

ACROSS BORDERS



CONTINUOUS IMPROVEMENT IS THE BACKBONE DRIVING DIRECT COURIERS

RIISING TO BORDER CHALLENGES: A SHARED AGENDA – GAVAN REYNOLDS AO, ABF COMMISSIONER
2025 TASMANIAN FREIGHT & LOGISTICS FORUM
2024/2025 ANNUAL REPORT

"KEEPING AUSTRALIA'S INTERNATIONAL TRADE MOVING"



Australian Peak Shippers
Association Inc. (APSA)

JOIN THE SOUTH EAST'S PREMIER LOGISTICS PRECINCT



▲ ARTISTS IMPRESSION

Founded in logistics, Salta has been shaping Melbourne's evolving industrial and logistics sector for over 50 years.

Spanning 180 hectares, Nexus Dandenong South (NDS) is the South East's premier logistics precinct offering tenants unrivalled connectivity and the opportunity to access the site's future Intermodal Terminal which will connect the precinct with rail and the Port of Melbourne.

In high demand, some of Australia's most prominent blue-chip tenants have already recognised value in the location including Walkinshaw, Bunnings, Woolworths, Martin Brower, Schnieder Electric, Beaumont Tiles and Haulotte.



Pre-lease and speculative built purpose warehousing



Superior location with unrivalled connectivity



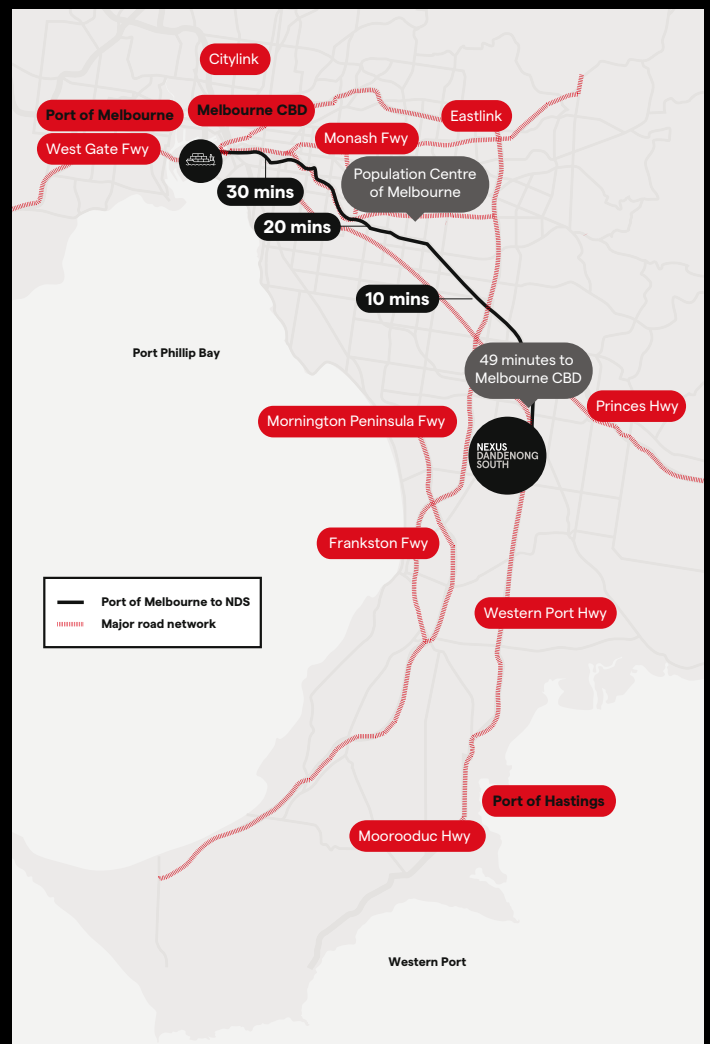
Convenient dispatch and travel Melbourne's centre without transiting inner-city congestion



Future connection Port of Melbourne via Dandenong South Intermodal Terminal



Access to Victoria's High Productivity Freight Vehicles network via a controlled intersection onto the M1



LEASING & INTERMODAL TERMINAL ENQUIRIES

Clarenzo Perna
Director, Logistics & Strategic Projects
0475 200 111 | salta.com.au



Contents

- 4 Rising to border challenges
- 6 Weathering the Global Trade Storm
- 8 2024/2025 Annual Report
- 12 International Women's Day (IWD)
- 14 Meat Processing and Export Conference – 2025!
- 15 Australian Council of Wool Exporters and Processors
- 16 Australian Horticulture Trade (AHT) is here to support the exporting and importing of horticultural products
- 17 Building Resilience Through Stronger Education, Compliance and Security Protocols
- 18 Building Confidence Through Self-Regulation
- 19 Championing Fair Trade and Stronger Supply Chains:
- 20 Driving Efficiency and Resilience at the Heart of Melbourne's Global Trade
- 21 Charting a Course Within Earth's Limits
- 22 2025 Tasmanian Freight & Logistics Forum
- 24 Tasmania: Trading at the Edge of the World
- 25 Port of Newcastle: Delivering Growth and Diversification for Australia's Trade Future
- 26 Flinders Port Holdings plans major investment in terminal upgrades to enhance capacity & efficiency
- 28 Continued investment in Port Botany's on-dock rail to enhance Sydney's freight supply chain
- 30 Security is everybody's business
- 32 Countdown to 24 hour air cargo for Sydney
- 33 Views from the Southern Land
- 34 Direct Couriers
- 36 Structural defects and poor packing putting Australian container safety at risk
- 38 Geopolitical Issues and Tariffs – Is there an END?
- 40 Abandoned Cargoes – Does “Liberation Day” matter?
- 42 The long arm of the law: overseas workers and Australian employment law
- 44 The AI Revolution: A Poisoned Chalice for Cybersecurity
- 46 Get ready for tax time
- 48 Executive Freight Forwarder forum – Insights and Connections
- 50 We have the power, now we just need the knowledge
- 52 The Forever Change
- 54 Are you ready for the new class 1 Approved Arrangements requirements
- 56 Biosecurity Treatment Provider Reference Group
- 58 An update on Australia's biosecurity system
- 60 High GWP small AC ban extends to multi-head systems from 1 July
- 62 The future of customs compliance
- 64 False claims of Australian origin
- 66 Cybersecure Fit and Proper Checks with Veritas WADSIC solutions

ACROSS BORDERS

ANNUAL REVIEW 2025



Election Outcome Sets the Stage for Supply Chain Reform

Freight & Trade Alliance (FTA) and the Australian Peak Shippers Association (APSA) extend congratulations to Prime Minister Anthony Albanese and his Ministry on their re-election at the May 2025 Federal Election.

The new government term presents an opportunity to reinforce Australia's strategic alliances—particularly with the United States—while diversifying export markets in response to rising tariffs and global trade volatility. Against this international backdrop, FTA and APSA remain focused on driving meaningful regulatory reform across Australia's domestic supply chains.

A central issue is the ongoing burden of excessive Terminal Access Charges imposed by stevedores and empty container parks. These costs, beyond the control of transport operators, continue to erode margins and inflate logistics expenses—making targeted reform essential, particularly amid sustained cost-of-living pressures.

This year also marks a significant milestone: 20 years since the implementation of the import phase of the Integrated Cargo System (ICS). While the ICS has served industry well, it is nearing the end of its functional life. Future reform must consider the rise of e-commerce and the need for integrated, tech-enabled solutions that support trade facilitation and economic growth.

As Australia navigates increasingly complex supply chain dynamics, industry-government collaboration will be more important than ever in securing resilience, competitiveness, and continuity across all freight modes.

With a growing membership and enhanced capabilities, FTA and APSA are well positioned to work closely with the government and stakeholders. We are particularly pleased to have established a constructive dialogue with Australian Border Force Commissioner Gavan Reynolds AO, who commenced his role on 10 November 2024. We thank Commissioner Reynolds for contributing the foreword to this edition of *Across Borders*, reflecting our shared commitment to secure, streamlined, and future-ready trade.

By PAUL ZALAI, Co-founder and Director,
Freight & Trade Alliance (FTA)



Front cover –
sponsored by Direct Couriers

Across Borders is published by
Freight & Trade Alliance (FTA)

68 Brooker Avenue
Beacon Hill NSW 2100

T: 02 9975 1878
E: info@FTAlliance.com.au

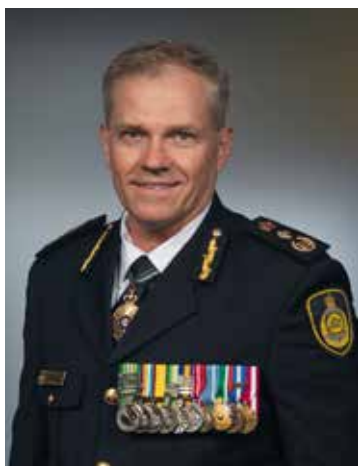
www.FTAlliance.com.au

Editor - John Park
T: 0415 973 630
E: jpark@FTAlliance.com.au

Advertising - Paul Zalai
T: 0408 280 123
E: pzalai@FTAlliance.com.au

Design - Siren Design Studio
T: 0412 103 569
E: sarah@sirendesignstudio.com.au





Rising to border challenges: A shared agenda

By GAVAN REYNOLDS AO, Australian Border Force Commissioner

Improving the efficiency and effectiveness of trade processes while maintaining the integrity of the Australian border is a key priority for the Australian Border Force.

Australia's vast border is our country's greatest strategic and economic asset. As a key pillar of Australia's sovereignty, the border, including international trade, is vital to Australia's ongoing economic prosperity. Delivering an efficient border for legitimate trade will have an enduring positive impact on our long-term national resilience and economic growth.

As Australia's frontline border security organisation and customs service, the Australian Border Force (ABF) remains central to ensuring security and prosperity, facilitating legitimate trade, and protecting the Australian community. Our operating environment is dynamic and fast-paced, shaped by

both domestic and international events. In 2025, we will celebrate our ten-year anniversary — a period characterised by exponential increases in trade volumes, significant advances in technology, geopolitical shocks, naturally occurring hazards, and an ever-evolving criminal threat environment.

Over the next 10 years, trade volumes are expected to increase by 70 per cent. From 1 July to 31 January 2025, the total amount of consignments was over 92 million, an almost 30 per cent increase on the same period in the previous year. In addition to dealing with increasing trade volumes, we must contend with new and emerging threats

“ *At all levels and in all areas across the ABF, our relationship with industry is critical to achieving our mission and vision and we acknowledge and value the essential support and partnership industry provides to the ABF* ”



L to R - Ben Evans – Commander Governance and Strategic Partnerships | Australian Border Force; Craig Cowin – Member Representative Border & Biosecurity | FTA / APSA; Gavan Reynolds AO - Commissioner | Australian Border Force and Paul Zalai – Director FTA | Secretariat APSA

across the full extent of our operating environment and ensure we remain flexible and can adapt to changing patterns of trade and travel.

We are committed to ensuring Australia's border settings, systems and processes keep pace with the growth of travel and trade, while protecting Australia from those that continue to target the border in more frequent and sophisticated ways.

The ABF is leading development of trade modernisation as a key transformational change initiative. The objective of the initiative is to simplify Australia's cross-border trade regulations and processes, while strengthening our ability to protect the border. We want to explore emerging technology and reduce administrative and regulatory burden to industry through fit-for-purpose regulatory reform, without compromising our ability to target and interdict illicit activities at the border.

Our ambition is to modernise customs at the Australian border. We continue to execute against our key priority, which is the uplift to our technology and data capabilities through the Digital Trade Accelerator Program and Digital

Verification Platform. These digital projects will enable us to digitalise, automate and transform the trade experience for traders, while uplifting our risk assessment and threat detection capabilities.

We are pursuing Streamlining the Cargo Intervention Model to co-design, test and evaluate new cargo intervention models for Australia's high-volume air and seaports, in partnership with industry. This enables us to respond to emerging threats and changing patterns of trade more effectively, enhancing the facilitation of legitimate trade and increasing community protection.

At all levels and in all areas across the ABF, our relationship with industry is critical to achieving our mission and vision and we acknowledge and value the essential support and partnership industry provides to the ABF. We recognise that industry shares the Australian Government's objectives to build a prosperous economy and keep the Australian community safe, and can contribute many ideas, strategies and innovations to achieve this.

I thank the Freight & Trade Alliance and its members for its efforts to drive trade modernisation. We share a common objective to optimising legitimate trade and a responsibility to protect the safety and security of Australia. You are a fundamental element of Australia's border ecosystem. Our partnership is integral to enabling Australian businesses to be more productive and supply chains to be more secure.

I look forward to continuing this important work together.

“ *The ABF is leading development of trade modernisation as a key transformational change initiative.* ”



 **Veritas**

Australia reported 87,400+ cybercrimes in FY2023-24*

Is your warehouse or depot at risk?

- ✓ Cybersecure data collection & holding
- ✓ 18 years of trusted expertise
- ✓ Streamlined compliance

1300 VERITAS
wadsic.com.au

*Australian Signals Directorate's Annual Cyberthreat Report





Weathering the Global Trade Storm: Why Action at Home Matters for Australian Exporters and Importers

By OLGA HARRITON, APSA Chair / Global Logistics Manager - Manildra Group

Global shipping and trade are once again navigating turbulent waters, with new tariffs, blank sailings and shifting policy settings creating significant disruption for Australian exporters and importers.

Earlier this year, US President Donald Trump introduced sweeping global tariffs, including a 10 per cent duty on most imports from Australia. While diversified exports have partially cushioned Australia from immediate economic impacts, the broader global freight environment has shifted dramatically.

Australian importers and exporters are now bracing for growing disruption. International shipping lines are increasingly cancelling voyages and skipping ports - so-called "blank sailings" - in response to softening demand driven by escalating US-China trade tensions. Some vessels are being idled altogether, with crews stranded aboard as cargo volumes continue to fall.

Although Australia accounts for less than 0.4 per cent of total US container imports, we are not immune to the ripple effects of this trade war. Booking cancellations and missed port calls are already being felt locally, signalling growing instability across global shipping networks. Freight rates, which had eased through 2024 as pandemic-era vessel orders came online, are now rising sharply once more.

According to Drewry, a leading maritime research group, global container shipping volumes are projected to decline in 2025 - which would mark only the third annual drop since 1979 - if two-thirds of current US tariffs remain in place. They warn that policy uncertainty and deteriorating trade relations are paralysing investment and stalling growth across global shipping markets.

Compounding these challenges are plans by the Trump administration to introduce new fees on Chinese-built and Chinese-operated vessels entering US ports.

While the final scope of the measures remains unclear, they risk escalating trade tensions further and could dramatically reshape global shipping networks. These levies may price Chinese vessels out of the US market, forcing shipping alliances to reconfigure services. For Australia, any shift in vessel deployment or service structures could disrupt access, reduce capacity, and increase freight costs for importers and exporters.

As global trade faces escalating tariffs and shrinking freight capacity, Australia's exporters and importers urgently need government action to protect supply chains at home.

Amid these global pressures, Australia's ocean freight industry continues to grapple with longstanding domestic challenges — most notably, the relentless rise in terminal access charges and container detention fees.

These unregulated charges — applied to all goods moving in and out of our ports — continue to escalate without oversight. Increases of up to nine per cent have recently been announced further exacerbating inflationary pressures and undermining global competitiveness. These escalating costs contribute to market failures that have left exporters and importers exposed to exorbitant and unchecked fees imposed by foreign-owned shipping lines, contracted stevedores, and empty container parks.

The Australian Peak Shipping Association (APSA) has long advocated for urgent government reform and targeted intervention to address these failures.

These concerns were reinforced by the Australian Competition and Consumer Commission (ACCC) in its Container

Stevedoring Monitoring Report 2023–24, released in December 2024. The ACCC found likely market failures in the container freight supply chain and noted that *"stevedores used landside charges to increase their prices and operating profits above levels they were likely to achieve without them."* Furthermore, the ACCC stated that *"a policy or a regulatory response may be needed to address this."*

These findings reinforce what APSA and many across the industry have long argued: unchecked stevedore charges are eroding Australia's competitiveness, compounding inflationary pressures, and threatening the viability of exporters and importers.

Despite clear evidence and sustained advocacy, the Federal Government has yet to act. We call on the government to look beyond immediate global uncertainty and seize the opportunity to implement overdue domestic reform. With decisive leadership and targeted regulatory action, Australia can restore competitive balance at our ports, reduce supply chain costs, and deliver greater certainty for trade-exposed industries.

APSA remains committed to championing reform — tackling market failures, improving regulatory oversight, and ensuring Australia's shippers can operate competitively, efficiently and sustainably in global markets. In an increasingly unpredictable global market Australia's ocean freight industry must be strengthened to safeguard national resilience, trade security, and long-term economic sustainability.

Together with our members, we will continue to advocate for a resilient and competitive ocean freight industry that supports Australian exporters and importers and enables our nation to thrive.

Build a stronger team with WiseTech Academy's latest learning tools

WiseTech Academy – one of Australia's leading logistics training providers – has launched two innovative features to help logistics businesses train and retain talent more efficiently: a company-wide subscription and customisable learning playlists. These tools offer greater flexibility, control, and value for team development.

Company subscription: Unlimited learning, one simple fee

Our company-wide subscription model gives your entire workforce unlimited access to a range of courses on WiseTech Academy's logistics training catalogue, all for just \$100 USD per month, for all staff.

Covering all things logistics, freight forwarding, customs, and the WiseTech Diploma of International Freight Forwarding, the subscription includes over 150 courses tailored to industry needs (excludes compliance training and the TLI50822: Diploma of Customs Broking).

With no per-user fees or costly course bundles, this model supports businesses of all sizes to deliver targeted, scalable training with major cost savings.

Benefits of the subscription model

- Unlimited access to 150+ logistics courses
- \$100 USD /mth covers all staff
- Free, built-in CargoWise product learning
- No upfront payment – start training right away
- Significantly reduces per-head training costs

Create your own learning journey with custom playlists

Alongside the subscription, WiseTech Academy is introducing custom learning playlists that combine Academy content into structured pathways. Perfect for onboarding, compliance, and career development, playlists let managers tailor



training to real-world workflows and team goals.

With intuitive tools for assigning content and tracking progress, you'll have full visibility over team learning outcomes while employees benefit from clear, purpose-built training paths.

Why playlists make a difference

- Curate content from WiseTech Academy and internal sources
- Tailored training for onboarding, compliance, or role progression
- Clear, user-friendly structure to guide learning

- Real-time tracking of learner engagement and progress

Maximise learning impact with both tools

By combining the subscription model and playlists, businesses gain full control over how and when their teams learn, while saving time and money in the process.

Together, they form a complete training solution, built to scale with your business and support ongoing staff development.

Explore more

Want to see how these tools can support your team? **Visit us at: www.wisetechacademy.com**



2024/2025 Annual Report

By PAUL ZALAI, Director FTA / Secretariat APSA

Global shipping and trade are once again navigating turbulent waters, with new tariffs, blank sailings and shifting policy settings creating significant disruption for Australian exporters and importers.

Now in its thirteenth year, Freight & Trade Alliance (FTA) has firmly established itself as Australia's leading international trade representative body. With 530 corporate members and secretariat services to the Australian Peak Shippers Association (APSA), FTA continues to expand its national influence and industry leadership.

REPRESENTATION

Our representation spans across government, regulatory, and industry forums, ensuring members' interests are consistently and effectively championed.

FTA maintains strong, collaborative relationships with key government agencies including the Australian Border Force (ABF), the Department of Agriculture, Fisheries and Forestry (DAFF), the Department of Foreign Affairs and Trade (DFAT) and the Department of Infrastructure, Transport, Regional Development, Communications and the Arts. We actively contribute to government-industry consultative bodies such as the National Committee on Trade Facilitation (NCTF), Sustainable Biosecurity Funding Advisory Panel, Department of Agriculture Cargo Consultative Committee (DCCC), International Trade Remedies Forum (ITRF) and Air Cargo Security Industry Advisory Forum (ACSIAF).

APSA continues to perform a vital role as the designated peak shipper body granted status by the Federal Minister for Infrastructure and Transport under Part X of the Consumer & Competition Act to represent the interests of Australian shippers generally in relation to liner cargo shipping services.

Internationally, our affiliation with the Global Shippers Forum (GSF) and Asian Shippers' Alliance (ASA) ensures

Australian trade interests are represented on the global stage. Domestically, FTA and APSA members are also supported through our coordination with peak shipper and sector-specific associations, promoting cross-industry collaboration.

Through submissions, reports, direct consultation, and ongoing stakeholder engagement, FTA and APSA play a critical role in shaping policy and operational outcomes that promote efficiency, fairness, and sustainability in Australia's international supply chains.

Associations

FTA and APSA support a strong and growing alliance that includes the following peak industry bodies:

- Australian Council of Wool Exporters & Processors
- Australian Dairy Products Federation
- Australian Horticulture Trade
- Australian International Movers Association
- Australian Meat Industry Council
- Australian Steel Association
- Grain Trade Australia
- Tyre Stewardship Association

These important commodity representative bodies assist our advocacy efforts for sustainable operational reforms to international trade.

Freight Forwarders and Customs Brokers

At the core of our alliance are freight forwarders and customs brokers. These professionals perform a vitally important role ensuring the seamless movement of goods across borders, navigating

a complex landscape of regulatory, commercial, and security requirements.

Their expertise supports just-in-time supply chains, underpins national biosecurity and border protection, and contributes directly to the operational success of thousands of businesses — from SMEs to multinational corporations. With increasing regulatory demands, their role in maintaining compliance and efficiency has never been more vital.

Importantly, FTA continues to provide mandatory compliance training to over one thousand (1000) licensed customs brokers and importers each year, helping members meet their Continuing Professional Development (CPD) and Continued Biosecurity Competency (CBC) obligations.

Exporters

APSA proudly represents Australia's high-volume containerised and airfreight exporters. These members are fundamental to the nation's economic prosperity, generating jobs, revenue, and elevating Australia's global trade reputation.

APSA members play a strategic role in regional development by opening global markets to rural communities. Sectors like fresh produce, meat, wine, and resources depend on trade to thrive, and our advocacy ensures their voices are heard at the highest levels of government.

We acknowledge the outstanding contributions of the APSA Committee of Management:

- Chair: Olga Harriton (Manildra Group)
- Vice-Chair: Brian Thorpe (Visy Procurement)

- Treasurer: Billy Davies (Australian Meat Industry Council)
- Flaminio Dondina (Casella Family Brands)
- Sarah Granger (Fletcher International Exports)
- Brian Wright (Australian International Movers Association)
- Michael Brittain (AGT Foods Australia)
- Mark Christmas (QMAG)
- Secretariat: Paul Zalai (FTA)

Importers

FTA's strongest area of membership growth is among high-volume importers. In addition to providing timely communications and independent advice, we have established dedicated focus groups to support logistics operations and ensure compliance with Australian customs and biosecurity laws. We also maintain a prominent focus on ensuring fair and reasonable operational and statutory cost recovery charges.

These efforts reduce supply chain risks, help avoid penalties and support the smooth flow of imports across ports and borders. In turn, this promotes greater economic stability and consumer confidence

E-commerce Reference Group

The E-Commerce Reference Group (ECRG) is supported by FTA providing a coordinated industry voice in policy discussions and regulatory reform specific to international e-commerce. The ECRG supports supply chain efficiency and compliance in the low-value goods sector, where high volumes and fast delivery expectations make traditional border processes increasingly complex.



(L to R) Sal Milici (General Manager Trade Policy & Operations), Brett Charlton (Tasmanian Regional Representative), Paul Zalai (Director FTA / Secretariat APSA)

Depots

FTA is the peak industry body for Section 77G Depots, Approved Arrangement and Regulated Air Cargo Agent (RACA) facilities with the largest membership base of any representative body in Australia.

FTA delivers efficiencies for Regulated Cargo Facility members by providing regular events, webinars, operational support and updates. In doing so, FTA continues to increase the industry's profile and leading regulatory reform.

Biosecurity Treatment Providers Reference Group

FTA administers the Biosecurity Treatment Provider Reference Group (BTPRG) - open to members who are onshore biosecurity treatment providers (Approved Arrangements: 12.1 Methyl

Bromide Fumigation, 12.2 Sulfuryl Fluoride Fumigation and 12.3 Heat Treatment).

For the first time, this important sector has a co-ordinated, whole of industry interface to government on biosecurity practices and legislative reform.

