



Cargo and Shipping Executive Report

FY2016-17 March Quarter

INTRODUCTION

This is the quarterly Cargo and Shipping Executive Report, covering the January to June quarter (**Q4**) of the **2016-17** financial year. This edition includes statistics on commercial and noncommercial consignments, vessels, containers, and post quarantine detections.

DEFINITIONS

Noncompliance	Imported goods (including food), containers or international vessels that do not comply with the Department of Agriculture and Water Resources requirements or directions
Intervention point	When imported goods, containers or international vessels are subject to intervention before entry into Australia

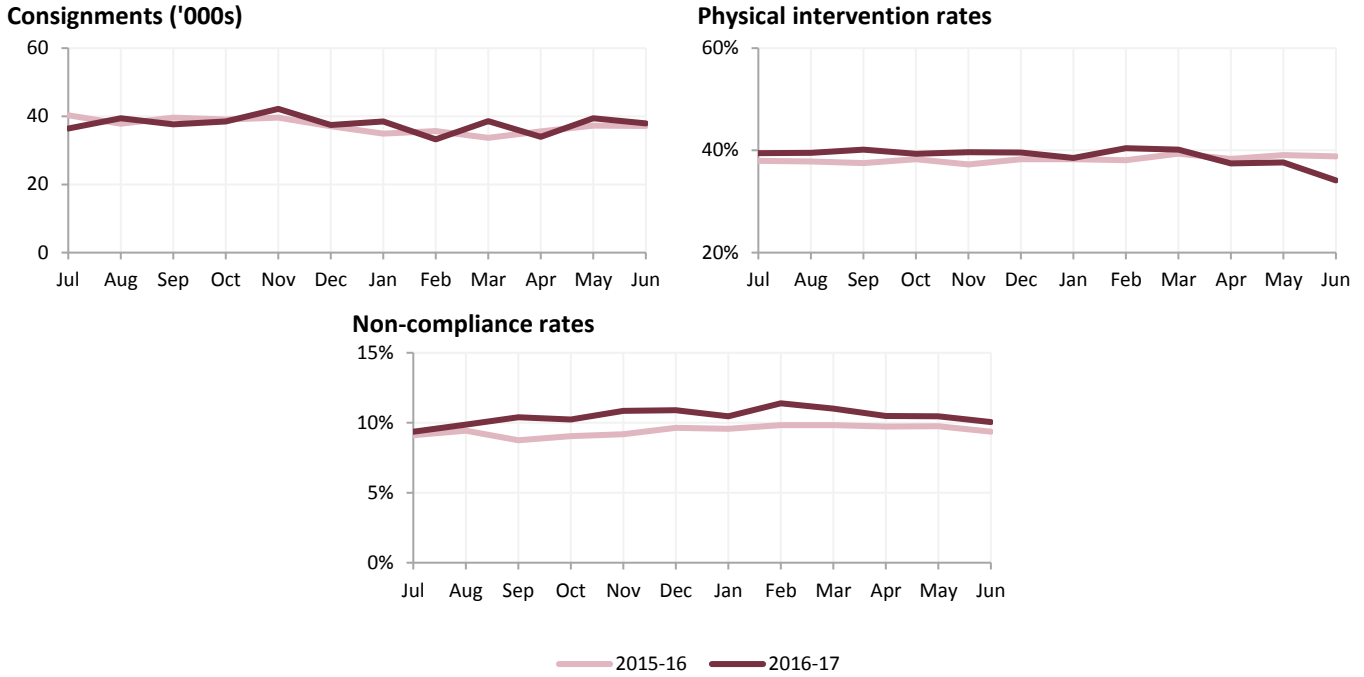
COMMERCIAL CONSIGNMENTS

Noncompliance rates – proportion of commercial consignments referred to the Department (full import declarations and long form self-assessed clearances) having one or more noncompliant directions or Automatic Entry Processing (AEP) results in the Agriculture Import Management System (AIMS).

