



**TOMAX  
NEWS**

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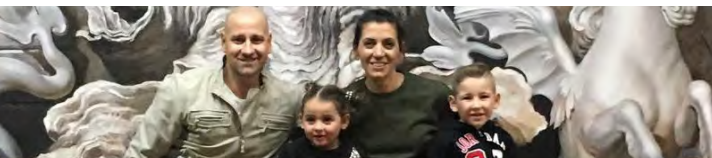
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## TOMAX CORPORATE MISSION

Our mission is to supply high quality, end-to-end supply chain solutions to our clients in a friendly, secure and supportive manner.



# MARKET SUMMARY

- Lines have announced another GRI (General Rate Increase) to be applied from 1st November 2020 on the North East Asia to Australia trade lane. The GRI is advertised as being USD 300 per 20' and USD 600 per 40'. Rates are already at all time high levels, and lines are continuing to make restrictions to vessel capacity in order to keep rates inflated.
- CMA-CGM and subsidiary line ANL are now back online! Having shut down their online systems due to a devastating cyber-attack, the mega-carrier and owner of Australia's flagship line ANL is now back up and running.
- China is running out of empty containers as massive build ups of empties continues to impact Australian and other international ports. Shippers have been turning to 40'GP containers and reducing volumes accordingly due to a lack of readily available 40'HQ containers.
- Freight rates ex: many Chinese ports are now breaching USD 4,000 per 40' container in record high rate increases and space still continuing to remain an issue.

# LATEST NEWS

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## DIVERSITY IN TRANSPORT

**T**he Australian Logistics and Transport Industry boasts immense diversity in the range of businesses and occupations. Unfortunately, this diversity is not apparent with regards to the workforce demographics in Australia and beyond.

The Global Transport and Logistics Industry is described as a 'non-traditional' employment pathway for women, given the greater percentage of employees being men. In addition, the work undertaken is perceived to be stereotypically 'masculine'.

However, it is currently entering a major phase of disruption, driven by ever-increasing consumer demands and increased efficiency in technology. To succeed in this business, companies need to diversify their group of talent, and in doing so, onboard more women.

“Women are proven to be great leaders during disruptive change, due to their collaborative nature and willingness to listen and engage,” says Kendra Phillips, chief technology officer and vice president of Ryder System, “this type of leadership will be essential for the future of the supply chain and logistics industry.”

Furthermore, highlighting successful women leaders as role models is one of the most important steps companies can do to impact recruitment and retention as well as shake the long-term gender stigma.

Women are predominantly employed in support related roles such as administration, human resources, finance and procurement. Common managerial positions undertaken by women are found in the areas of communications, business development, human resources and quality and risk management.

Technology advancements are opening up employment opportunities for women, with job roles that were once considered impractical or dangerous now a viable option. For instance, automatic gearboxes and hydraulic lifting equipment enable women to operate large trucks and perform material-handling tasks that would have once been regarded as 'too heavy'.

Workforce surveys indicate that female transport and logistics employees have, on average, higher education levels than their male counterparts, with 18.3% achieving a diploma or higher, compared with 11.7%

for males. This showcases the desire, skills and knowledge women have to meet role requirements in the changing and advancing industry.

“The rise in women in the industry will translate to businesses having a broader foundation to help create end-to-end solutions and innovations,” Hodges adds, “high-performance teams that deliver top-notch results will need to have top talent who bring a broad perspective to the decision table.”

Tanya De Landelles, manager at Russell Transport, is among many who are advocates for greater diversity in the transport sector.

Driver shortages in the transport industry sparked the 2020 Teletrac Navman Driving Change Diversity Program which has seen Teletrac Navman partner with the Australian Truck Association to push for a positive change. Both industry bodies are striving to break the stigma that trucking is a male-only industry to encourage a more diverse audience to choose a career in the transport industry.

Tanya believes that diversity encompasses more than just gender, but also race, sexuality and disability. She would like

for the industry to welcome the disabled community so that they are given the equal fulfilling career opportunities.

“I believe that the sector needs the ability to embrace all person’s input and look at the variety of knowledge that can be brought to the table, and that ‘it’s a man’s industry’ needs to be dismissed” Tanya says as “it comes down to education, knowledge and just giving people a go”.

Reference: Diversity Australia (2020). Logistics, Supply Chain and Transport. Retrieved from <https://www.diversityaustralia.com.au/transport-logistics/> on 12th October, 2020.

Mayer, M. (2019). The rise of women in supply chain & logistics. Retrieved from <https://www.refrigeratedfrozenfood.com/articles/97702-the-rise-of-women-in-supply-chain-logistics> on 12th October, 2020.

Sexton, D. (2020). Change towards diversity in transport. Retrieved from DCN on 12th October 2020



Pictured: Wodonga Tafe and students undertaking the ‘Women Driving Transport (WDTC) program.



# COMBINATION VESSEL ENTERS AUSTRALIA

Australia welcomed carrier vessel MV Barramundi (IMO 9813113), a combination vessel able to carry both wet and dry bulk products.

Klaveness Combination Carriers ASA, a Norwegian shipping company, designed the vessel to essentially lower the carbon footprint for both Australian wet commodity imports and dry bulk exports.

The CLEANBU-type vessel houses a flexible design which facilitates its ability to carry wet commodities, such as clean petroleum, to Australia and Asia and dry bulk products on their return voyage, such as iron ore.

Generally, standard tankers and dry bulk vessels who arrive in Australia only bring cargo in one direction and often return empty in the other direction, only carrying water to serve as a ballast. Tankers who transport wet cargo to Australia head to Asia empty. Dry bulk vessels from Asia to Australia, begin empty to load Australian dry bulk exports.

