



NEWS ALERT

10th of June 2016

New Website is now online!

Stockwell International are pleased to announce that our new and improved website is now online and available. If you have any enquiries regarding freight, please [click here](#).



Stockwells New Advertisement

We are happy to inform that we have created a new Advertisement and would love for you to check it out, [click here](#)

New Zealand Office Opening

Stockwells are pleased to announce the opening of a new branch in New Zealand headed by Mr Nick Larsen. This is an exciting opportunity for Stockwells and we look forward to building this trade lane. Any enquiries please contact sales@stockwells.com.au



News Headlines

- [General Rate Increase and Other Surcharges](#)
- [Import Permits required prior to arrival of goods](#)
- [Update - Verified Export Container Weights](#)
- [Changes to import requirements for used machinery](#)
- [Qingdao Import Hazardous Goods Restriction](#)
- [How to become a Trusted Trader](#)
- [HS International Commodity Codes](#)

Newsletters, Blogs & Videos

- [For ongoing updates on FTA's, DAFF and customs.](#)
- [Introducing our New Animation](#)
- [Corporate YouTube Video](#)
- [New Importer YouTube Video](#)

Our Chinese Website

- [Check out our website](#)
- [China BluePrint - Importer and Exporter news](#)

News Headlines Extended

General Rate Increase and Other Surcharges

GRI

Ex Korea, China, Hong Kong and Taiwan to Australia - **USD300 per 20' and 600 per 40' effective the 1st of July**

Ex Korea, China, Hong Kong and Taiwan to Australia - **USD12 per W/M or minimum, effective the 1st of July**

BAF

Ex North Europe to Oceania - **EUR312 per 20' + LSF surcharge of EUR18 per 20' effective the 1st of July**

Ex Oceania to North Europe - **USD312 per 20' effective the 1st of July**

Ex Oceania to Mediterranean - **USD264 per 20' effective the 1st of July**

Ex Adelaide and Fremantle to China, Japan, Korea and Taiwan - **USD165 per 20' and USD330 per 40' effective the 1st of July**

Ex Australia to New Zealand - **USD260 per 20' and USD520 per 40' effective the 1st of July**

Ex Australia to UK, Europe, Scandinavia and West Mediterranean - **USD295 per 20' and USD590 per 40' effective the 1st of July**

Ex United States and Canada to Australia and New Zealand - **USD250 per 20' and USD500 per 40', Low Sulphur Surcharge USD15 per 20' and USD30 per 40' effective the 1st of July**

Ex Australia to USA, Canada and Mexico - **USD495 per 20' and USD990 per 40' effective the 1st of July**

Ex UK/North West Continent and Mediterranean to Australia and New Zealand - **USD300 per 20' and USD600 per 40' effective the 1st of June**

OTHER

Update - Verified Export Container Weights

Further to the below, Effective 1st July 2016, all loaded containers are required to have a Verified Gross Mass (VGM) declared by shippers. Shipper is responsible to obtain and record the VGM of the packed container in documentary format from their suppliers. Any container without VGM submitted to CIFF before individual VGM cut off time will not load on board vessel and all subsequent charges will be at shipper's expense.

The VGM Certification will be applicable to all Export Containers including FCL or FAK Containers worldwide. Verified Gross Mass represents weight of goods, packaging, stowage materials & container weight, sum of all combined will be correct Verified Gross Mass Certification.

This is being introduced to boost marine safety and decrease dangers of accidents occurring due to container weight issues, therefore protecting vessels and human beings operating or working on vessels. All parties or entities listed as 'Shipper' on the Carriers Bill Of Lading are responsible for timely and correct submission of VGM Certification.

Carriers have announced that no VGM Certification means no loading, which will result in shipment delays which are then likely to produce extra costs such as document amendment fees, repacking charges and even container demurrage fees. Incorrect VGM Certifications are expected to be treated in a more serious manner resulting in financial penalties, sanctions and future shipment profiling by Carriers, this includes incorrect VGM Certification on both overweight and underweight measurement.

For more information regarding the VGM, Please follow the attached [SOLAS Guidelines Handbook](#).

