



Australian Government
**Australian Customs and
Border Protection Service**

Time Release Study 2009





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Introduction

The 2009 Time Release Study (TRS) is the third undertaken by the Australian Customs and Border Protection Service (Customs and Border Protection). In this report, air and sea cargo performance is measured for the same period (24 to 30 September) and compared against the 2007 and 2008 results, providing an analysis of changes in performance between the reporting periods.

The 2009 TRS report shows improved trade facilitation outcomes via faster cargo clearance in both air and sea freight, with the most notable changes for sea freight. The study highlights the advantages of early reporting by industry, which creates flow-on effects for improved border agency performance and overall release and clearance times.

The 2009 TRS occurred in the following context:

- » global markets beginning to recover following the global financial crisis, which affected cargo volumes (particularly air freight) in 2008.
- » introduction of Customs and Border Protection and Biosecurity Services Group refined approach to cargo intervention, which reduced the incidence of interventions in 2009.

Please note the use of colours to highlight differences between 2008 and 2009 figures. Where performance has improved, the figures are highlighted in **green**. Where performance has declined, figures are highlighted in **red**. Where performance has not changed from the previous year figures are highlighted in **blue**.

Unless otherwise stated all intervals are measured in days.

Report highlights

The 2009 TRS results highlight the clear relationship between reporting of cargo and assessment and release by border agencies. Early industry reporting means most import cargo is fully risk assessed and released before it is physically available for collection. Irrespective of the day of week more than 80 per cent of sea cargo is fully reported and has a customs unimpeded status within 24 hours of arrival.

The effects of the global financial crisis are evident in cargo volumes. While sea cargo volumes were on par with 2007 levels, air cargo volumes recovered to be above 2007 and 2008 volumes and continue to trend upwards.

Sea cargo results show brokers holding cargo for longer periods pending payment, which is consistent with tighter financial conditions. Regardless, clearance rates still improved due to earlier reporting and risk assessment.

While the gap between ready to pay status and release is longer, release is still occurring slightly earlier for sea cargo. This reflects increasing levels of confidence amongst brokers in committing payment with the certainty that delivery may proceed unimpeded. This is likely due to changes implemented by Customs and Border Protection to provide greater certainty of the status of cargo.

Air cargo availability has improved by two hours due to refinements implemented by Customs and Border Protection and the Biosecurity Services Group to their cargo intervention approaches, which have contributed to the faster processing and delivery of cargo.

The performance of industry and border agencies continues to show improvement in the clearance of import cargo. The proportion of sea cargo that is either impeded or unreported at arrival has reduced by more than 40 per cent between the first report in 2007 and 2009:

- » at arrival — reduced from 35 per cent in 2007 to 21 per cent in 2009
- » at availability — reduced from 27 per cent in 2007 to 15 per cent in 2009.

Key findings

Table 1.1 Key events compared with arrival time

Interval	Average time – sea cargo (days)			Average time – air cargo (days)		
	2008	2009	Change	2008	2009	Change
Arrival to documents	-3.0	-3.3	0.3	0.0	0.0	0.0
Arrival to customs unimpeded	-2.2	-2.4	0.2	0.1	0.1	0.0
Arrival to ready to pay	-1.7	-2.1	0.4	0.2	0.2	0.0
Arrival to availability	1.2	1.2	0.0	1.0	0.9	0.1
Arrival to release	0.6	0.5	0.1	0.2	0.2	0.0
Arrival to clearance	1.2	1.1	0.1	0.2	0.2	0.0

The key events table shows that industry reporting improvements and border agency processing efficiencies have resulted in continued improvements in release and clearance times for sea cargo. Cargo is on average released more than 16 hours before becoming physically available for collection.

Sea cargo was released on average more than two hours earlier in 2009 – an overall improvement of more than 17 hours from the first measurement in 2007. Air cargo reporting and release times remained static, however the arrival to availability time improved indicating improvements in industry processes.

Sea cargo document reporting improved by more than seven hours (0.3 of a day). This earlier reporting translates into:

- » 0.2 of a day improvement (more than 4.5 hours) in achieving customs unimpeded status
- » 0.4 of a day (more than nine hours) earlier ready to pay status
- » 0.1 of a day improvement (more than two hours) in release.

Averages for air cargo document reporting showed no change in this reporting period, however cargo availability improved by more than two hours (0.1 of a day). This improvement occurred despite an increase in the volume of House Air-waybills reported (see attachment A figure A.2, page 16).

Note: definitions are available in table D1 at attachment D.

Table 1.2 Cargo status at arrival

	Sea cargo			Air cargo		
	2008	2009	Change	2008	2009	Change
Released	48%	52%	+4%	69%	70%	+1%
Ready to Pay	24%	27%	+3%	1%	1%	0
Total unimpeded	72%	79%	+7%	70%	71%	+1%
Impeded	11%	8%	-3%	17%	15%	-2%
Documents incomplete	17%	13%	-4%	13%	14%	+1%

The cargo status table shows significant improvements in cargo processing. The proportion of unimpeded cargo at the time of goods arrival increased as the proportion of impeded cargo fell for both air and sea. Earlier reporting by industry contributed to significant changes for sea cargo, with 79 per cent of sea cargo and 71 per cent of air cargo now unimpeded at the time of arrival.

The most significant improvement was noted for sea cargo declaration submission which occurs earlier. At time of arrival close to 90 per cent of declarations were submitted, improved from 80 per cent in 2008 (see attachment B figure B.3, page 18). Declaration submission reaches the 99 per cent mark more than 2.5 days earlier than in 2008.

Sea cargo also showed a seven per cent improvement in unimpeded cargo (released or ready to pay) at the time of arrival. This included a four per cent reduction in the proportion of unreported cargo and a three per cent reduction in the proportion of cargo subject to border agency interest (impeded) at arrival.

Air cargo showed an incremental improvement of one per cent in the proportion of unimpeded cargo on arrival, despite the increase in reported cargo volume (see attachment A figure A.2, page 16). This change was reflected in a two per cent reduction in the proportion of impeded goods at arrival and a one per cent increase in the proportion of unreported cargo at the time of arrival.



Multi-year trend view

Key event trends

Sea cargo

	Documents	Customs unimpeded	Ready to pay	Availability	Release	Clearance
2007	-2.4	-1.5	-1.1	1.2	1.3	1.8
2008	-3.0	-2.2	-1.7	1.2	0.6	1.2
2009	-3.3	-2.4	-2.1	1.2	0.5	1.1

The following tables show the time elapsed between cargo arrival and the key events measured by the TRS. Overall industry and border agency performance improved in the clearance of import cargo.

Sea cargo reporting performance shows year-on-year improvement. The most significant improvements were observed between 2007 and 2008 with continuing improvement occurring in 2009.

The interval between arrival and clearance improved by approximately 17 hours (0.7 days) between 2007 and 2009. This change is the result of significantly earlier reporting (documents), which has improved by almost a full day (more than 21 hours) to 3.3 days before arrival.

Earlier reporting also means that on average sea cargo is now released more than two hours (0.1 days) before it becomes available for collection.

Air cargo

Table 2.2 TRS key arrival intervals air cargo

	Documents	Customs unimpeded	Ready to pay	Availability	Release	Clearance
2007	0.0	0.2	0.3	1.6	0.3	0.3
2008	0.0	0.1	0.2	1.0	0.2	0.2
2009	0.0	0.1	0.2	0.9	0.2	0.2

Air cargo showed improvement across most intervals over the reporting periods. The most significant improvement occurred between arrival and availability, which improved by approximately 17 hours (0.7 days). The only measure to show no improvement is the interval between document reporting and arrival. All other key intervals reduced by more than two hours (0.1 days) over the three-year period.



