

The game of life is a lot like football. You have to tackle your problems, block your fears, and score your points when you get the opportunity.
“Lewis Grizzard”

CARGO NETWORK INTERNATIONAL PTY LTD

DAWR Brown Stink Bug update...

We’ve probably had enough of all the issues surrounding Brown Stink Bug requirements.

BMSB is not currently found in Australia. We all appreciate an outbreak would severely impact our agricultural and associated industries. On a lesser note, BMSB is a nuisance pest.

Sea Freight cargo is still considered to be the high risk mode of transport and DAWR are risk managing accordingly. BMSB measures does not apply to air freight cargo.

The BMSB season is between 1 September and 30 April each year. That is, shipments departing the overseas Origin on or after 1 September and on or prior to 30 April.

PLEASE NOTE : Sea Freight Shipments departing after 30 April will not be subject to Brown Stink Bug Measures.

We have attached the DAWR proposed 2019-2020 seasonal measures for your reference.

We will keep you updated of the outcomes.

INSIDE THIS ISSUE:

Brown Stink Bug 1

Qld Govt. 10 year plan 2

Fewer jobs in Australia 3

Speed factories 4

ABF updates 5
Federal Election 5

CNI Audits & Reviews 6



Qld State Govt. releases 10 year outlook

The Palaszczuk Government has released its 10-year vision for the state's burgeoning freight industry.

Transport and Main Roads Minister Mark Bailey said the Queensland Freight Strategy provided a framework to support trucking, shipping, rail and air cargo across the state over the next decade.

"As Queensland grows, so too will the demand for freight. The Queensland Freight Strategy is the key starting point for government, industry and the entire state to make sure we continue to have an integrated and resilient freight system that benefits all Queenslanders," Mr Bailey said.

"Over the next ten years, the volume of freight moving across Queensland will grow more than 20 per cent, which it is why it's critical we have a guiding document in place to drive our freight industry in the right direction.

"We have worked extensively with key stakeholders on a clear vision for Queensland's freight system that provides certainty and a path forward for one of the most diverse and geographically challenging industries in the country.

The freight strategy provides five pillars to address the challenges of freight in the sunshine state: Build Effective Partnerships, Unlock Economic Opportunity, Smarter Connectivity and Access, A Resilient Freight System and Safer Freight Movements.

"It's said time and time again that without freight, Australia stops. This plan acknowledges just how important a role freight will play in ensuring the Palaszczuk Government continues to deliver more jobs for all Queenslanders and our booming economy.

"The freight sector is a major employer in the state and jobs are the number one priority of the Palaszczuk Government. More than 180,000 jobs have been created since we were elected in 2015, including 3,500 full time jobs in January this year."

Queensland Resources Council's Chief Executive Ian Macfarlane said the competitiveness of Queensland's export economy relied on safe and efficient freight systems.

"Queensland's freight systems are the arteries of our economy and the Queensland Freight Strategy maps out how to keep those systems in tip-top shape," Mr Macfarlane said.

"QRC congratulates Minister Bailey and his Department on their high-quality consultation process, with stakeholders, communities and unions all at the table.

"From shipping bauxite around Cape York, to the Mount Isa line across the North West into Townsville and securing freight access to the Port of Brisbane – the success of Queensland's resource exports relies on freight."

To view the Queensland Freight Strategy visit:

<https://www.tmr.qld.gov.au/business-industry/Transport-sectors/Freight>



THERE'S NOW FEWER WORKERS TO FILL JOBS IN AUSTRALIA

Competition for job openings in Australia has fallen to the lowest level in two years.

According to jobs website Adzuna, the ratio of unemployed workers to job openings on its platform fell to 5.05 in March, down substantially from 6.48 a year earlier.

That indicates there are now far fewer candidates out there to fill available positions, fitting with official data that has unemployment sitting at the lowest level since 2011 and job vacancies at record highs.

Across the states and territories, job competition eased everywhere over the year bar Queensland with the largest improvements recorded in Victoria, South Australia and New South Wales.

New South Wales now only has 3.7 candidates per job opening, the lowest level across the country.

Along with recent falls in Australia's unemployment and underutilisation rates, the decline in the applicant to jobs ratio indicates that labour market conditions are tightening, simply meaning there are fewer workers available for employers to choose from.

When that happens it usually means that wage pressures will begin to lift, something that has been seen recently in official data released by the ABS. However, while there has been some encouraging signs, annual wage growth, especially in the private sector, still remains incredibly low compared to periods in the past.

Still-elevated levels of unemployed and underemployed workers — the latter reflecting people who have a job but who would like to work more hours — is one reason why wage growth still remains lower than usual. Other factors such as increased globalisation, improved technology, weak productivity growth and reduced bargaining power for workers have also been cited as possible reasons as to why wage growth is weak.

There are also increased concerns that a slowdown in the Australian economy in the second half of last year — led by household spending and residential construction — may also start to see unemployment lift this year, an outcome that could see wage growth slow or even stall.

While that remains a risk, policymakers at the RBA remain confident that tighter labour market conditions will continue to place gradual upward pressure on wages in the years ahead.



