



Meeting 94

AGENDA

6 April 2023 - 9:30am – 1:00pm

Department of Agriculture, Fisheries and Forestry
CQ2 Building, 70 Northbourne Avenue, Canberra City

Room: CQ2 02.037 Scribbly Gum

No	Item	Lead/s	Timing	Papers
1.	Welcome and introductions 1. Chair's opening remarks	Chair	9.30am – 9:50am	No
2.	Minutes and Actions – DCCC Mtg 93, 22 November 2022	Chair	9:50am – 9:55am	Yes
3.	Items for discussion 1. Biosecurity Cost Recovery Arrangement Review 2. Document Assessment	Rachel Short Lee Cale/Andrew Patterson	9.55am – 10:40am 10:40am – 11:20am	Yes No
Short break: 11.20pm – 11.30am				
4.	Items for discussion cont... 3. Open discussion – DCCC meeting format	Chair	11:30am – 12:00pm	No
5.	Industry Information Exchange 1. Update on the latest in shipping	DCCC members Sal Milici, FTA	12:00pm – 12:15pm	No
6.	Updates for noting (discussion by exception) 1. Reform a. National Biosecurity Strategy – comprehensive update b. Cargo Service Delivery Rapid Response Team (CSDRRT) – overview of outcomes and transition to BAU c. Biosecurity Trusted Importer Program (Green Lane) d. Biosecurity Portal a. AA 14.4 Rural Tailgate Inspections 2. Legislation a. Biosecurity Amendment (Strengthening Biosecurity) Bill 2022 3. Specific issues a. BMSB response b. Khapra beetle measures 4. Compliance a. Compliance activity snapshot 5. Finance a. Biosecurity Cost Recovery Arrangements Report		12:15pm – 12:50pm	Yes
6.	Other Business 1. Closing remarks; next meeting	Chair	12:50pm – 1:00pm	No

Attendees:

Departmental

Chair, Tina Hutchison, First Assistant Secretary	Biosecurity Operations Division (BOD)
Peta Lane, First Assistant Secretary	Biosecurity Strategy and Reform Division (BSRD)
Peter Timson, First Assistant Secretary	Compliance and Enforcement Division (CED)
Rose Cracknell, A/g Assistant Secretary	Cargo and Conveyances Policy and Detection Capability/BOD
Lee Cale, Assistant Secretary	Cargo Operations (VIC, SA, WA, TAS)/BOD
Andrew Patterson, Assistant Secretary	Cargo Operations (NSW, QLD, NT, ACT) and Regulatory Assurance/BOD
Matthew Campbell, Assistant Secretary	Audit and Assurance/CED
Caroline Gibson, Assistant Secretary	Compliance Controls and Strategy/CED
Anna Brezzo, Assistant Secretary	Investigations/CED
Rachel Short, Assistant Secretary	Funding and Revenue/Finance and Investment (F&I)
Paul Douglas, Director (guest, Item 3.1)	Cost Recovery Biosecurity/Funding and Revenue/F&I
Ben Rowntree, Director	Sea Cargo Policy/ Cargo and Conveyances Policy and Detection Capability/BOD

Industry

Greg Carroll	Australia Post
Dianne Tipping	Export Council of Australia
Tony McDonald	Federal Chambers of Automotive Industries
Carolyn Macgill	Food and Beverage Importers Association
Sal Milici	Freight and Trade Alliance
Peter Van Duyn	International Cargo Handling Coordination Association
Melwyn Noronha	Shipping Australia Limited
Bradley Leonard	International Forwarders and Custom Brokers Association of Australia
Michael Gallacher	Ports Australia
Paul Bagnall	Conference of Asia Pacific Express Carriers

Observer

Craig Birchall	Qantas Airways Ltd
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Secretariat

Angela Cressy	Industry Partnerships and Engagement, Sea Cargo Policy/BOD
Hayley Goodman	Sea Cargo Policy/BOD



DCCC Meeting 93 – 22 November 2022

MINUTES

9:30am – 1:00pm

Food and Beverage Importers Association

Level 2, 441 St Kilda Road, Melbourne

Attendees

Colin Hunter (Chair)	First Assistant Secretary, Biosecurity Operations Division
Nathan Heeney	First Assistant Secretary, Digital Reform Division (guest)
Paula Svarcas	First Assistant Secretary, Biosecurity Funding Sustainability (guest, item 4.1)
Brett Liebich	A/g First Assistant Secretary, Compliance and Enforcement Division
Barbara Cooper	Assistant Secretary, Pathway Policy Cargo and Conveyances, Biosecurity Operations Division
Lee Cale	Assistant Secretary, Cargo Operations (VIC, SA, WA, TAS) & PEQ, Biosecurity Operations Division
Andrew Patterson	Assistant Secretary, Cargo Operations (NSW, QLD, NT, ACT) & Regulatory Assurance, Biosecurity Operations Division
Leanne Herrick	Principal Director, Industry Partnerships and Engagement, Biosecurity Operations Division
Rose Cracknell	A/g Assistant Secretary, Cargo Service Delivery Taskforce (guest, item 3.3)
Mark Simpson	Assistant Secretary, Biosecurity Response and Reform, Biosecurity Strategy and Reform Division (guest, item 7)
Greg Lindsell	Investigations Manager (VIC/TAS), Investigations, Compliance and Enforcement Division (guest)
Holly Buckle	Assistant Secretary, Risk, Intelligence and Strategy, Biosecurity Strategy and Reform Division
Rachel Short	Assistant Secretary, Funding and Revenue, Enabling Services Group
Paul Douglas	Director, Cost Recovery Biosecurity, Enabling Services Group (guest, item 6.5)
Dianne Tipping	Export Council of Australia
Tony McDonald	Federal Chambers of Automotive Industries
Carolyn Macgill	Food and Beverage Importers Association
Sal Milici	Freight and Trade Alliance
Melwyn Noronha	Shipping Australia Limited
Wes McDiarmid	International Forwarders and Custom Brokers Association of Australia (observer)
Dr Lloyd Klumpp	Inspector General of Biosecurity (guest, item 1.2)
Daniel Curtis	Strategic Policy and Regulatory Reform branch, STS Implementation Taskforce (guest, item 3.1)

Apologies

Peta Lane	First Assistant Secretary, Biosecurity Strategy and Reform Division
Peter Timson	First Assistant Secretary, Compliance and Enforcement
Caroline Gibson	A/g Assistant Secretary Compliance Controls & Strategy, Compliance and Enforcement
Anna Brezzo	Assistant Secretary, Investigations, Compliance and Enforcement Division
Christie Sawczuk	Deputy Head, Simplified Trade System Implementation Taskforce
Greg Carroll	Australia Post
Craig Birchall	Board of Airline Representatives
Paul Bagnall	Conference of Asia Pacific Express Carriers
Peter Van Duyn	International Cargo Handling Coordination Association
Bradley Leonard	International Forwarders and Custom Brokers Association of Australia
Michael Gallacher	Ports Australia

Secretariat

Amy Mason	A/g Assistant Director, Industry Partnerships and Engagement, Biosecurity Operations
Angela Cressy	Industry Partnerships and Engagement, Biosecurity Operations



Agenda item 1 - Introduction and welcome

The Chair welcomed members, observers and guests to the 93rd DCCC meeting and confirmed there were no declarations of conflicts of interest.

Members were advised an update on the implementation of the National Biosecurity Strategy (NBS) would be raised under Other Business. Mr Milici also requested an update on the proposed 2023 actions for Khapra Beetle and annual action plan for Commonwealth Biosecurity 2030. No other business items were raised by members.

1.2 Opening comments from the Inspector General of Biosecurity

The Chair opened proceedings by introducing Australia's new Inspector-General of Biosecurity (IGB), Dr Lloyd Klumpp.

Dr Klumpp spoke of his background primarily as a former Director of Operations for the Victorian Department of Primary Industries and General Manager of Biosecurity Tasmania.

He acknowledged the significant work undertaken by his predecessors, noting the IGB's role was to ensure Australia's biosecurity management systems were effective, to review the department's performance, exercise of power and areas for improvement, but also where things are working well.

Dr Klumpp indicated his focus for 2023 would be on:

- Strategic management of scientific resources.
- The use of data for evidence and science-based decisions.
- The effectiveness of the department's stakeholder engagement and partnerships.

Dr Klumpp added that consultation with relevant internal and external parties would be a priority.

The Chair invited the IGB to continue to engage with the committee throughout his tenure.

Action: Secretariat to arrange IGB to attend future DCCC meetings as required to update members on the progress of reviews.

Agenda item 2 - Minutes and actions

Members accepted the 92nd meeting minutes as final. Members also noted the actions of previous meetings are complete or closed.

Agenda item 3 – Presentations

3.1 Simplified Trade System (STS) update

Mr Daniel Curtis of the Australian Government's STS Implementation Taskforce provided an update on work to support the simplification of trade regulations, digitisation of government ICT systems and streamlining interaction between business and government.

He confirmed the Taskforce's remit had not fundamentally changed with a focus on supporting the government's trade 2040 agenda and trade diversification plans to support economic recovery as well as stronger border protection.

As at 1 July 2022, the Taskforce had consulted 29 agencies and 900 companies to establish a baseline of pain points and the regulatory trade requirements across multiple portfolios.

Current work with key border agencies included:

- aligning relevant government Fit and Proper Person assessments where possible
- a 'tell us once' system or single trade window for industry to government interactions, noting this was still at the conceptual stage
- regulatory reform to increase data sharing across agencies through harmonised data standards.



Mr Curtis stated that the STS Taskforce is keen to engage with members to maintain understanding of broader sectoral reform linkages, identify opportunities for business co-design and reduce duplicative engagement. He thanked members for their participation in consultations to date.

Mr Noronha raised the additional pressure of concurrent national consultations on traceability and national data standards, noting this was to be discussed at an upcoming National Cabinet meeting of Digital and Data Ministers. Mr Curtis acknowledged the STS Taskforce is also looking to feed into this meeting.

Ms Tipping emphasised the importance of the Agriculture Senior Officials Committee (AGSOC) chaired by Secretary Andrew Metcalfe to ensure the breadth of reforms impacting trade, cargo and logistics are in step with the government's economic agenda.

Mr Milici raised concerns about the performance and recent outages of the Integrated Cargo System (ICS) and the Department of Agriculture, Fisheries and Forestry's (DAFF) reliance on embedded profiles to lodge directions into the Australian Import Management System (AIMS). Mr Patterson confirmed the Department of Home Affairs and the Australian Border Force are responsible for ICS business continuity, although noted that 80% of the mainframe load comes from DAFF's biosecurity risk profiles.

Action: Chair to ensure the STS agenda is connected to the Agriculture Ministers' Forum (AGMIN) agenda.

3.2 Biosecurity Digital Reform

Mr Heeney informed members the Digital Reform Division (DRD) had been established to centralise digital reform across the Biosecurity and Compliance Group (BCG); and ensure alignment and reuse of digital capability across DAFF and broader whole of government reforms.

DRD drew together core operational systems projects, resourcing of around 300 staff and 50 systems including those with dependencies on the ICS. To date, DAFF has invested well in digital capability for example: the Biosecurity Portal, automation of import assessment processes, inspection scheduling.

The BCG's digital strategy and reform roadmap are being finalised to lay out the principles, priorities and pipeline of digital biosecurity initiatives. A key focus will be to secure funding.

Mr Heeney invited members to contact him through bilateral engagement, noting direct engagement with industry will be key to planning and prioritising the roll-out and delivery of tactical and strategic digital enhancements that are clearly aligned with the sustainable funding and STS Digital reform agendas.

Mr Noronha indicated his interest in bilateral engagement raising the necessity for better shipping representation on the STS, particularly at the Industry Advisory Council level, given it accounts for 99 percent of cargo arrivals.

Engagement with third party software providers was raised with members recommending engagement to enable the continued use of current software, particularly if the long-term goal was to design a new system to efficiently track product through cargo terminals. Ms Cale added there were valuable lessons to be learnt from the build of the ICS on the timing of engagement with software providers which should be considered as we progress down the digital reform pathway.