Cargo status at arrival

The following tables show the percentage of cargo consignments by status at the time of arrival. Together with the key event trends in table 2.1 and 2.2 the following tables confirm the positive changes to both industry and border agency processes.

The proportion of sea cargo that is either impeded or unreported has reduced by almost half since the first report in 2007. The proportion of impeded cargo has fallen from 15 per cent to eight per cent while unreported cargo has fallen from 20 per cent to 13 per cent.

This trend clearly demonstrates the effect earlier reporting has on the ability of border agencies to complete their assessments and clear import cargo as quickly as possible.

Sea cargo

Table 2.3 Sea cargo status at arrival					
	Released	Ready to pay	Total unimpeded	Impeded	Documents incomplete
2007	40%	25%	65%	15%	20%
2008	48%	24%	72%	11%	17%
2009	52%	27%	79%	8%	13%

Air cargo

Table 2.4 Air cargo status at arrival					
	Released	Ready to pay	Total unimpeded	Impeded	Documents incomplete
2007	63%	1%	64%	20%	16%
2008	69%	1%	70%	17%	13%
2009	70%	1%	71%	15%	14%

The impact of earlier reporting on air cargo status is also demonstrated in table 2.4. The table shows 71 per cent of air cargo consignments are unimpeded at the time of arrival.

Attachment C contains time series graphs for air and sea cargo, showing the improvements in status at arrival from 2007 to 2009.

The high proportion of air cargo reported using the simplified declaration process has led to a reduction in the proportion of impeded and unreported air cargo.

Cargo status at availability

The following tables show the percentage of total consignments by status at the time that cargo becomes available for collection.

The impact of earlier reporting continues to be shown at the time of cargo availability for both sea and air cargo, with improvements most marked for sea cargo with improvements in all four of the measures.

Unimpeded sea cargo at availability has improved by 13 per cent between 2007 and 2009. The biggest change is an eight per cent increase in cargo with a ready to pay status. This change is consistent with port by port results (see table 3.3, page 12) which show an increase in the ready to pay to release interval. This change reveals that reports are submitted earlier but paid and subsequently cleared closer to the time of cargo delivery.

Sea cargo

Table 2.5 Sea cargo status at availability

	Released	Ready to pay	Total unimpeded	Impeded	Documents incomplete
2007	55%	18%	73%	12%	15%
2008	57%	24%	81%	8%	10%
2009	60%	26%	86%	7%	8%

Air cargo

Table 2.6 Air cargo status at availability

	Released	Ready to pay	Total unimpeded	Impeded	Documents incomplete
2007	92%	1%	93%	3%	4%
2008	90%	1%	91%	3%	6%
2009	90%	1%	91%	4%	5%

Notes: Rounding of percentages to the nearest whole number means some totals are not exactly 100.

Air cargo results should be considered with regard to the 0.7 of a day (more than 16 hours) reduction in the interval between arrival and availability between 2007 and 2009.

This table shows that despite consignments becoming available for collection earlier, clearance rates have kept pace, maintaining the same high proportion of unimpeded consignments at physical availability.

TRS 2009 sea cargo

A breakdown of sea cargo performance by cargo type shows improvements for containerised cargo, which represented over 97 per cent of all inbound sea cargo during the sample period.

The greatest performance improvements occurred in Less than Container Load (LCL) cargo. Document reporting occurs more than 14 hours (0.6 days) earlier, which translates directly into earlier ready to pay status, release and clearance. The interval between arrival and LCL unpack reduced by approximately 17 hours (0.7 days) to 3.4 days, which is in line with clearance times. The change in LCL cargo unpack may be the result of a reduction in sea cargo volume between 2008 and 2009 (See attachment A figure A.1, page 16).

Industry reporting changes were noted across all four document types (Impending Arrival Report, Ocean Bill of Lading, House Bill and Declaration) and submission was completed earlier than in previous years. Submissions of impending arrival reports and house bills commenced earlier than in 2008, while Ocean Bill reporting starts later, but occurs over a shorter time frame.

A breakdown of reporting over time is available at figure B.3 (page 18) at attachment B.

Containerised cargo reporting improved more than seven hours (0.3 days) resulting in more than nine hours (0.4 days) improvement in ready to pay status. This led to more than two hours (0.1 days) improvement in release and clearance of cargo.

Border agency clearance and physical cargo availability for Full Container Load (FCL) cargo did not change remaining at 0.7 days (more than 16 hours) after arrival.

FCL cargo is reported more than seven hours (0.3 days) earlier than in 2008. Earlier industry reporting contributes to cargo being released by border agencies approximately 14 hours (0.6 days) before discharge.

Table 3.1 Sea cargo processing breakdown

Percentage of cargo lines	All cargo 100%		FCL cargo 82.6%		LCL cargo 15.2%		Break bulk 1.9%		Bulk 0.3%	
	2008	2009	2008	2009	2008	2009	2008	2009	2008	2009
Arrival to documents lodged	-3.0	-3.3	-3.4	-3.7	-0.5	-1.1	-4.6	-4.0	-4.3	-4.1
Arrival to customs unimpeded	-2.2	-2.4	-2.7	-2.9	0.6	0.0	-4.1	-3.1	-3.5	4.9
Arrival to ready to pay	-1.7	-2.1	-2.2	-2.6	1.4	0.1	-2.9	-1.8	-3.4	-3.4
Arrival to availability	1.2	1.2	0.7	0.7	4.1	3.4	3.1	2.0	4.0	1.8
Arrival to release	0.6	0.5	0.1	0.0	3.8	3.2	-0.6	0.4	-2.5	-2.6
Arrival to clear	1.2	1.1	0.7	0.7	4.0	3.4	-0.1	0.9	-2.2	-2.0

Status at arrival and availability

Attachment B tables B.1 and B.2 (page 17) compare performance between 2007 and 2009 of sea cargo status at key intervals.

Sea cargo status at arrival continues to show improvement, with the proportion of impeded and unreported cargo at arrival reducing by seven per cent in 2009. Sea cargo released at time of arrival improved to 52 per cent with a further 27 per cent waiting on payment.

Eighty six per cent of all cargo is either *released* or *ready to pay* (free of all border agency impediments and solely awaiting payment by the broker or importer) at the time of first physical availability. This is a five per cent improvement since 2008.

In 2009 cargo volumes reduced for eight of the 2008 top 10 trading partners, which was consistent with an overall reduction in sea cargo volumes back to 2007

levels. Cargo volumes increased for the United States, New Zealand and Korea (which was not present in the 2008 top ten). Sea cargo volumes increased to slightly above 2007 levels towards the end of the calendar year (see attachment A figure A.1, page 16).

New Zealand continues to maintain good levels of cargo reporting. Cargo is now reported 1.3 days closer to arrival and is cleared after arrival. However, on average New Zealand cargo is cleared more than 14 hours (0.6 days) prior to availability.

Overall, cargo from the top 10 trading partners was cleared faster than average, with the exception of cargo from Taiwan.

Specific factors affecting performance, including free trade agreements, commodity type and cargo type (for example FCL/LCL breakdown) have not been analysed at this time. It is likely they contribute to the significant differences in release and clearance times between countries.