QUALITY OF SUPPORT

As part of our commitment to continuous improvement, FTA has made several strategic appointments in recent months to strengthen our national team and enhance support for our members.

23 August 2024: Brett Charlton commenced a newly created role as Tasmanian Regional Representative. Having worked in international logistics for over thirty years (predominately in Tasmania, but also in Papua New Guinea and Queensland), Brett supports our Tasmanian-based members, leads our popular annual Tasmanian Freight & Logistics Forum and various regional shipping and logistics activities.

24 March 2025: Tom Jensen was promoted to General Manager, Freight Policy & Operations. In his expanded role, Tom manages engagement with our global partners including the Global Shippers Forum and Asian Shippers Alliance. Tom works in partnership with Sal Milici, General Manager Trade Policy & Operations, to lead FTA's communication strategy, advocacy, and operational support.



Tom Jensen, General Manager, Freight Policy & Operations



7 April 2025: Caitlin Mason joined as Member Services Support. Based in Sydney, Caitlin manages our national events program and oversees our training platform “MYFTACPD.” Her focus is on supporting licensed customs brokers and importers in meeting their CPD and CBC requirements.

28 April 2025: Amanda Bradfield commenced in the national role of Head of International Freight & Logistics. A respected supply chain leader, Amanda plays a key role in expanding FTA's Western Australia presence alongside John Park and Bianca Flint. Importantly, Amanda leads our national strategy on transport logistics policy and operational advocacy.

As we continue to grow, these appointments are crucial to maintaining the quality of support and representation our members rely on. With a dynamic and skilled team in place, FTA is well-positioned to meet the evolving needs of Australia's international trade and logistics community.



(L to R) Caroline Zalai (Director FTA / Secretariat APSA), Caitlin Mason (Member Services Support)



(L to R) John Park (Head of Business Operations), Paul Zalai (Director FTA / Secretariat APSA), Bianca Flint (Member Support – Trade Operations), Amanda Bradfield (Head of International Freight & Logistics),

JOIN THE ALLIANCE

Backed by growing membership, increased resources, and strengthened government relations, FTA and APSA continue to deliver real outcomes for the industry through targeted advocacy, mandatory compliance training, informed policy engagement, and national leadership in trade and logistics reform.

We encourage all involved in international trade to 'join the alliance'.





Care-Factor

2025 Industry Charity Trade Ball



Secure your
sponsorship
spot now

"Christmas in July"
Friday, 25th July 2025, 6.30pm
Fullerton Hotel Sydney
Single Ticket Price: \$220 + GST

Incl.
3-Course
Meal and
Drinks

For further information, sponsorship prospectus or
to purchase tickets: <https://www.care-factor.com.au/>
Enquiries: info@care-factor.com.au



Charity We Are Supporting

FINDYA FEET www.findyafeet.org



Sponsors

Gold Sponsors



**BLUEPRINT
GLOBAL**
end to end logistics

Bronze Sponsors



LogiHire



STONE FREIGHT SOLUTIONS



wisetech
global

Media Sponsors



IMPORTEXPOR**TV**.COM



In Collaboration With



THE
COMPLIANT
GROUP



FTA
FREIGHT & TRADE ALLIANCE



OrangeLime
CONSULTING



NEXT LEAP
TRAINING SOLUTIONS

International Women's Day (IWD)

Freight & Trade Alliance (FTA) was delighted to be a partner with Supply Chain & Logistics Association Australia (SCLAA) in celebrating 2025 International Women's Day nationally. Our FTA team, together with many members were fortunate to attend these impressive and well run events.

This was the opportunity for industry to share unique insights of being a female within this vibrant and fast paced industry. The consensus was that industry has come a long way in advancing both diversity and inclusion within the workplace. As females we continue to work for our voices to be heard and to make valuable contributions to the sector. A positive culture which encourages equality for all is an essential part of business success.

We thank and acknowledge the tenacity of those that forged the way as female role models in all sectors of business.



SCLAA - International Women's Day - NSW

In Sydney, 260 attendees enjoyed lunch at the NSW Parliament House which also celebrated International Women's Day.

Presentations from entrepreneur and Commercial Growth Strategist, Lisa Qui who encouraged everyone to not be afraid of failure, learn from it and to follow your passion for success. Maureen Jordan, Switzer Group encouraged everyone to grab opportunities as they come to you and ensure you remain your authentic self in business.

The Hornsby Ku-ring-gai Women's Shelter (HKWS) were the recipients of the \$15K raised on the day. Nick McArdie, Ambassador for HKWS highlighted the

importance the community plays in stamping out violence in society. Having the discussion within your families and among your peers on how we should treat each other respectfully and call out violence. The room was speechless on hearing the personal story of one of the SCLAA members. A brave and private account of her family's survival against inexplicable violence. A reminder to us all that violence can be hidden, but in front of our eyes. The question we should all ask is **"Are you OK?"**



(l to r) Joyce Campbell, Director, Next Leap Training Solutions, Caroline Zalai, Freight & Trade Alliance, Director, Carli D'April, OrangeLime Consulting, Director & Tessa Sanders, Office & Warehouse Administrator, AWS Customs & Forwarding

SCLAA - International Women's Day - VIC

Sal Milici represented FTA at the IWD breakfast in Melbourne. Tabitha West expertly steering the panel conversation with fabulous panellists Tina De Angelis, Katharina Zink Attana and My Therese Blank. The panel shared their practical insights with such honesty. Huge appreciation to Archival Garcia, Rakesh Bandipelli, and the whole SCLAA team for pulling off such a brilliant event — it's always fantastic to see our industry come together to celebrate, reflect, and push for real change.



SCLAA - International Women's Day - WA



Over 60 people attended the SCLAA IWD event hosted by Sherie Le Brun, State Sales Manager - Direct Couriers. Many thanks to the panel Jennifer Dick – Mineral Resources, Manager Haulage, Jennifer Turner – Symbion, Operations Manager WA (now retired) and Holly Robertson – DHL Supply Chain, Ocean Import/Export Manager for sharing their stories. Some great opportunities for networking were enjoyed by everyone.



(l to r) Bianca Flint (FTA)
Amanda Bradfield (FTA)
and Sherie Le Brun (Direct Couriers)

“ grab opportunities
as they come to you
and ensure you remain
your authentic self
in business ”



SCLAA International Women's Day - Brisbane

The rescheduled International Women's Day Breakfast in Brisbane — postponed thanks to a rather disruptive and uninvited guest called Tropical Cyclone Alfred — was absolutely worth the wait!

A massive credit to the SCLAA team for pulling it all together, and hats off to the incredible lineup of speakers and panellists who delivered honest, impactful perspectives grounded in lived experience.

A huge thank you to: Monica Vorhauser from Argon & Co , Sharn Weston from Priestley's Gourmet Delights and the dynamic trio from Explore: facilitator Clare Morgans and

inspirational panellists Melissa Best and Olivia Balderston. A big thank you to Natalie Wallace, Chris Josey, Monica Vorhauser and the rest of the SCLAA crew for a fantastic event

Freight & Trade Alliance (FTA) was proud to partner such a powerful and purposeful gathering, (left, Tom Jensen - FTA with Marina Hu from EDISTech)



Meat Processing and Export Conference – 2025!

Over two big days, more than 350 industry professionals came together to tackle trade, navigate complexity, and connect over shared challenges and opportunities. Our delegate's engagement, insights, and energy helped make Meat Processing and Export Conference (MPEC) a standout event during a critical moment for our industry.

Program summary

The consistent message across the speakers was 'the red meat sector is well placed to weather global challenges', however industry and trade leaders warned that the world's rules-based trading environment is now under significant pressure.

In this context, Australia's red meat sector was urged to hold steady amid global uncertainty, and to use its scale and market diversity to tackle a rapidly shifting world.

Former Treasurer and US Ambassador Joe Hockey said a second US Donald Trump presidency would likely drive a more transactional trade landscape, urging exporters to "hold their nerve" and capitalise on opportunities like the lower Australian dollar.

"Our 10 per cent, let's take it and run with it for the moment," Mr Hockey said. "Let's not be too loud about it. The Aussie dollar has fallen. In the case of beef producers, they need our beef. You know their herd is a mess at the moment. Let's just hold our nerve and work out what will get a win."

International trade expert and media commentator Stephen Olson echoed this sentiment outlining the difference between the "old world" and "new world" in the global trade landscape.

Some examples he shared included how trade has shifted from previously "insulated" to now being "intertwined" with geopolitical rivalries, as well as a move from a "spirit of cooperation and common endeavour" to an "increasing sense of 'what's in it for me?'"

But despite trade and market uncertainty, MPEC was told that Australia's meat

processing and export momentum remains strong. In 2024, the country exported \$21 billion worth of red meat into more than 100 markets, with the trend continuing in early 2025 with record volumes recorded.

Australian Logistics Council Chief Executive Dr Hermione Parsons told MPEC that improving local infrastructure was critical to supporting export supply chains. "We don't have resilience," Dr Parsons said. "We're a truck-based economy that doesn't have enough fuel. That's scary. We have to get serious, and we have to control what we can."

Dr Parsons articulated a set of priorities that many AMIC members would agree with, and called for better freight networks, protection of industrial land near ports, and stronger supply chain policy to shore up Australia's competitiveness.

AMIC's CEO Tim Ryan wrapped-up MPEC reiterating that Australian red meat exporters and processors are well positioned to navigate the monumental global challenges. Tim said MPEC reiterated the importance of AMIC and highlighted key priorities for the coming year. "We will continue pursuing free and open markets and be nimble in responding to a fast-changing environment, including the important work AMIC does with DAFF (Department of Agriculture, Fisheries and Forestry) and DFAT (Department of Foreign

Affairs and Trade). While the focus has been on the US today, a key priority for AMIC, along with MLA, is our engagement in the China Imported Beef safeguard investigation."

Tim also said, "AMIC and the industry must focus on what it can control against the backdrop of global rules and trade changes. This includes working across sectors and with broad stakeholders to ensure Australia's logistical networks are efficient and functioning. As the government sees the need to manage risk and build national resilience, AMIC will ensure such interventions are appropriate, complementary and not an imposition on our members. AMIC will be at the table and engaging the government as they try to respond to a fast-changing world."

The AMIC team have been thrilled with the positive feedback received on MPEC 25 and have already begun planning for the next event. We want to thank all delegates who attended the event, and look forward to announcing details of the next AMIC conference as soon as we can. Keep an eye on AMIC's socials for the announcement of the next MPEC's dates.



Australian Council of Wool Exporters and Processors

The Australian Council of Wool Exporters and Processors (ACWEP) represents wool-buying firms traditionally sourcing wool through the auction system, as well as Australian early-stage wool processing companies. Auction buyers have been organised in state and regional associations since the 1890s, with the first national representative body established in 1946. ACWEP was formed in 2006 through the merger of the Australian Council of Wool Exporters and the Australian Wool Processors' Council.

Australia remains by far the largest wool exporter globally, well ahead of New Zealand, South Africa, Argentina and Uruguay. It is also the largest producer of fine apparel wool. Today, most Australian wool is exported in its greasy form. In 2023/24, Australia exported 213 million kilograms of greasy wool, which represented over 96 per cent of the country's total wool exports. The remainder was wool that has been scoured (washed) or carbonised (treated with acid to remove certain types of vegetable matter). Domestic early-stage processing of wool has shrunk over several decades to just two mills in Australia.

China is now the powerhouse of wool processing globally. Over 85 per cent of Australia's wool exports are to China. Exporters have excellent relationships, built up over 30 years, with Chinese buyers. Chinese interests have made substantial investments in wool processing capacity and many of the mills are high-tech, state-of-the art facilities.

India is the second largest destination for Australian greasy wool (6 per cent) and relatively small volumes are sent to Italy, Czechia, Korea and other countries. Overall, the value of Australian wool exports last year was over \$2.7 billion.

Wool exporters run complex businesses. Usually, they are assembling export consignments made up of several farm lots (a farm lot is a grouping of bales, typically around six, from a single farm). These lots are combined so that physical attributes of the various lots (including fibre diameter, staple length and strength) average out to meet client specifications over a given volume.

The art of the buyer is to assemble each consignment in the most cost-efficient manner possible, all while dealing with varying market offerings and prices, as well as a fluctuating exchange rate.

Wool is shipped in bales averaging around 170kg each. In some cases, the bales are 'dumped' prior to containerisation, which means that they are hydraulically compressed to one-half (double-dumped) or one-third (tri-packed) of their normal size and bound together with strapping. Dumping is usually only undertaken when container space is expensive, and the client is willing to accept dumped bales.

The biggest port of export for wool is Melbourne. In 2023/24, approximately 60 per cent of wool was shipped from the Port of Melbourne, 20 per cent from Sydney, and 16 per cent from Fremantle.

Australian wool is highly traceable back to the farm of origin. Wool bales now carry RFID chips to enable ready identification. A new initiative, the Australian Wool Traceability Hub (AWTH), is a joint venture between ACWEP, other industry associations, and wool industry service providers. The AWTH will streamline traceability even further with linkage of wool bales to Property Identification Codes developed for the red meat industry. The AWTH will also facilitate grower participation in voluntary integrity schemes that are increasingly favoured by textile brands.

ACWEP advocates for its members and represents their interests on industry committees and in sector-wide discussions. The most substantial recent issue for exporters has been the new Decree from China that export facilities for wool (and skins and hides) must be registered with the General

Administration of Customs of the People's Republic of China (GACC). Previously, such registration applied mainly to goods such as fresh produce (meat, fruit etc) or genetic material. ACWEP worked closely with DAFF to ensure wool export businesses complied with the new requirements in order to avoid shipping delays.

ACWEP has also recently participated in DAFF's export assurance reform process for non-prescribed goods, and the introduction of the NEXDOC system for export documentation.

ACWEP, and wool industry bodies under the umbrella organisation Wool Industries Australia, meet regularly with their Chinese counterparts to discuss issues of common interest. These include any quality issues, the introduction of new supply chain technologies, and the timing of wool sales. The greatest concern currently is the supply of wool. Prices have been subdued for some time, and some growers have shifted from wool towards lamb production, cropping, or other enterprises. However, the fundamentals of demand for natural, renewable, biodegradable fibres remains strong and wool exporters are confident they will be serving the industry for another 250 years.



AUSTRALIAN HORTICULTURE TRADE (AHT) IS HERE TO SUPPORT THE EXPORTING AND IMPORTING OF HORTICULTURAL PRODUCTS

Exporting and importing horticultural fresh products is a full time, stressful, very time consuming and yet satisfying and rewarding occupation.

Australian Horticulture Trade (AHT) represents exporters, importers, growers, packhouses, and freight forwarders who are involved in the fruit, vegetable and flower industries.

Exporting or importing a perishable product to a market starts with the grower. The product must be to the specifications of the market it is going to. Growers have to think about MRLs, product size, quality and even the colour of some commodities.

Packhouses must ensure that the product is packed to the requirements of the country the product is going to.

Logistic companies are involved, as they are the conduit between the packhouses and the wharves or airports. Without them, nothing moves.

Freight forwarders ensure that the documents are lodged and approved in time for the product to be loaded.

The ships and aircrafts get the product to the designated market, then the importers take over, ensuring that the product that was in the ground a few weeks ago, and in some cases just days ago, obtain the best possible prices for the growers.

Our industry is robust and dynamic. People involved in the horticultural industry adapt whenever it is necessary to the ever-changing circumstances that invariably occur.



**AUSTRALIAN
HORTICULTURE TRADE**



AHT is the conduit for our members to government and industry bodies when things go wrong, or industry sees a need for change.

Our Association began over 20 years ago, when a small group of exporters saw the need for cohesion and cooperation within the industry to ensure that the Australian government realised how important horticultural exports were to our country and that markets were opened up for our products. On the back of this, those exporters began importing products to extend the

seasons for the consumer, adding to our membership category.

Our Association has grown to over 60 members and we welcome anyone involved in the exporting or importing of horticulture products to join. Our Board of Directors all volunteer their time and expertise as they believe that we add value to our industry and our members benefit from our relationship with the various government agencies we work with to solve our members issues, which can be as simple as finding a contact in a market for their product to keeping industry abreast of biosecurity issues.



Building Resilience Through Stronger Education, Compliance and Security Protocols

Navigating the challenges of a changing landscape in Australian import clearances appears to be an evergreen headline. More recently, the increase in shipments facing acute scrutiny over concessional entry requirements has been felt by all. The target area specifically around ownership and usage timeframes needs to be closely considered when choosing the optimal time to ship household and personal effects into Australia to qualify for duty and tax free entry. To facilitate a smooth clearance, best practice calls for educating clients and network partners appropriately in advance and to pay particular attention to the Unaccompanied Personal Effects By-Laws as published by Australian Border Force (ABF).

Heightened scrutiny of bonded warehouses through ABF compliance audits has intensified over recent months which acts as a firm reminder to focus on continually re-training staff and refreshing your SOP's and quality control checks across your business. All aspects from Visitor Logs, Time Up Cargo, timely out turning, handling of uncleared cargo, camera positioning, security and more are all on the table for review. Routine quality control checks are critical to moving through audits with confidence and we encourage implementing this now if you're already feeling the pinch from keeping up with compliance measures.

Still under the border security lens is the importance of seal verification on both inbound and outbound containers. We must maintain vigilance when verifying seals to ensure they align with all documentation recorded throughout the lifetime of a shipment. Container seals that are unable to be correctly verified can lead to significant delays and additional inspections which naturally translates to additional costs. Seal verification is one small step in the grand scheme of protecting our borders from illicit drug trade and should be

performed alongside a stringent list of checks and balances when handling all cargo. This an opportune time to check your current standard of practice for cargo handling as a whole to support a robust series of security protocols for import and export cargo collectively.

Data security and privacy is high on the agenda alongside the physical security of cargo. In a world that is becoming increasingly digitised by the minute, a persistent review of cyber security protocols is not something to be glossed over or tabled for a later date. As we hear more and more stories of data breaches in various industries across the globe, it would be remiss of us to skip over the very real risk of personal data breaches given the volume of data handled throughout the industry daily. Have you performed a recent review of your cyber security and data security protocols?

What is abundantly clear is that it's imperative to stay afoot of trends and changes alike in such a heavily regulated industry to ensure businesses are taking a proactive approach, rather than a reactive approach to education, compliance and security.

In the same vein, we must push forth with leveraging technology to streamline processes not just in-house, but also by advocating as an industry for how we can continue to improve the clearance and compliances processes across the board. Key industries bodies such as the Australian International Movers Association (AIMA) and the Australian Peak Shippers Association (APSA) provide updates on current industry issues, work with industry on collaborative solutions and act as a conduit between creators of policy and members at the coal face. Building resilience as a business and as an industry is supported by forward-thinking, upskilling, maintaining an active presence within these associations and leveraging the knowledge and experience of the senior members that have helped pave the way to date.

Technical intricacies aside, clients are relying on us to support them both in the physical relocation of their belongings and the security of their effects and data. It is our responsibility as individual businesses and as an industry to maintain robust operational practices to ensure we can maintain our commitment to excellence.



Building Confidence Through Self-Regulation: How GTA's Framework Supports a Thriving Export Sector

By PAT O'SHANNASSY, CEO – Grain Trade Australia

Supporting Industry Through Standards and Structure

Grain Trade Australia (GTA) on behalf of the 295 companies that make up its member base, has long played a pivotal role in supporting the Australian commercial grain industry. GTA's role includes the development of a suite of products and services that provide a self-regulatory framework for the Australian grain industry. Established in 1991, GTA was formed to bring structure and clarity to the trade by formalising grain trading standards, standardising contracts and Trade Rules, and the provision of a Dispute Resolution services that underpin commercial confidence across the grain value chain.

GTA continues to lead by example, advocating for a self-regulatory framework that promotes an efficient, effective and transparent operating environment. These characteristics support the competitiveness of the Australian grain industry, providing the foundations for trade in both domestic and global markets.

Code of Practice: The Cornerstone of Self-Regulation

At the centre of GTA's self-regulatory approach is **the Australian Grain Industry Code of Practice**.

First launched in 2014, the Code is arguably the most important document in the grain industry's self-regulatory framework. Developed by GTA on behalf of the industry, the Code has become the glue that binds together the diverse players in the supply chain—growers, exporters, bulk handlers and marketers—under a shared commitment to quality assurance and operational best practice.

The Code is recognised by the Australian Government and regulatory authorities in key international markets. It remains the only industry-managed code of its kind among major grain-exporting nations, a strong endorsement of its effectiveness and the trust placed in Australia's grain supply chain.

"The Code is a clear demonstration of our industry's leadership and commitment to quality and accountability," said GTA CEO Pat O'Shannassy. "It's recognition by both domestic and overseas regulators gives Australian grain exporters a critical edge in competitive global markets."

Adherence to the Code is mandatory for all GTA Members. This commitment to continuous improvement and compliance provides confidence to international buyers and supports value creation across the supply chain.

Ensuring Relevance Through Review

GTA is currently leading an industry-wide review of the Code of Practice to ensure it continues to meet the needs of a rapidly evolving sector. With the emergence of new technologies, shifting market dynamics and growing scrutiny from global buyers, the review aims to future-proof the Code and reaffirm Australia's reputation as a trusted supplier.

The review process includes consultation across the supply chain and careful consideration of changes that could strengthen assurance systems while maintaining flexibility and efficiency.

Developing an Industry Port Protocol

This spirit of industry collaboration and leadership also underpins another important initiative currently underway: the development of a new Industry Port Protocol, facilitated by GTA and designed to potentially replace the Government-mandated Wheat Port Code.

The aim is to develop a self-regulated alternative that reflects the needs of modern port operations and supports transparency and equity in port access for grain exporters. A Working Group convened by GTA, comprised of representatives from large and small exporters, as well as grower groups, is currently examining what provisions should be included in the Protocol.

This focused team is diving into the details, determining what is acceptable and required across the industry to ensure fair and efficient operation at Australia's bulk grain export terminals.

Once a draft is prepared and endorsed by the Working Group, it will be circulated more broadly for industry consultation. The resulting feedback will be used to refine the Protocol before discussions commence with the Government on any potential formal transition process.

Bringing Industry Together at AGIC Australia

The annual **Australian Grain Industry Conference (AGIC Australia)**—hosted by GTA in Melbourne on 30 – 31 July 2025—is a key platform for progressing these conversations. It provides an opportunity for the entire supply chain to come together, share perspectives, and strengthen alignment on priorities like trade facilitation, regulatory reform, and supply chain integrity.

As the Australian grain industry continues to evolve, GTA remains committed to providing leadership through standards, collaboration and self-regulation. These efforts not only support Australia's competitiveness on the global stage but also underpin trust, quality, and confidence in every tonne of grain traded.





Championing Fair Trade and Stronger Supply Chains:

By DAVID BUCHANAN, CEO – Australian Steel Association

The Role of the Australian Steel Association

Since 1978, advancing the interests of Australia's steel industry – from port to project.

The Australian Steel Association (ASA) has played a pivotal role in shaping Australia's modern steel supply chain. Founded in 1978 in Geelong, Victoria—a city long associated with manufacturing and industrial capability—the Association was established to support independent steel importers, distributors, and fabricators in a globalising market. Today, ASA continues to advocate for fair and open trade, market transparency, and a level playing field for Australian businesses in the steel sector.

At its core, ASA works to ensure that steel users across the country—large and small—can access quality material at competitive prices, while being protected from unfair trading practices such as dumping or foreign subsidies. In a climate of shifting trade patterns, global overcapacity, and tightening sustainability requirements, the Association provides independent representation for companies critical to Australia's construction, infrastructure, energy and manufacturing future.

For the freight and logistics industry, ASA's advocacy needs to have real impact. Steel is heavy, high-value, and time-sensitive. Efficient movement from port to distribution centre, processor or construction site is critical to project delivery. Any disruptions at the border—from customs delays to trade remedy investigations—can have serious knock-on effects across the supply chain.

ASA members are the businesses that keep steel flowing—from the wharf to the warehouse to the worksite. These importers, processors and distributors often coordinate complex international shipments, arrange break-bulk and container transport, and work hand-in-hand with freight operators to ensure timely delivery. The Association ensures their voices are heard in Canberra, in trade reviews, and in discussions around infrastructure planning and supply chain resilience.

Trade Advocacy and Anti-Dumping

A key focus for ASA is ensuring that Australia's anti-dumping system is fair, efficient, and not misused as a tool for market exclusion. Dumping—when foreign manufacturers export steel at artificially low prices—can destabilise the local market. However, while Australia's anti-dumping regime is an important protective mechanism, it must be balanced and transparent.

