



stockwell

international

exceptional service • world class logistics

NEWS ALERT

7th of February 2018

News Headlines

- [General Rate Increases and Other Surcharges](#)
- [Direct Empty Container Dehire to Wharf – Nation Wide Surcharge](#)
- [USA Trucking Challenges](#)
- [Scottish Pacific Business Finance - Trade Finance for Importers & Exporters](#)
- [Ora Skincare Now in Business](#)
- [Infrastructure Surcharges](#)

Newsletters, Blogs & Videos

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

- [New Importer YouTube Video](#)

News Headlines Extended

OTHER

General Rate Increases and Other Surcharges

Ex Australia to USA West Coast (Inc Canada/Mexico) - **USD675/20' & USD1350/40'**
effective 1st March

Ex Australia to South Africa, the Middle East, Red Sea, India/Pakistan - **USD395/20' & USD790/40'**
effective 1st March

Ex Australia to New Zealand - **USD350/20' & USD700/40'**
effective 1st March

Ex Australia to Black Sea, East Mediterranean, West Africa, East Africa and North Africa
- **USD460/20' & USD920/40'**

Direct Empty Container Dehire to Wharf – Nation Wide Surcharge

The additional costs associated with the return of empty containers direct to stevedore terminals are being scrutinised by container transport operators in nation wide with a view implementing measures to recover these costs in the marketplace.

The policies of many major Shipping Lines dictating direct empty container de-hire to stevedore terminals in Australia rather than to designated Empty Container Parks (ECPs), and some stevedore empty container truck receipt and processing practices, are causing these additional logistics costs.

At Australian Ports, the additional costs are caused when there is:

- A lack of available container slots for the return of the empties to the designated stevedore terminal (day shift & night shift);
 - The need to stage empty containers through transport yards due to the lack of available terminal slots, including the costs of additional container lifts and yard storage;
 - Additional truck kilometres travelled;
 - No ability to backload full import containers (i.e. not being able to achieve two-way truck running by returning empties in conjunction with import container pick-ups) due to the operational practices and vehicle booking system restrictions of the stevedore;
-

-
- Longer Truck Turnaround Times (TTT) at the stevedore terminal in comparison to ECPs;
 - No show & wrong time zone penalties imposed by the stevedore on transport operators for empty returns when no such penalty regime applies at traditional ECPs;
 - Additional administration costs, including in some instances the costs of administering the production of a Pre-Receipt Advice (PRA) message for container receipt into the terminal; and
 - The greater chance of Container Detention charges being levied by Shipping Lines for the late return of the empty containers due to the operational delays.

Consequently, container transport operators nation wide can no longer commercially absorb the additional costs.

As a result of this, Stockwells will keep you informed of increasing prices.

USA Trucking Challenges

Domestic trucking in the USA is currently facing significant challenges based on a number of factors. This situation is being monitored closely and Stockwells are committed to finding solutions.

[Read more here](#) - For more information contact us on 1300 786 468

Scottish Pacific Business Finance - Trade Finance for Importers & Exporters

Features and Benefits

- We fund up to 90% of the cost price of goods (client needs to have paid minimum 10% deposit either to supplier or us)
- Generally no property required as security
- There is no minimum term, lock in contracts, ongoing line fees or other costs associated with having the facility in place, it can simply be a stand by line of credit used when needed
- You may elect either 30, 60 or 90 days for each shipment
- We usually approve a facility within five business days of receiving a complete application and all supporting information, after which point we prepare legal docs and commence liaising with supplier etc.
- Security would be directors and majority shareholders guarantees
- You will need to have appropriate insurance in place for Marine/ Cargo / Transit
- We need to be paying the supplier / manufacturer directly not an agent or third party – we need to ensure you get clear title to the goods so the party we pay has to own the goods
- IMPORTANTLY - we pay the balance (up to 90%) against documentation (a copy of the bill of lading or delivery docket) as opposed to pre shipment

Standard pricing

- Commitment Fee - \$500 AUD
 - Establishment of the Facility – \$3,000 or 2% of the limit and in the limit currency
 - If drawn upon, then the costs of each drawing is as follows:
 - 30 Days 4.5% of amount funded (min \$1,000)
-

-
- 60 Days 6.0% of amount funded (min \$1,000)
 - 90 Days 7.5% of amount funded (min \$1,000)
 - There is no ongoing Line Fee or other costs if the facility is not drawn upon

For more information please visit <https://www.scottishpacific.com/>

Ora Skincare Now in Business!

Remember the [young entrepreneurs](#) we helped kickstart their skincare venture? Well they are now in business! Check them out and help support this new Aussie venture by purchasing some of their awesome natural skin care through their **Ora Skicare Facebook Shop**



Infrastructure Surcharges

As of January 1, Infrastructure surcharges will be increasing:

Sydney \$ 45

Brisbane \$ 45
Melbourne \$55



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
Stockwell International



3A Inglis Road, Ingleburn N.S.W 2565

1300 786 468

sales@stockwells.com.au

<http://www.stockwells.com.au/>