Goods country of export

Table 3.2 Country of export – top 10 trading partners

Country of origin	Number of consignments		Arrival to document submission		Arrival to release		Arrival to clearance	
	2008	2009	2008	2009	2008	2009	2008	2009
ALL	35,295	30,815	-3.0	-3.3	0.6	0.5	1.2	1.1
China	12,076	11,635	-2.2	-2.9	0.9	0.2	1.2	0.5
United States	2,473	2,537	-2.5	-3.7	1.2	0.3	1.9	1.0
New Zealand	1,679	1,872	-3.7	-2.4	-1.1	0.1	-0.8	0.3
Hong Kong	1,951	1,479	-1.4	-2.0	1.4	0.8	1.6	0.9
Thailand	1,637	1,443	-3.5	-4.5	0.0	-0.9	1.0	0.2
Japan	1,350	1,225	-3.8	-3.6	-0.2	0.0	0.2	0.4
Korea*	1,051	1,119	-3.6	-4.1	0.5	0.1	0.7	0.2
Taiwan	1,083	1,011	-2.1	-2.0	1.3	1.7	1.6	1.9
Malaysia	1,310	1,002	-2.7	-3.5	0.7	-0.1	1.2	0.7
Germany	1,237	870	-5.2	-4.8	0.2	-0.3	0.7	0.1

* Korea replaced Indonesia in the top ten trading partners in 2009.

Other factors

Day of the week

Figure B.4 (page 18) at attachment B shows 2009 measurements by day of arrival.

The proportion of cargo reported and subsequently cleared by border agencies within 24 hours of arrival has generally improved since 2008. More than 80 per cent of sea cargo is fully reported and has a customs unimpeded status within 24 hours of arrival irrespective of the day of the week.

More than 60 per cent of cargo is reported, released and cleared within 24 hours of arrival on all weekdays. This level of efficiency was only reached on Fridays in the 2008 study.

The proportion of cargo released and cleared is now lower on Saturdays and Sundays compared to ordinary working days. This change from 2008 (where performance was more even over the whole week) may indicate cost cutting measures by industry in response to the global financial crisis.

Port-by-port performance

Table 3.3 (page 12) shows an overall improvement in performance by those involved in the processing and clearance of imported goods.

There are distinct differences in processing outcomes between ports. These differences occur at all intervals which indicates there is no single underlying cause or responsible party.

All ports registered performance improvements with Sydney improving performance in 12 of the 18 measurement categories.

The only interval to decline across the board was between ready to pay and release, which may be a result of tightening monetary supply during the global financial crisis as some brokers and importers delay final payment until closer to the delivery of goods.

The port-by-port results show a 1.1 day gap between reporting of declarations and the submission of complete document sets for individual consignments. The reference to 'documents' in the table indicates when a consignment is fully reported to Customs and Border Protection, which requires all related cargo reports and declarations to be successfully linked. However, this is not taken into account in the average lodgement time of each document type so reporting of documents appears to occur later in this table. Additional effort is required to successfully link all documents and the time of completion (of the document set) cannot be derived from the average lodgement times for component documents.

Table 3.3 Top five discharge sea ports comparison

Discharge port comparison	All ports		2009 port-by-port performance measurement					Primary responsibility
	2008	2009	ADL	BNE	FRE	MEL	SYD	
Arrival to impending arrival report	-9.6	-9.4	-14.4	-12.0	-6.3	-8.7	-9.5	Ship's agent
Arrival to house B/L	-7.4	-8.0	-12.1	-8.1	-6.0	-8.2	-7.8	Freight forwarder
Arrival to ocean B/L	-7.2	-7.4	-12.3	-7.3	-5.5	-7.5	-7.1	Shipping company
Arrival to declaration	-4.1	-4.4	-5.5	-4.4	-3.6	-4.3	-4.4	Brokers
Arrival to documents	-3.0	-3.3	-4.5	-3.5	-2.4	-3.4	-3.2	All reporters
Documents to customs unimpeded	0.8	0.9	1.4	1.0	1.1	1.0	0.7	Customs and Border Protection
Arrival to customs unimpeded	-2.2	-2.4	-3.1	-2.6	-1.3	-2.5	-2.5	Consolidated
Arrival to RTP	-1.7	-2.2	-2.7	-2.2	-1.2	-2.2	-2.3	Consolidated
Documents to RTP	1.3	1.2	1.8	1.3	1.2	1.2	0.9	Consolidated
Customs unimpeded to RTP	0.5	0.3	0.4	0.4	0.0	0.3	0.2	BSG (formerly AQIS)
Arrival to release	0.6	0.5	0.2	0.6	1.3	0.5	0.3	Consolidated
RTP to release	2.4	2.7	2.9	2.8	2.5	2.7	2.6	Brokers
Arrival to clear	1.2	1.1	1.1	1.2	1.9	1.1	0.8	Consolidated Customs and BSG status
Release to clear	0.5	0.6	0.9	0.6	0.6	0.6	0.5	BSG
Arrival to discharge (break bulk)	3.1	2.0	1.3	0.6	4.1	3.2	No Activity	Stevedores
Arrival to discharge (bulk)	4.0	1.8	0.1	1.8	12.9	0.8	1.6	Stevedores
Arrival to discharge (FCL)	0.7	0.7	1.4	0.6	0.6	0.6	0.9	Stevedores
Arrival to unpack (LCL)	4.1	3.4	4.8	3.8	10.1	3.1	4.4	Reporters

TRS 2009 air cargo

Overall, air cargo intervals remained mostly static between 2008 and 2009, with the exception of a 0.1 day improvement (more than two hours) in availability.

The proportion of fully reported, released and cleared cargo remains high, despite increased cargo volumes and the shorter time in arrival to availability. Refinements in Customs and Border Protection's approach since July 2009, and Biosecurity Services Group's approach since August 2009, to cargo intervention have contributed to this improvement.

Self Assessed Clearance (SAC) cargo comprises 80 per cent of reported air cargo. The reporting and clearance intervals for SAC cargo are shorter due to condensed information requirements which allows for a faster turnaround. Release and clearance for SAC cargo occurs more than 21 hours (0.9 days) before availability. The 0.1 day (more than two hour) improvement in cargo availability, release and clearance relates to refined border agency approaches to cargo intervention.

The biggest improvements in air cargo reporting was seen in high value consignments* which showed improvements across all intervals. Declared cargo is reported more than two hours (0.1 days) earlier than in 2008, which means earlier border agency release and clearance. Cargo availability also improved by more than two hours (0.1 days), indicating improvements in industry processes which is likely the result of the refined approach to cargo intervention.

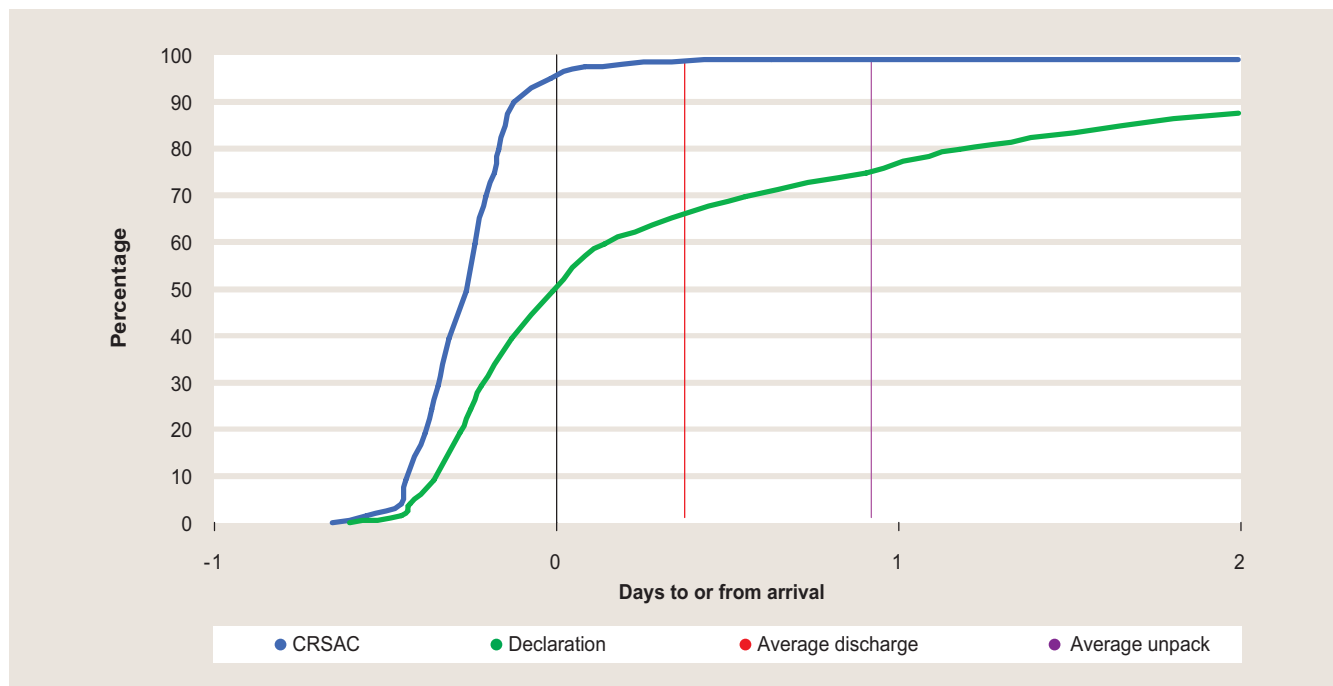
Table 4.1 Air cargo processing breakdown