The breadth of industry consultation occurring for biosecurity and whole of government reforms was noted. Members emphasised the need to reduce duplication and impost on industry and agreed the various reform streams (e.g., STS; Digital Reform; sustainable biosecurity funding) need to be linked and clearly communicated.

The Chair agreed for updates on biosecurity digital reform to be a standing item at future committee meetings.

Action: Mr Heeney to present on the roadmap for digital biosecurity reform when complete.

Action: Ms Herrick, Mr Heeney and Ms Svarcas to consider best strategy to consult/engage on the inter-related agendas of STS, Biosecurity Digital Reform and Sustainable biosecurity funding.

Action: Mr Heeney to consider the timing of engagement with software providers to explore user requirements and interoperability with government systems.



Action: Secretariat to circulate Mr Heeney's contact details for members interested in bi-lateral engagement on biosecurity digital reform.

Action: Secretariat to arrange for an update on Biosecurity Digital Reform as a standing item at future meetings.

Action: Offline discussion between Mr Noronha and Mr Heeney to ensure shipping is adequately represented in STS executive meetings.

3.3 Cargo Service Delivery Taskforce – reform roadmap

Ms Cracknell presented on the Cargo Service Delivery Taskforce's change roadmap to address inspection delays and extend workforce capacity to manage increasing volumes. Members noted many of the initiatives preceded the establishment of the Taskforce with the latter being able to provide much needed surge capacity to accelerate progress. Initiatives for immediate implementation included:

- Moving to an assurance intervention model for low-risk commodities: currently working on a range of 6 chapters and tariffs within both Biosecurity Animal and Plant that will see significant outcomes primarily for document assessment, but also for reduced inspection referrals.
- Working with DRD to accelerate the roll-out of system enhancements (to be finalised in 2022) for the biosecurity portal, and DAFF's workforce scheduling and management system to support workforce deployment more broadly.
- Automation of transactional biosecurity functions, expansion of virtual inspections, removal of seals intact, and third-party courier for imported foods samples in QLD (trial underway).
- Targeted support, communication and education to industry participants including through: development of a set of model industry practices and behaviours across common areas/issues; utilising full span of available inspection hours, and the capacity of a chosen Approved Arrangement (AA), to increase inspector workflow; drive the uptake of initiatives (e.g., virtual inspections, biosecurity portal and AAs); producing reporting tools to inform targeted conversations with individual entities on their biosecurity performance to improve inspection outcomes; and scheduling more consistent communications and updates to industry through targeted webinars and considering other opportunities to engage all industry sectors.
- Workforce capacity: recruitment of data analytics specialists to better manage operations through forecasting; additional biosecurity officers in Sydney, expected to be operational in December 2022; investigating ways to expedite training timeframes to operationalise recruits sooner; and investigating utilising Home Affairs surge support functions to free up biosecurity officers.

Members also noted:

- significant improvement in inspection wait times from 4 weeks to 2 weeks for the bulk of inspections
- department within service standards for phone calls, reflective of Biosecurity Portal enhancements and reduction to calls from industry on inspection bookings
- 10 14.4 AAs are now under operation and another 20 undergoing approval, providing opportunities around the country in major locations
- national reviews on how DAFF schedules its staff has already provided an additional 13 FTE in capacity (Sydney and Melbourne operations)
- increase in volume on inspections (3,059) across all environments for week commencing 14 November 2022, up 17 percent from the previous week
- recent implementation of automation into treatment certificates.

Ms Macgill expressed support for third-party couriers for imported food samples, congratulating those involved in progressing. Mr Milici agreed and commented on the significant reduction in cost to industry because of changes to seals intact and looking forward to hearing next commodities to be considered.



Mr Milici reported challenges with communicating 14.4 AAs to all involved (customs brokers and company booking transport), hoping the upcoming webinar will help with messaging.

Action: Ms Cracknell to circulate the list of six HS codes to DCCC once the risk management approach is approved.

Action: Secretariate to circulate the Cargo Service Delivery Taskforce presentation to members.

3.4 Industry Intelligence Analysis

Ms Herrick informed members of the industry sectoral analysis undertaken to ascertain the key drivers of industry concerns, the sources of industry views and effectiveness of DAFF's industry sector engagement and communication approaches.

Common themes across the information analysed included a view on the need for more officers in the field; and the need for reduced regulatory burden, outdated systems, better data exchange, and assessment of effective partnerships.

Key insights show: engagement is often transactional or at project level (mainly with larger companies who generate less than 25% of the department's workload); need for better information sharing (internally) to re-use information/insights from reform programs; need to consider more targeted messaging with multiple communications out at any given time; lack of understanding (across broader industry groups) between different types of schemes/arrangements and the need to develop a suite of tools to explain them; better change management following reform implementation; and no clear contact points for industry resulting in duplication across DAFF resources.

Next steps, also aligning to the work of the Cargo Service Delivery Taskforce, includes: considering opportunities to consolidate/streamline engagement (including with ABF where relevant); more research on which issues are more important to which sector/group (will inform who DAFF should be talking to); collect more data from industry at point of contact for sharing internally; and improving how and when we liaise and following up on engagement to ensure needs are met.

Ms Macgill advised Food and Beverage Importers Association has seen an increase in its membership, with a cultural difference in the food subsector, with observations on service and burdens faced by some sectors. Hr Hunter noted improvements can be made with better data and intelligence.

Action: Secretariat to circulate the Industry Intelligence Analysis presentation to

members. **Agenda item 4 – Sustainable Biosecurity Funding – public consultation**

Ms Svarcas opened the item reiterating the consultation paper 'Sustainable funding and investment to strengthen biosecurity' was publicly released on 1 November 2022 for practical industry views on what the sustainable, fit-for-purpose model and path might look like. Submissions to close on 28 November.

Members noted:

- Sustainable funding across all biosecurity programs was a priority action under the Commonwealth Biosecurity 2030 agenda and strongly supported by stakeholders.
- Minister Watt requested sustainable biosecurity funding options, focusing on the end-to-end biosecurity system, be brought back for consideration in the 2023 Budget. The budget comeback will propose a strategy to build an agile, 'system level' funding model capable of flexibly adjusting to emerging risk, evolving business models and trading norms.
- To inform the funding options, initial work will map the system, identify funding sources, costings and shortfalls for improvement, including where effort is expended to manage risk but not cost recovered.
- The aim is to develop a simple model that works with a fixed cycle of review to ensure fees stay aligned with costs. All options will be considered and tested until refuted - including existing and previously suggested levies.
- Exports, national State and Territory government biosecurity activities (post border) are out of scope.



The sustainable funding office is in the process of contacting DCCC members to gauge interest in bi-lateral conversations and to gain any ideas to feed into the process before coming back to industry for co-design.

Mr Milici emphasised the importance ensuring alignment with the NBS. Ms Svarcas responded they are working closely with the NBS team to ensure effort is not duplicated.

Mr Douglas mentioned cost recovery work including the proposed cost recovery implementation statement on the department's [website](#), inviting members to contact the team [on BioCRIS@aff.gov.au](mailto:BioCRIS@aff.gov.au) with any questions.

Mr McDonald asked how DAFF will determine cost increases in addition to the recently proposed Sea FID levy increase, and how these are separated out. Mr Douglas responded that the Hitchhiker measure is part of stabilising the system which DAFF is developing a consultation paper to enable a robust conversation with industry which will differentiate the costs.

Mr Hunter noted this is the beginning of the sustainable biosecurity system funding conversation and runs in parallel with the immediate work on stabilisation funding (funding adjustments that can be made within the confines of the existing cost recovery implementation statements).

Agenda item 5 – Industry information exchange

The Chair reiterated the purpose of this item was for members to raise real time observation of trade issues including volume changes, supply chain activities, shipping capacity and emerging trends that could disrupt trade.

Mr Milici noted plunging global shipping rates had the potential to reduce charges but increase volumes.

Mr Noronha raised two points through Grain Trade Australia related to bulk trade:

1. Bulk inspections – inefficiencies in the system. DAFF has designated anchorages but could save time and money if inspections were done at anchorage by onboard Marine Surveyors and authorised officers.
2. Consider the perception of sole accreditor, the Australian Institute of Marine Surveyors as anti-competitive as others are unable to enter.

The Chair raised the prospect of scanning for the next change that could potentially disrupt supply chains, and that DCCC members were well positioned to inform government about areas that might present the next wave of supply chain disruptions.

Action: Secretariat to include an item for discussion at a future meeting on how we take learnings from 'COVID related' global supply chain shocks to support future preparedness.

Action: Industry members to send DCCC Secretariat information on areas that could be prone to the next wave of global supply chain disruptions.

Action: Ms Cracknell to investigate opportunities for efficiencies in bulk inspections noting authorised officers and marine surveyors are present on bulk vessels.

Agenda item 6 - Updates for noting (discussion by exception)

Members noted the information papers circulated ahead of the DCCC meeting and that discussion was by exception.

Mr Milici raised concerns about the phase 6.B Khapra Beetle policy for containers destined for unpack in rural areas. Ms Cooper stated those concerns were shared and that discussions with Sarah Bruce and the Seasonal Pest Team were underway. Consultation would occur before the proposed policy's commencement in April/May 2023.

Agenda item 7 - Other business

Mr Milici raised progress against the Commonwealth Biosecurity Action Plan 2023. Mr Simpson stated a project team is collating the Commonwealth Biosecurity 2030 actions with specifics on timing for finalisation in early 2023.



Mr Simpson advised members work is underway to implement the National Biosecurity Strategy (the Strategy). As outlined in the Strategy, the lead implementation mechanism reporting to the National Biosecurity Committee, is the national Biosecurity Implementation Committee (BIC) who met for the first time on 28th of October 2022. Early progress has established the implementation plan to drive outcomes under the Strategy's six priority areas. A BIC meeting scheduled for 1 December 2022 will progress further planning to deliver the future actions.

In closing, Mr Hunter informed members of his upcoming extended leave of 6 months, and Deputy Secretary Chris Locke's agreement to fill the position permanently to ensure leadership certainty for Biosecurity Operations Division. Tina Hutchison, who has extensive biosecurity system policy and operational experience, will be acting in the position until permanent arrangements are made and would be touching base with members soon.

Members also noted and congratulated Ms Cooper on her retirement, acknowledging her extensive achievements across the department in biosecurity and exports. Arrangements to backfill the position are underway.

Mr Hunter took the opportunity to thank DCCC members for their contribution to the committee and valuable participation.

Meeting closed 13:00.

Action: Ms Lane to provide a comprehensive update on the implementation of the National Biosecurity Strategy at the first DCCC meeting in 2023.