ASA engages directly with the Anti-Dumping Commission, the Department of Industry, and key policymakers to ensure proper process and proportionality in trade remedies. It also monitors global steel developments, including emerging tariffs, safeguard actions and market shifts in the U.S., EU and Asia. This enables ASA to keep members informed—and the broader supply chain prepared.

Ports, Freight and Supply Chain Efficiency

ASA understands that freight is the lifeblood of the steel industry. With members importing through ports including Melbourne, Fremantle, Brisbane and Port Kembla, ASA is actively engaged in long-term port planning, regulatory reform, and freight infrastructure development.

ASA works closely with the Freight & Trade Alliance (FTA) and the Australian Peak Shippers Association (APSA) to ensure that port and border issues affecting steel shipments are addressed quickly and collaboratively. From terminal access and stevedore fees to container congestion and customs coordination, ASA, FTA and APSA provide joint advocacy to keep steel moving.

"Freight is the steel industry's invisible backbone," says ASA CEO David Buchanan. "We work with port authorities, freight operators, and trusted partners like the FTA to make sure steel importers and distributors have a seat at the table."

ASA continues to advocate for investment in break-bulk handling, improved intermodal connections, and reduced port-side delays—

especially as demand for imported structural steel, coated products, stainless steel and other commodities increases.

Sustainability, Compliance and the Circular Economy

With growing expectations around emissions reduction and responsible sourcing, ASA is also focused on sustainability standards and regulatory consistency. The Association engages with government, industry bodies, and certification schemes to ensure that imported and domestically sourced and internationally produced steel can be evaluated on equal footing.

This is particularly relevant for freight partners and end-users seeking to meet ESG requirements across their supply chains. Clear standards, applied fairly, help support compliance and avoid unnecessary disruption.

Looking Ahead

As Australia enters a new phase of industrial transformation—driven by infrastructure investment, clean energy projects and advanced manufacturing—steel will remain a critical input. ASA's mission remains clear: to support an open, fair and competitive market while ensuring the industry's voice is represented in key decisions.

For freight and logistics operators, working with ASA-aligned businesses means partnering with a supply chain that values efficiency, integrity, and future readiness. From the port gate to the project site, ASA's members are committed to building a stronger, smarter, and more connected Australia.

Learn more:

www.australiansteelassociation.com.au

Contact:

info@australiansteelassociation.com.au





Driving Efficiency and Resilience at the Heart of Melbourne's Global Trade

Australia's freight and logistics landscape has increasingly become defined by complex supply chains, due to the rise of globalisation and the large demand for international trade. Compounding this new era of logistics are geopolitical tensions, evolving trade agreements, and occasional disruptions to key maritime routes, all of which highlight the growing challenge of maintaining seamless cargo movement.

These growing pressures on local and international supply chains demand more than awareness; they require action. As a key link in Australia's maritime logistics network, Victoria International Container Terminal (VICT) recognises the responsibility we carry in supporting the flow of goods into and out of the country. Container terminals are not passive participants in the supply chain. Our ability to manage cargo efficiently, safely, and reliably directly affects the broader performance of Australia's trade.

The national economy depends on a finely tuned ecosystem of road, rail, and maritime infrastructure. Hence, ensuring goods transition smoothly into domestic supply chains or onto their next international destination is fundamental to keeping Australia's supply chains competitive and secure. In this context, resilience, precision, and sustainability are not just goals but essential values that have shaped how VICT operates from the very beginning.

VICT was established in 2014, following the Port of Melbourne's decision to award the development of Webb Dock East to our parent company, International Container Terminal Services Inc. (ICTSI). Since the start of our operations in 2017, we have grown in parallel with the increasing demands placed on Australia's trade infrastructure.

At the core of our innovation lie fully automated world-class technologies that offer seamless end-to-end operations. From the moment a vessel docks to the container's departure from our gate, every step is fully automated. Ship-to-Shore cranes, Automated Stacking Cranes, and Automated Container

Carriers work in sync to handle cargo with speed, care, and precision. Our automation enhances safety, boosts efficiency, sustainability, and ensures reliable performance, even under increasing trade volumes.

Yet, our people remain at the heart of everything we do, driving the reliability and performance of our terminal. Our teams ensure that every piece of equipment, every automated system, and every container movement meets the highest standards while consistently delivering exceptional customer service.

Bruno Porchietto, Victoria International Container Terminal CEO, states, "At VICT, our values guide every part of our operation. We build trust through open communication, collaboration, and mutual respect. We hold ourselves accountable by delivering on our promises with integrity and professionalism. We foster a culture that encourages new ideas, cares deeply about people and the environment, and embraces the passion that drives us to excel. These values are reflected not only in how we work together, but in the way we serve our partners and contribute to the wider supply chain."

Our focus remains on progress through consistency, care, and innovation. We know that new challenges will emerge, and we are ready to meet them by continuing to improve our performance, support our industry partners, and strengthen Australia's logistics network for the future."

As Australia's logistics landscape evolves, VICT remains at the forefront of meeting the demands of modern supply chains. We understand the critical role we play in driving the performance and resilience of Australia's trade network and the responsibility container terminals have in supporting the welfare of our communities and economy.

Since our inception, we have consistently raised the bar, achieving key milestones such as becoming the leading terminal in Melbourne and surpassing 5 million TEUs handled. As a result, we remain committed to enhancing our operations, investing in new innovations, and contributing to the continued growth of Australia's economy, ensuring that we are always prepared to meet the challenges of tomorrow's logistics world.



Charting a Course Within Earth's Limits

By MICHAEL BLAKE, Founder & CEO – Zilch Forwarding

As I finalise this article, having just left the South Australian Climate Change Conference, it's clear that while global sentiment (and policy in some regions) may have softened, the momentum behind climate action remains strong. Business-led initiatives and investor pressure continue to drive change, often in the background but with growing force.



It's easy to become hyper-focused on climate alone in our efforts to protect Earth's fragile ecosystems. But the challenge is broader. It spans nine key planetary boundaries: climate change, biodiversity loss, biogeochemical flows, land-system change, freshwater use, ocean acidification, atmospheric aerosol loading, novel entities, and stratospheric ozone depletion.

In a world buckling under the weight of multiple ecological crises from collapsing biodiversity to polluted skies and warming seas the shipping industry is being asked to step up and do more than just cut carbon.

In April, the International Maritime Organisation (IMO), released an updated carbon framework that sharpens emissions targets and widens the lens of environmental responsibility.

Far from slowing down (as some had feared) the IMO is picking up pace, embedding shipping into a broader climate and ecological agenda. This is no longer just about decarbonisation. It's about protecting ecosystems, improving air quality, and ensuring that global trade operates within the limits of a safe and stable planet.

Sharpened Emissions Targets and a Clearer Path

Under the new framework, international shipping must now reduce total greenhouse gas (GHG) emissions by at least 20% by 2030, 70% by 2040 and reach net-zero by 2050, all relative to 2008 levels. This is a significant jump from the previous 50% reduction target by 2050 and aligns more closely with global climate ambitions.

To support this transition, the IMO has greenlit two major mid-term measures:

- A **Global GHG Fuel Standard** will progressively lower the carbon intensity allowed in marine fuels, nudging operators toward cleaner alternatives and more efficient vessel technologies.
- A **carbon pricing mechanism**, set to launch in 2027, will put a price on every tonne of CO₂e emitted by ships. Operators who act early to cut emissions will benefit from lower levies or credit structures, while laggards will pay more.

Together, these measures mark a shift from soft ambition to regulation.

Ripple Effects Across Global Logistics

The new framework will ripple through global supply chains. With carbon costs now embedded in the freight economy,

shipping rates are expected to rise — incrementally rather than dramatically — as carriers pass on the expense of cleaner fuels and compliance.

We may also see a reshuffling of capacity. Older, higher-emission ships could be retired earlier than planned, while investment in new low-emission vessels ramps up. Operationally, carriers could opt for slow steaming resulting in longer transit times that freight forwarders and supply chain planners will need to factor in.

Freight rates will also begin to include explicit carbon charges — and the quality of emissions data is set to improve. With more rigorous reporting requirements on the horizon, there's hope the industry will move away from generic emissions factors and toward vessel-specific tracking.

This will give shippers and logistics providers a clearer, more accountable view of their carbon exposure.

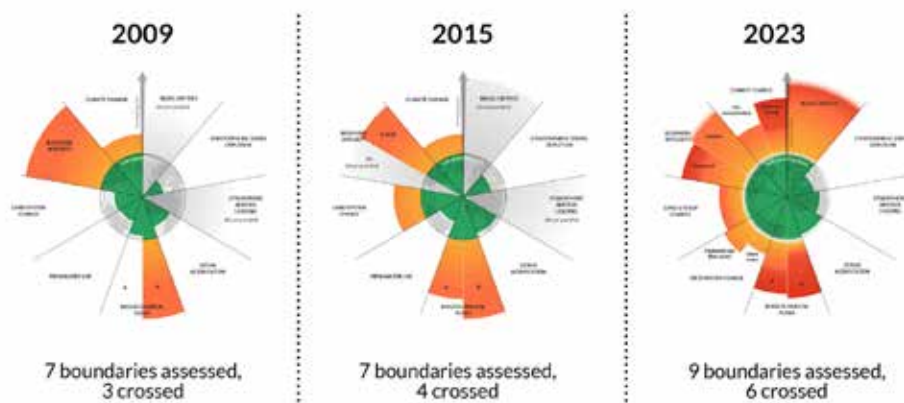
Navigating the Transition

For those involved in global logistics, if you haven't already started, now is the time to prepare. Keeping track of policy developments both internationally under the IMO and domestically in markets like Australia will be critical to ensuring compliance readiness and maintaining customer confidence.

The transition won't be without cost or complexity, but the direction is clear. Clean shipping and logistics is not only an environmental imperative, it's fast becoming a commercial one too. Customers, investors, and regulators increasingly expect logistics providers to have a credible carbon plan and the tools to back it up.

Ultimately, this new IMO framework is about ensuring the long-term viability of global trade by integrating it into the carbon economy. Maritime transport moves around 90% of global goods — it can't sit on the sidelines of climate action.

Zilch
The future of freight



(<https://www.stockholmresilience.org/research/planetary-boundaries.html>)



2025 Tasmanian Freight & Logistics Forum

Held at the University of Tasmania in Hobart on 14 May, the 2025 Tasmanian Freight & Logistics Forum brought together industry leaders, port operators, government representatives and international shipping stakeholders.

The forum was opened and chaired by Brett Charlton, The Ship Consulting and Tasmanian Regional Representative for Freight & Trade Alliance (FTA) and the Australian Peak Shippers Association (APSA). Mike Gallacher (CEO Ports Australia) and Anthony Donald (CEO TasPorts) highlighted the importance of Tasmania's port infrastructure and its critical role in the economic growth of the state.

Four panel sessions were featured throughout the day:

- **Port Interface** explored the efficiency of port operations, featuring executives from TasPorts, Qube Ports, and Ports Australia.
- **Shipper's Perspective** provided insights from peak industry bodies, including the Tasmanian Chamber of Commerce and Industry and the Tasmanian Agricultural Productivity Group.
- **Domestic Shipping** centred on Bass Strait freight issues, with input from SeaRoad, Strait Link Shipping, and TT-Line including the need for strong advocacy to mitigate the potential cost and operational impacts of the proposed relocation of berths at the Port of Melbourne.
- **International Shipping** offered a global outlook with participation from ANL CMA CGM, OOCL and COSCO Australia, complemented by a pre-recorded address from maritime analyst Sal Mercogliano.

A presentation by Peggy Chen highlighted the educational initiatives led by the Australian Maritime College and emphasised the importance of collaboration with industry to attract new entrants to the freight and logistics sector—an issue echoed by several panellists throughout the event.

Importantly, a ministerial address by Eric Abetz, Tasmania's Minister for Business, Industry and Resources, reinforced the government's commitment to infrastructure investment and the development of a robust freight strategy.

The event concluded with remarks from Paul Zalai, Director of FTA and APSA Secretariat, calling for continued collaboration to ensure sustainable and competitive logistics solutions for Tasmania.





EVENT SPONSORS

GOLD



SILVER



BRONZE



TASMANIAN MEMBER SPONSORS



Tasmania: Trading at the Edge of the World

By BRETT CHARLTON, Regional Representative, Tasmania – FTA | APSA and Principal – The Ship Consulting

Tasmania is an island. That fact defines us—geographically, economically, and culturally. With over 99% of our trade travelling by sea, the importance of ships, ports, and maritime infrastructure cannot be overstated. Our position at the bottom of the planet brings both vulnerability and opportunity.



Recent years have reminded us just how fragile our logistics can be. A storm or a geopolitical event can instantly disrupt supply chains. Trade, once predictable, now faces an evolving world where a decision on the other side of the globe can reshape our economy overnight. Being an island isn't easy—but Tasmanians are used to the challenge.

Brand Tasmania aptly notes, “Tasmanians quietly pursue the extraordinary.” While our voice may now be louder thanks to digital platforms, our pursuit remains relentless. Isolation has made us inventive, and nowhere is this clearer than in our ports. These were not built to simply serve populations, they helped create them. From whale oil-lit docks to today's sophisticated terminals, Tasmania's maritime story is one of resilience and adaptation.

Tasmania's ports are the island's windows to the world. From early settlers exporting surplus goods, we've grown into a trade-focused economy. Today, six ships a day connect us to Melbourne alone. This daily rhythm allows us to move goods faster than many mainland regions reliant on

slower road or rail systems. Add to this our international shipping lines, bulk carriers, icebreakers, and cruise ships, and we appear remarkably well connected for a state of just 560,000 people.

Our regular shipping has even reshaped how local businesses operate. The ships themselves act as floating warehouses, enabling just-in-time supply chains. Once a niche topic, supply chains are now mainstream news. From COVID disruptions to global conflict, logistics has become central to economic survival and future growth.

TasPorts—the organisation overseeing our maritime infrastructure—plays a critical role in planning for this future. Their planning focuses on modernising Tasmania's four major ports—Burnie, Bell Bay, Devonport, and Hobart—to ensure capacity keeps pace with ambition. Already, this strategy is paying dividends.

Take Hobart's Antarctic port upgrades. By securing the RSV Nuyina as the home base for Antarctic exploration, Tasmania gains over 1,200 jobs and A\$180 million in economic value. Devonport's planned expansions will accommodate larger vessels, bolstering tourism. Meanwhile, TasPorts is also preparing for each evolution, with dedicated facilities to handle wind turbine components and offshore wind service needs.

The 2019–2025 State Trade Strategy set a target of growing Tasmania's trade revenue from A\$3.8 billion to A\$15 billion by 2050. In 2024, we reached A\$4.5 billion—progress despite pandemics and global disruptions. Our key exports—

aluminium, zinc, paper, and agricultural produce—continue to dominate container traffic. Yet inefficiencies persist, particularly in managing empty containers. “Exporting air” remains a frustrating reality.

Agriculture's expansion relies heavily on viable freight access. Investments in irrigation and equipment are futile if goods can't reach market affordably and efficiently. Freight often tops the list of concerns in industry planning discussions. This underscores the need for effective collaboration between government, port authorities, and private enterprise.

Collaboration and investing is happening. Strait Link, SeaRoad, and TT-Line have invested over A\$300 million each in new vessels with greater capacity. TasRail, trucking companies, and road networks are also improving. Major global lines like Cosco Shipping and MSC now service Bell Bay, and new routes to New Zealand and other Australian ports are emerging. A recent example saw CMA CGM deliver reefer containers early for Tasmania's vegetable season—ensuring timely shipments, taking advantage of movement efficiencies over the summer harvest export season.

As the next phase of the State Trade Strategy is developed, trade infrastructure must remain a focus. The TasPorts Master Plan already outlines clear paths for growth, but funding priorities across health, education, and environment compete for limited resources. Advocating for trade infrastructure means showing its multiplier effect: more trade equals more jobs, revenue, and public funding.

By 2030, Tasmania's trade landscape could be vastly different. We are already seeing change with INCAT in Hobart launching the first electric aluminium ferry. Hydrogen could be next. Shifting weather may alter agricultural outputs, and automation may reshape our workforce. But despite these unknowns, Tasmania has built a strong foundation. Our ports, partners, and policies position us well to navigate whatever comes next.

As always, Tasmania will continue to pursue the extraordinary—quietly or otherwise.

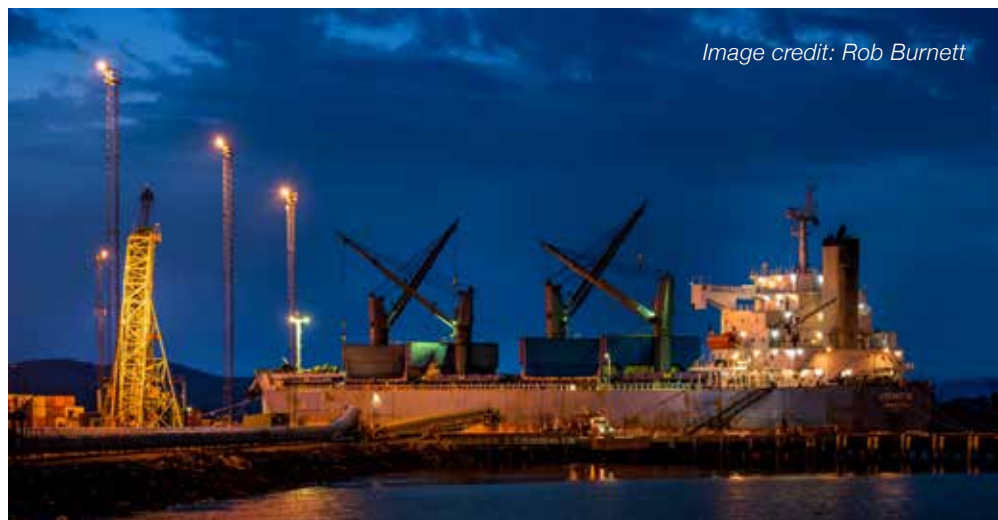


Image credit: Rob Burnett

Port of Newcastle: Delivering Growth and Diversification for Australia's Trade Future

Port of Newcastle (PON) stands at a pivotal moment in our long history as Australia's largest east coast bulk shipping port. In 2024, the Port has continued to deliver robust trade results while accelerating our ambitious diversification agenda – ensuring we remain a critical enabler of economic growth for the Hunter region and beyond.

PON's trade throughput in 2024 demonstrates both resilience and growth, handling nearly 150 million revenue tonnes, up from around 145 million in 2023, reflecting a positive year-on-year trend. Coal exports comprised 95% of total trade by revenue tonnes, maintaining Newcastle's status as the world's leading coal export port. However, the Port's diversified trade – encompassing agricultural products, mineral concentrates, fertilisers, machinery, vehicles, and project cargo – remained significant, with over 8.5 million revenue tonnes moved in 2024.

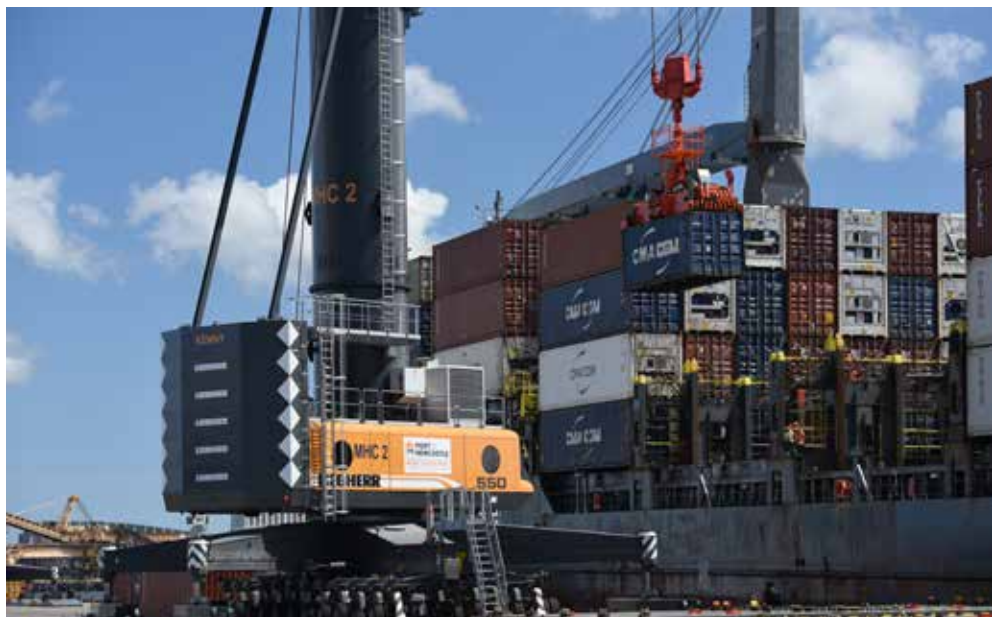
Notably, we saw strong performance across bulk agricultural imports and exports, including fertilisers and grains, and continued to serve as a vital export gateway for Australian aluminium, steel, and machinery to key markets across Asia and the Middle East. PON's ability to efficiently handle a wide range of commodities underpins its ongoing relevance to national and regional supply chains.

Delivering on Diversification: Strategic Initiatives Progressing

The imperative to future-proof our operations has seen us set an ambitious diversification strategy, underpinned by three major initiatives:

• Clean Energy Precinct (CEP):

Port of Newcastle's CEP is the most advanced port in Australia toward clean energy production, being the only port currently at FEED and Environmental Impact Statement (EIS) studies stage. Since October, we've advanced the CEP's Environmental Impact Statement (EIS) and Front-End Engineering Design (FEED), with extensive and genuine community engagement underway.



The Precinct will facilitate large-scale production, storage, and export of renewable energy, such as hydrogen and ammonia – providing a backbone for the region's decarbonisation and supporting Australia's energy future. The CEP is forecast to add more than \$4.2 billion to the gross regional product in the Hunter Region, create thousands of jobs, and position Newcastle and the Hunter Region as a global clean energy leader by 2040.

• Roll-On Roll-Off (Ro-Ro) Vehicle Imports:

The Port continues to expand its capacity to handle Ro-Ro vehicle imports, most recently stepping up to handle over 2,500 passenger and heavy vehicles due to extensive wait times at other destinations. This capability supports the automotive supply chain in New South Wales, creating supply chain resilience and ensuring the state has multiple points of entry, which complements PON's broader multipurpose handling infrastructure, enabling efficient movement of vehicles, heavy machinery, and project cargo.

• Multipurpose Terminal:

The Multipurpose Terminal (MPT) at our Mayfield site is a key strategic project of the Port's diversification roadmap. The MPT is building capacity to accommodate

the growing needs of container trade and project cargo. With an existing DA approval for 365,000 containers a year, existing project cargo needs, along with being the primary port for the entry of Renewable Energy Zone wind farm components, the MPT is set for exponential growth in the coming years. While regulatory and planning processes continue, our organisation remains committed to progressing this regionally transformative project, which will ultimately lead to the construction and operation of the Newcastle Deepwater Container Terminal

Port of Newcastle's unique combination of available land, deepwater access, and underutilised channel capacity positions us to simultaneously develop multiple new trades and support Australia's evolving freight needs.

Through our continued delivery of strong trade results and our acceleration of our diversification agenda, we're ensuring Port of Newcastle remains a cornerstone of Australia's freight and trade landscape for generations to come.



FLINDERS PORT HOLDINGS PLANS MAJOR INVESTMENT IN TERMINAL UPGRADES TO ENHANCE CAPACITY & EFFICIENCY

Flinders Adelaide Container Terminal (FACT) is set to undergo a significant transformation with a comprehensive investment exceeding \$350 million, aimed at enhancing its operational capacity and efficiency. Flinders Port Holdings (FPH) has established a dedicated Program of Works and team (GatewaySA) to manage the planning and delivery of the works over the next 3 years.

Trent Kolbig – FACT General Manager said “The GatewaySA Program of Works represents a major sustaining capital upgrade for FACT, which has been the only container terminal in South Australia since its opening in 1978.”

