

“Isn't it nice to think that tomorrow is a new day with no mistakes in it yet?”

— [L.M. Montgomery](#)

## CARGO NETWORK INTERNATIONAL PTY LTD

### Trans-Pacific Partnership (TPP 11) — Take 2...

The Comprehensive and Progressive Agreement for Trans-Pacific Partnership (TPP-11) is a proposed new free trade agreement (FTA) between Australia, Brunei Darussalam, Canada, Chile, Japan, Malaysia, Mexico, Peru, New Zealand, Singapore and Vietnam. The deal was finalised on 23 January 2018, and the 11 countries signed off on the Agreement on 8th March 2018 in Chile.

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The TPP is an interesting and intriguing Agreement when analysed.

Firstly, the USA pulling out of the Agreement has some effect, but no major impact on Australia, as we already have a country specific FTA with the USA.

Secondly, Australia has FTA's with 8 out of the 10 countries and shares an economic history with Canada over 100 years. But TPP 11 greatly expands the existing Canadian arrangement and adds Mexico to our economic partnerships.

Thirdly, TPP 11 has benefits exceeding some of our current FTA provisions, in particular with Agriculture with Japan, Vietnam and Malaysia.

Fourthly, TPP partners are not fixed. New countries can join the TPP subject to meeting the TPP strict requirements. A number of countries have already expressed interests in joining such as, Thailand, Philippines, Indonesia and Taiwan.

#### At a glance:

Simpler certification process

New reductions in Japan's Tariffs on Australian beef exports

New access for dairy products into Japan, Canada and Mexico

New access for sugar into Japan, Canada and Mexico

Elimination of all Tariffs on industrial products (manufactured goods)

Commencement date is hopeful for end of 2018

The one negative is there is now so much crossing over of FTA's it's like a “dog's breakfast” working out which FTA is best to use. The devil is always in the detail.



## Gold Coast 2018 Commonwealth Games

“4 TO 15 APRIL 2018”

If you are considering using any images and indicia on your products representing the Gold Coast 2018 Commonwealth Games, please seek advice first.

The Major Sporting Events (Indicia and Images) Protection Act 2014 (the Act) was introduced in July 2014 to protect indicia (for example signs, indications or distinguishing marks) and images associated with certain major sporting events that the Australian Government has committed to support.

Import provisions within the Act permit a rights holder or authorised user of indicia and images to object to the unauthorised use of protected indicia and images on goods imported into Australia. Section 25 of the Act gives the Department of Immigration and Border Protection (DIBP) the power to seize goods in cases where it is suspected that the user of protected indicia and images is not authorised to do so. The DIBP will manage the import provisions through the existing Notice of Objection Scheme.

A Notice of Objection can be lodged at any time by a rights holder or authorised user (objector) under section 23 of the Act. The Notice of Objection will have effect in relation to imported goods bearing protected indicia and images associated with a major sporting event, where the use of the indicia and images by the designated owner is not authorised. Once accepted by the DIBP, and unless revoked, a Notice of Objection will remain in force for that event's protection period, as defined by the Act.

The legislative scheme does not provide for the seizure of goods which are imported for personal use and not intended to be used for commercial purposes. The ABF is required by law to seize the imported goods unless there are no reasonable grounds for believing that the Act would be contravened.



## ADANI Mine (Qld) - what's happening????

WHILE politicians squabble on who is and isn't supporting Adani and the mining industry, the mining giant is getting on with the job at hand.

Protesters might be doing their best to disrupt Adani's and contracts' operations but Adani has taken big steps in establishing its \$16-billion Carmichael coal mine and the rail network in north Queensland.

According to an Adani spokesperson, the energy giant was negotiating with contractors on major supply packages, civil/earthwork, track work and signalling and communication packages for its rail network.  
"Environmental input is continuing to focus on supporting enabling works in the camps areas," the spokesperson said.

In February, Isaac Regional Council reached a 'substantial' agreement with Adani on its roads.  
Under the agreement, Adani would maintain Moray-Carmichael Rd, Moray-Bulliwallah Rd and New Twin Hills Rd.

An Adani spokesperson also revealed work has started in earnest at the mine site.  
"We are about to commence detailed design for the airport, communication tower and coal handling and processing plant," the spokesperson said. "We are about to commence drilling of test bores as well as installing additional monitoring bores."

The spokesperson said Adani was also about to start tendering for earthworks at the mine site.

While work continues on the ground, there has been delays in financing one of the world's largest mines.  
Adani admitted recently that it would miss a March deadline to secure \$3.3 billion to get the mine off the ground.

