



TOMAX
NEWS

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PLUS:



TARIFF CONCESSIONS GAZETTE (TC)

Tariff Concession Orders (TCOs) are an Australian Government revenue concession that exists where there are no known Australian manufacturers of goods that are substitutable for imported goods.

When a new TCO is made, it is published in the Gazette by the Australian Border Force. You can stay up to date with the weekly gazette via the Tomax Newsletter.

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LATEST NEWS



CARRIERS WORK TO PROMOTE CARGO SAFETY

With lithium-ion batteries stealing the limelight from sodium hypochlorite as the leading cause of concern, top container carriers have embarked on a new project to address ship fires and cargo losses. The Safetytech Accelerator Cargo Fire & Loss Innovation Initiative (CFLII) involves carriers and ship owners Evergreen, Maersk, HMM, ONE, Offen Group and Seaspam and class society Lloyd's Register to develop technologies to avoid fires and overboard cargo losses, as well as promoting safe and secure stowage.

"The main cause for cargo fires on containerships is the integrity of dangerous goods throughout the supply chain," said a Maersk representative, "therefore, it is a problem that can only be improved through industry-wide solutions and for that reason we are a strong believer in sharing learnings across the industry to improve safety."

The Safetytech Accelerator programme aims to focus on onboard cargo control, lashing and monitoring of cargo, comprising secure loading, early and effective fire detection and response and the difficulties that come with large vessels which represent a bigger aggregation of risk.

TT Club representative, Mike Yarwood, believes the problem is exacerbated by the design of consumer electronics, which instead of being transported empty and using standard AA or D batteries installed at destination, modern gadgets tend to have non-removable USB-charged batteries. This then leads to a massive increase in the number of batteries being transported.

However, the threat of battery fires is not limited to containerised cargo, electric vehicles (EVs) are also a growing cause for concern. Felicity Ace, which sank after a catastrophic fire, carried 4,000 luxury cars and batteries were thought to have been a contributing factor. Various regulatory loopholes meant there was no requirement for EVs to be distinguished from conventional vehicles and are therefore loaded just like conventional vehicles. Due to this, carriers do not have a list of all EVs on board, or their locations. Making this distinction "would allow carriers to plan stowage locations and the monitoring of EVs during the voyage in greater detail, with a view to developing early detection, evacuation and/or firefighting procedure."

Bartlett, C. (2023). Carriers step on the safety Accelerator to address cargo risks. Retrieved from <https://theloadstar.com/carriers-step-on-the-safety-accelerator-to-address-cargo-risks/> on 23rd February, 2023.



FREIGHT SUBSIDY SCHEME FOR FLOOD AFFECTED BUSINESSES IN WESTERN AUSTRALIA

The Western Australian government has recently introduced a freight subsidy scheme for businesses in the Kimberley region impacted by the floods, which took place in December and January, damaging road infrastructure and disrupting freight in the region. Demand for the program could potentially be close to \$42 million, with the new freight subsidy scheme being jointly funded through Commonwealth-State Disaster Recovery Funding Arrangements and will be backdated to 1st January. This is to remain in place until a reliable freight pathway is established at Fitzroy Crossing, where a bridge collapsed during the floods.

According to the state government, the new scheme will apply to the freight of essential supplies for businesses, not-for-profits and Aboriginal corporations in and out of the Kimberley region, including transport of agricultural products out of the region. The aim is to reduce costs for Kimberley businesses to support the region's ability to recover.

Mark McGowan, WA premier, said while the road network is disrupted it is important there is support for impacted businesses to ensure the viability of industries across the Kimberley region. Mark said, "following consultation with various parts of industry and local governments and businesses we've developed this subsidy package that provides support and ensures that we can maintain logistics

routes and help the region's ability to recover from the event."

Murray Watt, Federal emergency management minister, said businesses need to be able to secure their supply chains and return to normal operations and said, "it is vitally important for the recovery effort and the local economy that impacted businesses get back on their feet as soon as possible."

Stephen Dawson, WA emergency services minister, said the viability of local businesses and industries is critical to the region's ability to recover quickly from the floods. "That's why we're working with the Commonwealth government through the Disaster Recovery Funding Arrangements to help reduce freight costs as a result of the disaster and ensure that communities can recover from these devastating floods", he said.

The subsidy is to be calculated as the difference between pre-flood and post-flood freight costs and paid directly to freight operators. There is also a subsidy available for businesses and infrequent freight receivers established on a per-pallet rate. The scheme is managed by the WA Department of Primary Industries and Regional Development.

Williams, A. (2023). WA GOVERNMENT LAUNCHES FREIGHT SUBSIDY FOR FLOOD-AFFECTED BUSINESSES. Retrieved from <https://www.thedcn.com.au/news/logistics-and-supply-chain/wa-government-launches-freight-subsidy-for-flood-affected-businesses/> on 23rd February, 2023.