Physical intervention rates – proportion of consignments referred to the Department that were inspected, treated, exported or destroyed.

National

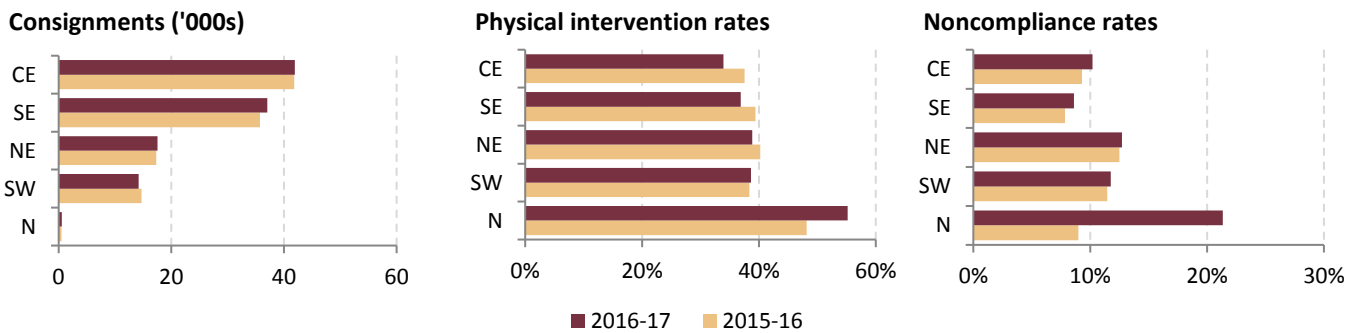
Volumes, physical intervention and noncompliance rates for commercial consignments referred to the Department.



Regional¹

Volume, intervention and noncompliance rates

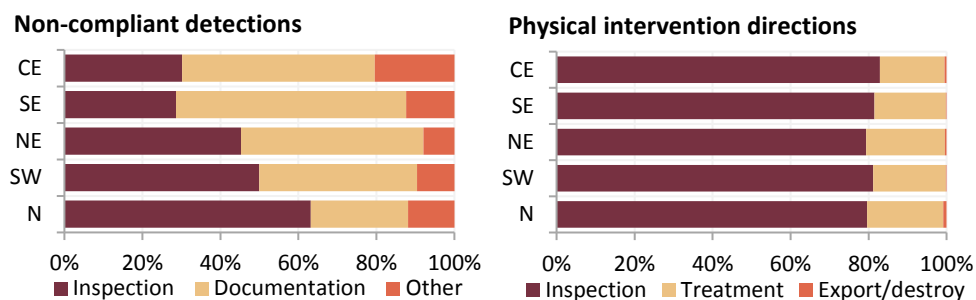
Volumes, physical intervention and noncompliance rates for commercial consignments referred to the Department in Q4.



¹ Regions for commercial consignments are classified by each consignment’s destination port. This can differ from the physical intervention point or where the noncompliance was detected.

Detection and intervention types

Data shown is the proportion of noncompliant detections found by inspection, document check or other methods (such as, during the treatment, export or destruction process) of commercial consignments in Q4. Data also shows the proportion of inspection, treatment and export or destroy directions applied to commercial consignments in Q4.



NONCOMMERCIAL CONSIGNMENTS²

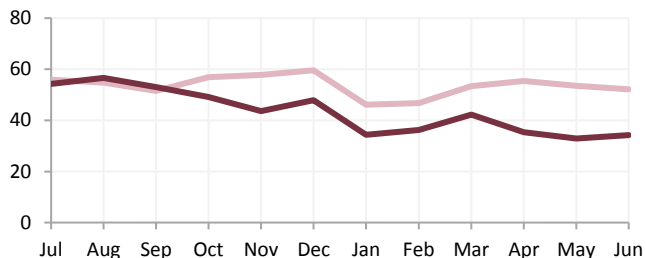
Noncompliance rates – proportion of noncommercial consignments referred to the department that require further action, with the exception of inspection and release

Physical intervention rates – proportion of noncommercial consignments referred to the department that were inspected, treated, exported or destroyed in either the Self Assessed Clearance system (SAC) or AIMS.