The Program of Works consists of individual projects that include:

- The procurement of two additional Super Post Panamax Ship to Shore (STS) Cranes
- Upgrades to IT systems including Terminal Operating System (TOS), Depot Operating System (DOS) and Vehicle Booking System (VBS)
- New Terminal access and egress including upgraded gate technology
- Expansion of the Empty Container Depot by developing adjacent land
- New sitewide services, pavements and hardstands
- Berth extension and remediation
- Proof of Concept of an ARTG operating mode

Increasing Capacity

With the purchase of two additional Super Post Panamax STS Cranes, plus the 135-metre extension to Berth 6, FACT will be able to service two 366-meter vessels simultaneously. This increased capacity will instil confidence for our shipping line customers and highlight that new services and larger vessels will be serviced productively.

FPH has engaged McConnell Dowell in an Early Contractor Involvement delivery model for the berth extension and additional remediation.

Commencement of onsite works at Berth 6 is due to commence Quarter 3 – 2025, with completion expected late 2026. Delivery of the STS Cranes is anticipated Quarter 1 – 2027.

Expansion of Empty Container Depot

By developing adjacent land to the Terminal, the Empty Container Depot will double in capacity increasing both full and empty reefer capacity to over one hundred reefer points. This enhancement will benefit shipping lines, transport companies and South Australian importers and exporters.

Early civil works have commenced onsite with the land available for the expansion by early 2026.

Expansion of the Empty Container Depot supports the increased capacity of FACT benefitting South Australia by improving access to more global markets making the State more competitive.

Adopting New Technology

Implementation of modern IT Systems including a new TOS, DOS, VBS and Gate Operating System, will ensure FACT meets current security requirements and is prepared for the adoption of new technology.

Investing in these systems will improve the customer experience, cargo visibility and operational efficiency, future-proofing the South Australian supply chain.

In addition to the IT systems, the GatewaySA Program of Works will also establish a Proof-of-Concept (PoC) Auto Rubber Tyre Gantry (ARTG) test area. In March 2022, the FPH long-term Masterplan identified a need to perform a detailed assessment of the future of landside operations for FACT. This assessment examined eight operating options; each option was scored using weighted Multi-Criteria Assessment (MCA). The options examined were:

- Sustainability impact
- Terminal capacity and operational performance
- Spatial requirements
- Development cost
- Operating cost

- Stage ability and flexibility
- Delivery and operational risk

The MCA concluded that an ARTG was the best option for FACT.

The ARTG PoC will introduce the latest container handling technology promoting safer, more sustainable and efficient operations. By introducing one ARTG and associated test block stack, this will allow strenuous testing to be conducted. The testing of the new ARTG operating mode will occur simultaneously alongside current FACT operations. “Collaboration between the GatewaySA and FACT Teams will be crucial to ensure minimal impact and no reduction in operational performance.” Said Josh Smith – GatewaySA Program Director.

Continuing to Deliver Safe & Efficient Service

While GatewaySA is preparing the Terminal for the future, it remains essential to ensure existing operations continue to deliver efficient and safe service to customers. Maintaining terminal operations throughout the delivery phase of the Program of Works, is a key success factor for GatewaySA.

In addition to the GatewaySA investment, FPH has invested \$40 million in upgraded plant to secure continuous and efficient operations. This investment includes fourteen hybrid straddle carriers over the last three years. In the last 12 months three Konecranes Reach Stackers and three Konecranes Empty Container Handlers have also been purchased, all with improved performance in operations, safety and sustainability.

Working collaboratively with the FACT Team, the GatewaySA Team will deliver a sustainable container terminal to meet the growing needs of FPH and South Australia well into the future.



Paperless gate entry streamlines truck flow at empty container parks

CONTAINERCHAIN
WISETECH GLOBAL GROUP

New tech automatically reads license plates and container numbers for efficient truck arrivals

Paperless entry at empty container parks streamlines the arrival process for truck drivers, thanks to a new optical character recognition (OCR) truck entry solution from Containerchain.

Australia's container parks are transitioning to paperless processing to achieve greater efficiency and productivity for both the container yard and truck drivers. Simultaneously, truck drivers experience a faster, easier and safer arrival process at empty container parks.

On arrival, specialized cameras scan, and OCR software reads, the truck's license plate and container number and the data is sent to the Containerchain's Autogate Solution to process. The information is matched against entries in the vehicle booking system, Notifications VBS, where predefined business rules manage automatic entry. Once automatic entry is granted, the overhead digital screen signals the driver to drive forward to the designated pick-up or drop-off area – with no need to search for paperwork, input data into a kiosk or wait for a boom gate to open.

If the information isn't matched with a booking, the gate operator will give the driver directions via the overhead digital screen. This process vastly reduces the need for drivers to get out of their truck and walk across live traffic lanes to the office, improving driver safety. It also reduces the manual entry of data by the driver or gate clerk and, consequently, potential human errors.

Containerchain's OCR truck entry solution is compatible with a variety of hardware and software solution partners, allowing yard operators freedom to choose the technology of their choice.

James Dimmock, general manager of Containerchain, says digital processing is key to improving productivity in the truck freight industry by eliminating time-wasting manual processes for truck drivers and container yard managers. "Our OCR solution helps truck drivers to get to their allocated slot as quickly and safely as possible, and avoid blocking the yard entrance. Combined with the electronic delivery order functionality within Containerchain's Notifications VBS, truck transporters can access a fully paperless container yard booking and truck pick up/drop off process."



Benefits of paperless yard entry:

- ✓ FASTER GATE ENTRY
REDUCES TRUCK QUEUES
- ✓ AUTOMATED DIGITAL DATA CAPTURE
INCREASES DATA ACCURACY
- ✓ EXCEPTION ROUTING
IMPROVES DRIVER SAFETY
- ✓ DIGITAL PROCESSING
LESS PAPERWORK FOR DRIVERS

www.containerchain.com





CONTINUED INVESTMENT IN PORT BOTANY'S ON-DOCK RAIL TO ENHANCE SYDNEY'S FREIGHT SUPPLY CHAIN

The rail capacity of Sydney's freight supply chains will receive a boost with Stage Two of NSW Ports' On-Dock Rail Investment Program at Port Botany scheduled to commence this year.

Stage Two of the program will see NSW Ports co-invest with DP World in a new rail terminal built at DP World's Port Botany container terminal.

This will include 600 metre rail sidings serviced by rail mounted gantry cranes, boosting rail handling capacity at the terminal to an ultimate throughput of 1 million TEU per annum. NSW Ports will contribute \$148 million towards the delivery of four rail sidings.

DP World will invest \$250 million in an additional rail siding, operational equipment and significant upgrades to its adjacent logistics park as part of a broader project.

NSW Ports CEO Marika Calfas said sustainable supply chains were critical to the NSW economy to ensure cost effective and timely delivery of imported

goods to households and businesses and for the state's exporters to reach global markets.

"This project will move more containers on rail to reduce the growth of trucks on roads, reduce transport emissions and secure the efficiency of the state's supply chains," Ms Calfas said.

"This new rail terminal will improve efficiency and reduce turnaround times for containers at the port. It will reduce congestion, by taking trucks off NSW's roads, benefiting households and businesses right across the state."

DP World Executive Vice President, Oceania, Nicolaj Noes said the project would deliver significant benefits for customers.

"This is what world-class logistics infrastructure is all about – delivering capacity, superior agility, seamless integration of processes, increased productivity, added reliability and predictability while at the same time improving safety," Mr Noes said.

"This new facility delivers on all these critical elements, and we cannot wait for our present and future customers to reap the benefits."

Port Botany is the only port in Australia with on-dock rail within each container terminal, connected to Sydney's extensive network of intermodal terminals, including by dedicated freight rail.

Stage One of NSW Ports' On-Dock Rail Investment Program was completed in late 2023.

NSW Ports will fund Stage Two through an increase of \$4.28 per TEU in wharfage fees on all full imports and full exports from 1 July 2025, which will be removed once the cost of the investment has been recovered.



Connecting Western Australia





Security is everybody's business

By SALLY PFEIFFER, First Assistant Secretary - Critical Infrastructure Partnerships and Policy | Department of Home Affairs

The security of global supply chains has never been more important. And the security environment in which we operate has never been more complex.

Supply chain infrastructure and air cargo operations are continuously challenged by domestic and international threats. Only recently we have seen acts of sabotage using incendiary devices targeting the air cargo supply chain in Europe, and serious breaches of security-restricted areas on and off-airport both in Australia and abroad. Terrorism remains a threat, but is now joined by growing concerns over cyber security, espionage, sabotage, and other acts of unlawful interference.

Against this backdrop and an ever-evolving threat environment, it is critical that security is at the forefront of everyone's thinking across the entire air cargo secure supply chain. People are at the heart of effective security, and this includes all FTA members, who often represent key players in the safe and secure movement of cargo.

Australia's three Air Cargo Security Schemes – Regulated Air Cargo Operator (RACA), Accredited Air Cargo Agent (AACA) and Known Consignor (KC) – are the framework through which we secure Australia's domestic and export air cargo supply chains. The Department of Home Affairs is eager to work with RACAs, AACAs and KCs to achieve a better understanding of their security obligations and vulnerabilities.

Each RACA, AACA and KC is issued with a **Security Program** (SP) that outlines the business' obligations in these operational areas: facilities; information; personnel; training; protecting security-cleared cargo; chain of custody; and quality assurance. Each RACA is also issued an **examination notice** detailing the 'who, what, how,

where and when' of securing cargo. These two documents are the operational basis for Australia's air cargo security framework.

All nominated **security contact officers** (SCO) are the custodian of their business' SP and are responsible for seeing that their SP's requirements are carried out every hour of every day. SCOs should also have access to the **Trusted Information Sharing Network** (TISN) Air Cargo Security page, and RACA SCOs can access a number of helpful air cargo policy factsheets and policy guidance materials for cargo examination. Factsheets include advice on examining homogenous cargo and clearly discernible X-ray images. To request TISN access, email TISN@homeaffairs.gov.au. We strongly encourage all SCOs to regularly access the TISN network.

Training is a fundamental part of growing a workplace security culture. As a minimum, every air cargo security worker must complete **security awareness training**, and the Department of Home Affairs provides an online Security Awareness Training course for each air cargo scheme¹. All organisations should consider what additional training and supports they can put in place to ensure all staff have an awareness and understanding of their security obligations, the importance of a positive security culture and the critical role they play in supporting air cargo security.

SCOs can build on the security awareness training by conducting **security challenge events** in the workplace to see if their staff and contractors know when and how to challenge inappropriate or suspicious actions that threaten the integrity of the secure supply chain.

ICAO has multi-language security culture resources online at <https://www.icao.int/Security/Security-Culture/Pages/default.aspx> to help get important messaging across to all workers.

Air cargo **examination officers** must be **accredited** in all examination roles they perform. To support organisations in confirming the accreditation of their staff, all SCOs can check their examination officers' accreditation status online before they start work².

A business with a mature security culture communicates changes in their security environment to their regulator. This information helps business and law enforcement agencies' understanding of the vulnerabilities to the secure supply chain. The security risk information is then turned around with security advice for RACAs, AACAs and KCs.

SCOs can report incidents to the **Cyber and Infrastructure Security Centre** by phone or using the online QR code or our Incident Report Form <https://www.cisc.gov.au/information-for-your-industry/transport/aviation/report-security-incident>.

Relevant incidents to report include: repeated surveillance of facilities handling security-cleared air cargo; theft, particularly of security cleared cargo; dismissal of worker or contractor for reasons of theft of cleared cargo, malicious damage; unauthorised disclosure of security information such as cargo's flight details; or detections of suspicious items during examination.

The Department welcomes suggestions from RACA, AACA and KC SCOs on the type of information they need to address security vulnerabilities and, if you can't find guidance on a topic, please email your request to aircargosecurity@homeaffairs.gov.au.

¹ <https://www.secawaresstrainingportal.com/aircargo/>

² <https://lookup.screeneraccreditation.gov.au/>



Welcome to Wymap Road Feeder Service.

As we continue to support some of the largest Airlines and Freight Forwarders in Australia, Wymap is investing in innovations that help us provide the very best aviation logistics service, 365 days per year.

That includes the latest and safest prime movers and powered roller trailers for our fleet, and a new version of our technology platform. MapTrak 3.0 will be released in June, providing even greater visibility for our customers including live temperature tracking and data feeds for our customers.

For all your RFS needs
please contact the best
team in the business.



We make it happen.

CONTACT US

wymap.com.au



Countdown to 24 Hour Air Cargo for Sydney

In 2026, Sydney's air cargo capacity will increase by a third thanks to a new 24-hour Cargo Precinct at Western Sydney International (Nancy-Bird Walton) Airport (WSI).

Capable of handling at least 220,000 tonnes of freight each year, the precinct is designed to meet today's growing supply chain demands while catering for future growth. It will eventually be able to handle about 1.8 million tonnes of air cargo, annually.

Positioned within Australia's fastest growing economy, this new global gateway will create opportunities for Australian businesses to reach more markets, more swiftly, while creating more high-value jobs.

Partnering for success

Strategic partnerships with industry leaders such as Menzies Aviation and Qantas Freight ensure the precinct's operational excellence and capacity to handle diverse cargo needs, while providing airlines a choice of high-quality service providers. With tenants set to commence fit-outs shortly, including installing high volume systems that are more akin to major global logistics operators – we will soon see these purpose-built facilities transform the movement of air freight in Australia.

As the nation's leading air freight carrier, Qantas Freight will support the movement of a diverse range of goods as part of its cargo operations in the precinct, which will have an overall footprint of approximately 24,000 square metres, including about 14,000 square metres of warehousing. WSI's new hub will also be capable of facilitating Qantas' transformed freighter fleet of new and upgraded Airbus A321 and A330 aircraft.

"The new air freight facility in Western Sydney will help Qantas Freight meet the growing demand for e-commerce from our customers and will complement our existing operations in the Sydney basin and nationally...it has some big strategic advantages for freight operations particularly with overnight flights, which will help ensure parcels and other critical freight can be delivered around Australia as quickly as possible."

Qantas International and Freight CEO, Cam Wallace

Menzies Aviation, has signed a long-term lease with WSI that will see the business operate a facility over the next two decades, specialising in pharmaceutical and cool chain products handling as well as e-commerce and heavy cargo services.

"Menzies operates in over 300 airports across the globe. We look forward to providing cargo services at Western Sydney International Airport – furthering our commitment to our customers, our people and providing an interconnected solution for freight movements throughout Sydney and greater Australia."

Menzies Aviation EVP Cargo, Beau Paine

Room to grow

One of the standout features of WSI's Cargo Precinct is its capacity for growth. The precinct is designed with flexibility in mind, allowing it to expand as demand increases. On opening the facility will feature:

- A dedicated entry point for trucks via the recently upgraded Northern Road to ensure smooth and efficient cargo movement within the precinct.
- Code E and F Freight bays adjacent to the Cargo Terminal Operators to facilitate efficient handling of large aircraft..
- Ability to service 8 wide body aircraft at any one time.
- Direct airside access to also allow greater leverage of cargo on passenger aircraft.

The precinct's round-the-clock operations offer unparalleled flexibility and efficiency, allowing it to handle peak times and ensure timely delivery of goods.

Location, Location, Location

WSI's Cargo Precinct is strategically located within one of Australia's busiest and most important freight corridors. This prime location ensures the precinct can efficiently service major markets within Australia, while helping businesses unlock improved access to key global export markets.

Nearby to growing freight and logistics centres at Kemps Creek and the Aerotropolis, the precinct also boasts proximity to arterial roads connecting it to Greater Sydney, regional hubs in the Central West, Hunter and Southern NSW and interstate destinations.

"Sydney's new, integrated Cargo Precinct will enable direct connectivity between freighters, the terminal and road transport. ... coupled with the deep strategic advantages of our 24-hour operations and key east coast location will provide unparalleled opportunities for exporters to grow their businesses through premium cargo operators."

WSI CEO, Simon Hickey

Poised to become a cornerstone of Australia's logistics and freight industry, WSI's Cargo Precinct is well-positioned to meet the demands of modern cargo handling today and well into the future. With its state-of-the-art facilities, strategic partnerships, and capacity for growth, businesses can look forward to new opportunities to reach global markets faster and more efficiently. The countdown to 24-hour cargo operations for Australia's global city has begun and the future looks bright.

Contact us at cargo@wsiairport.com.au

www.wsiairport.com.au



Western Sydney
International Airport

Views from the Southern Land

By BRETT CHARLTON, Regional Representative, Tasmania – FTA | APSA and Principal – The Ship Consulting

As I write this article I am one week away from the Tasmanian Freight and Logistics forum and contemplating changing my flannelette shirt to something a little more formal in my role as MC for the day. Whilst I cannot report on how the forum went (as it is in the future), I can state that I have been quite humbled by the willingness of the industry to get behind the forum.

The Tasmanian Freight and Logistics forum was created in collaboration between the Freight & Trade Alliance (FTA), the Australian Peak Shippers Association (APSA) and the Tasmanian Logistics Committee. Over the years it became very popular with Tasmanian shippers and industry as well as with those that have a national interest in all things freight relating to Tasmania. Unfortunately, a global sniffle and cough put a stop to the event and once the world opened again people got distracted by the constant barrage of global events that seems to continue to be a trend in our world of trying to get things from one place to another. Having bid fare, thee well to the world of KPI's, profit and loss sheets and general operational chaos, I thought it was high time to bring this event back into the fray and over the last six months I have been working with FTA & APSA and industry to establish a program for the relaunch. The line up for the forum is quite impressive. We have panel discussions with the three Bass Strait carriers represented (Strait Link, Searoad and TT Line), the three international shipping lines with the most presence in Tasmania (CMA CGM, COSCO and MSC) as well as a shippers panel and ports panel. We even have a digital guest appearance

by Sal Mercogliano of "What's going on with shipping" YouTube fame (I am a fan!). The theme for the forum is quite simple, "Present and Future" and I hope that if you are reading this article that you have already heard how excellent the event was and are making plans to attend the 2026 event. If you were there this year, thank you for your support.

My role in the freight and logistics world in Tasmania has changed. Those that have read the last Across Borders magazine would note that whilst it was perceived that I had retired, I had actually taken eight months off and moved to the Bay of Fires region on the East Coast of Tasmania. The Bay of Fires was recently awarded Australia's best beach by Australia Tourism and if you see me face to face one day I am sure I will mention that fact (it never gets old). Whilst it has been great learning how chickens, chainsaws and Air BNB hosting works (we have a property with accommodation down here), I often say that the shipping and logistics world is somewhat like that lyric in Hotel California ".....You can come anytime you like, but you can never leave" and thus The Ship - Consulting was created. Over the last six months I have been engaged to research and write about what is happening in Tasmania from a port's perspective. It has been refreshing to deeply dive into such topics as renewable energy projects, slipway planning, trade perspectives and spend time contemplating how these important future infrastructure pieces fit into the jigsaw of Tasmania's economy.

Speaking of the Tasmanian economy, I am quite proud to advise that The Ship – Consulting in conjunction with Strategy and Culture will be writing the 2025 – 2030 Trade Strategy for Tasmania over the next six months. This appointment will see us reviewing the



previous trade strategy and engaging with the government and industry to develop the plan for the next five years of trade for Tasmania. There are lofty goals for Tasmania to increase its trade footprint in the coming years and whilst the planet conspires against everyone in the realms of trade these days, Tasmania has done very well over the last five years to navigate the challenges that all face in retaining, diversifying and growing its exports both internationally and domestically. The COMSEC report often shows Tasmania topping the nation with business confidence and the bones for continued success are in place. From a freight perspective, recent commitments from the recently renewed tenure of the Australian Labour Party in regard to increased support for shippers in Tasmania with the Tasmanian Freight Equalisation Scheme (TFES) shines a light on one of the largest challenges we face being at the end of the line of a shipping. With a carbon neutral footprint, irrigation scheme for agriculture, and an innovative mindset, it is exciting to be part of the planning for the success of Tasmania for the next five years (at least).





From humble beginnings offering a point to point courier service with a few cars and hatch backs, to a major transport business with over 1250 vehicles.

Direct Couriers started as a family business and maintains that culture today. With offices in Sydney, Melbourne, Brisbane, Perth, Adelaide and Auckland New Zealand, Direct Couriers has the solutions specifically dedicated to the movement of freight within metropolitan capital cities and across the country.

Direct Couriers Service Advantage

From ad-hoc to hourly hire, to permanent hire, Direct Couriers offers a large range of vehicles from small vans to semi trailers and everything in between. All services and vehicles offer the same technology based solutions including live vehicle tracking, delivery notifications and instant POD's. These are supported by our customer service teams located within each branch that monitor each shipment.

Direct Road

We started Direct Road back in 2019 as an daily eastern seaboard linehaul service between Brisbane, Sydney and Melbourne.

The division has grown to include an Australia wide FTL service.

Our focus on safety and compliance ensures all vehicles are installed with Lytx technology, a fatigue management system.

All vehicles are monitored throughout the journey and drivers are contacted 3 times during the run as part of our welfare checks.

Direct Road offers customers full GPS driver tracking, regular updates as well as the POD for each job.



Our Direct Road team coordinate each job and ensure pre-vehicle checklists are performed, including all equipment required to safely load, tie down and unload the goods at pick up and delivery.

Direct Road provide weekly email updates on any backfill loads that are available for the next week at a discounted rate. For further information on Direct Road please email linehaul@directcouriers.com.au

Direct Cold

Our refrigerated transport division offers all the technology solutions that you have come to expect from Direct Couriers including temperature monitoring throughout the delivery process, reporting, GPS tracking and instant POD.

Direct Cold prides itself on compliance. With regular vehicle audits and specialised temperature mapping and calibration conducted by authorised 3rd party auditors, we can ensure your goods stay at the required temperature throughout the journey. Our compliance is consistent with recognised GDP practices.

Direct Cold operates within the major Australian capital cities in addition to our newly introduced refrigerated service that has launched in Auckland New Zealand.

For further information please email cold@directcouriers.com.au



Direct Couriers

Direct Couriers offers an extensive range of transport services, from Metro point to point delivery 24 hours a day, 365 days a year, refrigerated transport, linehaul,

warehousing, container unpacks, cross docking, two or one man home deliveries, and contract logistics services.

A big focus at direct is technology solutions. With an inhouse fulltime development team, that can customise and create solutions as required.

Having obtained ISO accreditation in Quality Management and OHS Management Systems, a big focus in on continuous improvement.

The OH&S systems ensure drivers inspect their vehicles before the start of each day. Toolbox meetings are conducted on a monthly basis highlighting areas for improvement and focus. Regular vehicle servicing and random drug and alcohol testing are important procedures that are enforced.

When you select Direct Couriers as your carrier of choice, you are selecting a dedicated team of people that strive to deliver value to you and your customers through our continuous improvement in all that we do.

For more information on the full range of services, call your Direct Couriers branch on 13 16 10.





Structural defects and poor packing putting Australian container safety at risk

By JOHN THOMSON, Senior Claims Executive, TT Club, Sydney

The Australian shipping industry is suffering from an increase in container failures due to a mix of structural defects and poor packing practice. The incidents highlight the need for better monitoring and quality control by container owners and, given the risk of over stressing, the importance of proper packing by shippers.

A recent safety alert (01/2025) by the Australian Maritime Safety Authority (AMSA) says its inspections have shown a rise in structural issues and poorly packed containers. Failure incidents include one container where the floor collapsed, and another which suffered severe structural damage while carrying a cargo of 12 mm rebar coils. Both instances were triggered by improper packing, but they also highlight the risk of using structurally defective containers.

Interestingly, the safety alert first refers to the shipper's responsibility not to use defective containers before the container owner's duty to provide safe equipment. While both parties are involved in container safety, the starting point is the container owner's legal obligation to provide properly built and maintained units.

Requirements for container owners

Container safety is governed by the International Convention for Safe Containers (CSC), which is implemented in Australia through Marine Order 42.

Regulation 1 of the CSC requires all containers to have a safety approval plate. This must show the country of approval, date of manufacture, manufacturer's identification number, maximum operating gross weight, allowable stacking weight for 1.8g vertical acceleration and transverse racking test load. The plate (or a nearby

plate) should also give the dates of the first and later maintenance examinations, with the first within five years and all others at least every two years.

Regulation 2 says the owner of the container is responsible for maintaining it in a safe condition. This means having regular quality control inspections, doing prompt repairs and keeping proper documentation of all maintenance activities. Any container found to be damaged or unsafe must be taken out of service until fixed.

Advice for shippers

The IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code) recommends that shippers check the structural integrity of containers before packing. It says they should look for signs of exterior and interior damage, including rust and other signs of water ingress, and check the CSC safety approval plate is valid.