Summary of action items

Item	Action	Owner
1.2	Arrange IGB to attend future DCCC meetings as required to update members on the progress of reviews	Secretariat
3.1	Ensure the STS agenda is connected to the Agriculture Ministers' Forum (AGMIN) agenda	Secretariat/Chair
3.2	Present on the roadmap for digital biosecurity reform when complete	Nathan Heeney
3.2	Consider best strategy to consult/engage on the inter-related agendas of STS, Biosecurity Digital Reform and Sustainable biosecurity funding.	Leanne Herrick / Nathan Heeney
3.2	Consider the timing of engagement with software providers to explore user requirements and interoperability with government systems	Nathan Heeney
3.2	Circulate Mr Heeney's contact details for members interested in bi-lateral engagement on biosecurity digital reform	Secretariat
3.2	Arrange for an update on Biosecurity Digital Reform as a standing item at future meetings	Secretariat
3.2	Offline discussion between Mr Noronha and Mr Heeney to ensure shipping is adequately represented in STS executive meetings	Nathan Heeney and Melwyn Noronha
3.3	Circulate the list of six HS codes to members once the risk management approach is approved	Rose Cracknell / Secretariat
3.3	Circulate the Cargo Service Delivery Roadmap presentation to members	Secretariat
3.4	Circulate the Industry Intelligence Analysis presentation to members	Secretariat
5	Include an item for discussion at the next meeting on how we take learnings from 'COVID related' global supply chain shocks to support future preparedness	Secretariat
5	Send DCCC Secretariat information on areas that could be prone to the next wave of global supply chain disruptions	DCCC Industry members
5	Investigate opportunities for efficiencies in bulk inspections noting authorised officers and marine surveyors are present on bulk vessels	Rose Cracknell
7	Provide a comprehensive update on Implementation of the National Biosecurity Strategy at the first DCCC meeting in 2023	Peta Lane

Department of Agriculture, Fisheries and Forestry
Cargo Consultative Committee (DCCC)
DCCC Action Register

Meeting 93 – 22 November 2022				
Item No.	Item Name	Action Arising	Responsible	Status
1.2	Opening comments from the IGB	Arrange IGB to attend future DCCC meetings as required to update members on the progress of reviews	Secretariat	Progressing. Secretariat to confirm for Mtg 95 6 July or Mtg 96 15 Nov 2023.
3.1	STS update	Ensure the STS agenda is connected to the Agriculture Ministers' Forum (AGMIN) agenda	Secretariat/Chair	To be progressed and reported out-of-session.
3.2	Biosecurity Digital Reform	Present on the roadmap for digital biosecurity reform when complete	Nathan Heeney/Now Michael Kardaris	To be progressed by Digital Reform Branch post Budget cycle (dependant on cabinet in confidence budget cycle).
3.2	Biosecurity Digital Reform	Consider best strategy to consult/engage on the inter-related agendas of STS, Biosecurity Digital Reform and Sustainable biosecurity funding.	Nathan Heeney and L. Herrick/Now Michael Kardaris	To be progressed by Digital Reform Branch post Budget cycle (dependant on cabinet in confidence budget cycle).
3.2	Biosecurity Digital Reform	Consider the timing of engagement with software providers to explore user requirements and interoperability with government systems	Nathan Heeney/Now Michael Kardaris	To be progressed by Digital Reform Branch post Budget cycle (dependant on cabinet in confidence budget cycle).
3.2	Biosecurity Digital Reform	Circulate Mr Heeney's contact details for members interested in bi-lateral engagement on biosecurity digital reform	Secretariat	Complete.
3.2	Biosecurity Digital Reform	Arrange for an update on Biosecurity Digital Reform as a standing item at future meetings	Secretariat	To be confirmed by Digital Reform Branch for Mtg 95 6 July or Mtg 96 15 Nov 2023.
3.2	Biosecurity Digital Reform	Offline discussion between Mr Noronha and Mr Heeney to ensure shipping is adequately represented in STS executive meetings	Nathan Heeney and Melwyn Noronha/Now Michael Kardaris	To be progressed by Digital Reform Branch post Budget cycle (Dependant on cabinet in confidence budget cycle).
3.3	Cargo Service Delivery Taskforce – reform roadmap	Circulate the list of six HS codes to members once the risk management approach is approved	Rose Cracknell / Secretariat	Closed. Risk owners' decision to not publish the codes. Discussed with some DCCC members.
3.3	Cargo Service Delivery Taskforce – reform roadmap	Circulate the Cargo Service Delivery Roadmap presentation to members	Secretariat	Complete.
3.4	Industry Intelligence Analysis	Circulate the Industry Intelligence Analysis presentation to members	Secretariat	Complete.

5	Industry Information Exchange	Include an item for discussion at the next meeting on how we take learnings from 'COVID related' global supply chain shocks to support future preparedness	Secretariat	Progressing. To be confirmed - Mtg 95 6 July or Mtg 96 15 Nov 2023 meetings.
5	Industry Information Exchange	Send DCCC Secretariat information on areas that could be prone to the next wave of global supply chain disruptions	DCCC Industry members	Ongoing.
5	Industry Information Exchange	Investigate opportunities for efficiencies in bulk inspections noting authorised officers and marine surveyors are present on bulk vessels	Rose Cracknell	Progressing.
7	Other business	Provide a comprehensive update on Implementation of the National Biosecurity Strategy at the first DCCC meeting in 2023	Peta Lane	Complete. Refer 6 Apr Mtg 94 agenda item 5.1a.

Meeting 92 – 13 July 2022

Item No.	Item Name	Action Arising	Responsible	Status
1	Welcome and introductions	Arrange for the new Deputy Secretary to attend a future DCCC meeting	Secretariat	In progress.
3.1	Sustainable biosecurity funding	Provide a combined summary version of exports cost recovery, and biosecurity funding under the former government, for members visibility on what should be proposed to the new government	Jo Laduzko	In progress.

Meeting 90 – 25 November 2021

Item No.	Item Name	Action Arising	Responsible	Status
1	Welcome and introductions	Engage Matt Koval, First Assistant Secretary, Trade Reform Division, to consider a round table discussion with exporters for their views and insights on how the Simplified Trade System works for the export industry	Col Hunter	In progress. Recent delays due to change in government.



DCCC paper suitable for sharing

DCCC Meeting 94 – 6 April 2023

Agenda Item 5.1b

Cargo Service Delivery Rapid Response Team (CSDRRT)

For INFORMATION

PURPOSE

This is an information only paper for DCCC members to provide an overview of Cargo Service Delivery Rapid Response Team (CSDRRT) key outcomes and its completed transition to Core Business activities.

RECOMMENDATIONS

- Tariff and profile reviews continue which will ensure profiles remain current and consistent.

KEY POINTS

- Key deliverables, outcomes and statistics can be sourced from:

Attachment A: CSDRRT Outcomes Placemat

BACKGROUND

- On 28 September 2022 the Cargo Service Delivery Rapid Response Team (CSDRRT) was established by the department to help minimise delays without compromising on biosecurity protections.
- The Cargo Service Delivery Rapid Response Team were tasked to develop a roadmap for accelerating and surging existing initiatives that will provide additional capacity, identify efficiencies and reduce delays in biosecurity clearance. Delivery of these outcomes are a result of collaboration across the business.
- The CSDRRT worked with industry via the Department's Cargo Consultative Committee (DCCC) to develop a roadmap, focussed on delivering capacity and system improvements. The roadmap was presented at the DCCC November 2022 meeting.
- As a result of this focused and collaborative work, some our key deliverables include:
 - a. Movement of some commodities onto compliance-based inspection regimes based on high levels of good compliance, thus reducing the inspection volumes
 - b. Introduction of evidence-based tariff review which has seen some recalibration of intervention levels based on good compliance and effective biosecurity risk management
 - c. A workforce scheduling review has been undertaken that generated additional capacity via analysis of how resources are utilised and deployed.

UNCLASSIFIED

DCCC paper suitable for sharing

- d. Development of industry education package comprising of key department initiatives that support industry to access accelerated or alternative processes that expedite the process for compliant cargo. Examples of this include virtual visual label inspections, approved arrangements for industry to perform rural tailgate inspections (Class 14.4 rural tailgate inspection), enrolment and enhancements to the Biosecurity Portal. Eight industry live events have been run over the past two months covering these topics
 - e. Implementing and accelerating enhancements to the Biosecurity Portal with additional features delivered in November 2022. These changes include the ability to indicate if goods are perishable and/or urgent as well as further reduce the number of unnecessary steps with more on-screen instructions to make the inspection request process clearer and easier to follow.
 - f. Work has also commenced to expedite other existing initiatives to ensure implementation as soon as reasonably practicable. Examples include accelerated system improvements to the Resource Scheduling Optimisation tool which has now been rolled out nationally and allows for automated scheduling of eligible work orders to conduct biosecurity inspections.
- The CSDRRT team members have now transitioned back to core business activities with the cessation of the Taskforce as of Monday 6th March, 2023.

CLEARED BY

Rose Cracknell, A/g Assistant Secretary, Cargo and Conveyances Policy and Detection Capability

ATTACHMENT

A: CSDRRT Outcomes Placemat



Cargo Service Delivery Rapid Response Team Deliverables 2022-2023

Cargo Service Delivery Rapid Response Team Objective

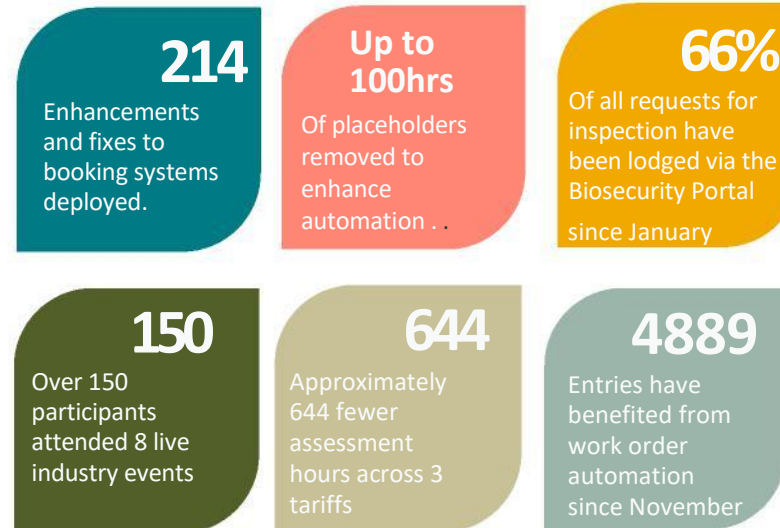
The Cargo Service Delivery Rapid Response Team were tasked to develop a roadmap for accelerating and surging existing initiatives that will provide additional capacity, identify efficiencies and reduce delays in biosecurity clearance. Delivery of these outcomes are a result of collaboration across the business.



Opportunity Areas

5 key opportunity areas in which the Cargo Service Delivery Rapid Response team focused efforts on. These areas were:

1. Reducing input load and lower value activities
2. Extending risk-based approaches
3. Industry education and support
4. Using data to improve capability and performance
5. Strengthening the Department's capacity and workforce



Recommendations for future opportunities

1. *Tariff and profile reviews continue, which will ensure profiles remain current and consistent*
2. *Continuation of further schedule reviews to optimise the use of current system functionality with Resource Scheduling Optimisation (RSO)*
3. *Continue targeted industry live events regarding Departmental initiatives on a*
4. *Continue to match our workforce to the workload demands and grow Department capacity and agility of Biosecurity Officers*
5. *Development of a single web page that has a consolidated summary of Departmental initiatives to support cargo industry.*

Outcomes to date

Outcomes from animal related tariffs (3) Tranche (1) Appropriate Level of Protection (ALOP) resulted in the following changes in the last 2 months compared with the same period last year (1 Jan-28 Feb):

- Entries referred – 48% decrease (1,808 fewer entries)
- Assessed lines – 69% decrease (10,093 fewer assessed lines)
- Approximately 644 fewer assessment work hours based on fees charged. This equates to approximately 2.1 FTE average daily saving based on 40 workdays in the reporting period

Expedited National roll out of RSO across all locations. Coupled with work order automation through the Biosecurity Portal has delivered efficiencies in time and the optimal utilisation of officers scheduled for cargo inspections. 4889 entries have benefited from the work order automation functionality since November 2022.

150 participants registered to attend 8 industry information sessions on Departmental initiatives. Targeted industry engagements were held with a focus on specific biosecurity related activities and opportunities to make improvements

Progressed channel migration for industry to switch to the Biosecurity Portal for lodgement of inspection requests. There has been a 20% increase in Portal utilisation since January 2023. Expedited and prioritised key enhancements to the Portal and SWMS functionality has further supported usability for both Industry and departmental officers.

A national workforce schedule review saw over 100 hours per day of placeholders removed which improves schedule automation and utilisation outcomes.

- Sectoral analysis was developed to complement existing work undertaken by the Industry Engagement area and allowed identification of areas for targeted education and support on model behaviours and Departmental initiatives.
- Port by Port Dashboard was developed, providing information on vessel movements and likelihood of cargo into geographical ports. This would assist with resource planning and allocation.
- The Profile Recalibration Tool provides the ability to analyse tariffs that may demonstrate high levels of compliance and lower levels of risk and consider an assurance approach to managing biosecurity risk.



DCCC information paper suitable for sharing

DCCC Meeting 94 – 6 April 2023

**Agenda Item 5.1c
Biosecurity Trusted Importer Program (Green Lane)**

For INFORMATION

PURPOSE

This is an information only paper for DCCC members to provide an update on implementation of the new Biosecurity Trusted Importer Program.