Transforming the Global Economy—”speedfactories” & robots

For years, companies in industrialized countries have been shifting their production to low-wage countries. But this trend has been gradually reversing. For example, Adidas is using 3D printers in fully automated “speedfactories” to manufacture its popular running shoes in Germany and the United States, and Bosch is building its new chip factory in Saxony. However, this trend won’t be creating a lot of new jobs, and only one sector will profit from it a lot.

A pair of “AM4 New York” sneakers currently costs more than \$200 at the American sportswear and footwear retailer “Foot Locker”. AM4 stands for “Adidas Made for”, and behind it lies a revolution in shoe and production technology. Using huge 3D printers in so-called “speedfactories”, these colourful running shoes are being produced in a fully automated process – according to the wishes and special requirements of the runners. There are already shoes designed for different running routes in Paris, Los Angeles, New York, Tokyo and Shanghai.

One speed factory is located in Ansbach, in the south-eastern German state of Bavaria; the other is in Atlanta, in the south-eastern US state of Georgia. An estimated 1 million shoes will be “printed” this year. By way of comparison, a total of 409 million pairs were produced last year. The two factories only have a combined 320 employees, which makes personnel costs practically negligible. It’s a thriving business – but is it also a model for the future?

For some time now, increasing digitalisation and automation have prompted companies in many sectors – such as pharmaceuticals, electronics and automobiles – to build new, highly automated factories right at home or to shift production facilities back from Asia.

New technologies are also leading many executives in the fast-paced textile industry to reconsider current practices. Today, a T-shirt or pair of jeans manufactured in Southeast Asia often needs to travel for up to 30 days before it can be placed on the hanging racks or shelves of retailers like Zara, Macy’s or H&M. But, in future, fashion cycles will grow shorter and shorter. Consultants with McKinsey & Co. predict that such a cycle – driven by Instagram and the like – will last only six weeks rather than six months. As a result, companies that want to keep earning money will have to produce and deliver much faster. But that will only be possible if much more is designed and sewn close to the end market.

Conversely, Trump’s aggressive trade policies are also driving US companies abroad again. For example, the EU recently imposed €2.8 billion in retaliatory tariffs on US products because the United States, for its part, had increased tariffs on imports of steel and aluminium. This is why Harley-Davidson, the quintessentially American motorcycle manufacturer, now plans to relocate parts of its US production abroad.



Australian Border Force Newsroom ...

Three people have been arrested after Australian Border Force (ABF) investigators smashed a highly organised criminal syndicate in an operation which also netted 2.9 tonnes of loose leaf tobacco, more than 300,000 cigarettes and \$97,000 in cash. ABF officers at the Sydney Container Examination Facility detected 1560kg of loose leaf tobacco in a container from China. The goods were described as “polyester fabric”.



A 45-year-old Japanese man has been charged after he was intercepted at Perth International Airport allegedly attempting to smuggle six native bobtail lizards out of Australia.

He was arrested by ABF investigators and charged with the following;

One count of attempting to export a regulated native specimen, contrary to section 303DD(1) of the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 whilst subjecting the lizards to cruel treatment.



The maximum penalty for wildlife trade offences under Australian law is 10 years' imprisonment and a fine of up to \$210,000 for individuals or up to \$1,050,000 for corporations.

Australian Federal Election set for May 18. — oh what a feeling!



More than any other state or territory, Queensland has the highest number of tightly held electorates, including the most marginal seats of both major parties.

Even before the official campaign began, the Sco-Mo express and the Bill Bus had covered hundreds of kilometres in Queensland, with the leaders selling their message in crucial hotspots.

Roads, hospitals, and jobs were the catch cries from both sides, but based purely on numbers, the Coalition has the most to lose.

Of the 21 seats the LNP holds in the Sunshine State, more than a third are teetering on margins of 4 per cent or less.



CARGO NETWORK INTL.

Unit 4, 1368 Kingsford Smith Drive
Meeandah Qld 4008

Tel: +61 7 3260 1166

Fax: +61 7 3260 1200

WE'RE ON THE WEB

www.cargonetwork.com.au



SPECIALISING IN:

- Specialised Freight Movements
- Customs and DAWR operations
- Risk Managing out of gauge cargo
- Customs Duty and Compliance Reviews
- Customs consultancy both in Australia and abroad
- Quarantine (DAWR) compliance
- Creating logistics plans that are mapped into Safety Management Site Plans

When was the last time you had a check up—(for the business operations)?

Cargo Network has qualified staff that will provide a comprehensive Customs (ABF) and Quarantine (DAWR) Audit/Review.

This can be in the form of a complete Audit/Review process or a simply to review a specific product and/or procedure. Take advantage of a complimentary “free” visit to discuss the nature of the issue and CNI

Consulting Division will provide a brief report with projected costing—And time lines.

On a “No Obligation To Proceed” basis. What’s it cost you?

Nothing in the first instance, but what could it cost you, not to consider the possibilities.



CARGO NETWORK INTERNATIONAL Pty Ltd
International Transport and Customs Brokers



T. 61-7-32601166 | F. 61-7-32601200 | E. info@cargonetwork.com.au | W. www.cargonetwork.com.au