Percentage of cargo lines	All cargo types 100%		CRSAC 80%		Declaration 20%	
	2008	2009	2008	2009	2008	2009
Arrival to documents lodged	0.0	0.0	-0.2	-0.2	0.8	0.7
Arrival to customs unimpeded	0.1	0.1	-0.1	-0.1	0.9	0.8
Arrival to ready to pay	0.2	0.2	-0.1	0.0	1.0	0.9
Arrival to availability	1.0	0.9	1.0	0.9	1.1	1.0
Arrival to release	0.2	0.2	-0.1	0.0	1.2	1.1
Arrival to clear	0.2	0.2	-0.1	0.0	1.2	1.1

* consignments over AUD\$1000 therefore requiring an import declaration.

Figure 4.1 shows SAC and declaration reporting over time. The rate of declaration reporting at the time of arrival is slightly below 50 per cent.

Figure 4.1 CRSAC to declaration reporting comparison



Despite these improvements there continues to be significant opportunities for performance improvement in high value air cargo reporting.

Status at arrival and availability

Attachment C figures C.1 and C.2 (page 19) compare performance in air cargo status between 2007 and 2009.

Air cargo status at arrival continues to show improvement with a one per cent increase in the proportion of cargo released at the time of arrival. The proportion of impeded goods improved by two per cent, although this was partly offset by a one per cent increase in unreported goods. Fourteen per cent of air cargo is not fully reported at the time of arrival.

The proportion of unimpeded cargo at availability remained at 91 per cent despite increased cargo volumes (see attachment A figure A.1, page 16) and a shorter interval between arrival and availability. The proportion of impeded goods at the time of availability increased to four per cent, and a one per cent reduction (to five per cent) for unreported goods. This is further indication that reporting is occurring earlier than in 2008.



Attachment A: Cargo volumes

Figure A.1 Total containers discharged per month

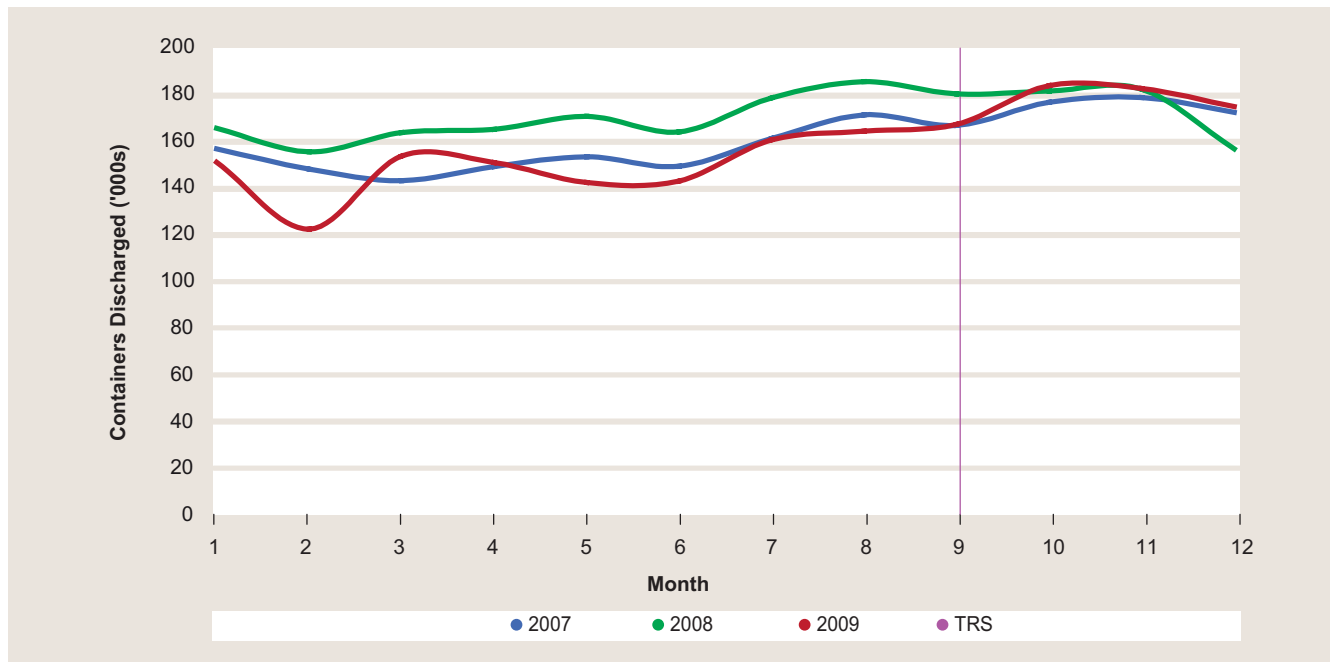
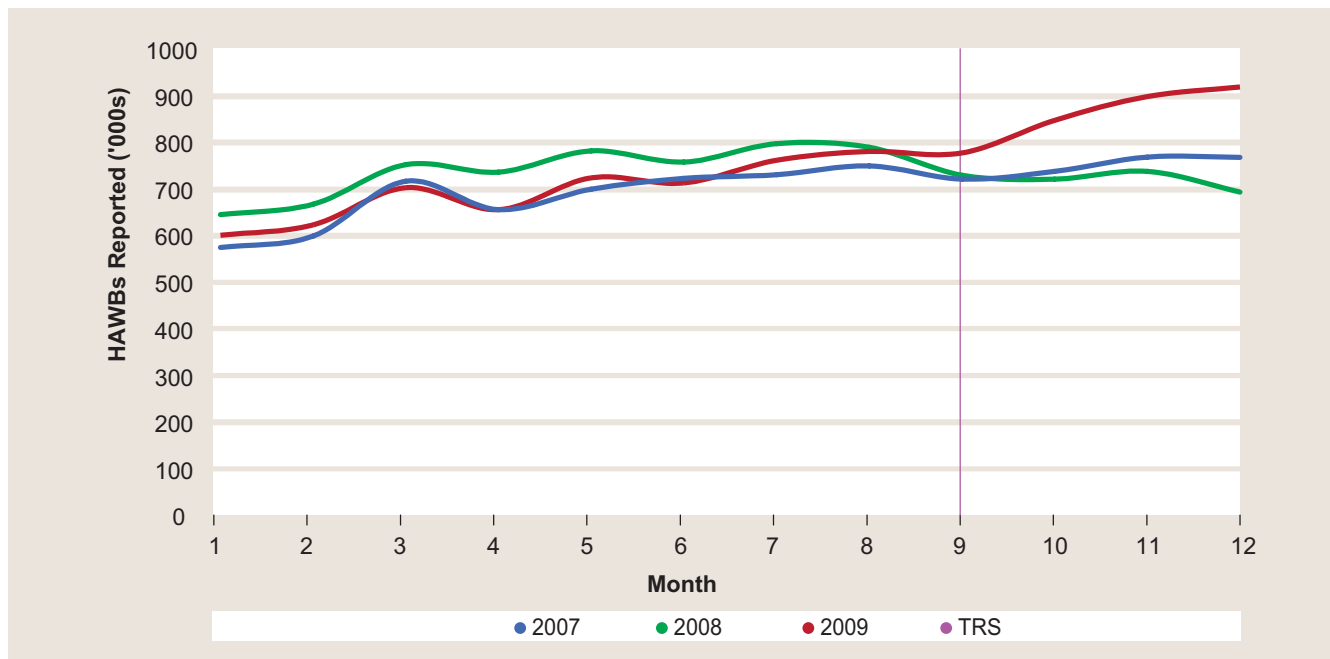