According to media reports, Adani is considering selling a stake in the mine for a capital boost.





## ELD mandate delaying US truck shipments

Demand for US trucking services has increasing dramatically in early 2018, even as the electronic logging device has, at least temporarily, led to a dip in truck capacity.

US shippers say their shipment transit times are getting longer, owing to the US electronic logging device (ELD) mandate. An analysis of shipper data by the logistics company shows transit times creeping up on 450- to 550-mile routes, as well as in longer lanes, with costs per mile for shippers rising 4 percent as a result.

Truckers would likely clock out beyond the legal limit when any delays, unexpected stops, or congestion are taken into account. That is enough to turn a same-day trip into a next-day delivery. "That's a pretty big impact," Lynch said. "The cost to run the truck hasn't changed, so these guys are just losing time," and that is pushing up freight costs, he said. The impact on the shorter lanes is greater than on longer runs. "On shipments between 750 and 1,000 miles, we saw a 10 percent increase in transit days," which measure time from departure to arrival, he said.

For shippers, "the idea is not to go looking for a new trucking company but to align your operation with the carrier's network so trucking is smooth," Lynch said. "All these networks have been optimized, but when the ELD came in everything got turned on its head.

The ELD mandate is a factor in the overall tightening of truckload capacity, along with faster US economic growth and pockets of extreme weather. It is difficult to quantify the ELD impact separately from those other factors. Counting the additional hours and minutes in transit days, as opposed to just rising freight costs, yields a clearer measure of the mandate's effect.

"It's very hard for us to really put a number on what the cost impact of ELDs has been [for shippers], but when you look at the transit day impact, that's a pretty objective view," Lynch said. "If you talk about a 15 percent increase in transit days, that's a pretty massive hit on productivity, which flows into capacity turns. If the number of turns goes down, that's an impact on supply."

In trucking, "if transit times are getting longer, it's because people can't go any faster," Lynch said. "No one wants to be slower in trucking," he said. "If they were being opportunistic [about raising pricing], they'd be offering shorter transit times [at a higher cost]."



## Global Mining Investment Attractiveness Ranking (article by Business Insider Australia)

Australia's attractiveness to explorers is diminishing, according to a Canadian public policy think tank.

A survey that is carried out every year by the Fraser Institute has seen Australia drop down the Investment Attractiveness Index.

Jurisdictions are ranked on their geologic attractiveness and government policy. The Fraser Institute received 360 responses from the 2700 surveys it sent out and was able to rank 91 jurisdictions. Western Australia, the biggest mining State, slumped to 5th place in 2017, from 3rd in 2016 and top spot in 2015.

South Australia slipped back one spot to 14th, Queensland fell to 12th, and the Northern Territory fell seven places to 27th. Victoria dropped 14 places to 71st.

On the flipside, New South Wales rose to 46th and Tasmania improved to 50th. As a whole, Australia — which ranked as the most attractive region overall in 2016 — has fallen to 2nd in 2017 after Canada.

Western Australia has been outdone by Finland, which moved to 1st place from 5th place in 2016, Canada's Saskatchewan in second place, Nevada in third place and Ireland in fourth place. Rounding out the top 10 were Quebec, Ontario, Chile, Arizona, and Alaska.

### What's Australia's problem?

In Australia, every jurisdiction received lower scores on policy this year, indicating increasingly unattractive government regulations across the country.

"The Fraser Institute Survey results reflect increased red tape, proposed royalty increases and regulatory uncertainty across Australia," said Warren Pearce, the head of industry body Association of Mining and Exploration Companies (AMEC) chief.

"The geology has not changed, but government are damaging our investment attractiveness." The survey highlights that Australia's mining and mineral exploration industry is not immune to the negative impact of regulatory and public policy uncertainty, Mr Pearce noted.

"Ultimately, if processes are duplicative, costly and slow, companies will invest in competing jurisdictions."



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## Finders Keepers—not quite ...

A shipping container spotted bobbing up and down in waters off the Queensland coast has finally washed ashore.

Paint peeling and with barnacles crusted on, the Maersk container washed ashore on Moreton Island early on Tuesday. There's red and white tape across the door, and the words "keep out" have been spray-painted on it.

As for its contents, there are no great treasures here.

The shipping container is empty, according to owner Maersk, which brands itself as the world's largest shipping container company.

"Maersk Line can confirm that an empty Maersk container has washed up on Moreton Island," a Maersk spokeswoman said.

