



# **stockwell** international

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## NEWS ALERT

*2nd of September 2016*

### **Introducing Patrick Miller**

Introducing Stockwells Victorian Sales Manager Patrick Miller, who is dedicated to providing world class service to all of clients



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## News Headlines

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## News Headlines Extended

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### **General Rate Increase and Other Surcharges**

#### **GRI**

Ex US West, East and Gulf Coast to Australia and New Zealand - **USD200 per 20' and USD400 per 40' effective the 15th of October**

#### **LSF**

Ex US and Canada to Australia and New Zealand - **USD21 per 20' effective the 1st of October**

#### **BAF**

Ex Australia to UK, Europe, Scandinavia, West Mediterranean, East Mediterranean, Black Sea and Africa - **USD325 per 20' and USD650 per 40' effective the 1st of October**

Ex Australia to Latakia, Misurata, Khoms and Tripoli - **EUR300 per 20' and EUR600 per 40' effective the 1st of October**

**Ex US and Canada to Australia and New Zealand - USD338 per 20' effective the 1st of**

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**October**

## **OTHER**

### **Hanjin Shipping line declares bankruptcy**

With the Bankruptcy of Hanjin, Stockwells are closely monitoring all shipments affected and are speaking with client directly and via these News Alerts.

No decisions have yet been made regarding vessel offloads and those yet to hit our shores. We will keep you updated as much as possible. If you are approached by Hanjin to pay directly

If you receive notices from Hanjin to pay a “bond” we suggest the following;

To contact your lawyers who can have you pay the bond into their own trust account. The lawyer will then provide proof of payment to Hanjin via a letter and containers may be released.

It would be my suggestion to not pay until there is actual proof of it berthing as there are rumors they will be turned away. You will be asked to pay this bond directly from Hanjin via an email.

Other option would be to provide a bank guarantee.

Above all do not pay anything directly to Hanjin.

See below current shipping advice:

- Hanjin Saijo is anchored 13nm (24km) off the coast at Port Hedland;
- Hanjin Port Kamsar is anchored 10nm (19km) off the coast at Mackay;
- Hanjin Milano is underway in the Solomon Sea, east of Papua New Guinea bound for Melbourne on Sept 6 but is only travelling at a speed of 1.5 knots; we understand this vessel has been removed from 1-Stop;
- Hanjin Balikpapan is underway east south east of Palau, Papua New Guinea destination Newcastle but only at a speed of 1.5 knots;
- Hanjin Isabel is underway 367nm (680km) south-east-by-south off Christmas Island - it was, in fact underway at 12-13 knots but in the time it took to research and write this very article today, the speed of the vessel dropped to 1.3 knots;
- Hanjin Aqua is moored at Brisbane;
- Hanjin Hinase is moored at Townsville;
- And, as mentioned above, Hanjin California declined to take up its scheduled slot at Botany this morning and is now stationery 14nm (26km) off the coast at Sydney

For more information please do not hesitate to call Angela Gambell on 07 3860 4750 or [agambell@stockwells.com.au](mailto:agambell@stockwells.com.au)

### **Shipping rates and space are set to soar!**

With the impact of Hanjin loaded containers from other shipping flooding the market both space, scheduling and prices on freight will be even more volatile. Please keep lines of

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communications open regarding pricing and space with your Stockwells contact

### **Mid-Autumn Holiday Notices in Hong Kong and China**

Mid Autumn Holidays will be celebrated in China and Hong Kong from the 15th to the 17th of September, as a result there will be changes to cut offs for LCL schedules

### **New Packing Declaration Template**

We would like to bring to your attention a key change that will affect the Broker Approved Arrangements related to "Prohibited packaging material statement" since the implementation of the Biosecurity Act 2015, which places restriction on the use of the term 'prohibited' in relations to packing material.

'Prohibited packaging material statement' as required by the Non commodity information requirements policy has been replaced by the 'unacceptable packaging statement'.

Department of Agriculture and Water Resources (DAWR) has received legal advice that the 'unacceptable packaging statement' must only be used under the Biosecurity Act 2015.

The DAWR will continue to accept the prohibited packaging statement until 16 June 2017.

To download the new packing (Packer/Supplier – Combined FCL/LCL packing declaration or annual packing declaration) templates [click here](#).

### **Restrictions and Closures in Chinese factories due to G20**

To ensure quality and security during September's G20 Summit, host city Hangzhou, Zhejiang province, the below directions have been engaged to factories and logistics networks that are located in Hangzhou:

D.G cargo is not allowed to enter into Zhejiang province from other province in Aug, but if the factory is in Zhejiang province, it can be delivered by dangerous goods vehicles before 23/Aug. If any illegal activities were found, penalty of CNY80,000-100,000 plus detention of 15 days will apply.

2. General Trucks are unable to enter Zhejiang province from 24th/Aug - 06/Sep, and during this period:

Logistics at Hangzhou companies will be closed, all the factories in Hangzhou will be banned from production and container truck transport.

3. From 28th/Aug to 06/Sep, in Ningbo province, odd-and-even license plate rule will take effect except for the law enforcement vehicles.

The whole Hangzhou city will take a 7-days-holiday from 01/Sep to 07/Sep to reduce emissions from vehicles, power plants and other industries. Unitex Ningbo & Shanghai offices keep on normal working during G20. Zhejiang province include :

Ningbo / Hangzhou / Huzhou / Jiaxing / Lishui/ Quzhou / Shaoxing / Wenzhou / Taizhou / Jinhu / Yiwu.

Chinese Government will be holding the G20 Summit in Hangzhou China (close to Ningbo and Shanghai area) on September 4, 2016. There will be partial or complete closures of factories within 150km between June and Mid-September which will cause supply chain

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disruptions. How will this impact global supply chains?

There are an estimated 1,000 factories which are expected to close. These closures are significant not only because they may cause a slow-down in production, but may also cause a surge in volume in anticipation. Some factories have allegedly increased their fees due to strong demand.

### **Why the closure?**

Closing factories in this area is part of a clean air campaign in preparation for the G20 summit.

### **Tips to minimise supply chain disruptions next weeks:**

Place orders early to ensure cargo is shipped in advance of closings Ask vendors the timeframe and extent of factory closing Communicate changes in forecasts with OGL as soon as possible Have a plan B for sourcing, if possible

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## **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](mailto:feedback@stockwells.com.au). This goes directly to Angela Gambell (Director) for immediate action  
Stockwell International



8 Priddle Street, Warwick Farm NSW 2170

1300 786 468  
[sales@stockwells.com.au](mailto:sales@stockwells.com.au)  
<http://www.stockwells.com.au/>

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