Figure A.2 Total House Air Waybills reported per month



Attachment B: Supplementary sea cargo tables

Figure B.1 Sea cargo status at arrival (2007–09)

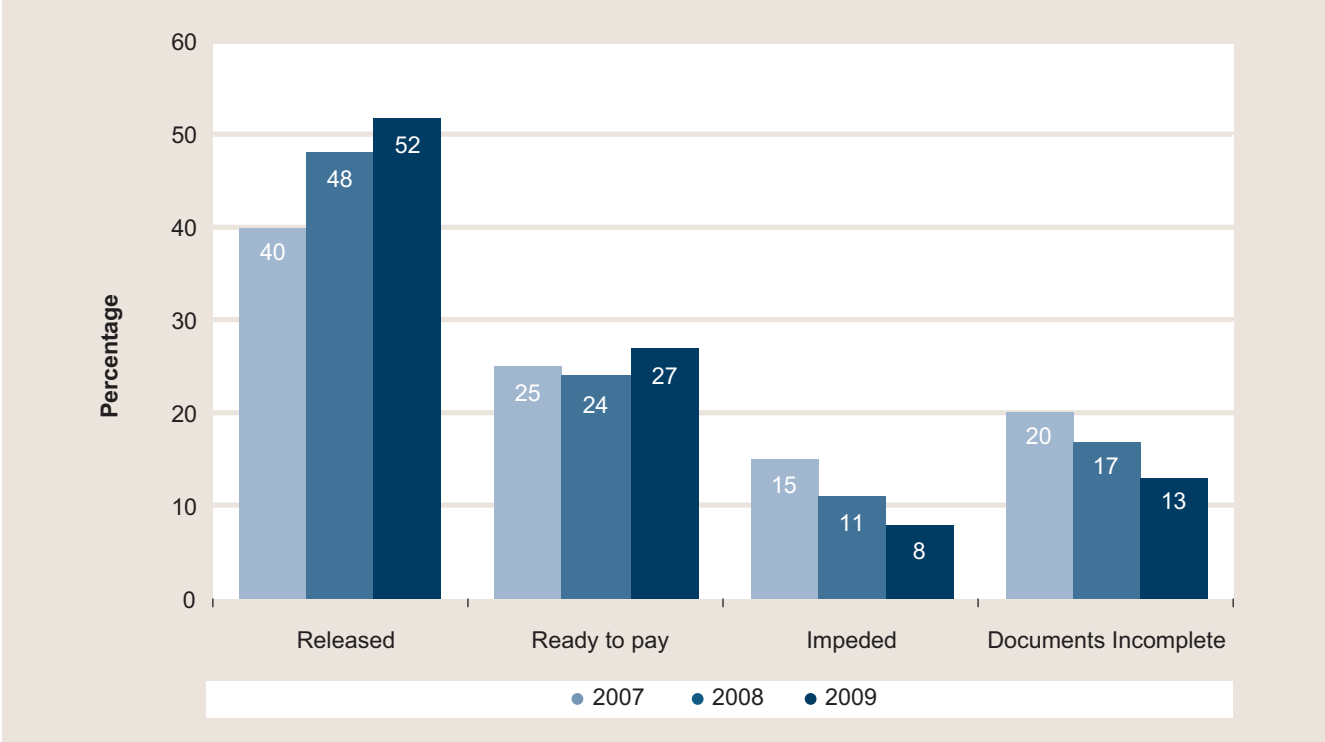


Figure B.2 Sea cargo status at availability (2007–09)

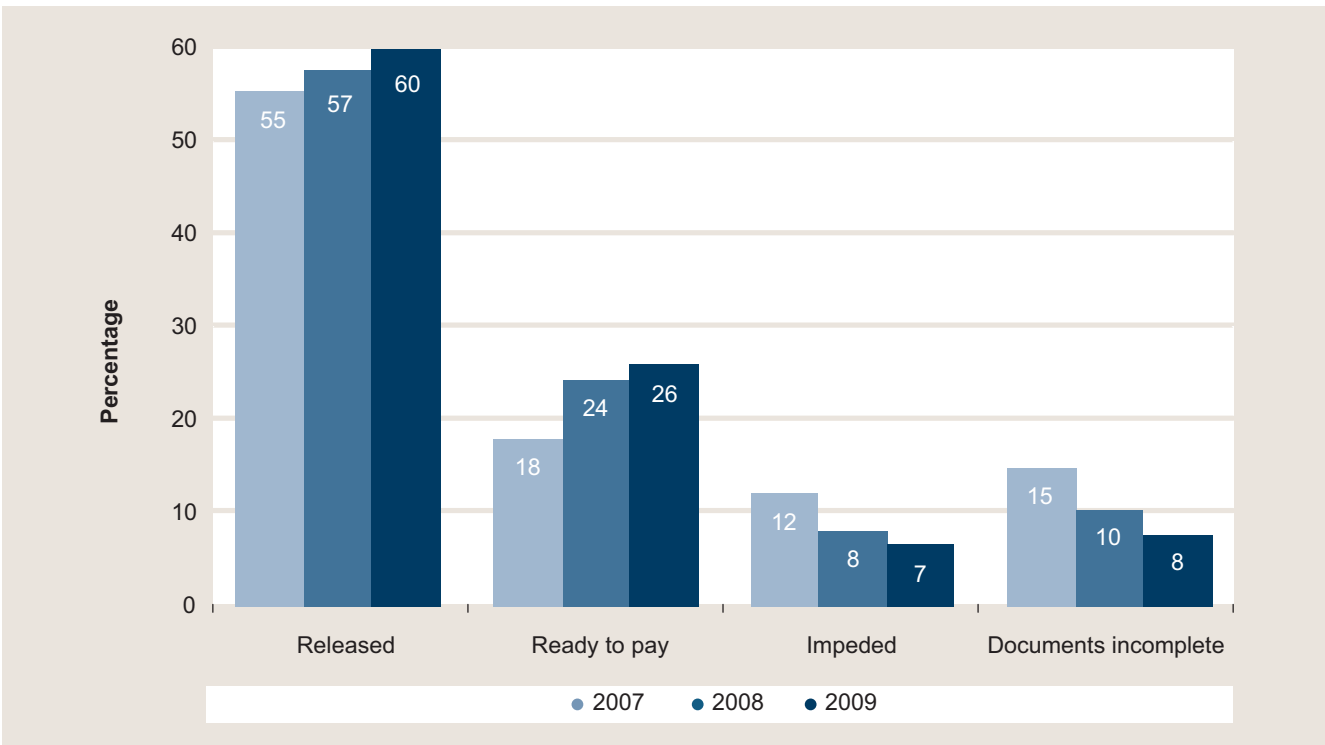


Figure B.3 Sea cargo document submission (2009)