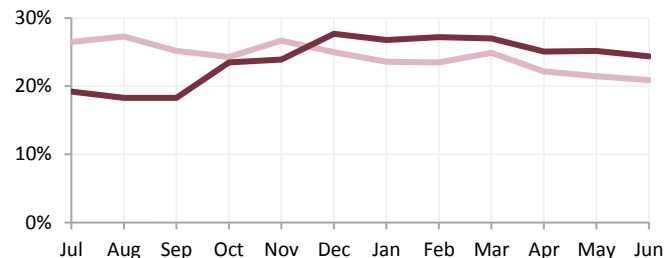
National

Volumes, physical intervention and noncompliance rates for noncommercial consignments referred to the Department.

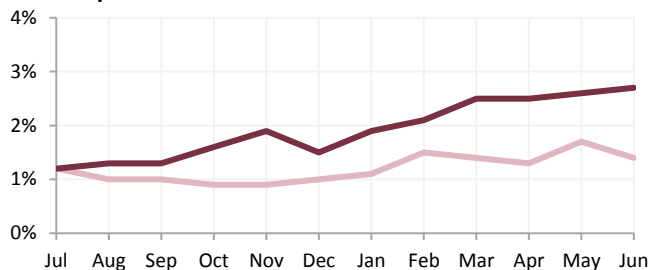
Consignments ('000s)



Physical intervention rates



Non-compliance rates



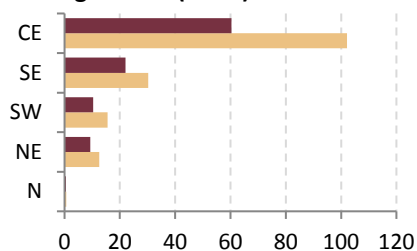
— 2015-16 — 2016-17

Regional³

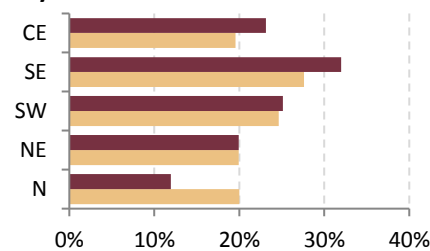
Volume, intervention and noncompliance rates

Volumes, physical intervention and noncompliance rates for noncommercial consignments referred to the Department in Q4.

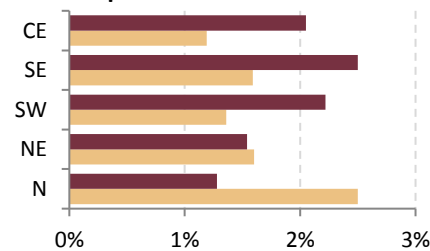
Consignments ('000s)



Physical intervention rates



Noncompliance rates



■ 2016-17 ■ 2015-16

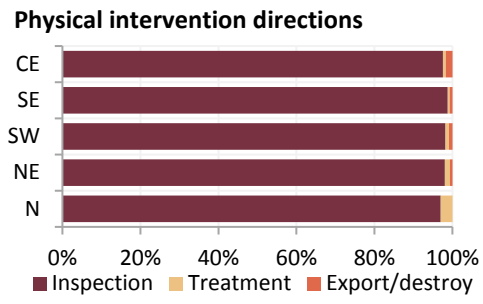
² Agriculture's SAC ICT system was not designed to track biosecurity issues and therefore cannot accurately report on intervention and compliance rates. Limitations in SAC include:

- Documentation noncompliance is not recorded
- Only the last direction result applied is captured
- The compliance status of SACs upgraded to AIMS is unknown

³ Regions for noncommercial consignments are classified by their discharge port. This can differ from the physical intervention point or where the noncompliance was detected.

Intervention types

Proportion of inspection, treatment and export or destroy directions applied to noncommercial consignments for Q4.