But a common issue in Australia (and elsewhere) is that such checks are often impractical for shippers. There is also a reluctance to reject containers due to a lack of container stock and the delay in getting a replacement, particularly in areas remote from container depots. There can also be pressure to accept what has been given. Shippers should not accept defective containers at the expense of safety.

As such shippers should only source containers from reputable suppliers. Where possible, they should also put an effective quality control procedure in place so a defective container can be spotted well before stuffing begins, allowing time to get a replacement.



Safe packing

It should be noted that while a container may appear to be sound, it may still have hidden structural defects. The risk of failure is then even greater if the container is overloaded, has excessive pressure put on the sides or doors, or the cargo shifts in transit.

The CTU Code reminds shippers not to exceed the maximum operating gross mass written on the safety approval plate. They should aim for either a tight stow, where all cargo packages are placed tightly within the boundaries of the side and front walls, or a secured stow, where packages do not fill the entire space and are secured by blocking, bracing, shoring or lashing.

Unfortunately, some packers take the definition of 'tight' to extremes, crushing boxes and other cargo packaging to fit inside the container. This should be avoided at all costs as it puts excessive force on the container structure, damages the cargo, delays customs inspections and slows unloading.

The CTU Code recommends the sum of horizontal void spaces in a packed container to be no more than 150 mm. When securing cargoes with larger gaps with blocking, bracing or shoring, this should not be against the container walls or doors but rather to the corner posts or floor edges. Also, no lashing or securing devices should be used that might over stress the container structure, understanding and adhering to the ratings for upper and lower lashing rings will assist in minimising risk and ensuring that the cargo is sufficiently secured throughout.

Not only does proper container packing ensure safety within the supply chain, it protects cargo from loss and damage, and ultimately mitigates a container packers' exposure to liability.

Conclusions

Container owners are legally responsible under the CSC for supplying safe containers. Shippers should use reputable container suppliers and, in line with the CTU Code, check every container in good time before stuffing and pack cargoes

safely and securely. Where packing and securing of cargo is concerned, if in doubt, seek expert advice.

TT Club has published a quick guide to the CTU Code for free download at <https://www.ttclub.com/news-and-resources/publications/article/ctu-code-a-quick-guide/>.

John Thomson, Senior Claims Executive

John Thomson has 20 years' experience working for the transport and logistics industry. He holds qualifications in maritime law and workplace health and safety and specialises in risk and legal liability matters.



2025 Freight Forwarding Salary Guide

Whether you're hiring now or planning for the year ahead, our 2025 Salary Guide gives you real market data to stay competitive, attract talent, and retain your best people.

- ✓ Real salary benchmarks: Backed by actual hiring data
- ✓ By state & role: Clear insights tailored to your market

Ready to Hire?



Get In Touch
+61 2 7257 2554



Visit Our Website
www.logihire.io



Geopolitical Issues and Tariffs – Is there an END?

By PAUL BETTANY, Collinson FX

Introduction

The world has been turned on its head since the last 'Across the Borders' edition. The election and inauguration of President Trump, in his second rendition, has completely changed the world economy and trade. Trump is using tariffs to introduce economic nationalism, encouraging US manufacturing and punishing importers with tariffs. Wars continue, on the Geo-Political front, while Western monetary policy is loosening.

Economic Conditions

Global markets were thrown into turmoil when President Trump introduced global tariffs, that completely shattered markets. Equity markets plunged across Asia, Europe and the USA. Not many countries were immune from the list of sanctions and global trade was turned on its proverbial head. Inflation, growth and deficit/debt was sidelined, as attention was focused on the new emerging global trading system.

The prime target for Trump was the country with the largest deficit, with the US, namely China. Trump paused massive tariff imposition on most other countries, moving into the trade negotiation phase, opting to focus on China. Trump surged tariffs on China, who responded in kind, launching an all-out trade war. The result of which is yet to be determined.



A deal will be made, but the world economy will be changed. Trump will hold tariffs and encourage manufacturing in the US, which will ultimately lead to a stronger more independent US economy. Supply chains will be on-shored ensuring security independence. In the interim, there will be continued disruption, which has also hit global currencies.

Australian Economy

The Australian people decided to re-elect the Labor Government, so we can expect more of the same in terms of economic mismanagement, only more so. Inflation has moved steadily lower and now the election is over, the RBA may resume interest rate cuts, offering some relief for borrowers. Australia is heavily trade dependent and it is now crucial the Government solidify trade relations with both the US and China.

The Australian Dollar

The Australian Dollar is trading just below 0.6500, having suffered extreme volatility over the last month or so. The AUD crashed to below 0.6000, in April, as a direct result of the uncertainty caused by the trade wars. It has recovered well, but will be reliant on the outcome of the global trade wars.

Certainty and confidence are returning to markets, and this should ensure some stability.

The RBA has held interest rates higher-for-longer and has successfully brought inflation back to the desired target range. They declined to cut rates before the Federal Election, but will probably begin to cut rates during the year. This is in line with other Central Banks, but Australia will retain a positive interest rate differential to support the AUD, despite being way behind in the interest rate cycle.

Conclusion

The world economy has settled after the global trade/tariff wars, but has yet to reach resolution. A US/China trade deal will be the benchmark and set the template for global trade agreements. Wars still rage in both Europe and the Middle East, providing uncertainty, but a resolution between the US and China may herald a turn away from conflict. A new status quo and peace would bring some market certainty and calm. Strategic use of hedging, will ensure that FX exposures can be mitigated, while managing volatile currency moves.



IATA-accredited and IMO approved dangerous goods compliance online

WiseTech Academy continues to deliver high quality logistics education with accredited training programs for Dangerous Goods by air and sea. Our courses meet IATA's Dangerous Goods Regulations and the IMO's IMDG Code and are delivered 100% online. Begin training now at WiseTech Academy.

IATA-accredited training – no classroom required

As the first fully online Competency-Based Training and Assessment (CBTA) provider approved by IATA, WiseTech Academy delivers air freight compliance training and compliance to global standards.

Working in partnership with DG Air Training Centre, we offer flexible, compliant training for both IATA and IMDG regulations, designed for Australian logistics professionals.

Save time and cost on dangerous goods compliance

With the Academy's learning platform, professionals can access quality video

instruction, interactive modules, proctored online exams, awarding compliance for both air and sea regulations – all without stepping into a classroom.

The Academy's admin dashboard also lets managers monitor progress and receive reaccreditation reminders, ensuring team compliance is always up to date.

Course features

- 100% online and self-paced
- Compliant with IATA DGR and IMDG Code
- Significantly reduces cost and time investment
- Built-in team management tools



Start now at: [wisetechacademy.com/dangerous-goods-courses](https://www.wisetechacademy.com/dangerous-goods-courses)

Dangerous Goods Accreditation Courses

AIR FREIGHT – Dangerous Goods Regulations – IATA DGR 'Initial' and 'Recurrent'

Preparing DG Consignments (excluding Radioactive) for shippers, freight forwarders, manufacturers & exporters **USD 290***

Preparing DG Consignments (All Classes) for shippers, freight forwarders, manufacturers & exporters **USD 290***

Accepting DG Consignments (All Classes) for airlines, cargo terminal operators, freight forwarders, cargo agents & consolidations **USD 290***

SEA FREIGHT - Dangerous Goods Regulations – IMDG Code 'Initial' and 'Recurrent'

Packing, preparing and accepting DG Consignments for freight forwarders, consolidators, cargo agents & shippers **USD 130***

Preparing non-bulk DG consignments for shippers, freight forwarders, consignors, manufacturers & exporters **USD 130***

Packing and loading/unloading DG consignments into CTUs for shippers, consignors, freight forwarders & more **USD 130***

More dangerous goods courses online at:

www.wisetechacademy.com/dangerous-goods-courses

Why choose WiseTech Academy?

WiseTech Academy is a WiseTech Global company offering high-quality online learning for logistics professionals. Educators include senior supply-chain professionals with decades of experience teaching and delivering logistics training internationally.



Abandoned Cargoes – Does “Liberation Day” matter?

By JAMES COTIS, Principal – Logical Insurance Brokers

Media reports about the trade & tariff policies introduced by the USA government in early April 2025 (so called Liberation Day) have filled many column inches in printed and on-line articles and opinion pieces. It seems that with each new week there is a change in stance.

Liberation Day has created an environment of geopolitical tensions and ongoing trade uncertainty between the USA and many countries, including Australia and China. As a result, many within the shipping industry are having sleepless nights.

Given the economic & trade uncertainties, many economists are opining there is a heightened risk of a global recession in the near term.

The impact of USA tariffs on the Australian economy is expected to be largely negative, with economists remaining cautious.

Any downturn within the economy and an increase in the retail cost of goods is likely to have deleterious effects for importers due to the potential for declines in consumer demand.

In these scenarios, importers may conclude that it is “too hard” to continue and simply walk away from cargoes landed in Australia (and other

destinations), i.e. abandon their cargoes, perhaps shuttering their operations for a period, or worse, entering administration or bankruptcy.

What does this mean for Freight Forwarders (Forwarders)?

Cargo abandonment has always been problematic for Forwarders, and we may see a surge in this phenomenon given the predicted downturn in the economic climate.

The potential liabilities for Forwarders dealing with abandoned cargoes include substantial storage, container demurrage and container detention costs. Over the years, we have been involved in many instances assisting Forwarders who have been contending with these liabilities, which are typically complex requiring extensive management resources to resolve.

In these cases, generally Forwarders have not been at fault or negligent, they simply have a contractual liability as a “booking party” under Bills of Lading. Unfortunately, there may be no legal or contractual way for Forwarders to escape these liabilities or recover the costs associated with abandoned cargoes, including container demurrage, port storage, disposal and possible fines.

These costs can be quite significant.

For example, recently we have been assisting a Forwarder who is facing costs in excess of AUD1.5 million. The Forwarder has sophisticated and well-organised operations in place, however, the cargoes had simply been “lost” in the system and not monitored. The Forwarder didn’t have specific processes in place dealing with abandoned cargoes. Further, the shipper / cargo owner disappeared, so there is little likelihood the Forwarder will be able to obtain recovery from them.

Would Forwarders’ liability insurance policies cover these types of incidents?

Cargo Liability and Errors & Omissions (also known as Professional Indemnity) insurance policies respond where there have been allegations of negligence or breach of duty arising from an act, error or omission on the part of the insured entity (the Forwarder) and the shipper/ consignee suffers financial loss. The cover would respond in relation to a mistake which is fortuitous, such as an error (negligence) in operations by the insured entity (the Forwarder), subject to the relevant policy terms and conditions.

Therefore, it follows that without fault or negligence attaching to Forwarders, Cargo Liability and Errors & Omissions cover can’t respond.

Insurers/underwriters who specialise in the provision of liability/indemnity insurances to the logistics industry recognise this coverage gap and offer additional specific cover for abandoned/ uncollected cargoes, however, the amount of cover is usually very limited.

The commercial risk is real, isn’t going away and needs to be carefully managed. Therefore, it is critical for Forwarders to learn how to identify these risks early to help mitigate any potentially high-risk customers and/or cargoes.

We suggest that Forwarders establish effective due diligence procedures and develop specific processes to identify suspect customers and shipments, to support identifying any “red flags”.

These procedures might include maintaining management controls to monitor cargo arrival, collection and any associated free periods; when to advise/correspond with shippers/ consignees about shipments awaiting collection; explore if lower costs storage options are available; obtaining Letters of Indemnity from shippers/consignees where appropriate and when to notify liability insurers.



Further, Forwarders should take all reasonable steps to know the shipper.

Forwarders should consider bringing all team members together to understand the issues and consequences surrounding abandoned cargoes, including participation in continual development of procedures to assist identify red flags. This, coupled with preparation and practice of procedures are crucial elements to enhance risk management / control strategies.

We are not suggesting that all cases of abandoned cargoes involve shippers who intentionally seek to deceive Forwarders. There could be issues of mistake, fraud or insolvency, but the simple lesson is that all bookings should be subject to deliberate decision making and procedures need to be clear about how front-line team members handle all exceptions. With adequate advance knowledge, management teams will be able to quickly determine if bookings should be accepted.

Like many troublesome issues, abandoned cargoes typically represent a small percentage of Forwarders' overall transactions, however, they usually cause significant impacts on management time, including the distraction and associated costs.

What are the key takeaways?

- Review all shipping documentation to identify potential exposures;
- Exercise Due Diligence when onboarding new shippers/customers and accepting shipments / bookings to determine if any red flags are raised;
- Well documented procedures and good record keeping is critical;
- Take immediate action to mitigate exposure to costs;
- Approach stakeholders' early regarding payment of costs and collection of cargoes;
- Review insurance programs to determine the coverage on offer;
- Notify insurers early when abandoned cargoes are suspected.

Who we are:

James and the team at Insurance Logic Pty Ltd t/as Logical Insurance Brokers (ABN: 44 002 859 252; AFSL #: 237633) provide specialist risk management and insurance solutions to the logistics industry. Logical is delighted to be associated with the Freight and Trade Alliance (FTA) and is proud to be their appointed insurance adviser since its inception in 2012. James is also a regular presenter at FTA professional development events.

If you would like more information about how a carefully constructed insurance program can help protect your business, please feel free to contact James on 02 9328-3322, email jamesc@FTAlliance.com.au or visit the Logical Insurance Brokers website at www.logicalinsurance.com.au/logistics.

Disclaimer:

Disclaimer: This article is designed to provide helpful general guidance on some key issues relevant to this topic. It should not be relied on as legal advice. It does not cover everything that may be relevant to you and does not take into account your particular circumstances. It is only current as at the date of release. You must ensure that you seek appropriate professional advice in relation to this topic as well as to the currency, accuracy and relevance of this material for you.

Making your next Freight or Clearance move?

Think Logical(ly)

Logistics is a risky game but luckily, Logical Insurance Brokers is on your team. We specialise in providing insurance advice for freight forwarders, customs brokers, and transport operators.

Steady your hand; protect your business against freight and clearance liabilities.

Call James on 02 9328 3322
or email jamesc@logicalinsurance.com.au.



www.logicalinsurance.com.au/logistics



The long arm of the law: overseas workers and Australian employment law

By ALEXANDER MILLMAN – Special Counsel, Mills Oakley

It is well understood that a nation cannot make law outside of its own borders. For an island nation like Australia these borders can stretch far over the ocean, but the principle nevertheless remains the same.

Australia's employment laws are no different, applying to the exclusive economic zone (EEZ) around its shores. However, the Fair Work Commission has found several circumstances where Australian law applied to workers in other countries.

Beyond the EEZ and continental shelf

The FW Act is expressly extended to the EEZ and the waters above the Australian continental shelf. In addition, certain parts of the FW Act extend beyond these borders.

Regulations made under the FW Act extend workers' rights under modern awards and enterprise agreements to all "Australian employers" and their "Australian-based employees" around the globe.

Those same regulations also extend protections against unfair dismissal, adverse action and stand down to those employers and employees worldwide.



The question then becomes, what is an "Australian employer" and an "Australian-based employee"?

"Australian employer" and "Australian-based employee"

Who is an "Australian employer" is reasonably straightforward, namely being:

- (a) any Australian corporation;
- (b) any employer that carries on an enterprise in the EEZ or above the continental shelf that is managed from Australia; and
- (c) the Commonwealth government.

Who is an "Australian-based employee" is, unfortunately, somewhat more difficult to pin down. These are employees who:

- (a) have their primary place of work in Australia; or
- (b) are employed by an Australian employer, whether in Australia or elsewhere; or
- (c) otherwise prescribed by regulations.

It is the "employed by an Australian employer" criterion that causes consternation, as it means that any person directly employed by an Australian employer is subject to Australian law regardless of where they may be in the world.

There is an exception to this, in that a person who is both:

- (a) engaged outside Australia; and
- (b) to perform duties outside Australia;

is expressly excluded from being caught by this clause. However, some recent decisions have demonstrated just how narrow this exclusion can be.

"Engaged in" Australia

The critical question turns on what it means for a person to be "engaged in" Australia. Given that the provision distinguishes between the act of "being engaged" and the performance of work, this is taken to mean the place where the contractual relationship between the employer and the employee is formed.

A prime example of how this works in practice came about in October 2023, when Deputy President Boyce of the FWC held that an employee who was not an Australian resident and worked exclusively in South America was an "Australian-based employee."

As a starting point, the employer was an Australian corporation and therefore an "Australian employer." The default position was, therefore, that the employee was an "Australian-based employee."

The employer had to show that the employee fell within the exception and needed to prove both elements of the exception.

While the FWC accepted that the employee performed duties exclusively outside Australia, it did not accept that the employee was "engaged" outside Australia.

The basis for that conclusion was that the employee accepted the offer of employment by email. As this email was "received" in Sydney, the Electronic Transactions Act 2000 (NSW) deemed the employment contract to have been made in Sydney.

Because the contract had been "made" in Sydney, that was also where the employee was "engaged." As such, the employer could prove only one but not both criteria of the exception. This therefore meant that the employee was able to pursue his former employer under Australian law for his dismissal.

Takeaways

Employers who engage foreign workers directly should never assume that Australian law does not apply to those engagements merely because of distance.

Engaging these workers through local subsidiaries, or even through an "employer of record," can significantly limit liability.

However, where it is necessary for an Australian employer to engage foreign workers directly proper advice should always be sought as to the legal rights and entitlements of those workers. Failing to recognise that these laws apply can be a costly and embarrassing exercise.





COMPLIANT
BUSINESS
PROCESSING

A DIVISION OF THE COMPLIANT GROUP

AT CBP, WE SPEAK YOUR LANGUAGE.

At CBP, all of our clients are from the logistics sector, so are we.



CAN'T FIND STAFF?

Build a Team with CBP
and Save Time and \$\$\$.

- Dedicated CBP agents for your business - **from US\$1,650/month.**
- Your team can start in as little as two weeks.
- Need urgent assistance? Our CBP Quick Reaction Team can be assisting you in as little as 4 hours!

ABOUT CBP

- Established in February 2017.
- 100% Australian-owned subsidiary of The Compliant Group.
- Managed and located in Manila, PH.
- Currently employs more than 450 agents supporting clients across six continents.
- 24/7 service delivery available.

SMART OUTSOURCING SOLUTIONS SAVING YOU TIME AND MONEY.

- Allocate repetitive and time-consuming tasks to your CBP team.
- Free up time for your local team to focus on your clients.
- Increase productivity by up to 200%.
- Lower labour costs by up to 70%.
- Improve your bottom line results.

YOU RETAIN 100% CONTROL OVER YOUR PROCESSES, YOUR IP, AND YOUR CBP TEAM.

We manage your team for you, ensuring they meet your KPIs and assist you in delivering your services to your clients. Keeping you informed on outcomes as much or as little as you like.

+61 407 280 155 | +61 2 9525 9500

U305, 453 Captain Cook Dr, Woollooware
NSW 2230



www.compliantbusinessprocessing.com



sales@compliantbusinessprocessing.com



The AI Revolution: A Poisoned Chalice for Cybersecurity

By JONATHAN SHARROCK, Chief Executive Officer – Cyber Citadel

Artificial Intelligence (AI) is revolutionising logistics across Australia, facilitating supply chain optimisation, fleet management, and efficient goods delivery. However, **for cybersecurity AI presents both a powerful tool for defence as well as a source of vulnerability and a catalyst for more sophisticated attacks.** A recent report by Darktrace revealed that 78% of Australian organisations are significantly impacted by AI-powered cybersecurity threats and 54% are not prepared to defend themselves.

“*On a positive front, AI provides an opportunity for reinforcing cybersecurity and mitigating vulnerabilities associated with human error*”



For senior leaders, **understanding the risks and balancing AI benefits is critical to staying competitive, compliant, and trusted.**

AI systems need vast amounts of data to be trained to carry out functions. Whether you are training in-house or outsourcing to a third-party via Machine Learning as a Service (MLaaS), **handling big data presents a cyber risk.** The data used is often sensitive, containing information about company operations or personal identifiable information (PII) about customers. Without **secure data transfer and systematic anonymisation** of PII, cybercriminals could intercept this data for use in a ransomware attack or for sale on the dark web. There is also a risk of ‘poisoning’. This is where hackers introduce malicious code into training algorithms which they later use to breach the company network, or where they provide ‘bad’ data to the AI model which compromises training. Cyberattacks like this could violate Australian Privacy Principles (APP) and lead to fines or lawsuits. Even worse, when used in navigation, driverless transportation, or critical feedback systems, **mis-trained AI could have devastating impact and even risk lives.**

Generative AI (genAI) is being increasingly used to write software, for example for tracking shipments or managing stock. Whilst this can speed up software development, **genAI hallucinations are inventing fake coding packages.** Like ordering a counterfeit part, this results in dysfunctional software. Worse however, is that hackers can predict the names of these fake packages and invent

malicious ones with the exact same names. This lets hackers plant malware they can later use to breach networks.

Generative AI is also being weaponised to launch sophisticated phishing attacks, where employees are persuaded to share credentials or personal information, or tricked into clicking on malicious links. **Logistics firms are a prime target for phishing,** because of the vast number and diversity of suppliers and partners which provides a wide choice for scammers when it comes to impersonation. GenAI has lowered the technical barrier for setting up phishing campaigns by providing **convincing emails, personal scenarios, and deepfake media.** Such campaigns have increased by a staggering 4000% since the release of ChatGPT.

On a positive front, AI provides an opportunity for reinforcing cybersecurity and mitigating vulnerabilities associated with human error. For example, **AI can scan complex networks quickly,** catching vulnerabilities before a hacker strikes. It can also **monitor networks continuously,** day and night, **and analyse big data** without search fatigue. This means suspicious activity, like the unauthorised access of a customer database, can be flagged before any serious damage. Microsoft recently demonstrated this using their flagship genAI, Copilot, to identify 20 unknown vulnerabilities before they could be exploited.

So, should we fight AI with AI?

AI should be treated like its Microsoft namesake suggests – as a ‘co-pilot’. It is an excellent tool for enhancing cybersecurity tools

such as improving vulnerability and penetration tests (VAPTs), continuous network monitoring, and initiating rapid response. Furthermore, **AI is fantastic for assessing cybersecurity posture against standards** like NIST and the ASD Essential 8. **It can also assist in compliance checking against privacy laws** like GDPR (Europe) and critical infrastructure security requirements like SOCI (Australia).

Nevertheless, **AI cannot replace core security practices**. It has limited value in implementing overarching, organisational cybersecurity strategies which involve people and processes, in addition to technology.

Implementing **zero-trust architecture** which verifies every user and device and applies the **principle of least privilege** alongside a carefully **segmented network structure** is crucial in coping with AI-enhanced malware. This requires planning and critical thinking. Moreover, **real human leadership is needed to**

establish a positive cybersecurity culture which includes staff education, incident response plans, and continuous cybersecurity review.

The Australian logistics sector is complex and facing stricter regulation which means data breaches lead to **greater fines, lost contracts, and reputational damage**. Incidents like the Akira attack on UK logistics giant KNP show potentially devastating effects: operational disruption and compromised financial data which eventually resulted in declaration of insolvency and a collapse of the company. Threat actors used simple brute force to crack a weak password and gain access to critical systems due to a lack of MFA. These methods will only become easier and more efficient with AI enhancement.

AI presents both an opportunity as well as significant challenges for cybersecurity. **A layered and adaptive cybersecurity approach** is essential,

including securing any shared data for training AI models and anonymising and encrypting personal identifiable information. Cybersecurity should **embrace AI-driven elements but must not rely on these** for the development of a comprehensive cybersecurity program. This must include **strengthening core defence** capabilities, **staff training**, and partnerships with **cybersecurity experts** who bring invaluable experience and expertise to the table.

So **don't wait for an attack** to damage your operations, reputation, and data. Don't risk insolvency like KNP. Take the chance now to **get ahead of the AI trend and prepare for the inevitable**.

Book a complimentary, no-obligation **30-minute consultation** with Cyber Citadel's CEO at <https://bit.ly/ftacc30> to discuss bespoke strategies tailored to your organisation's cybersecurity needs.

FOR LEASE: CRUSHED ROCK HARDSTAND

Pre-lease opportunity now available for a purpose built facility



Land size:
27,000 SQM



Suitable for
vehicle, trailer,
empty container
storage, or other
similar uses



Land zone:
Special use
zone 4



Situated close to
the Western Ring
and Princess Fwy



Direct access to Victoria's
High Productivity Freight
Vehicles network



LEASING ENQUIRIES

Cameron Sherwin, Development Manager
Logistics & Strategic Projects

0411 724 521 | SALTA.COM.AU





Get ready for tax time

By ROB THOMSON, Assistant Commissioner – Australian Tax Office

It's just about tax time, so we've asked ATO Assistant Commissioner, Rob Thomson to join us for a Q&A and share some tips!