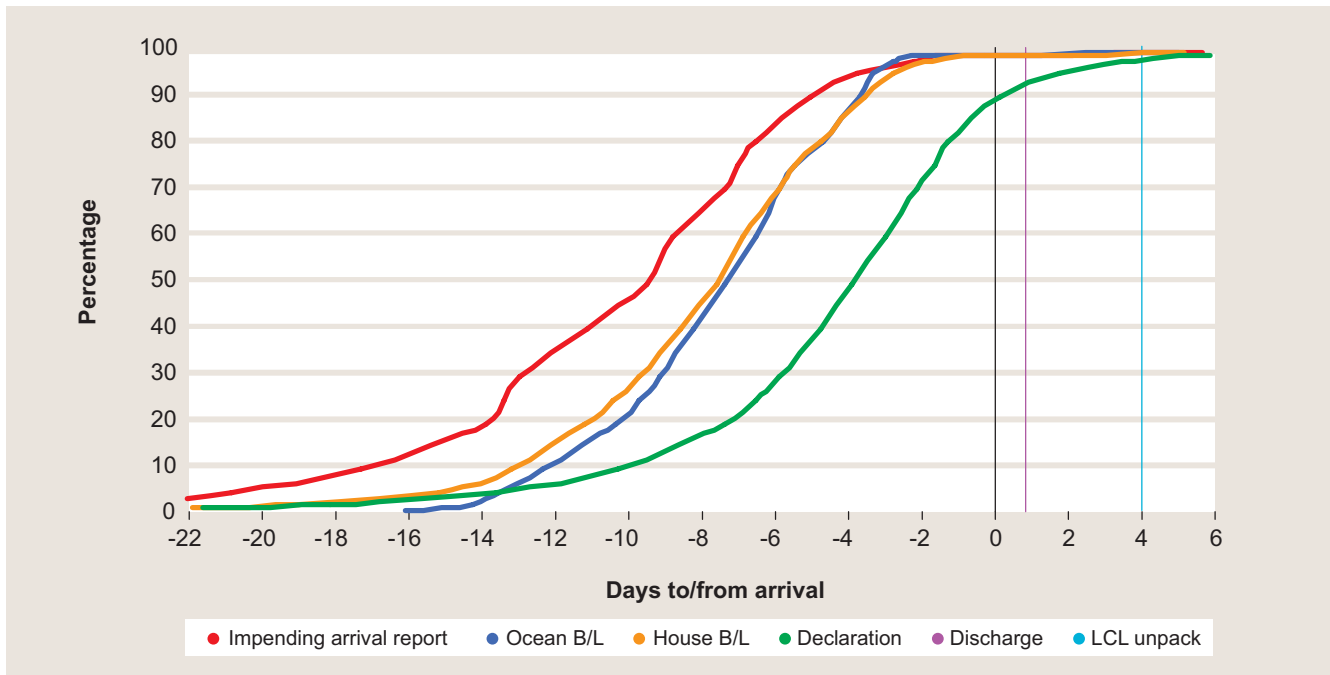
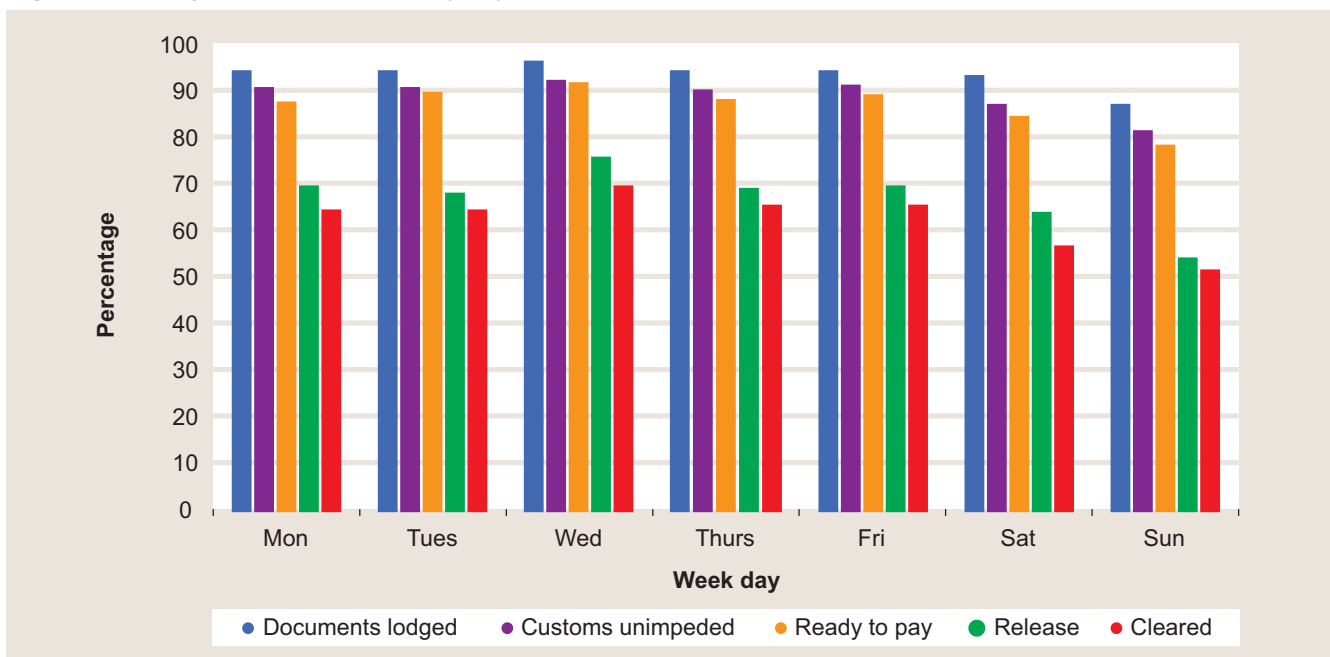


Figure B.4 Cargo events completed by day of the week (2009)



Attachment C: Supplementary air cargo tables

Figure C.1 Air cargo status at arrival (2007–09)