SEA CONTAINERS⁴

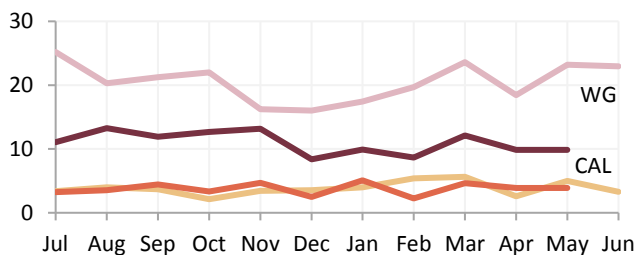
The department inspects the external surfaces of imported sea containers as they leave the wharf gates (WG). In addition, targeted on wharf inspections are performed for containers from particular countries on the Country Action List (CAL). CAL countries are identified due to particular unique risks such as 'Giant African Snail'.

Noncompliance rates – proportion of containers with low or high level biosecurity risk material detected during a WG or CAL inspection.

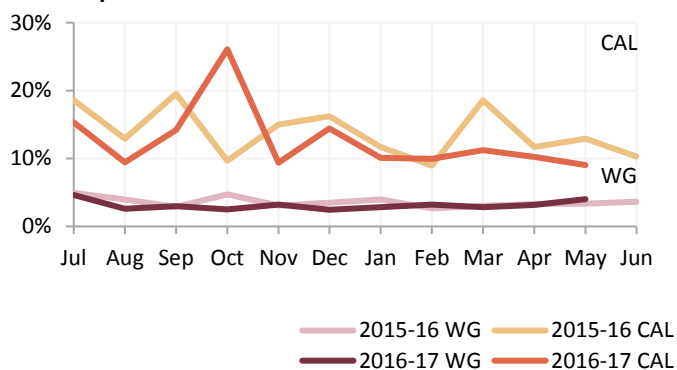
National

WG and CAL container inspections and noncompliance rates.

Containers inspected ('000s)



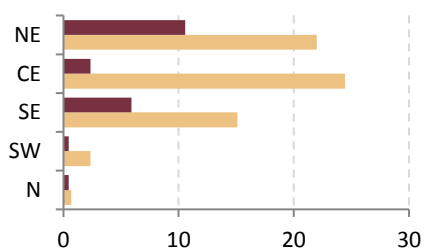
Noncompliance rates



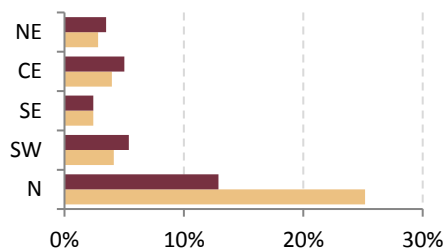
Region

WG and CAL container inspections and noncompliance rates in Q4.

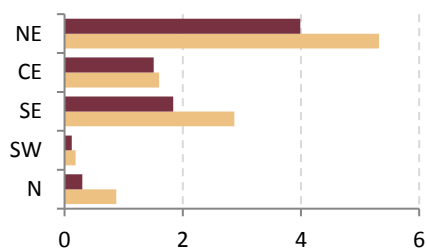
WG inspections ('000s)



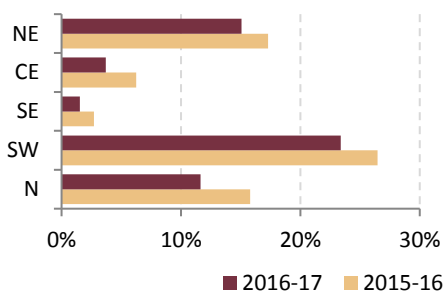
WG noncompliance rates



CAL inspections ('000s)



CAL noncompliance rates



⁴ Total container volumes and intervention rates are unavailable at time of publication.

INTERNATIONAL VESSELS⁵

Vessel voyage – One or more consecutive visits to an Australian port after travelling in international waters..