KEY POINTS

- The department is continuing work to put in place the necessary framework and mechanisms to transition the successful Green Lane pilot businesses to new arrangements as the priority before opening the program to other importers.
- Progress has been slower than anticipated due to the need to navigate some unforeseen legal and funding issues.
- Subject to funding decisions, the program is now expected to roll out in the second half of 2023.
- The Green Lane Program is a trust-based arrangement that will deliver reduced border intervention for highly compliant importers and free up departmental resources to focus on areas of higher risk and priority.
- The 2021-22 Green Lane Proof of Concept trial involved pilots with seven importers with varying business models and sizes, from different sectors of the industry.
- A key insight from the trial is that the program will not suit all importers, but other schemes may better align with their supply chain pathways and business models.

CLEARED BY

Rose Cracknell, A/g Assistant Secretary, Cargo and Conveyances Policy and Detection Capability

ATTACHMENT

A: DCCC – Green Lane update Apr 2023 (recap of the Green Lane program, for reference)

UNCLASSIFIED



What is it? A game-changer – a trust-based arrangement delivering reduced border intervention for highly compliant importers

- + In-scope: Import FIDs, importers must have an ABN/ACN; a minimum two-year trading history; strong compliance with import conditions; capacity to participate in Discovery phase.
- + Out-of-scope: SAC, specified high-risk goods (to be confirmed with risk owners) and goods subject to mandatory inspection/treatment on arrival.
- + The arrangements will be for the supply chain assessed – commodity/s, country of origin, supplier and cargo type - subject to a level of ongoing assurance and verification activity. It will not necessarily cover an importer’s entire business.
- + Green Lane importers will still be required to meet all import conditions and hold appropriate import documentation for consignments (including permits, treatment certifications and mandatory declarations), but will not have to lodge these documents with the department unless for assurance purposes.
- + Assurance will include:
 - compliance verification document assessment and inspection at the border – a sample-based activity similar to CCV
 - periodic post-border desktop audits – a sample-based review of consignment import documentation
 - quadrennial system review – revalidation of the approved end-to-end supply chain
- + Compliance management will be specific to the Green Lane arrangement and include incentives for ongoing compliance and proportionate responses to any identified non-compliance.

How will it work?

Application, discory and Live at all analysis phase

This phase will take several months and be dependent on importers’ capacity and capability to work with the DAFF program team.

Importer self assessment tool: to provide DAFF with information about the maturity of supply chain controls, and give importers an understanding of the type of information and level of detail required to be considered for the **an Airports via mobile** program. ~~Some importers may decide not to proceed at this stage.~~

Detailed supply chain mapping and risk assessment: if selected for assessment, importers’ supply chains will be comprehensively mapped from product/supplier onboarding through to distribution in Australia. This will be followed by a risk assessment of commodity and non-commodity risks against the strength of the controls.

Control testing: a selection of key controls identified in the supply chain mapping stage will be tested to verify they are effectively managing biosecurity risk.

Enter the Biosecurity Trusted Importer Program

or

Not recommended for the Biosecurity Trusted Importer Program. Improvement opportunities highlighted.

Ongoing assurance activities, including at-border verification, periodic supply chain control desk-audit and quadrennial supply chain re-validation.

Outcome

DAFF’s decision will be based on:
- the assessment - the importer’s capacity to participate in an ongoing program - the value an importers’ participation would bring to relieving border congestion

Lessons learned - a Green Lane arrangement will not suit all importers, but other regulatory pathways may better align with their businesses.

Translating trial insights into the Green Lane program, potential applicants will need:

- Strong, systematised biosecurity controls embedded in their supply chains and a willingness and capacity to further enhance those controls.
- Capacity and capability to share supply chain data and information in a partnership arrangement to better manage biosecurity risk.

While highly compliant through border clearance activities, some importers:

- May not be able to demonstrate the level of control and influence over their supply chains to meet the requirements of the program.
- Struggle to gain access to or share data through either difficulty reaching offshore to obtain it from a third party or central office, or face ICT/business security and commercial in confidence protocols.

Next steps

Implementation Revised timeline
(pending legal framework and funding)

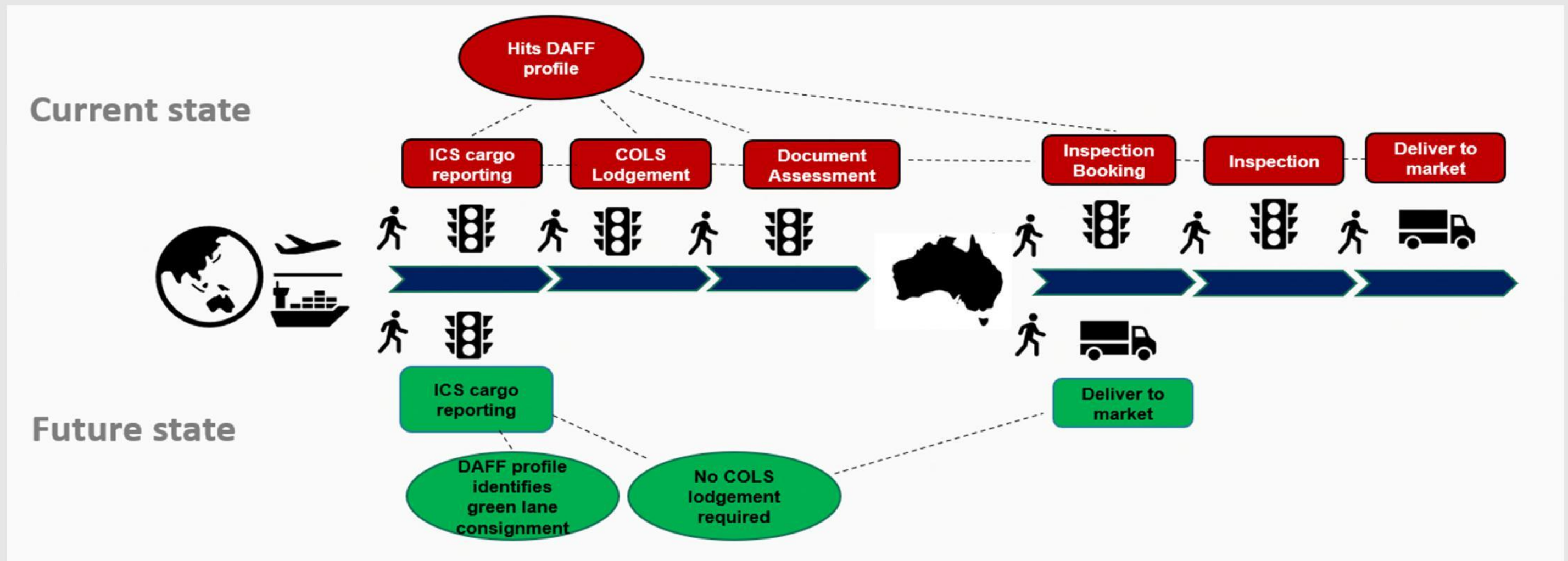


Wave 1
Put in place necessary framework and mechanisms for Green Lane Program
(by June 2023)

Wave 2
Successful trial participants transition to new arrangements
(by July 2023)

Wave 3
Program launch, open to applications from other importers (2nd half of 2023)

Recap of what this will look like in reality – over simplified diagram



- Green lane importer must fully comply with all import conditions (including permits, mandatory treatments, certifications and declarations) and be able to provide relevant supporting documentation on request.
- Commodities subject to mandatory on-shore inspection will be excluded.
- Importers will be required to notify significant changes to their supply chain(s) or their controls in response to those changes.



DCCC paper suitable for sharing

DCCC Meeting 94 – 6 April 2023

Agenda Item 5.1d Biosecurity Portal

For INFORMATION

PURPOSE

This is an information only paper for DCCC members to note the progress of the Biosecurity Portal.

KEY POINTS

- On 20 July 2022, the Victorian launch of the portal completed the national rollout. Further enhancements were delivered to the portal on 5 November 2022.
- From 1 February 2023, the portal became the only channel to request an import inspection. From this date, the department will not accept Request for Inspection forms via email, for most inspection types.
- On 11 February 2023, the portal was enhanced further to allow rural tailgate inspection outcomes to be lodged by Approved Arrangement Class 14.4 operators conducting inspections.

PORTAL UTILISATION

- Usage of the portal had been increasing steadily prior to the announcement of the email channel migration and is now used for more than 70% of all inspection requests. There are over 680 client organisations registered via Digital Identity and a further 1600 individuals registered via the Other User channel.

NEW FEATURES

- With each new version release new features and enhancements are added to the portal to make it even easier to use.
- In early February 2023, a new version of the portal was released including new features and enhancements:
 - Enable more commodities to fall within the scope of previously delivered Work Order automation capabilities.
 - Allow for the lodgment of rural tailgate inspection outcomes conducted by Approved Arrangement Class 14.4 operators.
 - General usability improvements and bug fixes.

STREAMLINING INSPECTION REQUESTS

- From 1 February 2023 most requests for import inspections must be made via the portal.
- The Request for Inspection (RFI) form will continue to be accepted via email for limited exceptions. The Biosecurity Portal is not currently available for:
 - Exporters
 - Bookings on air waybill
 - High volume specialist operators (HVSO) booking personal effects inspections

- Imported food virtual visual label inspections
- Bulk bookings/manned depots (recurring bookings only).
- The above represent a small percentage of inspection requests.
- The department thanks industry for their assistance to communicate the booking request process change.

COMMUNICATION & ENGAGEMENT

- To complement the portal, the department is improving the way we deliver our services to our industry clients. The department has a dedicated team who are available to assist importers to access and use the Biosecurity Portal. The team is contactable via email at biosecurityportal@agriculture.gov.au or phone 1800 900 090 (Dial 1 and Dial 6).
- Further communication and engagement with industry continues through:
 - Import Industry Advice Notices,
 - Website, user guide, help guide and release notes for each new version of the Biosecurity Portal,
 - Dedicated support centre to assist client onboarding and navigation/technical queries,
 - Onboarding and function specific webinars.

CLEARED BY

Andrew Patterson, Assistant Secretary, Cargo Operations (NSW, QLD, NT, ACT) and Regulatory Assurance

ATTACHMENT

- Nil



DCCC paper suitable for sharing

DCCC Meeting 94 – 6 April 2023

Agenda Item 5.1.e

AA 14.4 Rural Tailgate Inspections

For INFORMATION

PURPOSE

This is an information only paper for DCCC members to note the update on the use and outcomes of Approved Arrangement (Class 14.4) Rural Tailgate Inspection.

KEY POINTS

- The department implemented a new Approved Arrangement (Class 14.4) in August 2022 that authorises approved Biosecurity Industry Participants (BIPs) to conduct low risk tailgate inspections on sea containers destined for delivery and unpack in rural classified areas.
- Eligible BIPs operating existing class 1.1 or a class 1.3 AA sites have been receptive to the release of the new class with 34 sites approved across all states nationally. The largest uptake has been in NSW with seven sites, six in Western Australia and five in Victoria. As of 1 March 2023, 26 of the 34 approved sites had performed an industry rural tailgate inspection activity.
- Since the release of the class to 1 March approximately 1,100 inspections have been performed by industry, allowing the department to reallocate up to 275 hours of inspection time to other higher risk activities. While the overall percentage of eligible containers being put through is continuing increase month on month, usage by brokers and importers remains lower than expected.
- During February 2023, 238 out of 1,677 or 14 percent of all eligible containers were selected by industry to be inspected under class 14.4. The department estimates that the potential number of rural tailgate inspections eligible to have been performed by industry, since August was up to 15,000.
- To simplify industry interaction with the department and reduce processing times new functionality was added to the Biosecurity portal on 5 April, to allow rural tailgate inspection outcomes to be lodged online. The biosecurity portal provides live verification of data being entered to immediately check and identify for errors and provides the BIP a wholistic view of their class directions and status. While the portal is the preferred method of submission, the current processes of using the 'rural tailgate container inspection' PDF form or submission via a 3rd party application will also continue for a period.
- The department continues to closely monitor class 14.4 BIPs for compliance against the physical inspection requirements, including mandatory AA auditing and class condition reporting activities. From August to 1 March, 258 containers have been reported as having biosecurity risk material found with 67 of these referred to the department for further management including for live animals and insects. This is a similar BRM interception rate as modeled by the department during development.
- Following feedback and requests from class 14.4 BIPs, the department has developed and published on its external website external and internal container inspection support material. This includes a detailed informative text document and shortly a video tutorial.