When's the best time to lodge my tax return?

The best time to lodge is from late July. This allows us to collect information on wages, bank interest, private health insurance, dividends, and government payments, and pre-fill these into your tax return. All you need to do is check your information, add anything that's missing (including your deductions). The ATO app¹ is an easy way to check when we have all the pre-fill information ready for your return.

What income do I need to include?

You must include all income you received during the financial year, including money from all your jobs, self-employment, cash jobs, and money you received in other ways; including some government payments, online activities, sharing economy, crowdfunding, personal services income, foreign income, interest from bank account, rental properties, overseas investments, income from partnerships, trusts and units, and share market dividend.

How do I know what expenses I can claim?

To claim a deduction for a work-related expense, you'll need to meet 3 golden rules:

- you must have spent the money yourself, and weren't reimbursed
- the expense must directly relate to earning your income
- you must have a record (usually a receipt) to prove it.

If you incur the expense for both work and private purposes, you can only claim the work-related portion. Find more information here: deductions².

Can I claim the meals I buy and eat at work?

Generally, the cost of meals (food and drink) you buy while working are private expenses and can't be claimed as a deduction. However, you can claim for an overtime meal allowance³, as long as:

- you buy and eat the meal while working overtime
- you receive an overtime meal allowance under an industrial award or enterprise agreement
- the allowance is shown on your annual income statement and declared as income in your tax return.

Meal allowances, and any other allowances you receive must be included in your tax return where your employer reports these on your income statement. Just because you receive an allowance doesn't mean you can automatically claim a deduction. You can only claim a deduction for a work-related expense if it meets the 3 golden rules.

What about car expenses?

You can only claim car expenses if:

- your vehicle meets the definition of a car⁴
- you own or lease the car⁵
- the expenses are for work-related trips⁶
- you have the required records.

In most cases, you can't claim your normal trips between home and work – these are private expenses.

If your vehicle doesn't meet the definition of a car, you'll need to work out your actual expenses for your work-related travel, and claim the deduction as a work-related travel expense (not as a work-related car expense).

When can I claim donations made to a charity or other fund?

To claim a deduction for a donation you've made, the donation must have been to a

registered Deductible Gift Recipient (DGR). A DGR is an organisation or fund that can receive tax deductible gifts or donations; you can check if it is a DGR on ABN Lookup⁷. There are some other conditions, so be sure to check out our website⁸.

Can I use my bank statement as my record for deductions?

In most cases, your records will need to include written evidence from a supplier (like a receipt). A bank or credit card statement (on its own) is not enough evidence to support a work-related expense claim.

What's the best way to manage physical receipts throughout the financial year?

You can keep your records in either paper or electronic format, including photos, as long as they're true and clear. If you're an employee or sole trader, our myDeductions tool⁹ in the ATO app is a great record-keeping tool to keep track of your records electronically whether you lodge yourself or use a Tax agent.

What if I make a mistake on my tax return?

Whether you lodge online, through an agent or on paper, you can request an amendment using our online services. To access online services you will need a myGov account linked to the ATO¹⁰. Just make sure you wait until we've finished processing your original tax return before requesting an amendment.

After I've lodged, how can I check where my tax return is up to?

The quickest and easiest way to check the progress of your tax return is with the ATO app or by logging into ATO online services through a myGov account linked to the ATO. Remember, most tax returns lodged online take about 2 weeks to be processed.

¹ <https://www.ato.gov.au/app>

² <https://www.ato.gov.au/deductions>

³ <https://www.ato.gov.au/individuals-and-families/income-deductions-offsets-and-records/deductions-you-can-claim/meals-entertainment-and-functions/overtime-meal-expenses#Whatisanovertimeallowance>

⁴ <https://www.ato.gov.au/individuals-and-families/income-deductions-offsets-and-records/deductions-you-can-claim/cars-transport-and-travel/motor-vehicle-and-car-expenses/expenses-for-a-car-you-own-or-lease#Definitionofacar>

⁵ <https://www.ato.gov.au/individuals-and-families/income-deductions-offsets-and-records/deductions-you-can-claim/cars-transport-and-travel/motor-vehicle-and-car-expenses/expenses-for-a-car-you-own-or-lease#Youmustownorleasethecar>

⁶ <https://www.ato.gov.au/individuals-and-families/income-deductions-offsets-and-records/deductions-you-can-claim/cars-transport-and-travel/trips-you-can-and-can-t-claim>

⁷ <https://abr.business.gov.au/Search/Advanced>

⁸ https://www.ato.gov.au/individuals-and-families/income-deductions-offsets-and-records/deductions-you-can-claim/gifts-and-donations?redirected_giftsdonations

⁹ https://www.ato.gov.au/online-services/online-services-for-individuals-and-sole-traders/ato-app/using-mydeductions/mydeductions?redirected_myDeductions

¹⁰ <https://www.ato.gov.au/online-services/online-services-for-individuals-and-sole-traders/ato-online-services-and-mygov/create-a-mygov-account-and-link-it-to-the-ato>

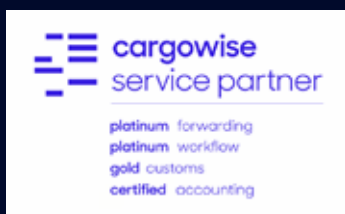
FROM BACKLOGS TO BREAKTHROUGHS



The Strategic Advantage of OBP's CargoWise Expertise

The relentless hunt for specialized skills has long been a hurdle in logistics.

For freight forwarders, seamless operations depend on the expertise of their team. Yet building this knowledge amidst sudden changes in rules and advancements can be a slow, iterative process, especially for technical skills like **CargoWise proficiency**.



The gap remains costly and hard to fill. That's why **OBP's CargoWise experts are here to stay.**



The goal is to turn your backlogs into breakthroughs.

Here's how we help at every stage:

Import

Our import services cover end-to-end solutions from documentation and compliance to shipment and financial management, and cross-border logistics.

Export

Our export services handle documentation, compliance, and operational coordination, ensuring smooth customs clearance and timely shipments

Transport

Our transport services include the planning, scheduling, route and resource optimization, financial management, and overall monitoring of deliveries.

Warehousing

Our warehousing services offer expert assistance and strategic planning for order management, covering inventory, operations, and documentation.

Brokerage and Customs

Our brokerage and customs services manage the compliance and documentation, ensuring verified assessment with financial and transactional support.

"It's not about how many jobs you process. It's about being as efficient as possible and keeping your costs at a minimum."

— Maryann Farrugia, Managing Director

Experience the full potential of CargoWise with OBP's solutions.



Contact us today

to discover more about the services we offer for smoother, smarter operations.

 www.offshorebusinessprocessing.com



Executive Freight Forwarder forum – Insights and Connections

29 APRIL 2025 - PayCargo hosted an exclusive executive lunch in Sydney, bringing together members of Freight & Trade Alliance (FTA), including many freight forwarders already using PayCargo's services in the United States and other international markets.

As a global leader in logistics payment solutions, PayCargo is transforming the way freight and shipping companies manage transactions across the supply chain. By enabling secure, same-day electronic payments between payers and vendors—including freight forwarders, airlines, shipping lines, and terminal operators—PayCargo helps eliminate delays, reduce paperwork, and improve cash flow. With a strong presence across North America and Europe and active expansion into Asia-Pacific, the platform continues to drive innovation in digital financial solutions for the logistics sector.

A highlight of the event was a keynote address by Lord David Cameron, Chair of PayCargo's Advisory Board. Drawing on his extensive leadership experience, Lord Cameron offered valuable insights into global geopolitical trends, trade tensions, and the evolving landscape for international commerce. In a lighter moment, he also shared his prediction



for next summer's Ashes cricket series—bringing a touch of humour to a thought-provoking session.

Lord Cameron served as Prime Minister of the United Kingdom from 2010 to 2016, and more recently as the UK Secretary of State for Foreign, Commonwealth and Development Affairs from 2023 to 2024. His involvement with PayCargo underscores the company's growing strategic influence and its commitment to supporting global trade through leadership, innovation, and meaningful industry engagement.





BACK ROW L to R: Nathan Harris (Nippon Express), Ray Krikorian (Hellmann Worldwide Logistics), Julien Arnoux (Maersk), Steve Busuttill (Ligentia), Amber Bailey & Vanessa Ings (Mainfreight), Ronald Spahr (International Cargo Express), Simone Peacock (PayCargo), Alessandra Heint (Savino Del Bene), Matthew Warrington (Toll Global Forwarding), Burt Sigsworth (Dnata), JK Mailsamy (Geodis), Shaun Rolls (FedEx Logistics), Adrie Reinders (PayCargo). FRONT ROW L to R: Stuart Darby (Gebruder Weiss), Grant Cusack (Expeditors International), Francis Murugan (Kuehne + Nagel), David Cameron (PayCargo), Christian Harders (Henning Harders), Paul Zalai (FTA / APSA), Stephen Stroner (United Parcel Service).

NOW LEASING: NEW LOGISTICS FACILITY

Located adjacent to Altona’s future intermodal freight terminal



-  **Building area: 20,823 SQM**
-  **Large awning for all weather loading**
-  **Quality office fit out & staff amenities**
-  **Multiple truck access points**
-  **Mixture of recessed docks & on-grade roller doors**
-  **High spec sprinkler system & high clearance warehouse**

LEASING ENQUIRIES
Helen Savage
Senior Asset Manager
0407 859 066 | SALTA.COM.AU



We have the power, now we just need the knowledge

By TRISTAN ANDERSON, Executive Advisor, Transport & Infrastructure Strategy – GHD Advisory

Our future is clear and it is all about harnessing low-cost renewable energy and our abundant resources. With plentiful extractive resources and the potential to produce some of the world's lowest-cost renewable energy, the challenge is ours to embrace. If pursued intentionally and intelligently, this advantage could propel Australia into a new era of sustainable exports, securing long-term economic prosperity while outpacing competitors in the race towards a low-cost renewable energy driven future. **It's not just physical trade that will benefit, AI and processing power is the tradable commodity of the future, and energy is the input. Data and processing power is a key future export we need to embrace.**

“ *As automation increases, labour costs will have less impact on our costs-to-consumer leaving energy with the main role to play in creating our success or failure in the market* ”

To take advantage we all need to become energy companies, upskilling in energy literacy and positioning to make, and then ride this wave.

Why Australia is a Triple Threat

Australia's natural advantages position it as a leader in carbon-free exports:

- **Abundant Critical Minerals:** Australia is rich in lithium, nickel, copper, and rare earth elements, essential for electric vehicles, batteries, and renewable energy infrastructure.
- **Low-Cost Renewable Energy Potential:** Reports from CSIRO and others confirm that solar and wind remain the cheapest sources of electricity generation in Australia, reinforcing its ability to power industries sustainably.
- **Strategic Trade Positioning:** Major trading partners like Japan, South Korea, and the EU are implementing carbon border taxes. Australia can avoid these tariffs by delivering carbon-free exports, making its products more attractive.

Investment Priorities: Where We Need Action Now

To fully capitalise on this opportunity, Australia must focus investment in key areas:

1. Renewable Energy Infrastructure

- o Expand solar, wind, and low carbon fuel capacity to power export industries.
- o Develop off-grid renewable hubs for industrial precincts.
- o Accelerate battery storage and grid modernisation.

2. Electrification of Transport & Logistics

- o Transition shipping and freight to electrification or low carbon fuels.
- o Develop green ports powered by renewables.
- o Embrace swappable battery technology and virtual power plant models

3. Green Manufacturing & Processing

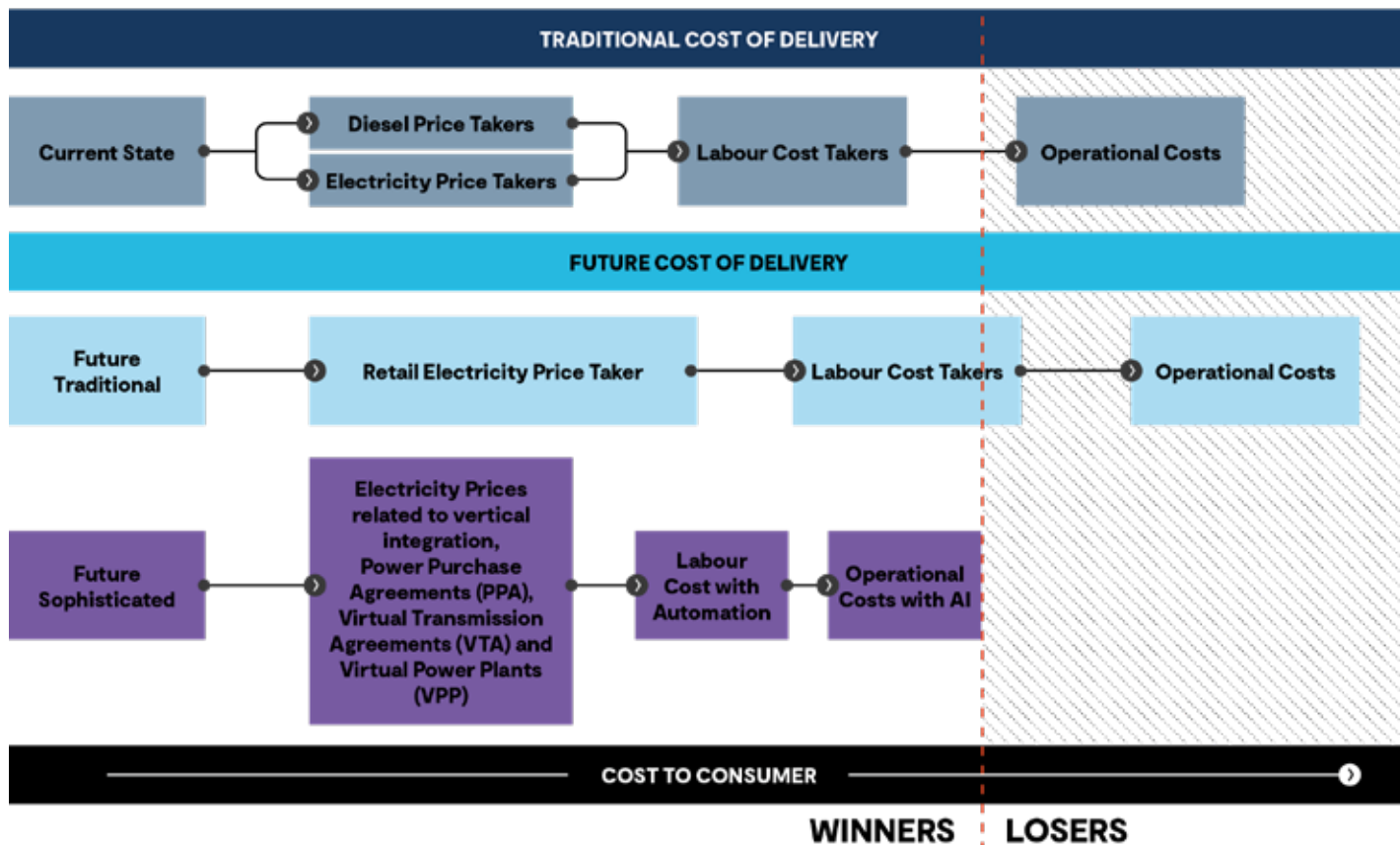
- o Use electricity and renewable fuels for green steel and aluminium production.
- o Electrify mining and refining operations.
- o Implement carbon capture and circular economy practices.

The Role of Ports, Logistics Companies, and Supply Chain Participants

For Australia to truly harness its potential, ports, logistics companies, and other supply chain participants must develop high levels of energy knowledge and proficiency. This is crucial for several reasons:

- **Efficient Energy Use:** Understanding and implementing energy-efficient practices can significantly reduce operational costs and environmental impact.
- **Integration with Renewable Energy:** Ports and logistics hubs need to integrate renewable energy sources to power their operations, reducing reliance on fossil fuels. Vertical integration with energy generation and storage companies is a real opportunity to take advantage of this transition.

Energy literacy and embracing automation and AI will separate the winners from the losers



- **Advanced Technologies:** Adopting AI-driven logistics optimisation and smart grid technologies can enhance efficiency and reduce emissions. Investigate Energy as a Service model to enhance energy asset capacity and assurance of renewable supply.
- **Green Transport:** Investing in common-user charging and battery-swap infrastructure for electric transport will be essential for reducing the carbon footprint of logistics operations.
- **Energy Literacy:** Developing a deep understanding of energy markets, technologies, and sustainability practices will enable ports and logistics companies to make informed decisions, optimise energy use, and stay competitive.

Who Will Be the Winners?

The winners in this future will be those who can adapt quickly and invest strategically in renewable energy and sustainable practices. Companies that integrate vertically, controlling multiple stages of the energy supply chain from generation to consumption, will benefit the most. This approach allows for better

synchronisation of supply and demand, reduced transaction costs, less waste, and increased efficiency. The winners will be those who embrace energy literacy and realise that their business is transforming, we have never been able to control the means of energy input the way we can now, this is how companies will compete in the future. As automation increases, labour costs will have less impact on our costs-to-consumer leaving energy with the main role to play in creating our success or failure in the market.

The Path Forward: Securing Australia's Economic Future

Australia's decarbonised export future is not just an environmental goal—it's an economic necessity. By investing in renewable-powered industries, electrifying logistics, and securing carbon-free trade agreements, Australia can future-proof its economy while leading the global transition to sustainable trade.

The nations that move first will define the future—Australia has the resources, the energy, and the opportunity to lead.



Tristan Anderson is a GHD Associate – Transport and Energy Strategy and frequently engages in national debates ranging from decarbonisation, supply-chain resilience, and adoption of new technology. The opinions expressed are his own and should not be interpreted as GHD opinions.



The Forever Change

How Trump has Triggered a Paradigm Shift for Australian Ecommerce

By KAI LINCOLN, Director – Aggregate Co

In under 150 days, Donald Trump's second term as POTUS and his barrage of executive orders has already reshaped global commerce. Among the most profoundly affected are Australian Ecommerce retailers, many of whom are now confronting a stark new reality: it is no longer financially viable to ship low-value Chinese-made goods from Australia to the United States. The twin pillars of this transformation are the removal of the de minimis threshold for Chinese-manufactured imports and the imposition of high tariffs across broad product categories.

This combination has created a watershed moment for Australia's retail and wholesale sectors who have a US customer base, forcing companies to reevaluate longstanding cross-border strategies. As a result, an unprecedented wave of Australian Ecommerce businesses are now shifting operations offshore by setting up warehouses and fulfilment centres within the United States.

A Breaking Point for Traditional Models

For years, the de minimis exemption allowed goods valued under USD \$800 to enter the U.S. duty-free, streamlining cross-border Ecommerce and fuelling rapid growth in small-parcel exports from countries like Australia. Australian companies were able to consolidate Chinese goods into domestic Australian warehouses, sell them online to a global customer base, pick, pack and ship to the U.S. consumer.

While shipping times were relatively slow (as compared to US:US deliveries) and costs were relatively high (as compared to US domestic shipping), the advantage of Australia was the Free Trade Agreement with China, meaning that goods in Australia were landed in the warehouse at a lower cost than they could be into the US. With an enormous consumer market, a very small uptake of sales in the US often represented a material portion of sales for the humble Australian retailer, often in excess of 30% of total sales.

The Trump policy shift announced in early 2025 changed everything. Under new rules implemented by the Trump administration, goods of Chinese origin

are no longer eligible for de minimis exemptions. This move, designed to target low-cost Ecommerce platforms like Temu and Shein, has unintentionally trapped Australian retailers in the crossfire. Goods processed and shipped from Australian warehouses are still classified as Chinese-origin if the original manufacturing occurred there, and thus are now subject to full tariffs and customs duties.

For many Australian Ecommerce businesses, the sudden increase in cost and complexity has rendered their existing export model unworkable. Shipping directly from Australia and paying duties on retail price currently (at the time of writing) leads duty costs to be more expensive than the value of the goods themselves. Even if the duties are halved in the coming months (or by the time of publication), a 50-70% duty on retail price will be enough to deter US shoppers.

The table on the opposite page is reflective of a traditional apparel retailer. In 2024, though it financially made sense for a retailer to fulfill from the US, the difference in margin wasn't always enough reason to bridge the perceived increase in effort and risk. In 2025, however, the removal of the de minimis instantly adds a material cost of duty, which, if not recovered from the consumer, would lead to a loss and unsustainable business model.

The U.S. as a New Fulfilment Hub

In response, a growing number of Australian retailers have initiated rapid operational shifts. The preferred strategy is to set up U.S.-based third-party fulfilment centres and import products



Line Item	2024		2025	
	Import into Australia, Cross-Border Fulfillment	Import into the US, Local Fulfillment	Import into Australia, Cross-Border Fulfillment	Import into the US, Local Fulfillment
FOB Cost	-\$10	-\$10	-\$10	-\$10
Duty upon Import	\$0	-\$4	0	-\$14.50
Import Freight and Warehousing	-\$2	-\$2	-\$2	-\$2
Final Mile Delivery	-\$20	-\$7	-\$20	-\$7
Total COGS	-\$32	-\$23	-\$32	-\$34
Retail Price	\$75	\$75	\$75	\$75
Duty Payable into US	De Minimis	N/A	-\$108.75	N/A
Shipping Recovery at Sale	\$10	\$10	\$10	\$10
Total Revenue	\$85	\$85	\$85	\$85
Gross Profit \$	\$53	\$63	-\$24	\$52
Gross Profit %	62%	74%	-28%	61%

from China directly into the United States in bulk. Though this method incurs duties at the time of import, the duties are calculated on manufactured cost rather than retail price. Furthermore, this allows retailers to distribute goods domestically, dramatically reducing shipping times, last-mile delivery costs, and improve consumer experience. Companies that have already made the switch report not just stability, but significant growth.

This wave of relocation is not without precedent. Previous case studies, particularly in the fashion and consumer electronics sectors, show that Australian retailers who establish a U.S. warehousing presence typically see 2-3x revenue growth within 18 months. The reasons are simple: better customer experience, shorter delivery times, and inclusion in high-performing U.S. sales channels.

Now, in the wake of U.S. protectionist reforms, that growth pathway is becoming a necessity, not an option.

Crucially, this change reduces the psychological and operational barriers for other Australian businesses. In the past, setting up a U.S. warehouse was seen as a major strategic leap, often justified only by exceptional growth forecasts. Today, the decision is less about expansion and more about survival. As more companies move and succeed, a domino effect is likely: late adopters will have greater confidence to follow suit, with clearer playbooks and service partners already in place.

Impacts on the Australian Logistics Sector

This structural shift comes with ramifications for Australia's own logistics

industry. As Ecommerce exports decrease, domestic freight forwarders, 3PL warehouses, and parcel exporters face contraction. Jobs associated with pick-and-pack, international postage, and export compliance may gradually shift offshore, particularly as U.S. warehousing becomes the norm.

However, some niche opportunities may arise. Freight consolidators that pivot to supporting bulk ocean freight to U.S. warehouses rather than parcel export could benefit from the new demand. Similarly, Australian logistics tech providers that can help manage offshore inventory and cross-border compliance may find a lucrative market.

Risks and Frictions Ahead

This transition is not without its challenges. Establishing warehousing in the U.S. introduces new cost structures — 3PL logistics costs, state taxes, insurances, US accountancy costs, etc. There are also regulatory considerations, particularly for food, cosmetics, and electrical goods, which must meet U.S. standards.

Moreover, the speed of this shift risks overloading smaller Ecommerce operators who may lack the capital or expertise to scale globally. Government support, in the form of trade advice, subsidies, and partnerships with logistics firms, could play a vital role in smoothing the road.

The Long-Term Strategic Shift

The de minimis removal and new tariff regime may appear to be policy technicalities, but their implications have catalysed a permanent rethinking of Ecommerce strategy. Australian retailers are now operating in a new paradigm:

one where international proximity to the customer is not a bonus, but a requirement.

In time, this change will likely strengthen the international competitiveness of Australian Ecommerce. By embedding infrastructure closer to key markets, retailers will be better positioned to scale in the U.S., Europe, and beyond. The outcome could be a more globally integrated, agile retail sector that transcends the tyranny of distance that has long constrained Australia's growth.

