delay for late vessel arrivals, now up to 5.35 days. We are seeing the top shipping lines average schedule reliability sitting at 63.6% with no shipping line recording any improvement month-on-month since late 2023.

In the month of February, the Australian Market had 12.66% of scheduled sailings cancelled (10 of 79 sailings).

DAFF Delays

The Department of Agriculture, Fisheries and Forestry (DAFF) relies on labour intensive processes, where biosecurity officers manually assess import documentation and select consignments for inspection based on specific criteria. However, this system is outdated and unable to cope with the increasing volume and changing patterns of international trade. DAFF struggles to recruit and train staff quickly enough to meet demand, leading to significant delays and backlogs in inspections and document assessments. Since January 2024, the number of entries held by quarantine for assessment has doubled, exacerbating the problem. To address this issue, DAFF aims to recruit and retain more officers and improve management of document assessment requests, particularly outside of business hours, as these requests currently exceed 1200 per week. While these delays may be frustrating, our customs team is committed to keeping clients informed and working diligently to achieve the best possible outcomes under these challenging circumstances.

Easter Holiday

S.A.L. will be closed on Friday, March 29th, and Monday, April 1st, for the Easter Long Weekend. We will resume normal operating hours on Tuesday, April 2nd. Please direct all queries regarding orders and shipments during this period to cs@salglobal.au or operations@salglobal.au.

We wish our clients a "Hoppy Easter"



Did you Know? SOLAS

The Safety of Life at Sea (SOLAS) is an international maritime treaty that sets minimum safety standards for the construction, equipment, and operation of ships. SOLAS aims to ensure the safety of human life at sea, as well as the protection of the marine environment. One significant aspect of SOLAS for shippers and consignees is the requirement for accurate weight verification of containers before they are loaded onto ships. This requirement, known as the Verified Gross Mass (VGM) regulation, mandates that shippers provide the accurate weight of their packed containers to the carrier and terminal operators. Consignees must ensure that shippers comply with this regulation to avoid delays in cargo loading, 'Weight Misdeclaration Fees' on arrival into Australia and potential safety hazards at sea.

Australia's new Vape Import Laws

From January 1st, 2024, the importation of single-use disposable vapes is now prohibited, except in cases where they are exempted or covered by a permit issued by the Office of Drug Control within the Department of Health and Aged Care. Additionally, starting March 1st, further legislation has come into effect, extending the prohibition to reusable vapes and all other vaping products. This includes devices, accessories, substances, and liquid nicotine. Without the necessary permit, any vapes or related products entering Australia will be seized and destroyed by the Australian Border Force (ABF).

DP World

After the Industrial Actions between the Maritime Union of Australia (MUA) and DP World terminals across Australia ended on the 2nd of February, we are starting to see the clearance of backlog in Fremantle, Sydney, and Melbourne. However, DP World in Brisbane has been affected by further Industrial Actions by the Electrical Trade Union (ETU) starting in mid-February. Additionally, we are witnessing a major spike in equipment issues with their semi-automated modules, resulting in truck turnaround times ranging from 2.5 to 7 hours.