



JULY 2021

TRANSOLVE GLOBAL QUARTERLY REPORT

THE OUTLOOK AHEAD

We've now reached the commencement of the peak season for global trade. The forthcoming months will have a supply chain landscape never seen before as peak trade collides with port congestion, shipping delays and ongoing uncertainty.

The next few months will undoubtedly be one of the most challenging periods on record so it is essential to plan ahead now to help reduce lead times as much as possible and prevent potential product availability issues.

SYDNEY: COVID-19 UPDATE

The recent COVID-19 outbreak has seen Greater Sydney enter into a lockdown. Due to the number of cases and the transmissible nature of the Delta variant there has been no end date announced for the lockdown as yet.

As an essential service Transolve Global is still here for you. Whilst our team is working remotely, it is business as usual, so please get in touch with our team for any assistance. We will keep you up to date with further developments.



GLOBAL TRADE UPDATE

AUSTRALIA

There is a severe shortage of 20' GP equipment across all export ports. Congestion at Sydney port is resulting in a current delay of 7 days. Vessels from Australia to the USA West Coast are now full until Q4 2021.

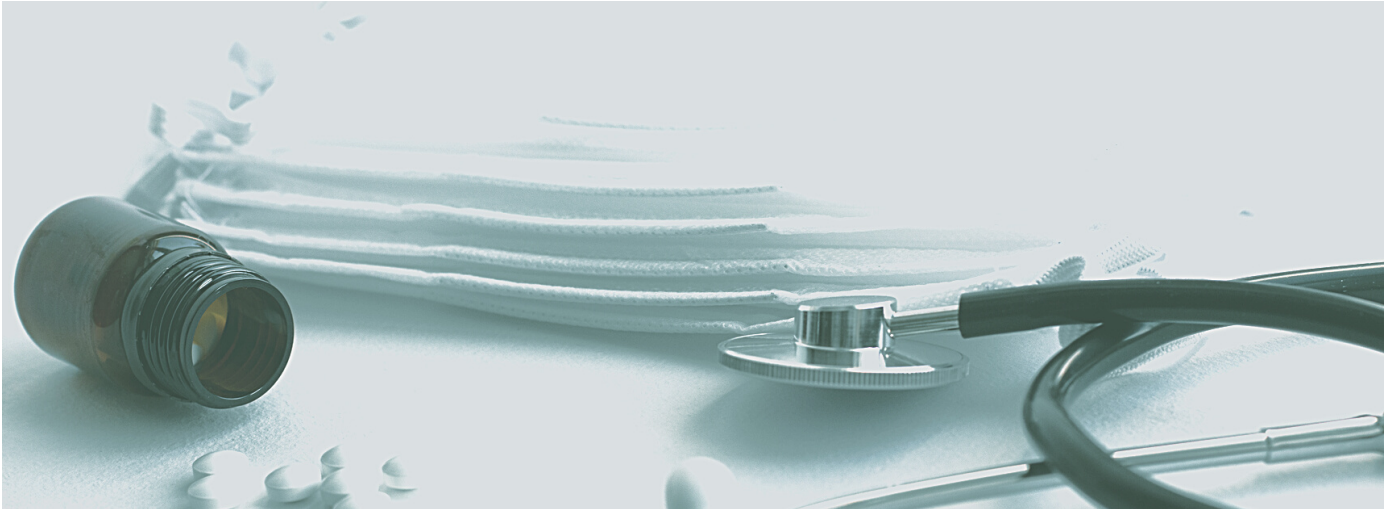
Please note for all export bookings, ships to ASIA, NZ and EUROPE are full and severely overbooked so please advise clients to book early or factor in a 1-2 month delay for export bookings.

NEW ZEALAND

All Trans Tasman and export services continue to be extremely tight on space. In addition, the Port of Auckland is experiencing congestion, currently creating delays of up to 20 days from anchor to berthing.

CHINA'S TRADE BOTTLENECK COULD BE WORSE THAN SUEZ CANAL FIASCO

There's currently the mother of all freight traffic jams far exceeding March's Suez Canal fiasco, and the impact on Australia could be huge. The combination of unprecedented demand for consumer goods combined with the growing outbreak of the Delta variant of COVID-19 throughout parts of Southern China, has seen a freight traffic jam of epic proportions. [Click here to read more.](#)



EXTENSION TO THE COVID-19 TARIFF CONCESSION FOR MEDICAL AND HYGIENE GOODS

The Australian Government has extended the duty concession available for imports of certain medical and hygiene products for use in combatting COVID-19 until 30 June 2022.

The concession is currently provided for by Item 57B in the 4th Schedule of the Customs Tariff Act 1995.

The extension to the duty concession will be provided by Item 57C and by-law no. 2100131. The extension to the duty concession became effective from 1 July 2021.

Further details to enable imports to use the new concession can be viewed in the [Australian Customs Notice 2021/26](#) here.



CHINA TAKES AUSTRALIA TO WORLD TRADE ORGANISATION (WTO) OVER ANTI-DUMPING MEASURES

China is taking Australia to the WTO over concerns around Australia's anti-dumping measures on some Chinese products such as wind towers, stainless steel sinks and railway wheels.