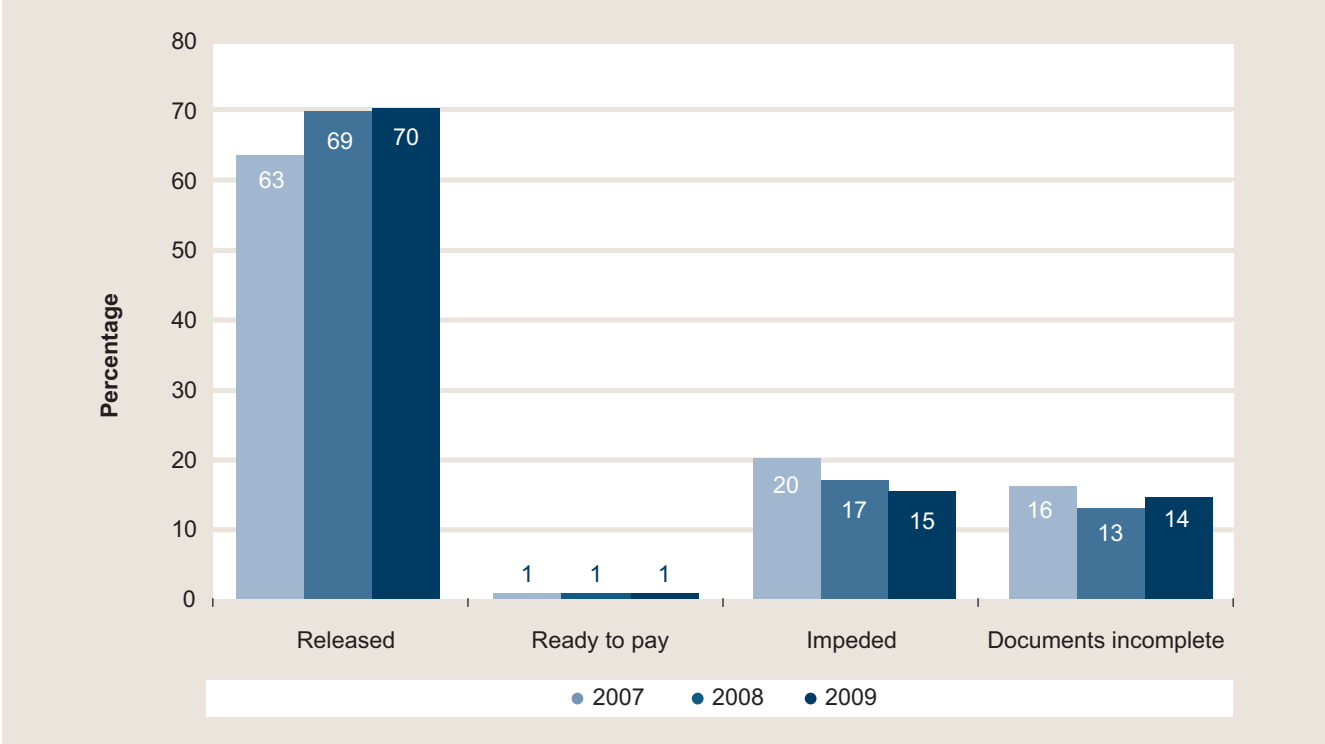


Figure C.2 Air cargo status at availability (2007–09)

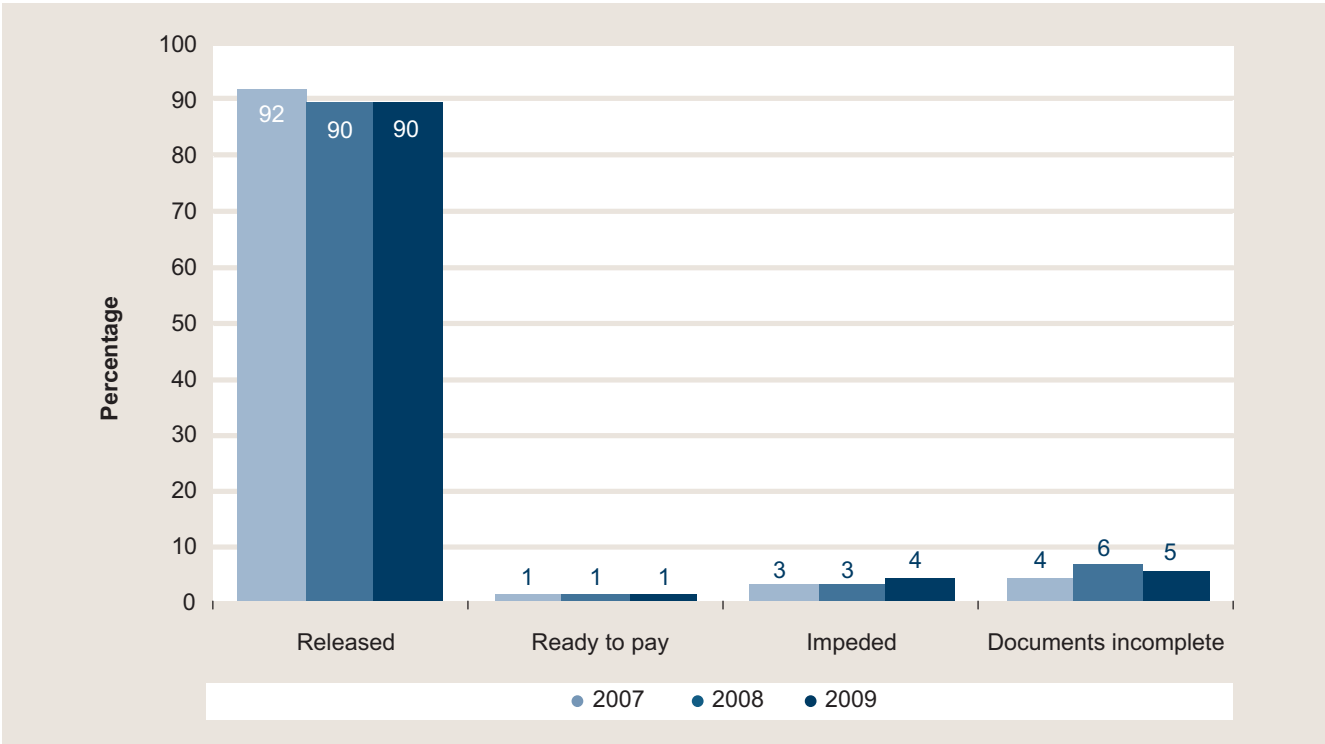
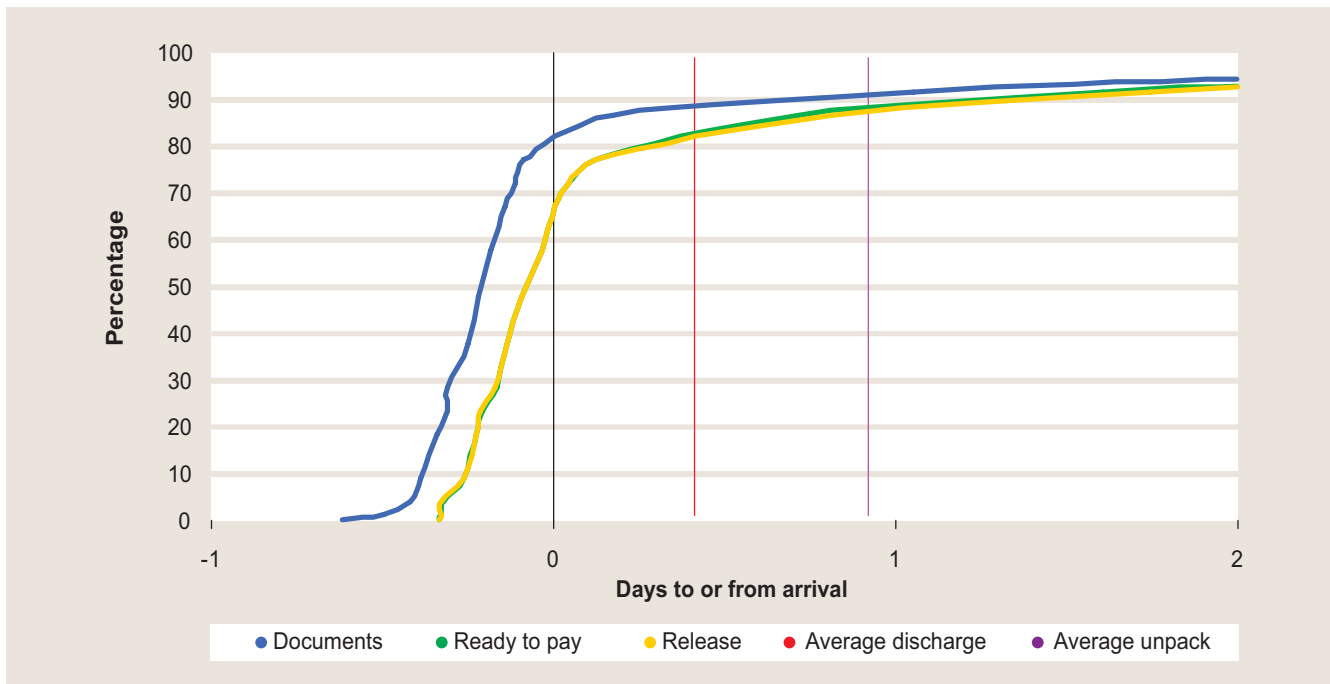


Figure C.3 Air cargo arrival timings (2009)



Attachment D:

Glossary

Table D.1 Key event table

Event	Definition
Availability	The time a consignment becomes physically available for delivery.
Clearance	The point at which all border agency controls are completed and the consignment is completely unimpeded.
Customs unimpeded	Indicates that Customs and Border Protection risk assessment evaluation and processing is complete. Payment is still required and the goods may still be subject to BSG control.
Documents	When a consignment is fully reported and declared to Customs and Border Protection, including all cargo reports and declarations.
Ready to Pay	Indicates that border agency controls are completed and duties taxes and charges are yet to be paid.
Release	The time at which Customs and Border Protection controls are completed and duties, taxes and charges have been paid. At this time the goods are available for delivery and have a "Conditional Clear" status, but may remain subject to BSG/AQIS controls.