The MV Barramundi changes that. Instead, they will arrive in Sydney with a shipment of gasoline and return from Asia with a dry bulk cargo of spodumene.

The concept represents a progressive shift for the petroleum, mining and shipping industries in Australia and is a momentous step towards reducing greenhouse gas emissions in a global seaborne market.

The CLEANBU vessels are expected to reduce CO2 emissions by 35-40% and NOx emissions by 40-50%, in comparison to standard vessels. Hopefully, this first shipment will spark the desire for more climate friendly, cost efficient transportation solutions to support the Australian petroleum and mining industry.

Reference: Sexton, D. (2020). Low carbon combination carrier visits Australia. Retrieved from [https://www.thedcn.com.au/low-carbon-combination-carrier-visits-australia/?utm\\_source=DCN+Daily+Newswire&utm\\_campaign=e-d0e1c3712-EM%E2%80%A6](https://www.thedcn.com.au/low-carbon-combination-carrier-visits-australia/?utm_source=DCN+Daily+Newswire&utm_campaign=e-d0e1c3712-EM%E2%80%A6) on 13th October, 2020.



# CHINA-AUSTRALIA TRADE-LANE UPDATE

**T**here is no relief at all for importers trading on the China-Australia lane, as shipping lines continue to avoid any downward pressure on freight rates. The reintroduction of ZIM Lines into the market, with a stand-alone service increasing weekly capacity by a few thousand TEU, was expected by most industry analysts to bring about some stabilisation on rates. Coupled with the Chinese national holiday which saw most manufacturing cease for over a week, the situation with thousands of backlogged containers waiting for vessels should have eased. Unfortunately for importers, that has not been the case.

Freight rates have continued to increase with rates for the second half of October nearing USD 4,500 per 40' container on many services. Shipping lines have also announced a plan to implement further increases from the 1st of November. The demand for space on container shipping services continues to be at a very high level, levels not seen in recent years. This increased demand is contrasted with the ongoing restriction of available space by shipping lines determined to keep TEU capacity at reduced levels in order to maintain rate pressure.

With container services being booked over capacity, many containers are being left behind every week and adding to the growing backlog. Lines are taking advantage of importer desperation and

are now starting to offer a “must-go” surcharge whereby importers can pay many hundreds of dollars extra to get “non-guaranteed” priority to have their containers on board.

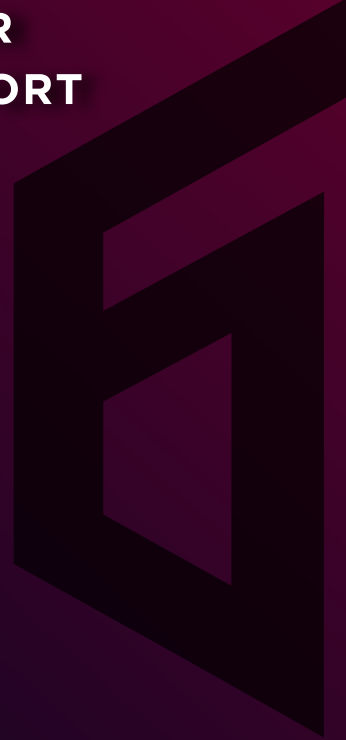
Shipping lines openly consult with each other in order to facilitate service restrictions and implement coordinated price increases in clear cartel activity. Cartel conduct is illegal under the Australian Competition and Consumer Act and companies that breach the regulations can be subject to both civil and criminal cases. However, lines escape any liability under this law however by “operating” in overseas locations and not engaging in this conduct within Australia, even though they service the Australian market. The ACCC has investigated the conduct on several occasions and has been unsuccessful in bringing any action against the lines in order to obstruct this behaviour.

For the time being, importers are faced with a situation of being offered deteriorating services at inflated prices with no real options or alternatives. Projections by industry analysts are varied as to when any relief may come with a drop in rates, and it may well not be until after January 2021. For more information on the impacts affecting the China-Australia trade-lane please contact our team on 1300 186 629 anytime.

# STAFF SPOTLIGHT



**MEET  
DAVID GULLE**  
COURIER DRIVER  
TOMAX TRANSPORT



## Q: WHAT DO YOU DO AT TOMAX?

I am a courier driver who is responsible for deliveries across the North-East of Melbourne.

## Q: FAVOURITE ACTIVITY DURING LOCKDOWN?

I enjoy exercising and kicking the footy with my son at the park.

## Q: DREAM HOLIDAY DESTINATION?

A trip to Las Vegas!

## Q: GREATEST ACCOMPLISHMENT SO FAR?

My greatest accomplishment is having two beautiful kids.

## Q: END THE DEBATE! DO PINEAPPLES GO ON PIZZA?

Absolutely!





# FRIDAY FUNNIES

We hope these jokes can brighten up your mood as we approach the weekend!

A man walks into a zoo.  
The only animal in the entire  
zoo is a dog.  
It's a Shitzu.

How does a penguin build  
its house?  
Igloos it together.

I went to the doctor the other  
day and asked, "have you got  
anything for wind?"  
So he gave me a kite.

Did you hear about the  
beautiful wedding?  
Even the cake was in tiers.

Did you hear about the mediocre  
restaurant on the moon?  
It has great food but no atmosphere.

What does a clock do when  
it's hungry?  
It goes back four seconds.

Why does Waldo only wear stripes?  
Because he doesn't want to  
be spotted.

What kind of car does an  
egg drive? A Volkswagen.



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