- The department is aware and is working to address the conflicting language on the final direction regarding the release from biosecurity status. It should be noted that under class 14.4 conditions this direction is no longer required for a container to be released once inspected and deemed to be free of biosecurity risk by the class 14.4 BIP.
- The department continues its heightened biosecurity measures in response to the emergence of foot-and-mouth disease (FMD) in Indonesia until June 2023. As a result, containers with the load port/origin of Indonesia will remain out of scope for the class 14.4 and must continue to be performed by a biosecurity officer at approved sites.

BACKGROUND

- The department is partnering with industry on a new class of approved arrangement – (Class 14.4). The class has been developed to provide for BIPs to perform rural tailgate inspections on impediment-free containers (those with no other concerns apart from rural concerns) destined for unpack in rural destinations. These inspections must continue to be performed at class 1.1 and class 1.3 sea and air freight depot approved arrangement sites.
- Class 14.4 provides the department with confidence that biosecurity risk to rural areas continues to be appropriately managed, with prescribed risk management measures and controls through the approved arrangement conditions. Class 14.4 will also allow biosecurity officer expertise to be redirected away from performing low-risk inspections and towards higher biosecurity risk goods and emerging risk pathways.
- The department undertook a phased approach (including a private Beta) to implementation. This ensured that the supporting processes, systems, and the class 14.4 approved arrangement conditions were fit-for-purpose before wider implementation. Class 14.4 AA conditions was opened to all class 1.1 and 1.3 industry participants wishing to apply to carry out rural tailgate inspections from 8 August 2022 via the department's website.

CLEARED BY

Rose Cracknell A/g Assistant Secretary, Pathway Policy, Cargo and Conveyances, Biosecurity Operations Division

ATTACHMENT

- Nil



DCCC paper suitable for sharing

DCCC Meeting 94 – 6 April 2023

Agenda Item 5.2a

Legislation update - Biosecurity Amendment (Strengthening Biosecurity) Act 2022

For INFORMATION

PURPOSE

This is an information only paper for DCCC members to note the key amendment measures of the *Biosecurity Amendment (Strengthening Biosecurity) Act 2022*.

KEY POINTS

This paper provides a summary of legislative updates under *the Biosecurity Act 2015*.

Biosecurity Amendment (Strengthening Biosecurity) Act 2022

- The *Biosecurity Amendment (Strengthening Biosecurity) Act 2022* was passed by Parliament on 21 November 2022 and received the Royal Assent on 5 December 2022.

(Refer to **Attachment A** for further detail)

Biosecurity (2023 Infringement Notices) Determination 2022

- The *(Biosecurity (2023 Infringement Notices) Determination 2022)* commenced on 1 January 2023 and specifies category 1 and category 2 goods for the purpose of issuing infringement notices under the *Biosecurity Act 2015*.
- Failing to declare category 1 goods (for example, live plants) may attract a 12-penalty unit infringement notice as goods in this category pose a more serious biosecurity threat than category 2 goods (for example, fresh fruit) which may attract an infringement notice of 6 penalty units.

(Refer to **Attachment B** for further detail)

CLEARED BY

Rich Keane, Principal Director, Innovation, Legislation and Education Branch, DAFF.

ATTACHMENTS

- A: Summary of amendments - Biosecurity Amendment (Strengthening Biosecurity) Act 2022
- B: Summary of category 1 and category 2 goods in the Biosecurity (2023 Infringement Notices) Determination 2022

Attachment A - Summary of amendments - *Biosecurity Amendment (Strengthening Biosecurity) Act 2022*

	Summary of amendments	Commencement
<p>1. Increasing protection from diseases and pests</p>	<ul style="list-style-type: none"> • Strengthened the Commonwealth’s ability to respond to and manage biosecurity risks in the traveller pathway, including Foot and Mouth Disease by inserting provisions that: <ul style="list-style-type: none"> ○ enable a determination to be made requiring incoming travellers to meet specified entry requirements in circumstances where a disease or pest that poses an unacceptable biosecurity risk may enter, establish itself or spread in Australian territory. Eg. requiring an individual provide a declaration as to whether they have travelled to an area of concern or have been exposed to certain animals, plants or contaminated environments. ○ enable a determination to be made specifying biosecurity measures to be taken by a specified class of persons for the purpose of preventing a behaviour or practice that may contribute to or cause a disease or pest to enter, emerge, establish itself or spread in Australian territory where that disease or pest poses an unacceptable biosecurity risk. Eg. requiring a behaviour or practice such as walking over foot mats. • A maximum civil penalty of 120 penalty units (\$33,000) applies where an individual fails to comply with these measures, and the provisions are within the infringement notice framework under the Act. 	<p>Commenced on 6 December 2022</p>
<p>2. Pratique and pre-arrival reporting</p>	<ul style="list-style-type: none"> • Strengthened the legislative framework for pratique in section 48 of the Biosecurity Act. <ul style="list-style-type: none"> ○ increased the maximum civil penalty for non-compliance with pratique requirements for operators of vessels or aircraft from 120 penalty units to 1,000 penalty units (\$33,000 to \$275,000) ○ extends liability to the person in charge of the vessel or aircraft as well as the operator, with a maximum civil penalty of 300 penalty units (\$82,500) applying. • Sections 193 and 194 were amended to establish a framework for regulations to require an operator of a vessel or aircraft to provide more than one pre-arrival report, and to provide further information, in prescribed circumstances. <ul style="list-style-type: none"> ○ increased the maximum civil penalties from 120 penalty units to 1,000 penalty units (\$33,000 to \$275,000) and the maximum pecuniary penalties from 120 penalty units to 1,000 penalty units (\$33,000 to \$275,000). 	<p>These amendments will commence by 6 June 2023, if no Proclamation is made earlier.</p>
<p>3. Information management</p>	<ul style="list-style-type: none"> • Replaced the existing information sharing provisions in Division 2 of Part 2 of Chapter 11 of the Biosecurity Act with new provisions that will enable streamlined and more effective sharing of information for the purposes of administration of the Act. This includes sharing of information with Commonwealth, state and territory bodies, law enforcement bodies, for biosecurity-related research purposes, and international bodies for the purposes of managing biosecurity risks. • Human health information and other protected information will continue to be afforded appropriate safeguards with criminal and civil sanctions, including infringement notices, for unauthorised use and disclosure. 	<p>These amendments will commence by 6 June 2023, if no Proclamation is made earlier.</p>
<p>4. Strengthening penalties</p>	<ul style="list-style-type: none"> • The maximum pecuniary amounts for contraventions of numerous civil penalty provisions and criminal offences under Chapters 3 and 4 of the Biosecurity Act which deal with managing biosecurity risks relating to goods and conveyances were increased. • The provisions primarily target contraventions of biosecurity requirements by regulated entities such as commercial importers, and operators and persons in charge of aircrafts or vessels or persons in charge of goods, who have a particular responsibility to know and understand their obligations under the Act. 	<p>Commenced on 6 December 2022</p>
<p>5. Risk assessment</p>	<ul style="list-style-type: none"> • Amended the relevant provisions relating to the conduct of risk assessments when the Director of Biosecurity and the Director of Human Biosecurity is deciding whether to make determinations about prohibited and conditionally non-prohibited goods, and when the Director of Biosecurity is deciding whether to make determinations about suspended goods or grant an import permit to clarify: <ul style="list-style-type: none"> ○ the matters that the Directors must be satisfied of before making determinations or granting permits, including risk assessments; and ○ that the risk assessments are to be conducted by a <i>biosecurity worker</i> (broadly, an employee or contractor of the Agriculture or Health Departments). 	<p>Commenced on 6 December 2022</p>
<p>6. Arrangements and grants for dealing with risks posed by diseases or pests</p>	<ul style="list-style-type: none"> • Provided legislative authority for financial expenditure, specifically for the Agriculture Minister or the Health Minister to make, vary or administer arrangements with or grants of financial assistance to persons or bodies for the making of payments by the Commonwealth to other persons or bodies for dealing with risks posed by diseases or pests. 	<p>Commenced on 6 December 2022</p>
<p>7. Approved arrangements and compensation</p>	<ul style="list-style-type: none"> • Streamline and improve the operation of approved arrangements (e.g., permit certain AAs to continue unless revoked). • Enhance the efficiency of compensation claims for damaged goods or destroyed conveyances. • Strengthen risk management by expanding auditors’ powers to inspect documents or make records. 	<p>Commenced on 6 December 2022</p>
<p>8. Concealment of goods</p>	<ul style="list-style-type: none"> • Inserted a new civil penalty provision of 1,200 penalty units (\$330,00) to target the concealment of conditionally non-prohibited goods that are brought or imported into Australian territory. <ul style="list-style-type: none"> ○ The new civil penalty provision is also subject to the infringement notice scheme (infringement notice of 20 penalty units (\$5,500)) under the Biosecurity Act. 	<p>Commenced on 6 December 2022</p>

Attachment B

Summary of category 1 and category 2 goods in the *Biosecurity (2023 Infringement Notices) Determination 20222*

Category 1 goods (subject to 12 penalty units - \$3,300):

- (a) live plants;
- (b) whole unprocessed seeds that are intended for sowing;
- (c) meat and meat products, except meat or meat products that have been retorted;
- (d) animal reproductive material, excluding avian eggs and roe that are intended for, or are able to be used for, human consumption (whether or not they are cooked, dried or otherwise processed);
- (e) animal fluids;
- (f) animal tissue that is not intended for human consumption (whether or not it is cooked, dried or otherwise processed);
- (g) prawns that are raw or partially raw (that is, not sufficiently cooked to coagulate all of the protein in the prawn meat);
- (h) live animals, and the remains of animals that have died in transit before arriving in Australian territory or on arrival in Australian territory;
- (i) veterinary vaccines.

Category 2 goods (subject to 6 penalty units - \$1,650):

- (a) fresh fruit;
- (b) fresh vegetables;
- (c) fresh fungi;
- (d) fresh leaves;
- (e) fresh herbs;
- (f) fresh cut flowers;
- (g) whole unprocessed seeds that are not intended for sowing.



DCCC paper suitable for sharing

DCCC Meeting 94 – 6 April 2023

**Agenda Item 5.3a
BMSB Response**

INFORMATION

PURPOSE

This is an information only paper for DCCC members to note key information relating to the 2022-23 BMSB season.

KEY POINTS

- The 2022-23 BMSB Season commenced on 1 September 2022. Key information and statistics relating to the season can be found on the Placemat at **Attachment A**.
- Further information on the BMSB measures can be provided to DCCC members upon request via the DCCC Secretariat.