Table D.2 Acronyms

Acronym	Definition
ACCA	Australian Customs Cargo Advice
ADL	The port of Adelaide
AQIS	Australian Quarantine and Inspection Service (refer BSG)
BNE	The port of Brisbane
BSG	Biosecurity Services Group (formerly AQIS)
CRSAC	Cargo Report, Self Assessed Clearance
FCL	Full Container Load
FRE	The port of Fremantle
HAWB	House Air Waybill
HBL	House Bill of Lading
IAR	Impending Arrival Report
LCL	Less than Container Load
MAWB	Master Air Waybill
MEL	The port of Melbourne
OBL	Ocean Bill of Lading
RTP	Ready to Pay
SAC	Self Assessed Clearance
SYD	The port of Sydney
TRS	Time Release Study. A method endorsed by the World Customs Organisation (WCO) to measure customs performance in trade facilitation
WCO	World Customs Organisation

Table D.3 Definitions

Term	Description
Actual arrival report	A report made to Customs that provides information about the actual arrival of a ship or aircraft at an Australian port or airport.
Air cargo report	A report made to Customs that provides arrival, consignee and consignor details of all goods that are to be imported, or transhipped or transited through Australia. This report is required for the reporting of all air cargo (including mail) arriving in Australia.
Airway Bill	See House Airway Bill or Master Airway Bill.
Airway Bill Outturn	A report made to Customs that provides information about the receipt of air cargo: <ul style="list-style-type: none"> • that has been discharged from an aircraft. • at a Customs place as a result of an underbond movement. <p>The Airway Bill Outturn identifies any surpluses or shortages in the cargo received.</p>
Arrival (air)	The arrival of an aircraft at an Australian airport that has come to a stop after landing.
Arrival (sea)	The arrival of a ship that has been secured at an Australian port. This generally means a ship is tied up at the berth (unless the ship has anchored first, for example due to delays in getting a berth).
Australian Quarantine and Inspection Service	Now known as Biosecurity Services Group (BSG).
Bill of Lading	A document issued by a carrier acknowledging that specified goods have been received on board for transport to a named place for delivery to a consignee.
Border Agencies	Agencies responsible for managing the Australian border to provide effective border protection for the community that also supports legitimate trade and travel. Customs is the primary agency managing risk at the border, and also acts on behalf of a range of other agencies. BSG works in partnership with Customs at the border to manage health, food safety and quarantine matters.
Break-bulk cargo	Cargo that consists of non-containerised, non-bulk cargo that is loaded individually, such as vehicles.
Bulk cargo	Bulk cargo is homogenous cargo that is stowed loose in a ship's hold and is not enclosed in any container such as a box, bale, bag, cask or the like (for example wheat or oil).
Biosecurity Services Group (bsg)	The government agency responsible for the biosecurity clearance of incoming passengers and cargo.
Cargo Report Self Assessed Clearance	A combined cargo report and self assessed clearance declaration lodged by a cargo reporter, typically for air freight.
Conditional clear	A status that indicates the consignment may be delivered into home consumption after certain conditions have been met. For example, BSG-approved fumigation, or production of an MVSA permit. This is the equivalent of the WCO status of 'release'.
Consignment	A package or collection of packages presented by a consignor for transport.
Consolidated cargo	A type of air cargo which is consolidated with other consignments. It is moved on a House Airway Bill as a sub-entity under a Master Airway Bill. It is delivered into home consumption from the place of deconsolidation (that is a depot rather than the place of discharge).
Customs Broker	A person authorised in accordance with the <i>Customs Act 1901</i> to act on behalf of an owner of goods, to undertake activities such as arranging for the clearance of goods into home consumption by making an import declaration.
Australian Customs and Border Protection Service	The government agency responsible for managing trade and travel at the Australian border.
Discharge	The unloading of cargo from a vessel.
Full Container Load	A container loaded with goods for one consignee only, whether transported directly to the consignee or through a freight forwarder or an agent.
Flight number	The flight number of an aircraft on a particular flight.

Table D.3 Definitions (continued)

Term	Description
Freight forwarder	A company that arranges transportation services for importers and exporters. A forwarder prepares the appropriate documents, contacts and arranges services from transport companies and handles insurance matters.
House Airway Bill	An airway bill issued by a freight forwarder, providing details of the goods received for freight. It includes terms and conditions of carriage.
House Bill of Lading	A bill of lading issued by a freight forwarder, providing details of the goods received for freight. It includes terms and conditions of carriage.
Impending arrival report (IAR)	A report made to Customs that provides information about the expected arrival of a ship or aircraft on a voyage to Australia. The IAR provides advance notification of the ship or aircraft's estimated time of arrival and where cargo (if any) will be discharged.
Full import declaration	A detailed fiscal and statistical declaration required for the clearance of consignments valued at AUD\$1000 or more.
Integrated cargo system	Integrated software application that allows you to declare, report, risk-assess cargo and determine cargo status.
Less (than) container load (lcl)	A shipping container that holds the goods of more than one consignee, whether or not shipped on an FCL basis to a freight forwarder or an agent. These containers must be deconsolidated under Customs control.
Master airway bill	An airway bill issued by an airline or a code share partner. If the master bill has been issued to a freight forwarder then the freight forwarder will issue house airway bills for the goods they have contracted to freight.
MVSA	<i>Motor Vehicle Standards Act 1989</i>
Ocean bill of lading	A bill of lading issued by a shipping company or a slot charterer. If the ocean bill has been issued to a freight forwarder, then house bills will be issued for the goods they have contracted to freight.
Other government agencies	Australian government agencies involved in trade related matters.
Outturn	The physical deconsolidation or unpacking of cargo.
Reporter	The operator or someone who charters a vessel or aircraft on a particular voyage responsible for goods carried on the vessel or aircraft.
Sea cargo report	A report made to Customs that provides information about cargo being carried on board a ship arriving in Australia.
Self assessed clearance declaration	A simplified declaration for consignments valued at less than AUD\$1000.
Straight-line cargo	A type of air cargo that is not consolidated with other consignments. It is moved as a direct entity on its own Master Airway Bill and is delivered into home consumption from the place of discharge (rather than from a deconsolidation depot).
Time Release Study (TRS)	Time Release Study. A method endorsed by the World Customs Organisation (WCO) to measure customs performance in trade facilitation
Unique cargo line	The Unique Cargo Line is the lowest level of detail of a cargo entity. It is either a container, or if part of a consolidated shipment, a House Bill. This is equivalent to a 'deliverable unit'. It is the TRS Sample Unit.
Unpack	The process of unpacking cargo from a container.