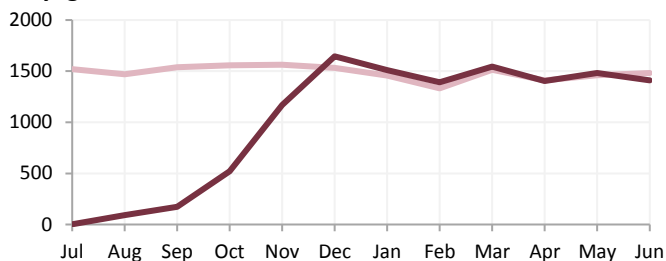
Failure rates – For VMS data, the proportion of vessel voyages that contained an inspection result of 'Fail'. For MARS data, the proportion of vessel voyages that contained an inspection that resulted in 10 or more demerit points being applied.

Inspection rates – For VMS data, the proportion of vessel voyages that contained an inspection result of 'Fail', 'Non conformity' or 'Pass'. It excludes inspections with the result of 'Noninspect' or 'No result'⁶. For MARS data, the proportion of vessel voyages that contained a completed inspection.

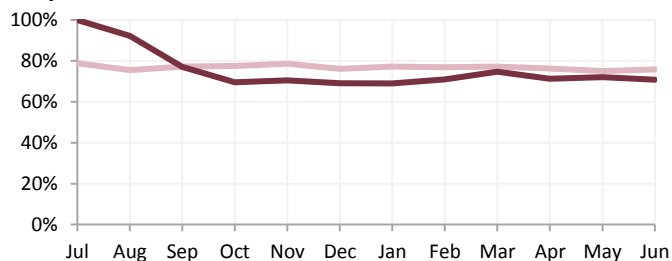
National

Volumes, inspection and failure rates for vessel voyages.

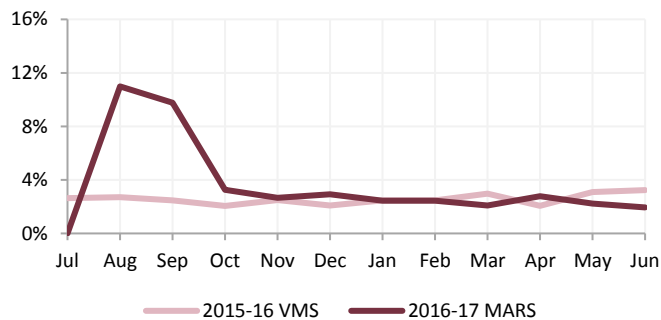
Voyages



Inspection rates



Failure rates⁷



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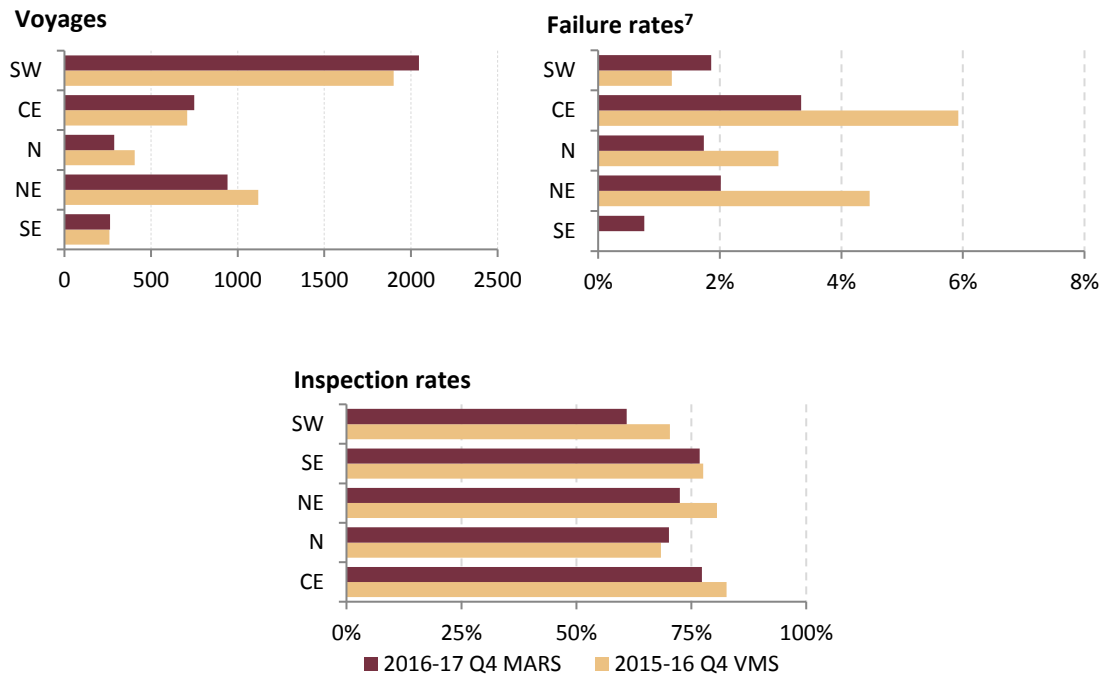
⁵ Due to the transition from VMS to MARS vessel data for 2016-17 is only reported from the MARS system. 2015-16 Data is from VMS.