CLEARED BY

Rose Cracknell, A/g Assistant Secretary, Pathway Policy – Cargo & Conveyances

ATTACHMENT

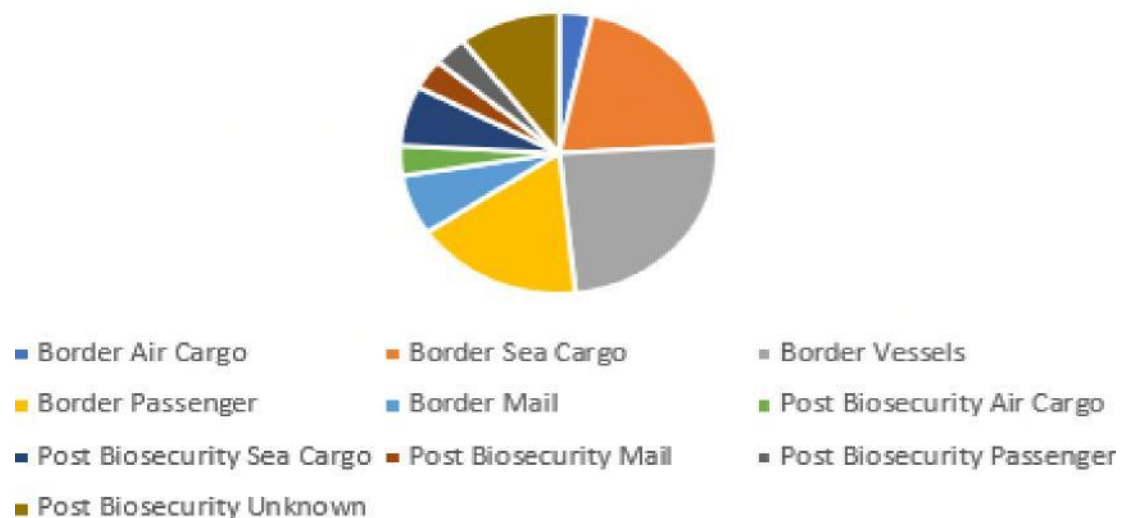
A: 2022-23 BMSB Season Placemat

The Brown Marmorated Stink Bug (BMSB) seasonal measures apply to targeted goods manufactured in or shipped from target risk countries between 1 September to 30 April (inclusive).

BMSB Detections

		21-22 Season	22-23 Season
Detection Point	Condition	Number of detections	
Biosecurity Intervention Point	Alive	12	21
	Dead	90	106
Post Biosecurity	Alive	5	8
	Dead	6	5
Total Detections		113	140

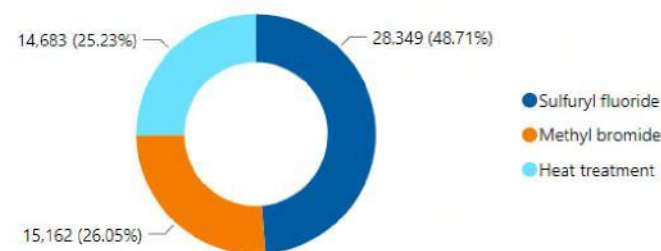
Live BMSB Detections by Pathway



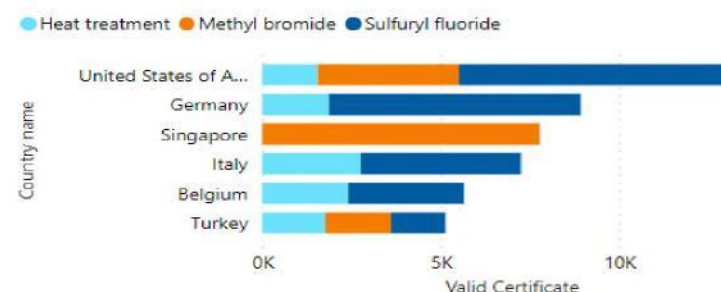
Offshore Treatments

- 59783** Valid treatment certificates lodged.
- 196** Approved offshore treatment providers
- 5** Offshore treatment provider suspended
- 37775** Containers treated offshore
- 20422** Break Bulk units treated offshore

Valid certificates by treatment type



Top 6 – Valid certificates by country



Key Statistics

- 54844** containers referred for BMSB concerns
- 279** voyages by Roll-On Roll-Off vessels. **173** Seasonal Pest Inspections conducted
- 47,720** containers and 205 break bulk units Whitelisted
- 64326** Full Import Declarations (entries) referred for BMSB
- 5208** consignments with a BMSB profile directed for inspection
- 3170** BMSB entries lodged through AEPComm
- 18** entities approved for the Safeguarding Arrangement scheme

Emerging concerns

Through the month of October we had six separate detections of yellow spotted stink bug (YSSB) on break bulk cargo either associated with or on roll-on roll-off vessels that have originated from China. Due to this increase in risk, and the difficulty in detecting YSSB the department instigated additional intervention for all RoRo vessels that have loaded cargo from China. These measures were in place until mid-January when additional intervention was cease.



Non-compliance

The department has directed 48 consignments for export due to arriving non-compliant to import conditions. This includes 10 break bulk consignments and 36 open top and flat rack containers arriving untreated or having exceeded 120 hour post treatment window requirements and 2 FCL consignments arriving untreated, that were unable to be treated onshore.

BMSB Target risk countries: Albania, Andorra, Armenia, Austria, Azerbaijan, Belgium, Bosnia and Herzegovina, Bulgaria, Canada, Croatia, Czechia, France, Georgia, Germany, Greece, Hungary, Italy, Kazakhstan, Kosovo, Liechtenstein, Luxembourg, Montenegro, Moldova, Netherlands, Poland, Portugal, Republic of North Macedonia, Romania, Russia, Serbia, Slovakia, Slovenia, Spain, Switzerland, Turkey, Ukraine, United States of America. Japan is targeted for heightened vessel surveillance only.



DCCC paper suitable for sharing

DCCC Meeting 94 – 6 April 2023

Agenda Item 5.3b

Khapra beetle urgent actions

For INFORMATION

PURPOSE

This is an information only paper for DCCC members to note the status of the implementation of the urgent actions to address the risk of khapra beetle (*Trogoderma granarium*) entering Australia, including the intention to consult with members on Phase 6B measures prior to implementation.

KEY POINTS

- The department is implementing urgent actions to address the risk of khapra beetle entering Australia. The urgent actions are being implemented in phases and will result in changes to import conditions for plant products and sea containers.
- We have implemented:
 - **Phase 1** (September 2020): a ban on high-risk plant products (a host of khapra beetle) within unaccompanied personal effects and low value freight.
 - **Phase 2** (October 2020): a ban on high-risk plant products within accompanied baggage, via international travellers or mail articles.
 - **Phase 6A** (April and July 2021): mandatory offshore treatment for sea containers packed with:
 - 6a.i high-risk plant products exported from a khapra beetle target risk country
 - 6a.ii all types of goods in a khapra beetle target risk country that will be unpacked in a rural grain growing area of Australia
 - 6a.ii measures were extended to rural nut growing areas of Australia in December 2021.
 - **Phase 3** (September 2021): mandatory offshore treatment and phytosanitary certification for high-risk plant products exported from a khapra beetle target risk country and phytosanitary certification for high-risk plant products exported from all other countries.
 - **Phase 4** (April 2022): revised phytosanitary certification for other-risk plant products exported from all countries to verify freedom from Australia's list of *Trogoderma* species of biosecurity concern.
 - **Phase 5** (April 2022): introduced phytosanitary certification for seeds for sowing exported from all countries via all arrival modes to verify freedom from Australia's list of *Trogoderma* species of biosecurity concern.
- In November 2022, we notified the DCCC of the proposed measures for the final phase of the khapra beetle urgent actions under Phase 6B. We are currently working through the complexities of implementation and refining the proposed measures of the final phase. This means we are not able to update DCCC members on the details of the final phase at this stage; however, are looking at implementing this final phase in November 2023. The department will give DCCC members and all affected stakeholders advanced notice once the final phase and timeframe have been confirmed.

NON-COMPLIANCE

- Recurring issues of non-compliance have been identified during treatment certificate compliance verification activities. Some of these issues include instances where:
 - The sea container has not been treated (for example, goods have been treated under a sheeted stack).
 - The sea container has not been exported within 21-days of treatment.
 - Treatment certificates were found to be lacking in sufficient information, including:
 - forecast minimum temperature
 - enclosure type
 - container number.
 - Treatment schedules included incorrect information such as:
 - dose rate
 - exposure period
 - fumigant used.
- Further information on the urgent actions is available on our website:
<https://www.agriculture.gov.au/biosecurity-trade/pests-diseases-weeds/plant/khapra-beetle/urgent-actions>
- We would appreciate your assistance communicating the khapra beetle requirements with your contacts/stakeholders and encouraging:
 - importers to use registered treatment providers where possible
 - unregistered treatment providers to contact us at.offshoretreatments@agriculture.gov.au.

BACKGROUND

- Changing global demands, growing passenger and trade volumes, increasing imports from a growing number of countries, population expansion and climate change mean that biosecurity risk is growing.
- Australia has a robust biosecurity system that reduces the risks posed by exotic pests and diseases, as well as established procedures to manage interceptions when they do occur.
 - Biosecurity threats are effectively managed using a risk-based approach.
 - Biosecurity risks are managed offshore, at the border, and within Australia at the point where intervention is most effective.
- Khapra beetle is Australia's number two National Priority Plant Pest (2019).
 - Khapra beetle is not present in Australia and poses a major threat to Australia's grains, rice and nut industries as a serious storage pest and potential impacts on international trade.
 - If khapra beetle was to establish in Australia it would have significant economic consequences. An incursion could cost Australia \$15.5 billion over 20 years through revenue losses arising from damaged grain in storage and exports.
- Australia has committed to build a stronger biosecurity system to protect Australia from hitchhiker pests in sea containers and goods. A key deliverable of this project amongst other things is enhanced data capture, modelling, and analytics to accurately profile and target imported sea containers and cargoes that pose a risk of hitchhikers including khapra beetle.
 - We have launched a new website to help raise awareness of the risk of hitchhiker pests: agriculture.gov.au/campaigns/hitchhiker-pests

CLEARED BY

Sarah Bruce, Principal Director, Hitchhiker Working Group



DCCC paper suitable for sharing

DCCC Meeting 94 – 6 April 2023

Agenda Item 5.4a
Compliance Activities Snapshot

For INFORMATION

PURPOSE

This is an information only paper for DCCC members to provide a snapshot of compliance activities for Quarter 2, financial year 2022-23

KEY POINTS

- The Compliance Activities Snapshot (**Attachment A**) provides an overview of activities and assessments conducted by the department from 1 October to 30 November 2022.
- Further information on the compliance activities can be provided, where possible, to DCCC members upon request via the DCCC Secretariat.

CLEARED BY

Anna Brezzo, Assistant Secretary, Investigations, Compliance and Enforcement Division

ATTACHMENT

A: Compliance Activities Snapshot – Second Quarter Statistics - Financial Year 2022-23

Compliance and Enforcement Division Compliance Activities - Second Quarter Statistics - Financial Year 2022/23



Key investigations statistics: 110 current investigations 5 briefs of evidence lodged with the Commonwealth Director of Public Prosecutions (3 investigations) 3 matters before the courts (concerning 4 entities)

Investigations Commenced During Quarter	Air Cargo		Export		Mail		Sea Cargo		Travellers	
	Quarter	FYTD	Quarter	FYTD	Quarter	FYTD	Quarter	FYTD	Quarter	FYTD
Animal Product										
Biosecurity Act 2015	2	3								
Biosecurity Act 2015 & Criminal Code		1						2		
Biosecurity Act 2015 & Imported Food Control Act		1								
Export Control Act 2020			1	1						
Biosecurity Risk										
Biosecurity Act 2015		1					1	3	1	1
Biosecurity Act 2015 & Criminal Code								1		
Imported Food Control Act	1	1								
Live Animals										
Biosecurity Act 2015	1	2							1	3
Export Control Act 2020				1						
Live Plants										
Biosecurity Act 2015	2	3								
Live Plants & Plant Product										
Biosecurity Act 2015						1				
Non-Commodity										
Biosecurity Act 2015								1	1	
Plant Product										
Biosecurity Act 2015	1	2						1	1	
Export Control Act 2020			1	4						
Imported Food Control Act								4	7	
Plant Product & Animal Product										
Biosecurity Act 2015	2	2								

Legend:
 Live plants; Plant products; Live animals;
 Animal products; Biosecurity risk; Non-commodity

Total number of investigations commenced Quarter:
20

Total number investigations commenced FYTD:
42

Briefs of Evidence Submitted to Commonwealth Director of Public Prosecutions

	Sea Cargo Quarter FYTD	Travellers Quarter FYTD
Live animal		
Biosecurity Act 2015 & Export Control Act 1982	1	
Crimes Act 1914 (Cth)		1

Infringement Notices

*Note: Company BU penalty units = \$13,320

	Quarter	FYTD
Imported Food Control Act*	1	4
Biosecurity Act*	2	3

Fit and Proper Persons assessments

	Imports	Exports	Waste	Total	Adverse Decisions
Quarter	141	430	17	588	8
FYTD	301	964	51	1316	8

Approved Arrangements

	Suspended	Revoked	Corrective Actions Issued	Corrective Actions Resolved
FYTD	0	0	817	46
Quarter	0	0	433	46

Court Outcomes

Date	Name	Offence(s)	Outcome
11-Nov-22	Jiachen DUAN	1 count s186(2) Biosecurity Act 2015 - Basic illegal importation 1 count s137.2 Criminal Code Act 1995 - False misleading documents	Fined \$1,500 for the Biosecurity Act 2015 offence Fined \$500 for the Criminal Code Act 1995 offence



Biosecurity Cost Recovery Arrangement

Financial Performance for 2022–23

as at 28 February 2023

Finance and Investment Division



Disclaimer:

The Australian Government acting through the Department of Agriculture, Fisheries and Forestry has exercised due care and skill in preparing and compiling the information and data in this report.

