



# TRADE WINDS

THE LATEST IN INTERNATIONAL TRADE NEWS

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& ASSOCIATES



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## WELCOME

Spring is here, the weather (in Brisbane at least) is gorgeous and the kids have gone back to school.

It's early BUT Christmas is sneaking up on us and things get busy in the importing and exporting business. It's time to start planning for shipments required before Christmas and to be mindful that the ships and planes don't stop for holidays when other businesses do.

Our message is to be prepared and schedule your deliveries early so you don't face additional fees or storage costs.

This month we are pleased to welcome a new staff member. Lee Roach has joined our Operations Team as our Driver. Lee is also a professional golfer and while he has worked most recently in telecommunications, the majority of his career has been in golf.

## DP WORLD BRISBANE SEMI-AUTOMATES

DP World Brisbane is semi-automating its terminal with the purchase of automatic stacking cranes and new manned shuttle carriers.

The technology differs from the automated straddle carriers introduced by Patricks at its nearby terminal.

It looks like DP World also differs from Patricks in that the Maritime Union of Australia (MUA) has no issue with the announcement,

given that DP World discussed their decision to automate during the last enterprise agreement negotiations.

The MUA is currently seeking an injunction in the Federal Court to prevent Patricks from taking any more steps toward automation at Port Botany, claiming Patricks failed to mention their plans during their consultations for new enterprise bargaining agreements.

## CONTAINER WEIGHT VERIFICATION ONLY A MATTER OF TIME

It seems like it's only a matter of time before container weight verification is a reality on our wharves. One of the hottest topics in the global container trade at the moment is the fact that the International Maritime Organisation (IMO) has container weight verification on their agenda.

This topic was discussed at an IMO meeting in mid September with a group established to examine the regulatory changes required and to develop a set of associated guidelines.

Currently, while the weight of all containers must be declared on the shipping documents not all containers are weighed.

Mis-declared container weights cause or contribute to many, and some very serious, incidents on ships at sea, on wharves and on land transport.

Discussions are being held between representatives of sectors throughout the supply chain, including maritime insurers as a major stakeholder, to consider the consequences of the current situation (without verification regulation) and ways to achieve container weight verification.

What we can guess is that this forthcoming legal requirement will have a significant impact in terms of the costs involved in shipping containers.

## SPECIAL POINTS OF INTEREST:

- **Container weight verification a controversial issue at ports around the world**
- **Customs cracks down on undervalued consignments charging importers with fraud**

## CUSTOMS FOCUS ON CARGO VALUE FRAUD

Customs have announced a rolling audit program focusing on undervalued consignments.

The practice of undervaluing cargo is common among clothes importers (importing from China and Hong Kong), using fake invoices or claiming contrived expenses.

If an importer is suspected of defrauding the Commonwealth they may be subject to an audit of all their importations, with cargo held during investigations.

If found guilty importers can be prosecuted and potentially go to prison.

## 2012 EXPORT MARKET DEVELOPMENT GRANTS—AUSTRADE INFORMATION SESSIONS

Austrade will be holding small group information sessions on applying for Export Market Development Grants in Brisbane during October and November.

The Export Market Development Grant Scheme provides financial assistance for current and aspiring exporters. It aims to encourage small to medium Australian businesses to develop export markets by reimbursing up to 50% of eligible export promotion expenses above \$10,000 provided that the total expenses are at least \$20,000.

To access the scheme for the first time, businesses need to have spent \$20,000 over two years on eligible export marketing expenses.

Applications for the 2011-12 grant year opened 1 July, 2012 and will close 30 November, 2012.

For more detail on the information sessions visit <http://www.austrade.gov.au/EMDG-coaching-sessions/default.aspx>

## PATRICK STEVEDORES PORT BOTANY ANNOUNCES NEW FEE

Patricks have announced a \$100 +GST side loader fee per truck per visit, effective 25 October 2012, at Port Botany Terminal.

According to Patricks the new fee covers the costs incurred from requiring a full time person 24/7 to assist in the loading and unloading of side loaders, considered specialised equipment.

This additional fee will be collected by transport operators and will be reflected in delivery costs.

We await other stevedores to follow this lead and also introduce similar fees at other wharves around Australia.

## SHIPPING CHARGES AND ANNOUNCEMENTS

### *China, Hong Kong, Taiwan and Korea to Australia*

- A Rate Restoration Program will levy an increase of US \$250/20' container and US \$500/40' container effective from 15 October 2012 that will apply to all shipments from China, Hong Kong, Taiwan and Korea to Australia.

### *Europe, Mediterranean & North Africa to/from Australia*

- A Bunker Surcharge of between US\$789 & US\$820/20' container and between US\$1578 & US\$1640/40' container (depending on shipping line) and a Reefer Consumption Surcharge of US\$907.35/20' container and US\$1814.70/40' container effective from 1 October 2012 will apply to all shipments from/to Europe, Mediterranean & North Africa and Australia.

### *United States to Australia and New Zealand*

- A General Rate Increase of US\$175/20' container and US\$350/40' container will be applied to all cargo from the United States East and Gulf Coasts to Australia and New Zealand effective 5 November 2012.



The International Maritime Organisation looks to regulating container weight verification with major implications if introduced.





## CHARDY COOKED IT

### CHEESE, OLIVE & BUTTERMILK HERB BREAD



**CAROLYN CHARD**

**COOK EXTRAORDINAIRE  
AND OPERATIONS AT  
LOYNES**

Makes 1 loaf

- 2 ¼ cups (335g) plain flour
- 2 teaspoons baking powder
- ½ teaspoon bicarbonate of soda
- 1 teaspoon salt
- 1 teaspoon freshly ground black pepper
- ½ teaspoon dry mustard powder
- 60g freshly grated parmesan
- 60g cheddar or good tasty cheese, grated
- ½ cup (75g) stuffed olives, sliced
- ¼ cup snipped chives
- 2 teaspoons thyme leaves
- 2 eggs
- 2 ½ tablespoons olive oil
- 1 ¼ cups (310ml) buttermilk
- Egg wash (optional) made from 1 egg yolk beaten with 2 teaspoons of water
- Extra thyme sprigs and sea salt, for topping

Method:

- 1) Preheat oven to 180°C. Generously butter a large loaf tin (23 x 13 x 6cm) and either line it with baking paper or dust with flour. Set tin aside.
- 2) Sift flour, baking powder, soda, salt, pepper and mustard powder into a large bowl. Whisk to incorporate the dry ingredients. Add both cheeses, olives, sundried tomatoes, spring onion, parsley and thyme and stir them thoroughly together.
- 3) In a separate bowl, whisk the eggs, then whisk in the oil and buttermilk until they are well combined.
- 4) Make a well in the centre of the flour mixture and pour in the wet ingredients. Stir together to form a thick, sticky batter. Scrape the batter into the prepared tin and spread it out evenly.
- 5) Brush the top of the batter with the egg wash and then sprinkle some thyme leaves and sea salt onto the loaf.
- 6) Bake for 40 - 45 minutes or until a fine skewer inserted in the middle of the loaf comes out clean. If the top starts to burn, place a piece of foil to cover the top of the loaf and continue baking. Leave in tin for 5 minutes before turning out onto a wire rack.
- 7) This loaf is best served on the same day. Wrap leftovers tightly and store in refrigerator. Gently reheat in oven if serving leftovers.

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"OUR EXPERIENCE IS YOUR GUARANTEE"

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