Conclusion: A Forever Change

The removal of the de minimis exemption for Chinese goods, championed by Donald Trump's administration, has created a fault line in global Ecommerce that Australian retailers can no longer ignore. What began as a policy to curb Chinese influence in U.S. markets has triggered a much wider transformation, pushing Australian businesses to globalise faster than ever before.

This is not a temporary adjustment. It is a structural shift — a forever change — and those who adapt first will likely emerge as the leaders of a new era in cross-border retail.



Are you ready for the new class 1 Approved Arrangements requirements

By ANDREW CHRISTIE, Founder & Director – Andrew Christie Consulting

The Department of Agriculture, Fisheries and Forestry has been working with the industry to update class 1 Approved Arrangements. Since January, amendments to classes 4.6 and 12.1 have been made, and changes to classes 1.1 and 1.3 are upcoming.

What do these changes signify for Biosecurity Industry Participants (BIP) who operate under either a 1.1 or 1.3 Approved Arrangement?

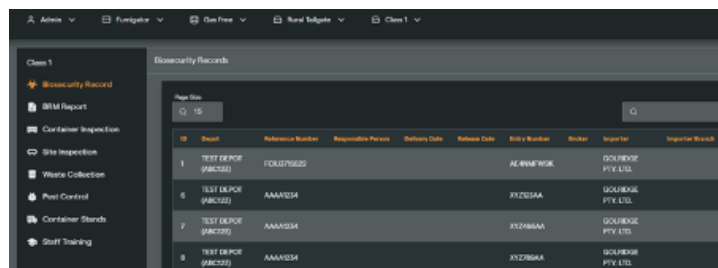
Firstly, there will be approximately 43 additional requirements introduced. These new stipulations will mandate BIPs to provide further assurances. In general terms, these requirements can be categorised under Site Hygiene, Monitoring, Verification, Dunnage, Waste, and Record Keeping.

The additional requirements will necessitate BIPs to exercise greater diligence in their role as an Approved Arrangement holder and demonstrate a higher level of assurance.

These modifications will require BIPs to be more meticulous in their functions and recording processes to ensure that during audits, compliance can be effectively demonstrated. Consequently, these additional requirements, when implemented at most depots, will generate a substantial amount of paperwork that must be available for audit review.

The B.I.E.R.S app and portal helps BIPs meet class 1 compliance requirements. Key features include:

- Storing biosecurity directions for traceability, including import permit number, Air Waybill/Bill of Lading number, receipt date, processing details, release from biosecurity control, disposal details, and storage location.
- Providing inspection results and attaching final directions via email or the portal, eliminating manual entry.



Report	Reference Number	Responsible Person	Release Date	Release Date	Entry Number	Inspected	Inspector	Inspector Branch
1 TEST DEPOT (AIRSIDE)	FOLDS7602				ALBANY		COLIN	PTV LTD
6 TEST DEPOT (AIRSIDE)	AAAA1234				XXXXXX		COLIN	PTV LTD
7 TEST DEPOT (AIRSIDE)	AAAA1234				XXXXXX		COLIN	PTV LTD
8 TEST DEPOT (AIRSIDE)	AAAA1234				XXXXXX		COLIN	PTV LTD

Biosecurity Directions

- Verifying seal and container numbers against biosecurity directions through the app, with options for photographic evidence and staff member nomination. It also supports container inspection and commodity verification.

This system enables the BIP to conduct site inspections independently and provide comprehensive reports to the department during audits. Any non-compliances identified through these inspections can be automatically forwarded to the designated manager for prompt rectification. Additionally, these reports facilitate the development of specific inspection questions tailored to their site requirements. Inspections encompass several areas including the biosecurity area (both warehouse and external), office area, 4.3 washbay, and the 4.6 fumigation area.

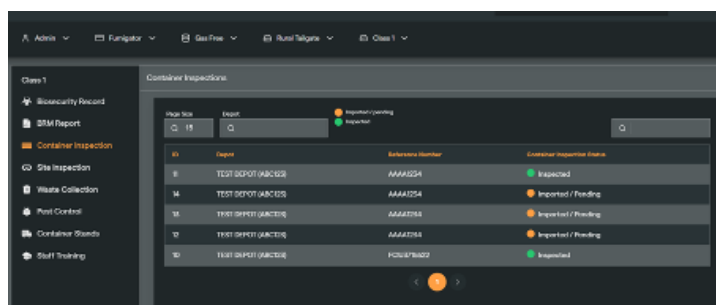
Staff training records are also maintained on the portal, with each staff member having an individualised list of completed training sessions. Certificates and other documentation related to training can be attached for thorough record-keeping.

Furthermore, waste collection and pest control receipts can be stored on the portal, centralising all biosecurity-related documentation in one accessible location.

If you are a 4.6 AA and your fumigator uses the B.I.E.R.S app, your fumigation information will be visible on the portal. Similarly, if you are a 14.4 AA, your rural tailgate information will also be accessible.

The B.I.E.R.S portal and app centralise biosecurity requirements for BIPs. Users get password-protected access, with unlimited logins provided. Only staff who complete Biosecurity Awareness and Class 1-8 training or approved internal training will receive app access.

Can you afford to skip automating your biosecurity compliance? Contact me for a demonstration.



Report	Reference Number	Container Inspection Status
8 TEST DEPOT (AIRSIDE)	AAAA1234	Inspected
14 TEST DEPOT (AIRSIDE)	AAAA1234	Inspected / Pending
16 TEST DEPOT (AIRSIDE)	AAAA1234	Inspected / Pending
17 TEST DEPOT (AIRSIDE)	AAAA1234	Inspected / Pending
18 TEST DEPOT (AIRSIDE)	FOLDS7602	Inspected

Biosecurity container inspection records

Hytec Cooling provides

A ONE STOP SOLUTION

from design and consulting, to construction and ongoing maintenance and service of cold storage and fumigation facilities.

Why choose us?



24 hour availability



Qualified with expansive knowledge



Experience in the perishable freight industry



ECO SOLUTIONS

We can assist you in efficient reduction of energy consumption and excellent improvement in performance for refrigeration equipment through our Eco Solutions such as:



- Variable speed drives
- Electronic expansion valves
- Other power reduction components



We're the trusted partner for:

SEAWAY

MAINFREIGHT

 Pak Fresh Handling
www.pakfresh.com.au

HubX

Learn more: >>>





Australian Government
Department of Agriculture,
Fisheries and Forestry

Biosecurity Treatment Provider Reference Group

By JOHN PARK, Head of Business Operations | Secretary of BTPRG

Since commencement of the Biosecurity Treatment Providers Reference Group (BTPRG) on 1 July 2020, the group has played an important role in representing members' interests to the Department of Agriculture, Fisheries and Forestry (the department) on Guidelines, Treatments and Methodologies that are governed under Approved Arrangements.

The BTPRG is open to members who are onshore biosecurity treatment providers (Approved Arrangements: 12.1 Methyl Bromide Fumigation, 12.2 Sulfuryl Fluoride Fumigation and 12.3 Heat Treatment). Freight & Trade Alliance (FTA) partnered with Andrew Christie (Andrew Christie Consulting), an ex-Department of Agriculture executive and now Australia's

premier biosecurity consultant, to chair the BTPRG with technical support from Sal Milici, FTA's General Manager Trade Policy & Operations.

Over the past 5 years interactions by the group with the department have allowed members to engage on all aspects of their Approved Arrangement conditions and treatment guidelines and methodologies. These discussions have enabled members to provide operational commentary on both current activities and future changes.

"Working with the FTA's Biosecurity Treatment Providers' Reference Group (BTPRG) has provided the department with access to a range of industry viewpoints that have been helpful in shaping regulatory policy for biosecurity

fumigations. In particular, the industry knowledge contributed by BTPRG members has been valuable in ensuring that practicality is one of the key considerations in the development of requirements."

Nick Small

A/g Principal Director, Approved Arrangements Program Department of Agriculture, Fisheries and Forestry

The support and activities of the BTPRG members are a necessary link in the understanding by both industry and the department of the operational and policy requirements of protecting our borders and communities. FTA thanks the members for their support and the department for their open engagement.



Fintran Australia is the country's largest fumigation and biosecurity company, with teams operating in every state and territory. Our national presence means one call connects you to expert service anywhere in Australia—no handovers, no delays. We specialise in quarantine and pre-shipment treatments for grain, breakbulk, vessels and containerised cargo, ensuring full compliance with Australian biosecurity standards. Trusted by exporters, importers, and logistics providers, we deliver consistent, efficient, and safe outcomes at every port. With Fintran, you get seamless coordination, and peace of mind—nationwide. 1300 777 395



Fume West, Western Australia's premier fumigation company, delivers expert solutions with a focus on compliance and quality service. Founded by industry veterans, we offer 24/7 mobile fumigation services, licensed by DAFF (Mobile AA #W2172). Specializing in quarantine, customs, and treatments using Methyl Bromide, Sulfuryl Fluoride, Ethyl Formate both carbon dioxide and nitrogen mixes, Phosphine, EDN and Blue Fume, our experienced team, led by Phil, ensures safety and efficiency for containers, breakbulk cargo, silos, ships and more. With deep industry knowledge and a commitment to customer satisfaction, Fume West is your trusted partner for all fumigation needs.



Fumigate All Hours (NSW) are your mobile fumigators, specialising in Methyl Bromide and Sulfuryl Fluoride for an extensive range of biosecurity concerns. This third-generation family business has been servicing the Sydney area since 1968; and whether it's import, export or voluntary we can provide fumigation and detection services with all respective EPA, DAFF, ISPM15/AWPCS etc licences and approvals. Our fumigations are conducted using the BIERSystem, giving you complete transparency to your fumigation's status and access to any associated paperwork (free of charge, compliments of the supplier). With our wealth of experience and expertise we work to guarantee our clients complete accountability and exceptional, reliable and thorough biosecurity fumigation services, as we have for the last 55+ years.

Don't hesitate to email or call us for your biosecurity treatment needs on bookings@fahns.com.au or 02 9523 0858.

LOG FUMIGATION

Commercial & Domestic Pest Services



Log Fumigation have performed the largest BMSB Fumigation to date, Non-Agriculture (Break Bulk) tarped 10, 500 Cubic meters, 12 container straddles in early January 2022. When it comes to break bulk, we've got you covered for all your fumigation needs - contact Keith Coughlan: 0403388697 info@logfumigation.com.au



Luckens are proud to be part of the BTPRG working with the Department, the FTA and our peers to provide practical feedback on Biosecurity treatments and methodologies. Luckens is Western Australia's most experienced and versatile Biosecurity Treatment Provider and the only bonded and manned depot, offering a drive through tailgate service and completing Quarantine Inspections without waiting for a booking.

Luckens employ ten Licensed Fumigators and have a dedicated team available to perform Mobile Biosecurity Services including inspections, remedial cleaning, fumigation, and insecticidal flushing in metropolitan and regional Western Australia

Please contact Jason or Sam for more information logistics@luckens.com.au (08) 6595 0800



Melbourne Fumigation was formed in 2019 by Tom Dawson, Marcus Dawson and Nick Burgoyne whilst working in the port logistics sector. It was during this time we saw a demand for compliant fumigation providers who could provide quality, time crucial fumigation services to businesses operating within the transport and logistics industry. Our team's industry knowledge and qualifications allow us to provide fumigation services that assist businesses to meet the demands of the industry and of their clients. From small depots to national carriers, importers or exporters, Melbourne Fumigation can tailor the best solutions for any fumigation requirements



Price & Speed Containers:

Depot 1: Just minutes from Port Botany and Sydney Airport, offers 6 acres of bonded and biosecurity-approved facilities including fumigation, cool/freezer rooms, heat treatment, and a weighbridge.

Depot 2: Specialises in high-volume FCL fumigations during BMSB season and bonded storage/OOG unpacks off-season, with auto email updates and secure unpacks.

Depot 3: Focuses on OOG unpacks, crane lifts, and LCL/reefer storage.

Depot 4: Handles project work, crane lifts, and FCL/LCL storage.

All depots are strategically located near Sydney Ports, with Sunday bookings available by appointment only.



Steritech is Australia's provider of contract irradiation treatments. This heat-free, chemical-free sterilisation and quarantine treatment is provided at four facilities across Melbourne, Sydney and Brisbane. These sites use Gamma, X-ray and E-beam sources to optimise treatments for a wide range of industries and products. Steritech also offers Ethylene Oxide treatment services at select sites.





An update on Australia's biosecurity system

By MONICA COLLINS, First Assistant Secretary, Biosecurity Operations Division
(BOD), Department of Agriculture, Fisheries and Forestry (DAFF)

As Freight & Trade Alliance (FTA) readers are no doubt aware, the Department of Agriculture Fisheries and Forestry's Biosecurity Operations Division play a pivotal role in deploying regulatory biosecurity policy and services to uphold the integrity of Australia's biosecurity system. But beyond this lies a mission that impacts every Australian – protecting our agricultural, fisheries and forestry production worth \$94B¹ annually while facilitating vital international trade.

We are witnessing unprecedented changes to international trade relations and long-standing economic partnerships. Global markets are challenging the multi-lateral cooperation and nations are shifting to alternative alliances outside of traditional frameworks like the World Trade Organisation (WTO). The disruptions underscore the inherent volatility of interconnected global trade and supply chains – and inevitable demand for an Australian biosecurity system capable of flexibly responding to change.

In the financial year 2024-25 biosecurity operations continued to service strong growth, with passenger numbers, cargo and mail volumes, and aircraft arrivals all increasing. Additionally, we've seen seasonal pest detections continue to rise and Foot and Mouth Disease outbreaks in Europe requiring changes to Australia's biosecurity import conditions. Despite these increased challenges, our biosecurity operations and workforce are better equipped to handle the emerging pressures.

Biosecurity Operations Workforce and Systems Enhancements

Our dedicated workforce, a network of nearly 2000 biosecurity officers and 56 highly trained detector dogs, working across 35 locations, including 3 external territories, continue to profile, screen, audit, assess and inspect millions of consignments, mail, travellers, and conveyances annually. Their combined efforts have led to a five-year average of over 25,000 pest and disease identifications.

We're proud to report strong progress in meeting our service delivery standards. While this progress has been led by an upscaling of our workforce - with the addition of over 200 frontline staff in 2024 – it is also testament to our strong

collaborations with industry and to our efforts to digitally transform how we do business.

These collaborations, through the Simplified Targeting and Enhanced Processing Systems (STEPS) program, are developing smarter, leaner and more responsive digital platforms and processes that are driving real efficiencies for both government and industry – proving that these partnerships benefit everyone.

One of the most exciting developments has been the progressive roll-out of the Approved Arrangements Management Product (AAMP) to all 3600 approved arrangements that was successfully completed in late 2024. AAMP is an online application enabling biosecurity industry participants (BIPs) to view and update their own approved arrangement details, enhancing information access for industry as well as administrative efficiency for both industry and the department. AAMP implementation has seen a 56% reduction in the number of emails to the department requesting approved arrangement details updates compared to email volumes prior to AAMP's implementation.

Additionally, for Customs Brokers the Cargo Online Lodgement System (COLS) now provides cargo management timeframes and non-compliance findings, while the External Verification for eCertificates (EVE) system enables Customs Brokers to see digital certificates as they assess commodities.

Being Future Ready

Today, rules-based trade and supply chains face unprecedented volatility. Climate change, geopolitical challenges and shifting market dynamics – all demand innovative solutions and adaptive strategies.



Understanding the economic trends and productivity hurdles is essential for developing resilient and sustainable agriculture, fishery and forestry sectors and importantly, effective biosecurity measures that protect their respective supply chains against pest and disease.

The government's priorities are delivered in partnership with industry stakeholders to ensure biosecurity measures work on the ground while also facilitating trade and expediting the clearance and release of cargo and conveyances in transit or at the Australian border.

DAFF has reviewed and updated its Biosecurity 2030 Roadmap in response to these changes in the broader strategic operating environment. The roadmap sets the department's vision and guides the delivery of a risk-based biosecurity system that effectively, efficiently and sustainably protects Australia's environment, economy and way of life, both now and in the future.

The roadmap's nine strategic actions are closely aligned with the six priority areas of the National Biosecurity Strategy, ensuring our work delivers on the Commonwealth's commitments for a stronger national biosecurity system. The nine strategic actions cover all



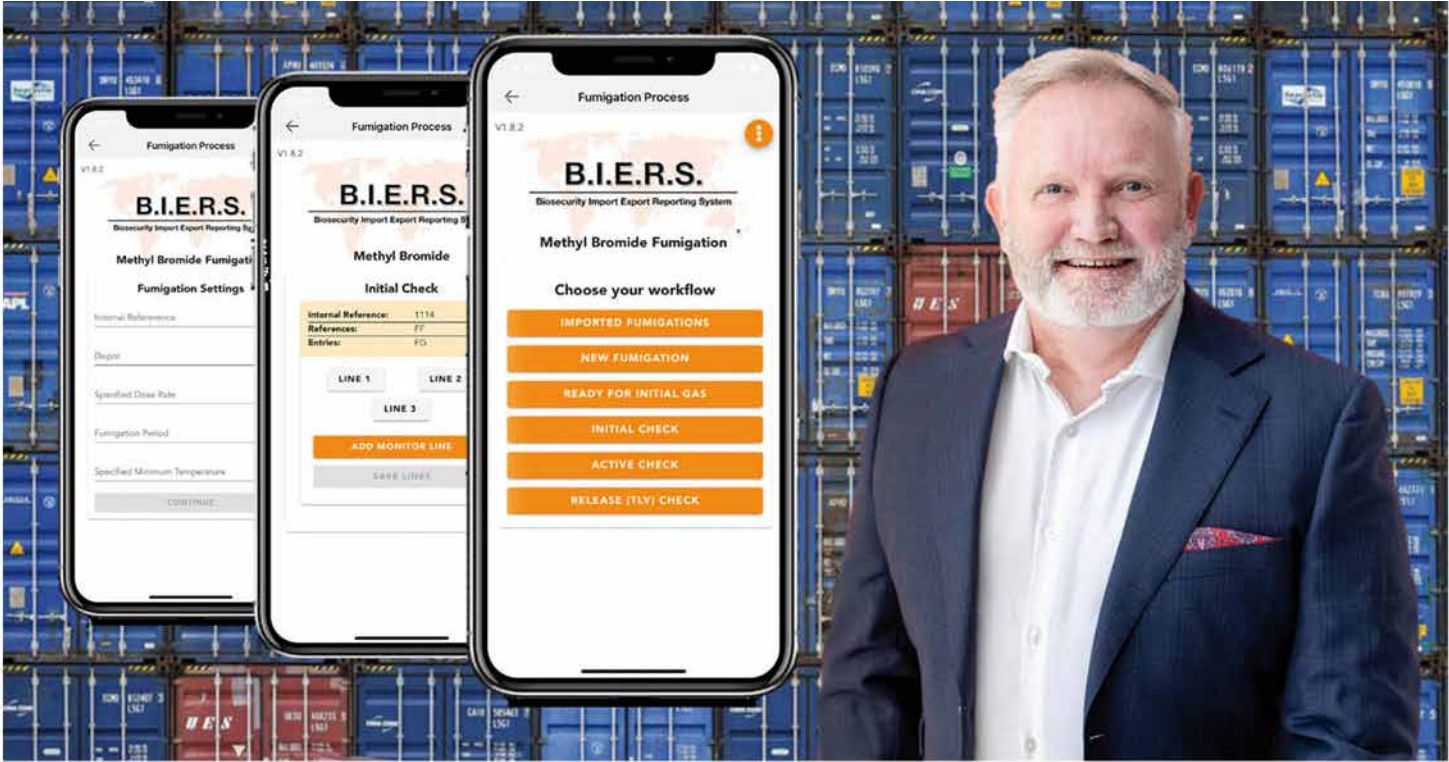
aspects of biosecurity from collaboration both here and overseas to investing in a skilled workforce and using innovations and technologies to support a stronger system. The roadmap also acknowledges the importance of our collaborations and partnerships with industry stakeholders.

Our ongoing progress against the roadmap will be shared through the annual Biosecurity Funding and Expenditure Report – maintaining our commitment to stronger transparency and accountability of our biosecurity priorities, expenditure and funding.

Complementing, and informed by the Biosecurity 2030 Roadmap, the Biosecurity Operations three-year strategy has also been developed to provide a comprehensive summary of

the biosecurity operations priorities and anticipated challenges from 2025 to 2028, both within and outside the department. The three-year strategy summarises our purpose, goals, activities, and challenges, along with how our culture, behaviours and staff capabilities will enable us to be successful. The priorities identified in our strategy include enhancing our regulatory practices, uplifting our digital maturity, and investing in innovation and modernisation.

The three-year strategy is designed to enhance operational efficiency, foster innovation, and strengthen partnerships, demonstrating we are committed to building a resilient and adaptable organisation capable of meeting future challenges and delivering exceptional service.





Australian Government
Department of Climate Change, Energy,
the Environment and Water

High GWP small AC ban extends to multi-head systems from 1 July

The import and manufacture of small multihead split air conditioning systems using a hydrofluorocarbon (HFC) refrigerant is banned from 1 July 2025.

These bans mean new equipment using R 410A (GWP 2,088) or R 134a (GWP 1,430) cannot be imported, except under a licence exemption or in certain limited cases when a licence may be issued.

Similar equipment in these categories can be imported using R 32 (GWP 675), or for small portable air conditioners, R 290 (propane).

The ban applies to outdoor units for multi-head split systems, including variable refrigerant flow systems, if the equipment:

- is designed to be used to cool or heat, or both, a stationary space primarily for human comfort
- has a standard refrigerant charge of 2.6 kg or less (based on the compliance/ rating plate)
- is designed to operate with an HFC refrigerant with a GWP of more than 750, whether or not the unit is charged with refrigerant when imported.

There will be no direct changes for consumers. Alternative technologies using different refrigerants are already available in Australia.

Existing installed equipment won't be affected. Equipment imported before 1 July 2025 may be sold and installed after that date. HFCs for servicing existing equipment will be available as the overall pace of the phase-down is designed to match demand and end-of-life equipment replacement.

If necessary, HFC supply can be supplemented by recovery of used HFCs and reprocessing back to manufacturers' specifications.

The national regulations and licensing for refrigerant handlers and technicians



Has a cooling capacity of 2.6 KW
Refrigerant 410a

Item	Portable Air Conditioner
ERR Class	Class A
Cooling Capacity	1460W 2000W 2344W 2600W
Heating Capacity	1200W 1700W 1900W 2100W
Rating Input (cooling)	555W 780W 880W 985W
Rating Input (heating)	450W 782W 850W 950W
Refrigerant	R410A/R290
Moisture	0.7L 0.8L 0.9L 1.2L/H
Noise Level (high)	<64db(A)
Air Volume (m3/h)	350 320 300m3/h
Application Area(m2)	8-18m2
N.W/G.W (kg)	19.5/21 20.5/22 21.5/23 22.5/24
Unit Dimension (mm)	330L*292*686.5H
Package Dimension (mm)	379L*336*867H
Voltage	220-240V
Certificate	CCC/CE/CB/GS/ERP/ETL

remain the same. Technicians installing or servicing equipment containing alternative gases should be appropriately trained. More information about the training required to handle refrigerants is available at www.arctick.org/training.

Several alternatives with no or very low global warming potential (GWP) are available in Australia, and it is recommended that products be imported with lower GWP gases where possible. These gases are not regulated under the Ozone Protection and Synthetic Greenhouse Gas Management legislation unless they are in a blend containing an HFC. They include refrigerants such as ammonia, carbon dioxide and hydrocarbons (sometimes called 'natural refrigerants'), as well as hydrofluoro-olefins (HFOs).

DCCEEW is working with industry to help you understand your obligations and ensure your actions are compliant with our national environmental management laws.

The import or export of a scheduled substance, without a valid license or applicable exemption is prohibited and penalties may apply.

Individuals or businesses in breach face penalties ranging from official warnings through to the suspension of their license or significant fines.

The ban on high Global Warming Potential (GWP) small multi-head systems follows similar restrictions on small singlehead split systems, portable and window/wall air conditioners that started on 1 July 2024.

The goal is to protect the environment by significantly reducing emissions of ozone-depleting substances and hydrofluorocarbons

The bans reduce future demand for higher GWP HFCs to service equipment, and remove outdated, climate-damaging air conditioning models from the Australian market.