Import Permits required prior to the arrival of goods

Please see below information from the 'Australian Federation of International Forwarding' (AFIF) regarding the permits required for importing.

'With the commencement of the new Biosecurity Act 2015 on 16 June 2016, importers are reminded of the need for an import permit **prior** to the arrival of goods in Australia. If you intend to import goods into Australia you must comply with the new legislation.

All conditionally non-prohibited goods entering Australia must meet specified import conditions and requirements as detailed in the department's online Biosecurity Import Conditions system [BICON](#). This may include the requirement for an import permit.

You should ensure that permits are applied for well in advance of the expected landing date of the consignment. Failure to do so may result in goods being held at the border for an extended period and in some cases, goods being exported or destroyed.

Applications for import permits are made via BICON. Importers can apply for import permits in advance and post-date if necessary.

Under the Biosecurity Act 2015, the department cannot issue an import permit for goods that have already landed. In the past, the department has facilitated imports that have landed without a permit by allowing importers to apply for a permit. This will no longer be the case.

Importers who land goods without a permit will be required to provide information to the department to enable a biosecurity risk assessment to be undertaken. Where possible, the department will manage the biosecurity risk by reviewing documentation such as competent authority certification (e.g. phytosanitary certificates or veterinary certificates), manufacturer's statements, by treating the goods or other risk mitigation measures. These requirements will align with the usual import conditions that apply to that particular class of goods.

It should be noted that in some cases, the biosecurity risk will not be able to be managed post arrival. In these cases, the goods will be subject to export or destruction."

Changes to Import Requirements for used Machinery, equipment and parts

From the 16th of June, Import permits will no longer be required for the import of used machinery, used parts and used equipment. This will coincide with the commencement of the new Bio Security Act starting on the 16th of June. The purpose of this is to reduce costs and the burden to importers. A document outlining the proposed changes is expected to be released in July/August 2016. For more information please [click here](#)

Qingdao Import Hazardous Goods Restriction

Due to Limitation for Hazardous Goods (DG) allowed at the 'Qingdao Qianwan United Container Terminal', all import DG cargoes discharged in Qingdao must be picked up within 5 days from the date of container discharge.

Shipping lines have been informed and have been told to push consignee to clear the discharge DG from the storage area within 5 days, otherwise it could affect the next

incoming vessel which will face the consequences of no DG allowed for discharge.

Dangerous Goods Shipments to Shanghai

We have been informed by the Shanghai government that Shanghai Dangerous Goods warehouse started an engineering project against explosive cargo. This project is expected to be completed by the end of July, until then the following DG classes are forbidden in the Dangerous Goods warehouse during until the project is completed:

- Class 1.3, 1.4

- Ammonium Nitrate Cargo;

Class 5.1: UN2426 / UN3375 / UN1942 / UN2067

Class 9: UN2071

How to apply for Australian Trusted Trader

From the 1st of July 2016, it is intended that Australian Trusted Trader (ATT) will be fully operational and open to all participants in the international trade supply chain.

Some of the benefits of becoming an Australian Trusted Trader are:

- enhanced client service through the provision of a dedicated point of contact,
- fewer examinations and priority service
- priority consideration of trade advice rulings and applications

There are no upfront or ongoing fees and charges associated with lodging an Expression of Interest for being a Trusted Trader. However, there may be some additional costs associated with meeting the required standards for the programme.

If you wish to read more information regarding becoming a Trusted Trader, please [click here](#)

HS International Commodity Codes

Please be advised that recently some of the Australian Port Authorities have requested that Import Manifests received from the shipping line need to contain the 6 digit HS International commodity code. However, in the event the shippers / booking parties cannot supply this data, agents will continue to take the booking and apply the appropriate 6 digit HS code that is in their booking system.

To eliminate any confusion, there is no penalty that is levied by Port Authorities in the event of any missing / incorrect HS commodity codes.

Customer Feedback

If you have any issues you would like to resolve or feedback in general good, or bad, please send an email to feedback@stockwells.com.au. This goes directly to Angela Gambell (Director) for immediate action
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