Notwithstanding, the Department of Agriculture, Fisheries and Forestry, its employees and advisers disclaim all liability, including liability for negligence and for any loss, damage, injury, expense, or cost incurred by any person as a result of accessing, using or relying on any of the information or data in this report to the maximum extent permitted by law

The Biosecurity Arrangement

The Department commenced partial cost recovery of selected biosecurity activities in 1979 and implemented full cost recovery from 1 January 1991 for activities in scope of the Australian Government's Cost Recovery Guidelines. Cost recovery isn't appropriate for all government activities and so there continues to be many of the Department's biosecurity functions which are not funded through cost recovery. The Department's biosecurity activities are provided to these key groups:

- **Importers** – inspection, assessment and management of the biosecurity risks associated with imported goods and packaging (including air and sea cargo, containers, international mail, food, live animals and plants). This also includes husbandry activities undertaken by the department, associated with the PEQ of live animals and plants prior to release into Australia (such as horses, dogs, cats, hatching eggs, birds, ruminants, bees, nursery stock and viable seeds).
- **Conveyance operators** – assessments and inspections of vessel and aircraft entering Australia to manage the risks posed by the vessel, contaminants on the vessel, human biosecurity risks, ballast water and biofouling on vessels, and aircraft disinfection (where non-compliant on arrival) and assessment of aircraft for release from biosecurity control.
- **Approved arrangement participants** – administering arrangements, managing compliance regimes, and setting standards for various third-party arrangements managed by the department, such as quarantine approved premises, compliance agreements and imported food compliance agreements.
- **Passengers** – assessment and management of biosecurity risks posed by baggage accompanying passengers. Activities such as inspection and assessment of baggage are only cost recovered when provided outside of designated international airports or seaports.

The [Biosecurity Act 2015](#) is the primary biosecurity legislation in Australia. [The Imported Food Control Act 1992](#) is the primary food importation legislation. Subordinate legislation (including regulations) and supporting policies affect the management of ballast water, approved arrangements and import risk analysis.

The [Biosecurity Regulation 2016](#) provides fees for different biosecurity regulatory activities. Section 592 of the Biosecurity Act allow fees that may be charged in relation to activities carried out by, or on behalf of the Commonwealth, to be prescribed in regulations made under the Act.

The [Imported Food Regulations 2019](#) provides fees for different chargeable services. Section 36 of the Imported Food Control Act allow fees that may be charged in relation to certain chargeable services, to be prescribed in regulations made under this Act.

2022-23 Budget

Revenue assumptions

The 2022-23 revenue budget has been developed within the context of easing domestic pandemic restrictions, which are expected to direct consumer preferences away from goods and towards services, alongside an uncertain global economy. The budgeted revenue reflects only modest growth on 2021-22 with the exception of a select few imports known to be increasing, such as horses.

On 16 January 2023, a new price for Full Import Declarations (FIDs) on cargo arriving by sea was introduced to fund the government measure to manage the risk of hitchhiker pests and diseases in and on containers. The \$9 increase in the sea FID from \$49 to \$58 is expected to recover an additional \$8.3 million revenue in 2022-23, which has been reflected in the revised budget.

Expense budget

The expense budget for 2022-23 is still being finalised as at the time of writing due to several extenuating circumstances. The impact of the May 2022 election, subsequent significant Machinery of Government changes to the Department's organisational structure, the timing of the October federal budget, an internal restructure and funding deficits have all been contributing factors.

The February 2022-23 report includes expense budgets that are close to being finalised, however, these numbers may change marginally subsequent to the release of this report. Notwithstanding minor amendments to the budget, we are forecasting a deficit position for the overall arrangement.

Review of the arrangement

As advised in previous industry consultative committee meetings, the department has been conducting a comprehensive review of the biosecurity cost recovery arrangement. The arrangement was last reviewed in earnest in 2015, in line with the introduction of the Biosecurity Act 2015 and Biosecurity Regulations 2016. Much has happened since that time, including the impacts of the global pandemic, changes to risk profiles for imports and import pathways, a change of government and inflationary increases to costs for regulatory activity.

The department has completed its review and consultation with industry on proposed changes to charges under the arrangement commenced on 27 March. Stabilising our cost base is the first phase in developing a sustainable funding and investment model for biosecurity and members are encouraged to participate in the discussion through the department's website at www.haveyoursay.agriculture.gov.au. The public consultation period closes on Monday 24 April.

2022-23 February year to date (YTD) performance for the Biosecurity Arrangement

From a revenue perspective, the arrangement is slightly above budget expectations in the first eight months of the financial year, as shown in Table 1. In the main, this is simply a function of natural variation in volumes and levels of activity that occur throughout the year and are hard to predict.

Revenue for individual streams within the arrangement each have variances against their respective budgets as shown in the following tables. However, the aggregate total of \$0.743 million represents a variance of less than one per cent above the revised budget for the biosecurity arrangement.

Table 1 – Summary of 2022-23 February YTD revenue for the overall biosecurity arrangement

Biosecurity Arrangement	2022-23 Feb YTD				2021-22 Feb YTD
	Actual	Revised Budget	Variance		Actual
	\$'000	\$'000	\$'000	%	\$'000
Revenue from cost recovery fees & charges	200,140	199,397	743	0.37%	192,142

Table 2 – Summary of 2022-23 February YTD performance for the biosecurity arrangement by stream

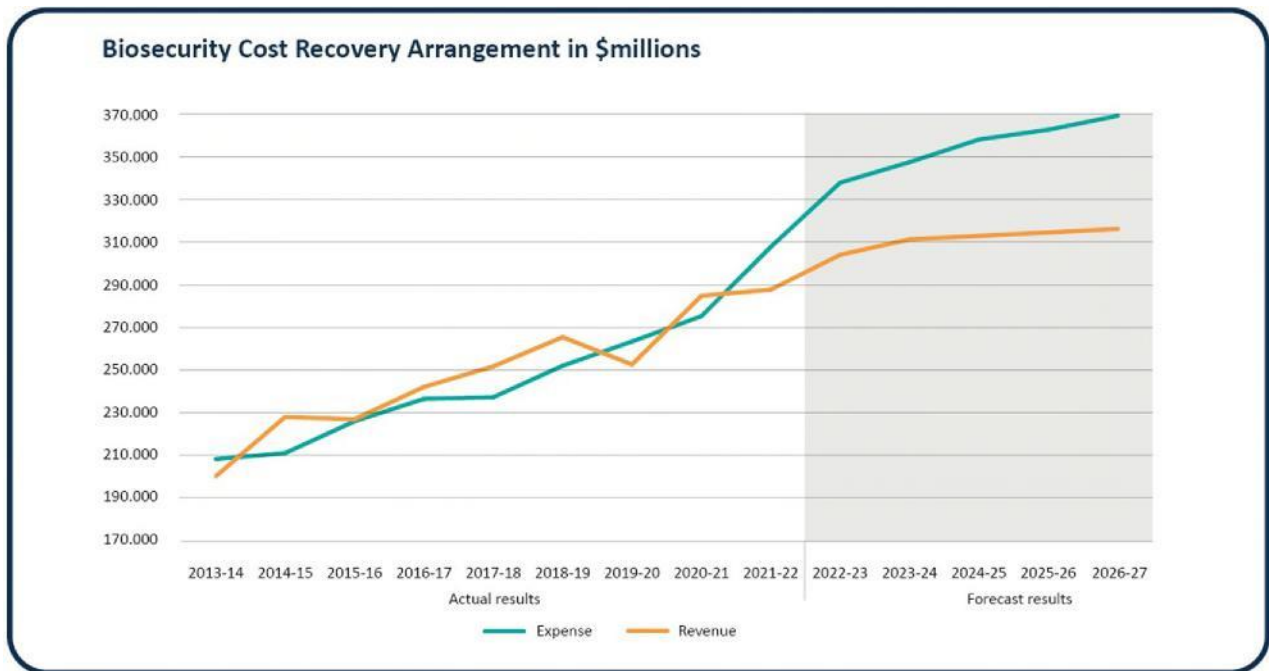
Stream	2022-23 Feb YTD		2022-23 Full year
	Actual	Forecast	
	\$'000	\$'000	
Total revenue	200,140	300,265	
Import Clearance Stream	171,147	257,716	
Seaports Stream	16,937	25,109	
Post-Entry Quarantine Stream	12,056	17,440	
Total expense	223,604	333,803	
Import Clearance Stream	187,015	278,536	
Seaports Stream	22,954	33,841	
Post-Entry Quarantine Stream	13,635	21,426	
Forecast result – surplus/(deficit)	(23,464)	(33,538)	

The changing biosecurity environment has placed increasing pressure on the department to deliver regulatory activities and continue to manage biosecurity risk both efficiently and effectively.

The biosecurity cost recovery arrangement was last comprehensively reviewed in 2015. Since then, fees and charges have largely remained static while costs have increased with inflation and responses to additional threats and effort required for cargo clearance. Regulatory fees and charges no longer align with the actual cost to deliver regulatory activities, as shown in our forecast 2022-23 result in Table 2.

Figure 1 below shows the increasing gap between costs and revenue if fees and charges remain at their current levels. This is not sustainable for the department, nor does it allow us to be efficient regulators of the biosecurity system that provides so many benefits to Australians. Stabilising the current cost recovery arrangement is an important first step towards long-term sustainable funding and means adjusting fees and charges to recover actual costs to fund these critical activities.

Figure 1 – Biosecurity Cost Recovery Arrangement Revenue and Expense 2013-14 to 2026-27



1. Import clearance

The combined volume of air and sea importation activities for 2022-23 Feb YTD is above budget by a combined 10,426 units.

- Air FIDs are 51,600 units above budget or \$1.96m
- Sea FIDs are below budget by 41,174 units (\$2.08m).
- With continued inflationary pressures in the Australian and global economies, we may start to see a slowdown in import activity in future months.

