



37TH FAI WORLD GLIDING CHAMPIONSHIPS

NARROMINE NSW AUSTRALIA 2023



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Entries

Thank you to all the teams who have completed an Eoi (Expression of Interest) and/or completed their entries for the 37th WGC.

The website has recently been updated with all the EOI and Entry details:
<https://wgc2023.com.au/entries/>

Please review and advise any discrepancies to webmaster@wgc2023.com.au.

We are developing an online entry capability to facilitate capture of team, pilot and aircraft information to support a smooth registration process.

Organising Team Update

The competition organisation is being established, with most key roles confirmed.

The Contest Director is Michael Durrant. Michael can be contacted as below:

[E: contestdirector@wgc2023.com.au](mailto:contestdirector@wgc2023.com.au)
[P: +61438047985](tel:+61438047985)

Next focus area is finalising the Local Procedures for the competition and then communicating to the teams after review.





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Logistics Support

To assist with the key challenges in regard shipping, accommodation and travel we have provided the following information:

Glider and Trailer Shipping

The following contact details are for a preferred shipping agent with local experience with glider and trailer imports into Australia.

Steve Gibbons
Business Development Manager
Austorient Freight Services (Syd)
Inc. Ross Fehlberg P/L

Direct Line: +61 2 8399-4431
Main Line: + 61 2 9310-3599
Fax: +61 2 9310-2181
Email: sgibbons@austorient.com.au
Website: www.austorient.com.au
Linked In: [Steven Gibbons](#).

Please note the shipping advice contained within **APPENDIX A: - Glider and Trailer**

Shipping Advice

There are significant potential benefits to aligning multiple teams to ship gliders and trailers in a coordinated fashion to optimise handling, quarantine, and transport costs upon arrival in Australia.

Please work with Steve to align shipping dates, shipping approach, and departure and entry ports where possible to minimise costs.





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Accommodation

The following link outlines the accommodation options in Narromine with more accommodation available in Dubbo.

<https://narromineregion.com.au/places-to-stay#narromine>



There is further work underway to contact all Narromine residents to identify homes that may be available for rent during the competition period, however there is a degree of uncertainty regarding the number of houses that may be available, and teams are encouraged to consider the existing accommodation options.

Note that camping is available on the airfield. The link is below:

<https://www.narrominetouristpark.com.au>

Narromine weather can be very hot at this time of year with **averages** below and this should be considered if camping, or any other accommodation options.

NARROMINE WEATHER IN DECEMBER

	Temperature December	24.6°C 76.3°F		Precipitation / Rainfall December	68mm 2.7 inches
	Temperature December max.	30.8°C 87.4°F			
	Temperature December min.	18.3°C 64.9°F			

Hire cars with tow ball - Dubbo

The following details are for hire of tow cars, usually a utility vehicle from Dubbo. Vanessa is aware of the requirements for glider and trailer towing.

Vanessa - Hertz truck hire

dubbo@go2investments.com.au

Phone 61 2 6884 8688





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Team huts – delivery to Narromine airport

The following details are for hire of demountable team huts with air conditioning if these are required to be on-site at Narromine.

Please organise these directly with either Kennards or Coates and advise the organisation of the planned delivery and removal dates so we can facilitate their installation on-site.

Kennards Hire Dubbo - phone 61 2 6826 7000 - email dubbo@kennards.com.au
Coates Hire Dubbo - phone 61 2 6881 7700 - email dubbobranch@coates.co.au

Local Glider and Trailer Hire

The Gliding Australia Website has an article encouraging owners to make gliders and trailers available for hire.

The reality is that there are relatively few competitive Standard and 15M gliders available for hire in Australia.

<http://magazine.glidingaustralia.org/competitions/304-wgc-narromine-december-2023-glider-or-trailer-hire>

We have also put an advertisement in the classified section.

<http://magazine.glidingaustralia.org/classifieds>

This will be followed up with a mailout to all members of the GFA to seek their support.





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APPENDIX A: - Glider and Trailer Shipping Advice

The following is a brief explanation of the process and obligations on owners for the temporary importation of sailplanes into Australia, as well as some advice on shipping consideration to minimise costs.

Importation involves several organisations:

- Shipping companies – the movement of freight by sea
- Freight forwarders / Customs brokers – A Freight Forwarder / Customs Broker provides a service to the owner to coordinate the packing at origin through to the delivery at destination.
- Australian Customs and Border Protection Service – Government organisation responsible for border control
- Australian department of Agriculture (Quarantine) – Government agriculture inspection agency

Shipping Strategy

The first advice is to ship early, likely by September to ensure arrival by mid-November at Narromine, and to make sure your gliders and trailers are excruciatingly clean down to the wheel treads on both gliders and trailers.

Consider multiple ports for the fastest and cheapest option (Marseille/Bremerhaven/Rotterdam/Sydney/Melbourne/Brisbane). Noting that aligning this across multiple teams will minimise costs regarding quarantine and handling costs.

Given the current levels of volatility and uncertainty in the shipping environment, and enhanced quarantine procedures, coupled with labour shortages/costs, there is a significant shift in the trade-off between optimising container volume by stacking multiple gliders without trailers, versus shipping a glider in a trailer to reduce quarantine, handling, and transport costs on arrival in Australia.

