



### **Australian Rail Services**

Did you know S.A.L. can assist with transporting cargo across Australia through our rail service option? We will coordinate the delivery of containers to your warehouse for packing and can arrange for nationwide delivery. Not only is this an alternative to road transport, but it's also a more sustainable choice, significantly reducing your environmental footprint. Rail services are particularly well-suited for efficiently handling substantial cargo volumes. If you're interested in discovering more about what S.A.L. can offer, please contact us at [cs@salglobal.au](mailto:cs@salglobal.au) or call 1300 814 743.

### **S.A.L. Go Carbon Neutral!**

At S.A.L. we have been working to adopt eco-friendly practices with our goal of becoming carbon neutral by the end of 2023. We are delighted to announce that we have successfully achieved this goal, thanks to our collaboration with Lune. Our clients can now offset their carbon emissions for this shipments with us. Contact [cs@salglobal.au](mailto:cs@salglobal.au) to learn more.

### **Shipping Line Schedule Changes and Cancellations**

In October, schedule reliability witnessed a decline, having previously remained stable for several months. Presently, the average delay stands at 4.67 days. Notably, the shipping line schedules have experienced significant upheaval due to Golden Week, which occurred from September 29th to October 6th. Following this, mid-October witnessed numerous blank sailings, schedule modifications, and delays at transshipment ports, all stemming from the weeklong shutdown. Moreover, from October 30th to December 3rd, we've already observed a 9% cancellation rate for sailings as of October 31st.

### **Illegal Logging**

Australia's focus on compliance with its illegal logging laws for timber products, outlined in the Illegal Logging Prohibition Act 2012 and the Illegal Logging Prohibition Regulation 2012, is growing. Importers of wood, pulp, or paper products into Australia bear legal responsibilities and must ensure that their imports do not contain illegally logged timber. If you plan to import regulated timber products, such as paper, furniture, or cardboard boxes, you must undertake a documented risk assessment, known as 'due diligence.'

As an importer, you (or your customs broker) must respond to a Community Protection Question during the import declaration process, declaring your compliance with the Illegal Logging Prohibition Act. This declaration should be made each time you import a regulated timber product. Importers are exempt from due diligence obligations if the combined value of regulated timber products in the consignment is below \$1000. While answering 'NO' to the question will not hold your shipment, it may result in increased scrutiny and potential financial penalties. To learn more and access due diligence resources, please visit the following link: [Due diligence for importers - DAFF](#)

### **DP World**

Stoppages and bans at DP World terminals across Australia have resulted in significant disruptions to Seafreight arrivals throughout October and November, initiated by the Maritime Union of Australia due to a breakdown in negotiations on a new Enterprise Bargaining Agreement. As of November 14th, these bans and stoppages will persist until and including November 27th.

The disruptions have ranged from 1-hour to 24-hour work stoppages, affecting vessels, deliveries, and collections. Consequently, ship offloading times have extended to 7-8 days, compared to the usual 2 days. Additionally, DP World faced a cyber-attack from November 9th to November 12th, impacting operations and causing a complete shutdown of the four major terminals.

We appreciate our clients' patience during this challenging period, recognising the frustration and business impacts incurred. Rest assured, our teams are actively collaborating with terminals, shipping lines, and transport providers to reduce and minimise these delays wherever possible.

### **US East Coast and Gulf Strikes 2024**

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The International Longshoremen's Association (ILA) have warned of possible strike action in October 2024 if the union does not reach a deal with employers.

The ILA, representing a significant workforce involved in port operations, is currently in negotiations that could lead to strikes affecting key ports along the US East and Gulf Coast. The issues under discussion include labour conditions, wages, and automations at the port which are potentially "job-killing"

We are closely monitoring the situation for further developments and will provide updates when more information is known.

### **Christmas and New Year 2023/24**

As the festive season draws near, we kindly request all clients to send their customs documentation to our operations team for shipments at this time to ensure no delays. Please communicate any closure over Christmas/New Year to our teams.

Our office will only be closed for the Christmas & New Year Statutory Holidays. We ask for all communication be sent to the following e-mails to ensure prompt action & attendance by our team

Customer Service: [cs@salglobal.au](mailto:cs@salglobal.au)

Operations: [operations@salglobal.au](mailto:operations@salglobal.au)

### **Australian Terminal Increases 2024**

With inflation and business costs on the rise nationwide, container terminals across Australia have announced that they will be increasing their fees starting on the 1st of January 2024. These price hikes are necessary to offset the growing expenses associated with landside operations and energy prices. Some terminals will allocate these additional funds towards enhancing terminal infrastructure and updating booking systems, ultimately benefiting customers. These fee adjustments will be reflected in quotes and arrivals for the year 2024.

Additionally, terminals are proactively monitoring container weights arriving at all Australian ports by implementing PONDUS devices in the first half of 2024. To discourage weight misdeclarations, a 'Weight Misdeclaration Fee' will be imposed on all imports with an absolute weight variance greater than (+/-) one metric tonne compared to the declared weight (VGM recorded by the shipping line). We kindly request that you communicate with your suppliers to ensure the accurate reporting of weights on VGM to shipping lines before departure.