⁶ Intervention rates are potentially underreported due to data entry inconsistencies of the inspection result 'No result' in the Vessel Management System (VMS).

⁷ The spike in the 2016-17 VMS Failure rates data can be attributed to a very small dataset during the transition to MARS

Regional

Volumes, inspection and failure rates for vessel voyages in Q4⁸.



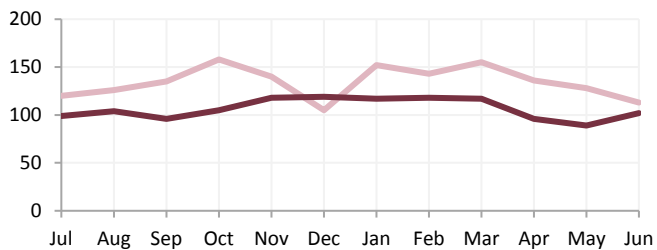
⁸ Regions for vessel voyages are classified by the voyage's first port of entry, which can be different to the inspection point or where the noncompliance was detected.

POST QUARANTINE DETECTIONS (PQDs)

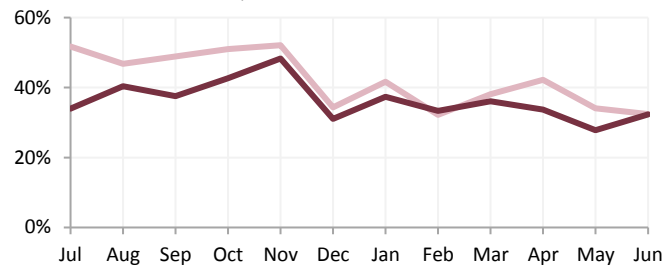
National

PQDs and the proportion of PQDs that are closed with a result of actionable.

PQDs



Actionable closed PQDs

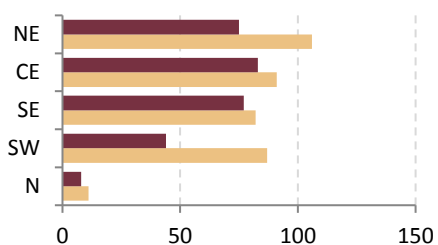


— 2015-16 — 2016-17

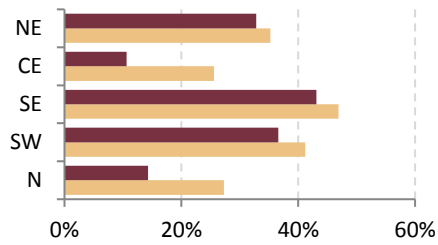
Regional

PQDs and the proportion of PQDs that are closed with a result of actionable in Q4.

PQDs



Actionable closed PQDs



■ 2016-17 ■ 2015-16