Note that regardless of the ultimate destination, Melbourne is likely to be the first port of call in Australia from Europe. Even if the port of entry is further on in Australia, also if a vessel is running late due delays, they may discharge Melbourne and look for another vessel for the domestic leg.





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If shipping can be aligned for multiple teams, North and South Europe vessels could be booked to transit a second carrier tranship port for a vessel bound for Melbourne.

If you can arrange local support in Australia, you can minimise costs by landing the container at the initial Australian port of entry (probably Melbourne) and avoid domestic shipping and inland freight wherever possible to reduce freight costs.

This approach relies on shipping gliders in trailers to transport the gliders from the port of entry to/from Narromine, rather than stacking a container with multiple gliders and not shipping trailers to optimise sea freight costs.

Import Duty and Costs

Prior to shipment, a Carnet document must be arranged. A Carnet allows the free movement of temporary imported goods. The carnet is issued by local chamber of commerce or equivalent. The carnet issuer will often ask for security over the goods as they are in effect guaranteeing that the goods will be exported within 12 months of arrival or they will pay any import taxes (duty free Sailplane, 5% trailer + 10% GST on everything).

GFA (Gliding Federation of Australia) will issue carnets for gliders being shipped for the WGC at no cost. This will require a binding agreement to be executed between GFA and the source NAC (National Aero Club) indemnifying the GFA from any financial cost should the gliders not be re-exported within the required timeframe. **Team captains should contact the organiser to arrange the appropriate agreement.**

It is important to understand that the sailplane (and trailer) must be re-exported within 12 months of arrival. Please ensure you co-ordinate with your import Customs Broker well before the due date as Customs will be proactive asking for evidence of export from the Broker.

The Freight Forwarder /Customs Broker will co-ordinate the Carnet acquittal with Customs and arrange export packing and shipping to origin on the owner's behalf.





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Quarantine and Customs Clearance

On arrival we expect each container will be x-rayed by Customs. This will delay the movement of the container from the wharf for about 5 days post arrival.

Customs will require the Customs Broker to forward Carnet copies to determine whether the shipment is inspected. Please ensure copies of the carnet and shipping documents are emailed to the Customs Broker at the time of export and coordinate for the originals to be couriered to them to arrive at least a week prior to the vessel's arrival at destination.

Once available from the wharf, the Customs Broker will arrange for the container to be moved to an approved premises for the unpack and Quarantine inspection. Once the container has left the wharf, the freight is not clear, it remains under the control of Quarantine and Customs.

Quarantine are especially vigilant in checking all parts for these contaminations. As an island nation with a major agricultural industry, Australia does not have many of the soil and plant viruses of our northern neighbours.

The arrival inspection is thorough and any failure, though not terminal, is expensive in both time and money. There is a 100% mandatory inspection on gliders and trailers.

In preparing the sailplane and trailer, ensure at the time of packing both are completely free of any plant material (i.e. straw and seeds) and soil / grime.

Note that inspectors will not enter a container, therefore in the case of shipping in containers, all contents will need to be removed.

If the **container has multiple gliders tightly stacked** the container will have to be manually unpacked and fully inspected, before being repacked prior to transport. This adds significantly to the timeframe and handling costs, and there is a risk of damage to gliders.

A freight depot will not allow public to enter due to OH&S (Occupational Health and Safety) considerations, so any unload and reload of a container for inspection is likely to be by untrained freight handling staff.

Gliders being shipped in an individual trailer on Roll On Roll Off vessels, or via container, will also require inspection. However, it is much easier to pop the lid of the trailer and see everything that's required.





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A critical tip. Please tape a copy of the trailer key to the front door!

Please note that BMSB (Stink Bug) seasonal control measures will apply to targeted goods (includes aircraft and vehicles) manufactured in, or shipped from, target risk countries (including Europe and USA), that have been shipped between 1 September and 30 April (inclusive), and to vessels that berth, load, or tranship from target risk countries within the same period.

<https://www.agriculture.gov.au/biosecurity-trade/import/before/brown-marmorated-stink-bugs#target-risk-countries>

Please contact your shipping agent to discuss pre-spraying for Stink Bug before departure to reduce Customs Clearance time on arrival.

AustOrient Freight Services (Syd) are working to try and facilitate a pre-departure inspection and fumigation process that would meet Australian Quarantine requirements including appropriate certification. This would reduce costs, delays and risk of damage upon arrival, especially if the container is stacked with multiple gliders.

Again, there is an opportunity to align shipping across multiple teams to minimise costs associated with a pre-departure certification process.

If the glider has been packed in a trailer, the trailer will be removed and a Quarantine officer arranged. The officer will inspect for any plant or soil product including the whole underside of the sailplane and especially the trailer, be very careful to ensure absolutely no soil or plant material.

The quarantine inspection process will take approximately 3 working days, after release from the wharf.

If Customs choose to inspect, this will generally be completed at the same time as the Quarantine inspection.

24 hours after Customs and Quarantine have completed their inspections, the import will be released.

The glider may be towed away (permanent imports require an import permit for the trailer however temporary imports are excluded), or the container may be picked up for transport to Narromine, however in both cases the freight Forwarder / Customs broker will require payment of their invoices.





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The process for sailplane / trailer combinations shipped via Roll on Roll off service is very much the same as the process of containerization with the Customs and Quarantine inspection completed on the wharf. However, there is a risk of additional wharf storage costs as the importer has limited control when compared to containerisation.