This reduction is part of our international obligations under the Montreal Protocol to phase down the amount of synthetic greenhouse gases imported into Australia. This is done through reductions to Australia's bulk gas quota and types of equipment that are permitted to be imported into Australia.

DCCEEW anticipates an 85% reduction in HFCs will be reached on 31 December 2035. This is equal to 1.607 million tonnes CO2-e annually from 2036 onwards. It is consistent with the HFC phase-down agreement under the Montreal Protocol.

If you come across something you think does not comply with our legislation, visit the DCCEEW website or email ozone@dcceew.gov.au.

Advance your career with the online Diploma of Customs Broking

WiseTech Academy's nationally recognised TLI50822 Diploma of Customs Broking offers a pathway to become a licensed customs broker in Australia, and it's fully online. Flexible, accessible, and accredited, the Diploma now also provides credit toward a Bachelor or Masters at Charles Sturt University.

Flexible customs training for real-world careers

Delivered entirely online, the Diploma of Customs Broking from WiseTech Academy allows professionals to upskill without interrupting their current employment.

Learn from experienced licensed customs brokers and receive expert guidance throughout your journey toward obtaining your Australian customs broker licence.

Learn anytime, anywhere

Students can begin at any time of year, with pay-as-you-go options available to make study more manageable. This flexible approach makes it easier to balance professional and personal commitments while working toward your qualification.

A direct path to customs broker licensing

Recognised by the National Customs Brokers Licensing Advisory Committee (NCBLAC), this course provides the knowledge and credentials needed to apply for your Australian customs broker licence.

Whether you're already in a customs support role or planning your next career step, this course is built to get you there.

Course benefits

- Delivered 100% online
- Nationally recognised and NCBLAC-endorsed
- Expert-led webinars and course guidance
- Peer forums for student discussion and support



Start your customs journey today with WiseTech Academy:
www.wisetechacademy.com

TLI50822 - Diploma of Customs Broking | Online



TLI50822 - Diploma of Customs Broking | 100% Online

USD 1568*

What you'll learn

The Diploma of Customs Broking will provide you with the skills and knowledge to apply to be a licensed Customs Broker in Australia. The program features 14 study units, including topics on border clearance fundamentals, biosecurity, tariff classification of goods, customs valuation, managing goods under customs control, indirect taxes, import/export prohibitions/restrictions, anti-dumping and countervailing measures, and more.

This Diploma is recognised by the National Customs Brokers Licensing Advisory Committee (NCBLAC) and is the pre-requisite course for professionals seeking to get their Australian customs broker licence.

www.wisetechacademy.com

Why choose WiseTech Academy?

WiseTech Academy is a WiseTech Global company offering high-quality online learning for logistics professionals. Educators include senior supply-chain professionals with decades of experience teaching and delivering logistics training internationally.



The future of customs compliance: How BorderWise empowers trade professionals

In today's complex global trade landscape, customs compliance is both a critical responsibility and a significant challenge for logistics professionals. With ever-evolving regulations, complex trade agreements, and strict enforcement measures, customs brokers and trade professionals require powerful tools to stay compliant and avoid costly errors.



Within this scope, BorderWise emerges as an indispensable solution for staying ahead of regulatory requirements and ensuring seamless cross-border operations.

Why customs compliance is more important than ever

Today's global trade landscape demands absolute precision. The financial and reputational risks of non-compliance are greater than ever before. Minor errors in tariff classifications, documentation, or disregard to trade restrictions can lead to heavy fines, shipment delays, or even criminal liabilities.

For customs brokers and those navigating complex supply chains, this pressure to make informed, quick decisions is constant. But with the right technology, managing these risks becomes significantly easier. This is where BorderWise plays a pivotal role.

BorderWise: A vital tool for trade professionals

BorderWise isn't just another compliance tool – it's a comprehensive solution

designed to simplify the intricacies of border regulations and provide seamless access to critical information. By aggregating data from customs publications across the world, it offers users a single, reliable source for tariff classifications, legislation, trade restrictions, and compliance requirements.

For customs brokers, importers, and exporters, the ability to quickly retrieve relevant data is essential for making informed decisions. BorderWise's advanced search capabilities ensure that trade professionals can locate the precise information they need, in real-time, enabling them to operate with confidence and efficiency.

Unmatched depth and breadth of information

BorderWise consolidates global customs content, including information on prohibitions, restricted items, dual-use goods, free trade agreements, and much more. Whether it's navigating complex rules of origin or understanding tariff schedules, BorderWise provides users

with all necessary insights to make informed decisions and avoid costly compliance errors.

Its libraries now include a recent addition – the BorderWise UK library and EU library – making it an even more valuable resource for businesses engaging in trade with the EU, UK and Northern Ireland. This expansion strengthens BorderWise's global reach, offering customs brokers an even broader set of tools to ensure regulatory compliance across key markets.

Tailored for a diverse range of users

With three editions – Single Window, Single Window Plus Pro Pack, and Global Entries – BorderWise caters to businesses of all sizes and needs. Whether integrated with CargoWise or used as a standalone solution, BorderWise enhances productivity and simplifies the compliance processes for customs professionals, enabling them to meet stringent deadlines with precision and accuracy.

Future-proof your business with BorderWise

The dynamic nature of global trade requires a proactive approach to customs compliance. With the depth and flexibility that BorderWise offers, customs brokers and logistics professionals can mitigate risks, improve operational efficiency, and safeguard their company's success.

In an era of heightened compliance demands, the ability to streamline processes and confidently navigate complex trade regulations has never been more important. BorderWise is the solution that ensures you stay ahead of these challenges, empowering you to operate with agility and precision in today's global marketplace.

Exclusive offer for FTA Members

As a member of the FTA, you're entitled to a special offer on BorderWise. Join countless others who have benefited from our commitment to innovation and excellence in global logistics. Visit FTAlliance.com.au for more details.



Licensed depots and warehouses are a key focus of the ABF –

Are you ready?

CGT Law has noticed a sharp increase in ABF audits and infringement notices regarding breach of depot conditions, cargo reporting and movement of goods under customs control. The ABF has also publicised its cancellation of a major Sydney depot. The message is clear, if you want to operate a licensed depot or warehouse you must achieve a high level of compliance.

Don't wait for a suspension or cancellation notice from the ABF – the best strategy is to respond clearly and fully to any identified claim of non-compliance

Customs and Global Trade law has helped clients:

- understand their obligations as a license holder
- implement internal quality assurance programs
- review depot and warehouse standard operating procedures
- respond to notices of an intention to suspend or revoke a license
- seek withdrawals of infringement notices
- resolve disputes regarding cargo reporting
- draft warehouse and 3PL terms and conditions

If you have experienced a negative ABF audit or are concerned about your depot or warehouse compliance, don't hesitate to contact us. As with all areas of customs law, FTA members received 45 minutes complementary advice.



T: 03 9844 4289 • **M:** 0431 646 488
E: rwiese@cgtlaw.com.au
www.cgtlaw.com.au





False claims of Australian origin – An unexpected risk resulting from US tariffs

By RUSSELL WIESE, Director – CGT Law

Since the end of World War II, countries have generally reduced the level of tariffs and other restrictions placed on imported goods. Supply chains have been built around this as many countries have moved manufacturing offshore and placed greater focus on a services driven economy. However, this 80-year trend has been ground to a sudden halt by US President Trump who has implemented a series of tariffs, most notably against Chinese goods, aluminium, steel and motor vehicles. As traders seek to navigate these new waters, there will be risks and opportunities for Australian logistics professionals.

Greater uncertainty

The challenges brought about by the change in US policy is not only the increased tariffs, but the unpredictability about their implementation. Following “Liberation Day” traders were given less than a week’s notice of the new standard 10% tariff on all imported goods. Massive tariff hikes on Chinese originating goods were implemented with barely any notice. At the same time, the high tariffs against the EU and a host of over countries were set to begin and then suddenly deferred for 90 days. This uncertainty means that at the time of accepting orders, suppliers and customers really cannot predict what US tariffs will apply. However, usually it is the case that a tariff change does not apply to goods on the water.

There have been a number of solutions proposed to these problems. Some have focused on lowering the customs value of goods and others on fitting into an exempt tariff classification. One approach that may be either an honest mistake or an example of deliberate avoidance, is incorrectly stating the country of origin. Logistics professionals will have a crucial role in advising their clients as to whether a proposed course of action is actually a solution or risky customs non-compliance. Below are some issues associated with country of origin claims.

Honest suppliers that do not understand how country of origin is determined

The increased tariffs are based on the country of origin of the goods. Those

not involved with the practical aspects of international trade may not understand that the country of origin is different from the country of export. Country of origin is determined by various rules that look at the connection between a product and a certain country. It is not based on the country of export. A good made in China cannot avoid duties on Chinese goods by being shipped first to Singapore and then exported from Singapore to the US.

This may seem obvious to customs brokers, but it is not to the general community. For example, a Nobel Prize winning economist suggested there would be a surge in exports to the US from Northern Ireland (10% tariff) as European manufacturers (20% tariff) changed their shipment route to take advantage of the lower rate applying to UK exports.

Customs brokers and forwarders can easily explain to their customers how country of origin is determined and help them avoid a risky and unnecessary change to the supply chain. Part of that advice should include the following:

- The US customs broker lodging an import declaration will need to declare the country of origin and will base this on where the goods were made, not the country of export
- US Customs and Border Protection officers will be closely auditing goods with an unexpected origin status

“ *There are some red flags that logistics professionals should be looking for to try identifying a false claim as to origin* ”

”

- False statements as to the origin of goods can present the following risks:

- o Unexpected duty bill
- o An importer that is not prepared to accept the consignment with the resulting costs of redirecting the shipment
- o Penalties for making a false statement
- o Seizure of goods
- o Close scrutiny of future imports adding delays to the supply chain.

While your advice regarding origin may be unpopular, it will also be invaluable.

Deliberate false statements as to origin

While there is of course innocent mistakes regarding origin, there will be those that seek to deliberately misrepresent foreign made goods as originating in Australia. This would involve shipping foreign made goods to Australia, entering those goods for customs purposes, repacking those goods and shipping to the US. It will take a significant duty differential to justify this step. However, at the time of writing there was a US 135% duty difference between Chinese made and Australian made goods. On a shipment of \$100,000, this is a differential of \$135,000. For some it will justify the costs of shipping to Australia and the risk of making a false statement about origin.

This will not only be a risk with Chinese originating goods. If the proposed higher country specific tariffs are imposed, some of our closest neighbours might be tempted to ship via Australia. As an example, both Indonesia and Fiji are facing tariffs of 32%. For every \$100,000 of goods, it will be \$22,000 cheaper to pass off the goods off as originating in Australia. Given the proximity to Australia, the extra shipping costs and time, may not be significant.

Customs brokers and forwarders need to be on the lookout for this tactic. Even though the main risks will be faced by the US importer and customs broker, there are still risks for Australian logistics professionals. An export declaration will need to be lodged, and that document will need to include a statement as to the origin of the goods. There is no doubt such claims will become subject to close attention by the Australian Border Force (ABF), especially if it is clear that trade is

“*Customs brokers and forwarders can easily explain to their customers how country of origin is determined and help them avoid a risky and unnecessary change to the supply chain*”

being transhipped via Australia. It is an offence to make a false statement to the ABF, even if it is not deliberately made.

If the false statement as to origin is identified at the US border, there is a real risk of abandonment of shipment, or at least delays in clearing the goods. This will cause container detention and storage costs and, in some cases, costs of destroying or redirecting the goods. If the Australian forwarder is the shipper on the bill of lading, there is a real risk of it being liable for these additional costs.

What to look for

There are some red flags that logistics professionals should be looking for to try identifying a false claim as to origin. These include:

- An exporter that is a newly registered Australian company or a company with a new ABN
- An Australian company that has no history of producing the exported goods
- A claimed Australian manufacturer that does not have a website or any other evidence of promoting its “Australian made” goods
- An inability of the supplier to provide proof of receipt of payment. It is expected the payment will be made to the true offshore supplier.
- A supplier that is selling on DDP terms. This means that the supplier is responsible for importing the goods into the US. This is often a tactic of a \$1 company that is set up for the purpose of customs avoidance. They will take the risk of being caught by US authorities and disappear

as soon as the fraud is detected.

- Lack of evidence as to origin – A genuine Australian exporter will be able to obtain a certificate of origin issued by an authorised body in Australia, such as a Chamber of Commerce.

Opportunities

Of course, there are those that will act within the rules and be looking for genuine ways to claim Australian origin. For these traders, they will need advice from customs brokers regarding what steps need to be undertaken in Australia to properly attract Australian made status. There will be difficult questions regarding simple assembly operations and finishing and whether this is sufficient to change the origin of the goods. For these companies, Trump’s tariffs will present an opportunity for forwarders and brokers to move from an operational role to being a crucial supply chain strategy advisor.



Cybersecure Fit and Proper Checks with Veritas WADSIC solutions

Your partner in achieving ABF compliance. From straightforward applications to effortless audits.

Compliance in a highly regulated industry doesn't have to be difficult. With the ABF's updated obligations around Fit and Proper Checks, warehouse and depot license holders must meet strengthened regulatory requirements.

Veritas provides proven, secure solutions to ensure your compliance. Our online platform helps you achieve ABF requirements without compromising time, resources, cybersecurity, or data privacy.

One system. Multiple features.

Veritas' WADSIC solution centralises key functions and data holding requirements in one intuitive platform.

With our Fit and Proper Check solution you can:

- Manage personnel background check data in our online portal
- Invite personnel to complete background checks

- Verify right to work (VEVO)
- Track progress and receive notifications in real time
- Access records for audits and reporting
- Manage all your personnel in one register by importing existing data
- Select to print WADSICs for compliance and simplicity

There is no paperwork, spreadsheets, or internal handling of personal data. Every step is streamlined and auditable, adhering to ABF requirements and compliance.

Veritas's platform is a cybersecure repository for records and consent forms. We process Fit and Proper checks that include police checks and VEVO Checks. We also hold application forms, ID documents and consent forms for 5 years as per ACN 2024-21.

Our system further supports adding your existing data to ensure that as a licensee, all your data is in one place. You

can seamlessly present information and documents required for audits within 7 days, which is in line with ACN 2022/46.

A system built with your industry in mind

Veritas helps you focus on your core business with our efficient solutions.

Online applications take approximately 10 minutes. 70% of results are received within 24 hours. Our platform is held to the highest cybersecurity standards and is ISO 9001:2015 and ISO27001:2022 certified.

With Veritas you are always audit ready. You can instantly download completed checks and documents from your online management portal. Should the ABF request more information, we'll assist promptly.

Whether under the Customs Act, ATSA, MTOFSA or SOCI Act, Veritas has the expertise and infrastructure to support you.

1,500+ Australian companies already trust us to simplify their compliance processes.

Contact us today.



Australia reported 87,400+ cybercrimes in FY2023-24*

Is your warehouse or depot at risk?

- ✓ Cybersecure data collection & holding
- ✓ 18 years of trusted expertise
- ✓ Streamlined compliance

1300 VERITAS
wadsic.com.au

*Australian Signals Directorate's Annual Cyberthreat Report





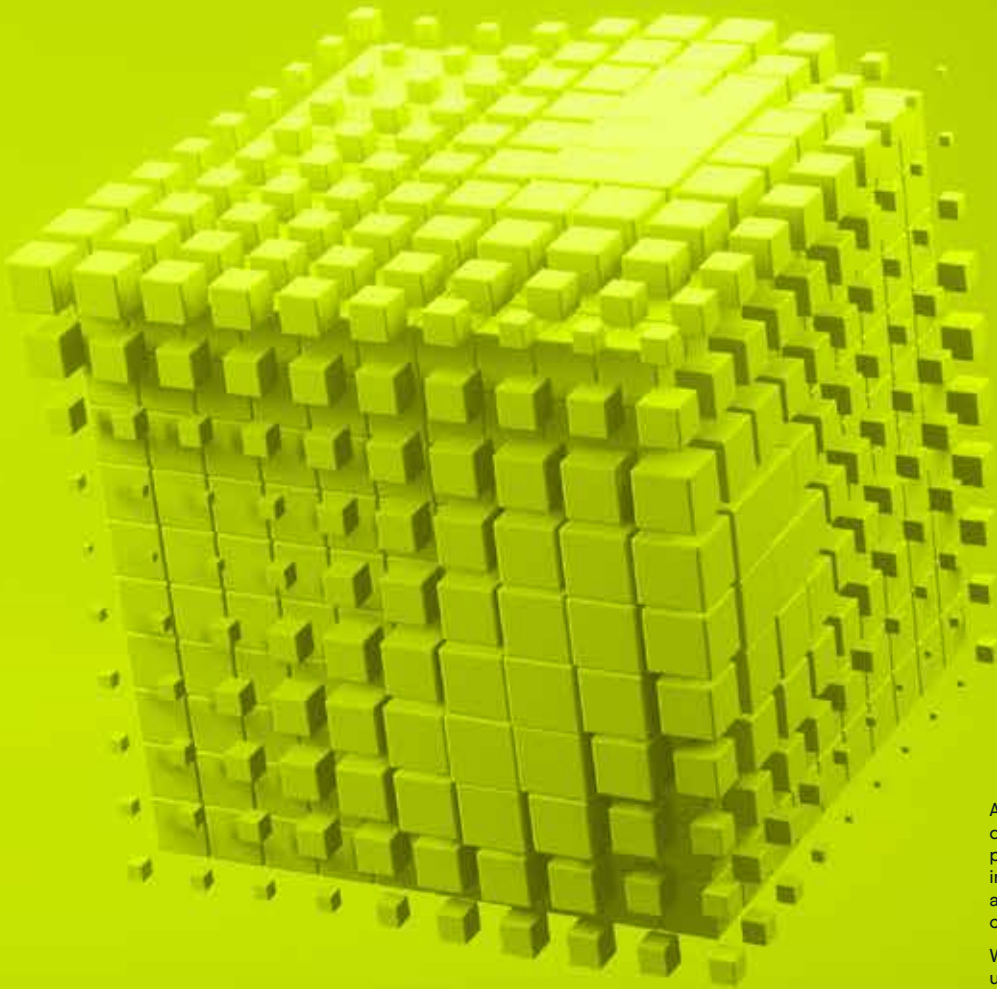
For more info
meshedup.com

Your Documents

Meshed

##

Where
Everything



Australian based and owned, docMesh is a domain-aware, process driven document intelligence solution designed and developed by supply chain professionals.

We speak your language, understand your pain points, and provide solutions to navigate you swiftly through daily processes.

With instant actionable insights at your fingertips, docMesh enhances workplace efficiencies, eliminates risk, and improves user experience.

Comes
Together.

docMesh

Lead the way with the Diploma of International Freight Forwarding

For professionals ready to grow their logistics career or upskill their freight forwarding teams, the WiseTech Diploma of International Freight Forwarding offers the ideal foundation. Delivered entirely online through WiseTech Academy, the course is designed for maximum flexibility and immediate workplace relevance.

A streamlined approach to freight forwarding education

This comprehensive Diploma equips both new and experienced logistics professionals with the skills to thrive in international freight operations.

Built to reflect the realities of today's supply chain environment, the course is structured to support learners at any stage of their journey, from newcomers to aspiring leaders.

Learn online, on your terms

WiseTech Academy's platform provides intuitive access to modules anytime, anywhere, removing barriers to professional growth and making industry education more accessible than ever.

Training that's built for global logistics

Delivered through WiseTech Academy's dynamic online portal, the Diploma features high-quality video content, interactive assessments, and real-world case studies, all supported by expert mentors and a connected learner community.

Becoming a freight forwarding expert

Graduates will gain deep knowledge of international freight operations—including transport modes, safety procedures, customs, dangerous goods, insurance, and more.

What's included

- 16 self-paced online units
- Fully digital delivery
- Ongoing student support and forums



Start building your global logistics career at: www.wisetechacademy.com

WiseTech Diploma of International Freight Forwarding | Online

WiseTech Diploma of International Freight Forwarding | 100% Online

USD 640*

What you'll learn

The WiseTech Diploma of International Freight Forwarding is a WiseTech Global accredited qualification in freight forwarding, supporting students and professionals in gaining access to the world of international transport and logistics. The 16 courses included in the Diploma provide students with insight into the global movement of cargo, the relevant regulatory requirements, and the conventions and barriers that impact the flow of trade. Upon completion, graduates will possess the functional knowledge and skills they need to operate as a freight forwarder anywhere in the world.

The Diploma is made up of 16 standalone, pay-as-you-go courses, each priced at USD 40*

www.wisetechacademy.com

Why choose WiseTech Academy?

WiseTech Academy is a WiseTech Global company offering high-quality online learning for logistics professionals. Educators include senior supply-chain professionals with decades of experience teaching and delivering logistics training internationally.



COMPLIANT
CUSTOMS

A DIVISION OF THE COMPLIANT GROUP

100% End to End Customs Clearance Solutions.



100% Wholesale.
100% Neutral.

**Save Money, Save Time,
Stay Compliant.**

Contact Compliant Customs today!
sales@compliantcustoms.com.au



Level 1, 29 Kiora Road, NSW 2228



+61 407 280 155



sales@compliantcustoms.com.au



www.compliantcustoms.com.au



SPONSORS

The Australian Peak Shippers Association (APSA) and Freight & Trade Alliance (FTA) would like to acknowledge the following sponsors for their ongoing support of the Alliance.



To find out more about advertising in Across Borders or how to become an APSA / FTA sponsor, please refer to www.FTAlliance.com.au or contact us at info@FTAlliance.com.au

What's on...

Calendar

of events 2025/26



Further details and to book your place at FTA & APSA events go to
www.FTAlliance.com.au/Upcoming-Events

APSA ANNUAL GENERAL MEETING

Wednesday 6 August 2025 – online meeting
10:00am-12:00pm (AEST)

2025 CARE-FACTOR INDUSTRY CHARITY TRADE BALL

25 July 2025, 6:30 pm - Fullerton Hotel, Lobby Level/1 Martin Pl, Sydney NSW

This important event will bring industry peers from the Logistics and Freight industry together for a great night and raise money for our chosen charity. Find Ya Feet, transforming Australia's approach to mental health by breaking down the "tough it out" mindset. Through powerful, story-driven workshops in schools, sports clubs and workplaces, the organisation empowers young Australians to open up, support one another, and take ownership of their wellbeing. With vulnerability and connection at its core, Find Ya Feet is creating a nationwide culture shift - one honest conversation at a time.

FTA / APSA CHRISTMAS NETWORKING FUNCTIONS

Join us for an end of year celebration – enjoy pizza and drinks (from 6pm)

MELBOURNE – Thursday 20 November 2025
Mr McCracken (1A Larkin Boulevard, Essendon Fields)

SYDNEY – Thursday 27 November 2025
One Drop Brewing Co (5 Erith Street, Botany)

PERTH – Wednesday 3 December 2025
8 Knots Tavern (110 Riverside Road, Fremantle East)

BRISBANE – Thursday 4 December 2025
Brew Dog – DogTap Brewery (77 Metroplex Ave Murarrie)

"KEEPING AUSTRALIA'S INTERNATIONAL TRADE MOVING"



Australian Peak Shippers
Association Inc. (APSA)

REGISTER NOW AT
www.FTAlliance.com.au/upcoming-events

2025 / 2026 CPD BORDER COMPLIANCE PROGRAM

FTA delivers industry-leading Continuing Professional Development (CPD) events. Hosted each year in Sydney, Melbourne, Perth and Brisbane, our Border Compliance Program events are tailored for licensed customs brokers and supply chain professionals; accredited by the Australian Border Force, they offer a practical blend of regulatory updates, case studies, and expert insights equipping participants with the latest knowledge on customs, biosecurity and best practice trade compliance techniques.

ONLINE TRAINING - MYFTACPD

FTA delivers industry-leading Continuing Professional Development (CPD) events. Hosted each year in Sydney, FTA offers a cost-effective member online training package with a library of CPD topics and the Department of Agriculture, Fisheries and Forestry Continued Biosecurity Competency (CBC) assessment. Discounts are offered to businesses with multiple purchases with the option for an all-inclusive invoice for FTA Corporate Membership and CPD / CBC training - price on application to Training@FTAlliance.com.au

SUPPORTING AUSTRALIA'S MARITIME TRADE NEEDS

NSWPorts



Read how NSW Ports is planning for the future of our ports and port supply chains in our 40-Year Master Plan for Sustainable Growth.

NSWPORTS.COM.AU/NSWPORTS-MASTER-PLAN