This move comes 5 days after Australia said it would take China to the WTO over the tariffs placed on Australian wines last year, which saw exports drop to \$12 million from \$325 million the previous year. [Read more here.](#)

MUA REACHES GROUND-BREAKING AGREEMENT WITH PORTS OPERATOR HUTCHISON: SYDNEY AND BRISBANE

After three years of negotiations, the Maritime Union of Australia has reached a ground-breaking workplace agreement with the world's largest stevedoring company, setting a new industry standard at container terminals in Sydney and Brisbane, with workers receiving five 2.5% wage increases over the four year agreement once certified by the Fair Work Commission. [Click here to read more.](#)



VICTORIA INTERNATIONAL CONTAINER TERMINAL (VICT) FINALISES ENTERPRISE AGREEMENT WITH THE MUA, AMOU AND CEPU

VICT has completed their collective bargaining negotiations with the Maritime Union of Australia (MUA), Australian Maritime Officers Union (AMOU) & Communications, Electrical, Electronic, Energy, Information, Postal, Plumbing and Allied Services Union of Australia (CEPU). This new proposed enterprise agreement will be valid for four years providing industrial certainty at VICT. [Click here to view the key elements and more.](#)

MUA INDUSTRIAL ACTIONS

Industrial action continued across Patrick Terminals at Sydney and Fremantle throughout the month of July. As a result, terminal delays of up to 7 days and 2 days are being experienced across the ports respectively.

Make sure to follow our [LinkedIn Company Page](#) for further details and updates regarding industrial action that may impact your business.



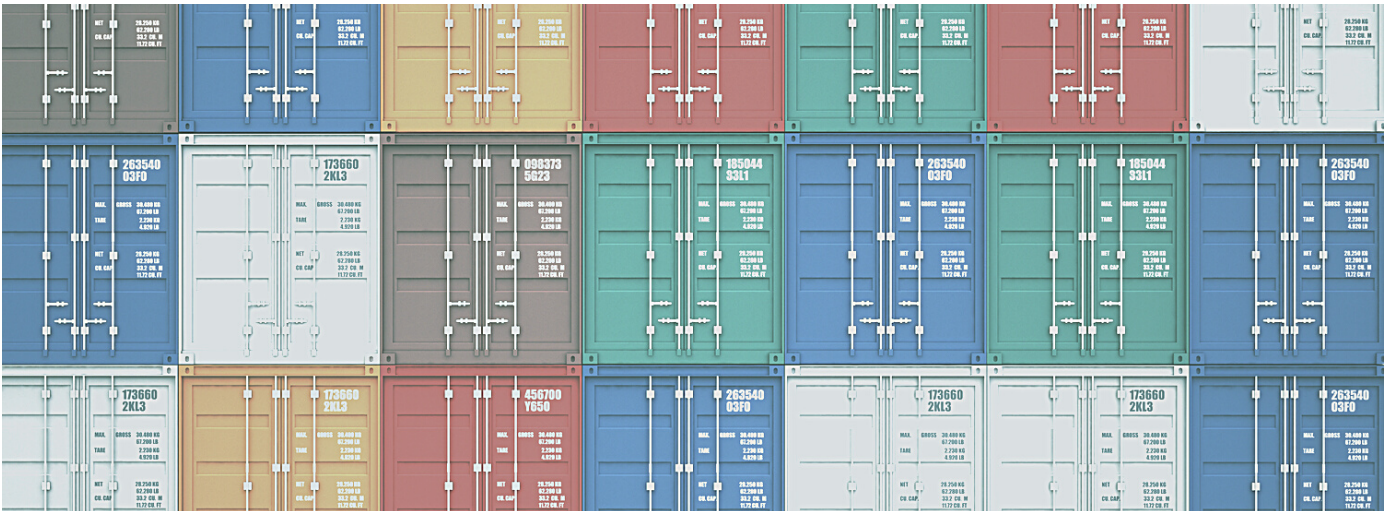
REVISED MINIMUM DOCUMENTARY AND IMPORT DECLARATION REQUIREMENTS

The Department of Agriculture, Water & the Environment (DAWE) has advised that a revised minimum documentary and import declaration requirements policy will take effect Monday 2 August 2021.

Documentation for goods exported to Australia on or after this date must meet the revised policy requirements.

Please refer to [this website](#) to view the updated policy and key changes that may impact your business. DAWE has also updated the [Acceptable documentation templates webpage here](#) to help you meet the revised requirements.

For further information regards the revised policy please refer to the [Import Industry Advice Notice here](#).



KHAPRA BEETLE PEST & CONTAINERS

As of April the Australian Department of Agriculture introduced mandatory offshore treatment requirements for target risk sea containers to protect against khapra beetle. Failure to comply with these requirements will result in export of the container upon arrival in Australia, with all costs to be borne by the customer.

Please [click through](#) to read vital information such as:

- Targeted risk containers
- Approved treatments
- Exclusions
- A full list of target risk countries & high risk plant products and their corresponding HS code



BROWN MARMORATED STINK BUG (BMSB) UPDATE

Australian winter saw the end of this year's BMSB risk season. This season saw a decrease in the number of live detections at Biosecurity entry points, indicating the biosecurity policy continues to be successful in minimising the risk posed by BMSB.

This BMSB risk season to 17 May 21 comprised over 100,000 containers that were subject to measures, including 11,963 LCL/FAK containers.

Approximately 38% of FCX/FCL containers and 82% of LCL containers subject to BMSB measures were treated offshore and experienced faster border clearance with no onshore intervention required.

The Australian Government is currently reviewing measures in preparation for the 2021-2022 BMSB season. We will keep you notified of updates as they become available.



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