Table 3 – Summary of 2022-23 February YTD performance for the Import Clearance Stream

Table 4 – Summary of key import clearance stream charges - budget variance for revenue and volume

Import Clearance Stream	2022-23 Feb YTD				2021-22 Feb YTD
	Actual	Revised Budget	Variance		Actual
	\$'000	\$'000	\$'000	%	\$'000
Revenue from cost recovery fees and charges	171,147	173,317	(2,170)	-1.25%	166,738

Import Clearance Stream	2022-23 Feb YTD						
	Revised Budget		Actual		Variance		
	Revenue \$'000	Units	Revenue \$'000	Units	Revenue \$'000	Units	%
Air FIDs	58,802	1,547,432	60,763	1,599,032	1,961	51,600	3.33%
Sea FIDs	67,131	1,326,673	65,051	1,285,499	(2,080)	-41,174	-3.10%
Doc Assessments	11,477	382,566	11,014	367,123	(463)	-15,443	-4.04%
Inspections	22,716	512,929	21,595	475,996	(1,121)	-36,933	-4.93%

Table 5 – Summary of import clearance stream - year-on-year variances for revenue and volume

Import Clearance Stream	2021-22 Feb YTD Actual		2022-23 Feb YTD Actual		Variance		
	Revenue \$'000	Units	Revenue \$'000	Units	Revenue \$'000	Units	%
Air FIDs	59,634	1,569,329	60,763	1,599,032	1,129	29,703	1.89%
Sea FIDs	63,946	1,305,018	65,051	1,285,499	1,105	-19,518	1.73%
Doc Assessments	9,918	330,615	11,014	367,123	1,095	36,508	11.04%
Inspections	20,421	452,196	21,595	475,996	1,174	23,800	5.75%

Figure 2 – Air FID volume comparison for the last three financial years

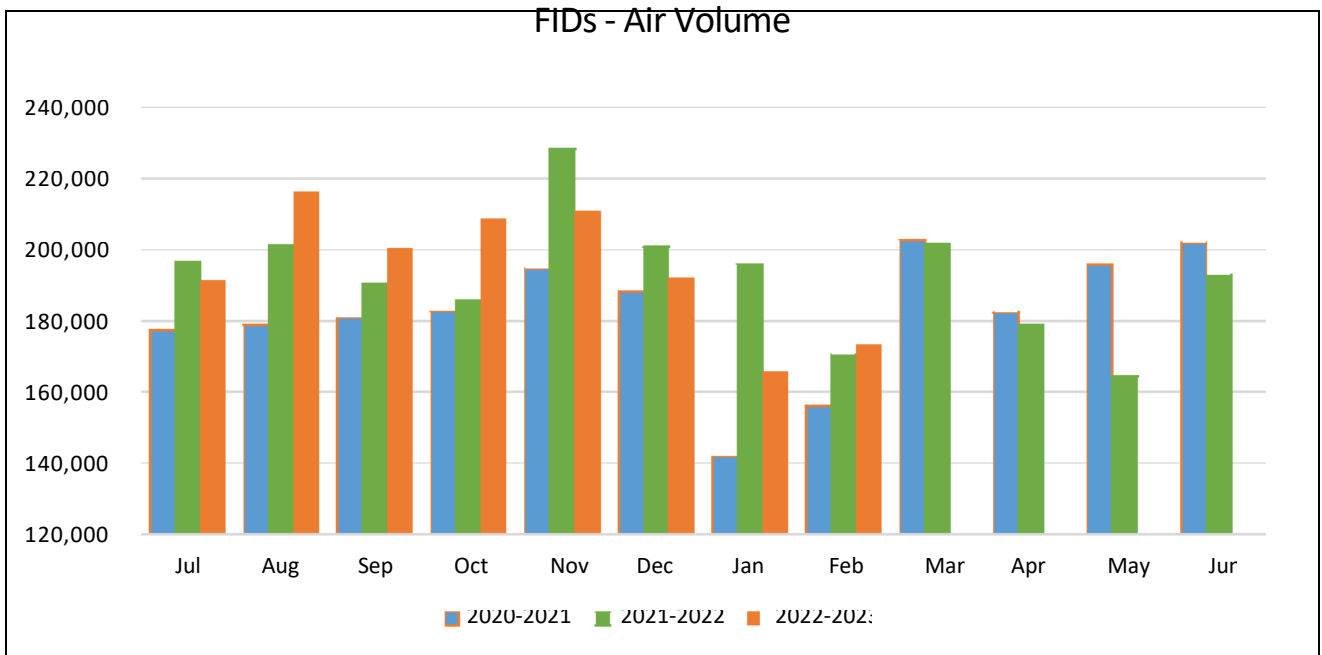
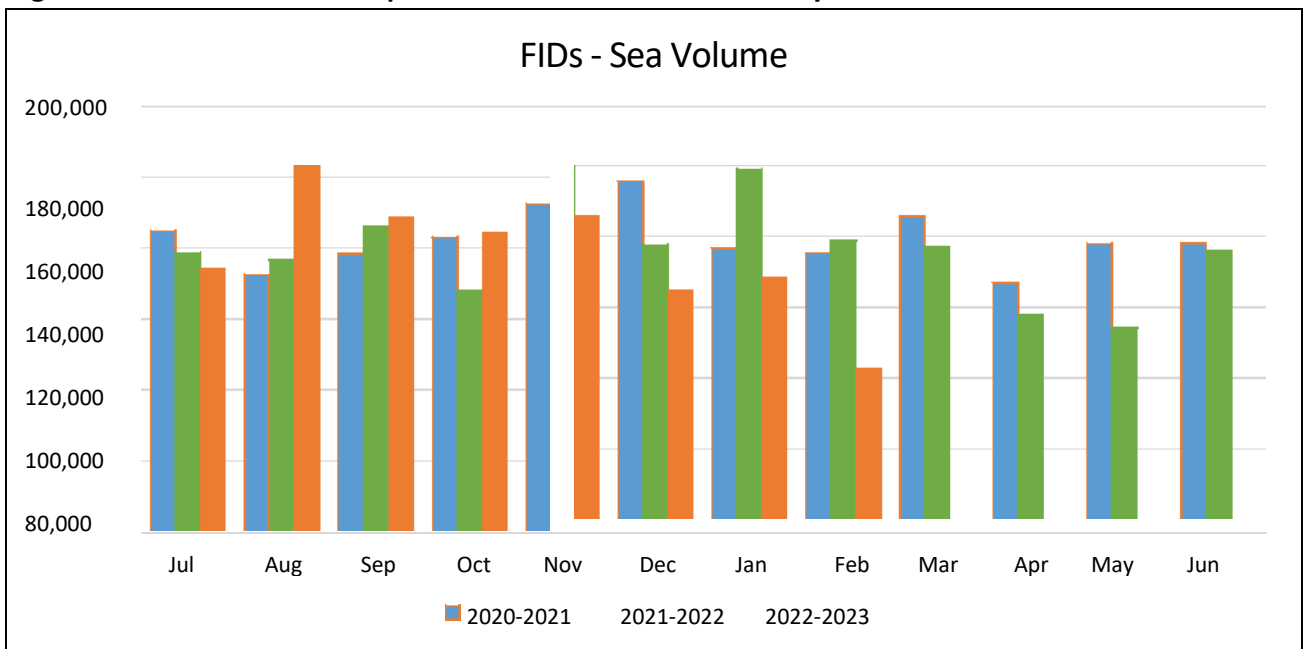


Figure 3 – Sea FID volume comparison for the last three financial years



2. Seaports

The number of cargo freighters for 2022-23 Feb YTD increased compared to the 2021-22 Feb YTD. However, volumes have remained relatively in line with annual trends each month for the year to date, as illustrated by Figure 4 below.

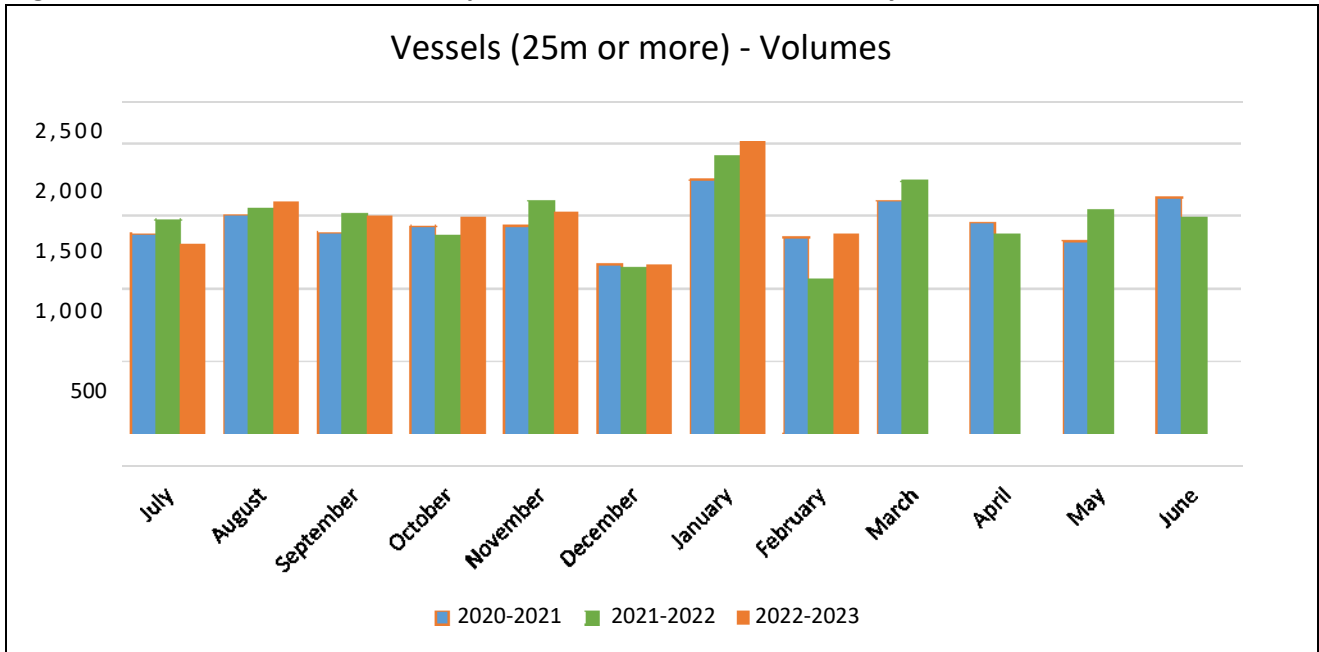
Table 6 – Summary of 2022-23 February YTD performance for the seaports stream

Seaports Stream	2022-23 Feb YTD				2021-22 Feb YTD
	Actual	Revised Budget	Variance		Actual
	\$'000	\$'000	\$'000	%	\$'000
Revenue from cost recovery fees and charges	16,937	15,964	973	6.09%	15,604

Key points for seaports

- Vessel (≥25m) arrivals – an increase of 3.1%, or 364 vessels, on 2021-22 Feb YTD.

Figure 4 – Vessel arrivals volume comparison for the last three financial years



3. Post Entry Quarantine (PEQ) Facility, Mickleham

The PEQ combined 2022-23 revenue is above the Feb YTD budget by \$1.9 million or 19%. The 2022-23 Feb YTD revenue is \$2.5 million higher than the 2021-22 Feb YTD revenue, indicating overall activity has increased this financial year. This has been particularly so for horses, cats and dogs. The revenue position is comprised of horse and non-horse PEQ streams being above budget while the plant stream is slightly below budget.

Table 7 – Summary of 2022-23 February YTD performance for the PEQ streams

Table 8 – Summary of PEQ Stream actuals against budget variance for revenue and volume

PEQ Stream	2022-23 Feb YTD				2021-22 Feb YTD
	Actual	Revised Budget	Variance		Actual
	\$'000	\$'000	\$'000	%	\$'000
Revenue from cost recovery fees and charges	12,056	10,116	1,940	19.18%	9,602

PEQ Stream		Actuals 2022-23		Revised Budget 2022-23		Variance		
Item Code	Item Name	Revenue \$'000	Units	Revenue \$'000	Units	Revenue \$'000	Units	%
10509	Cats	1,701	1,418	1,238	1,032	463	386	37.36%
10510	Dogs	3,536	2,954	2,755	2,296	781	658	28.35%
10370	Horses	1,845	615	1,581	527	264	88	16.70%
10371	Plants	495	4,509	562	5,108	(66)	-599	-11.83%
10514	Live Birds	11	1	11	1	-	0	0.00%
10513	Hatching Eggs	188	6	157	5	31	1	20.00%

Table 9 – Summary of PEQ Stream year-on-year variances for revenue and volume

PEQ Stream		2022-23		2021-22		Variance		
Item Code	Item Name	Revenue \$'000	Units	Revenue \$'000	Units	Revenue \$'000	Units	%
10509	Cats	1,701	1,418	1,384	1,154	317	263	22.93%
10510	Dogs	3,536	2,954	2,892	2,410	644	544	22.29%
10371	Plants	495	4,509	549	4,989	(53)	-480	-9.73%
10370	Horses	1,845	615	1,731	577	114	38	6.59%
10514	Live Birds	11	1	-	0	11	1	100.00%
10513	Hatching Eggs	188	6	157	5	31	1	20.00%