FILLING A GAP IN THE MARKET WITH SOUTH AFRICA'S NEW CARGO AIRLINE

South Africa will now have its own cargo airline, following the launch of Suid Cargo, which will be based in OR Tambo Airport, Johannesburg. Announced this week at the Air Cargo Africa conference in Johannesburg, the carrier already has its AOC and will begin flying during the second quarter of this year.

Suid aims to be a feeder carrier for Africa and will commence scheduled operations next year, planning routes to some 20 destinations in southern, west and east Africa. Not only will it serve Johannesburg, but it is also planning to develop sea-air services from Durban and Cape Town and hopes to promote exports from South Africa, in addition to transit shipments throughout Africa.

“South Africa is a prominent hub, but there was a gap in the market,” said Sanjeev Gadha, CEO of Astral, “we were looking at expanding in South Africa so we looked for opportunities to do so. Durban and Cape Town are gateways into South Africa, so goods can be shipped in and distributed by air to landlocked countries.”

Suid aims to enter long-term partnerships with forwarders, consolidators, integrators, e-commerce retailers and shipping lines and would interlink with other carriers. It will also operate a domestic network in South Africa.

Mr Gadha added that Africa needs more freighter capacity. Sharon Vaz, regional director of India, Middle East and Africa for broker Chapman Freeborn, said it could be hard to source freighter capacity for the continent, stating, “you find that lots of international carriers or crew won’t fly to some parts of Africa because it is too dangerous, so ideally you have a hub concept where they can fly into Johannesburg and then de-feed from there to other parts of Africa. That will now be possible with Suid Cargo.”

Lennane, A. (2023). New cargo airline for South Africa will fill a wide gap in the market. Retrieved from <https://theloadstar.com/new-cargo-airline-for-south-africa-will-fill-a-wide-gap-in-the-market/> on 23rd February, 2023.



NSW'S OFFSHORE WIND PORT FACILITY PLANS

NSW Ports has unveiled concept plans for a large-scale port facility in Port Kembla's Outer Harbour to support offshore wind projects. Marika Calfas, NSW Ports CEO, believes Port Kembla will be essential for offshore wind projects as the state transitions to renewable energy.

"Port Kembla is close to Greater Sydney's growing population and surrounded by industrial lands," she said, "it is within the NSW government's proposed Illawarra Renewable Energy Zone and adjacent to the federal government's proposed Illawarra offshore wind development zone. The proposed Outer Harbour offshore wind port facility provides an opportunity for significant job creation, domestic innovation and carbon emissions reduction. But we need to act now to support the rapidly emerging offshore wind development opportunities."

Timely delivery of the infrastructure will need significant collaboration between government, private enterprise, industry and the community over the next few years. NSW Ports has been speaking with offshore wind proponents about Port Kembla's role in supporting the emerging renewable energy industry. "Today's announcement provides clarity on Port Kembla's potential to support offshore wind projects and NSW Ports' willingness to develop infrastructure to progress renewable generation initiatives," Ms Calfas said.

Mick Cross, Maritime Union of Australia Southern NSW branch secretary, welcomed NSW Ports' proposal. "As the state shifts towards a greater dependency on renewable energy and the price of coal and gas fired energy soars, the demand for affordable, sustainable and clean energy will only increase," Mr Cross said, "Port Kembla's maritime workforce has a massive role to play in that space." In addition, Mr Cross said the renewable energy projects proposed for the Illawarra Renewable Energy Zone will depend on port infrastructure, port services and port workers and said "it's a massive opportunity for our sector to grow and deliver long-term, rewarding and fulfilling employment right here in the Illawarra to generations of seafarers and waterside workers."

The state government's draft Illawarra Renewable Energy Zone has already attracted over \$43 billion in potential investment across 44 proposed projects, including eight offshore wind generation initiatives. Port Kembla already handles onshore wind components for wind farms across New South Wales and NSW Ports expects the port to also support hydrogen and critical minerals in the longer term.

Williams, A. (2023). NSW PORTS UNVEILS OFFSHORE WIND PORT FACILITY PLANS. Retrieved from <https://www.thedcn.com.au/news/ports/nsw-ports-unveils-offshore-wind-port-facility-plans/> on| 22nd February, 2023

STAFF SPOTLIGHT



— SONIA HUBER CREDIT CONTROLLER TOMAX LOGISTICS AUSTRALIA

What is your role at Tomax?

I am a Credit Controller.

What are your hobbies/interests?

Reading books.

If you could only bring one thing to a deserted island, what would it be?

My Bible.

What do you believe is the greatest invention of all time and why?

Book publishing machines because they've assisted greatly in publishing knowledge throughout the world at accelerated paces.

Most delicious thing you've eaten?

Freshly picked strawberries!

Do you have any hidden talents?

I like to think I can play a mean game of tennis!

Your dream destination?

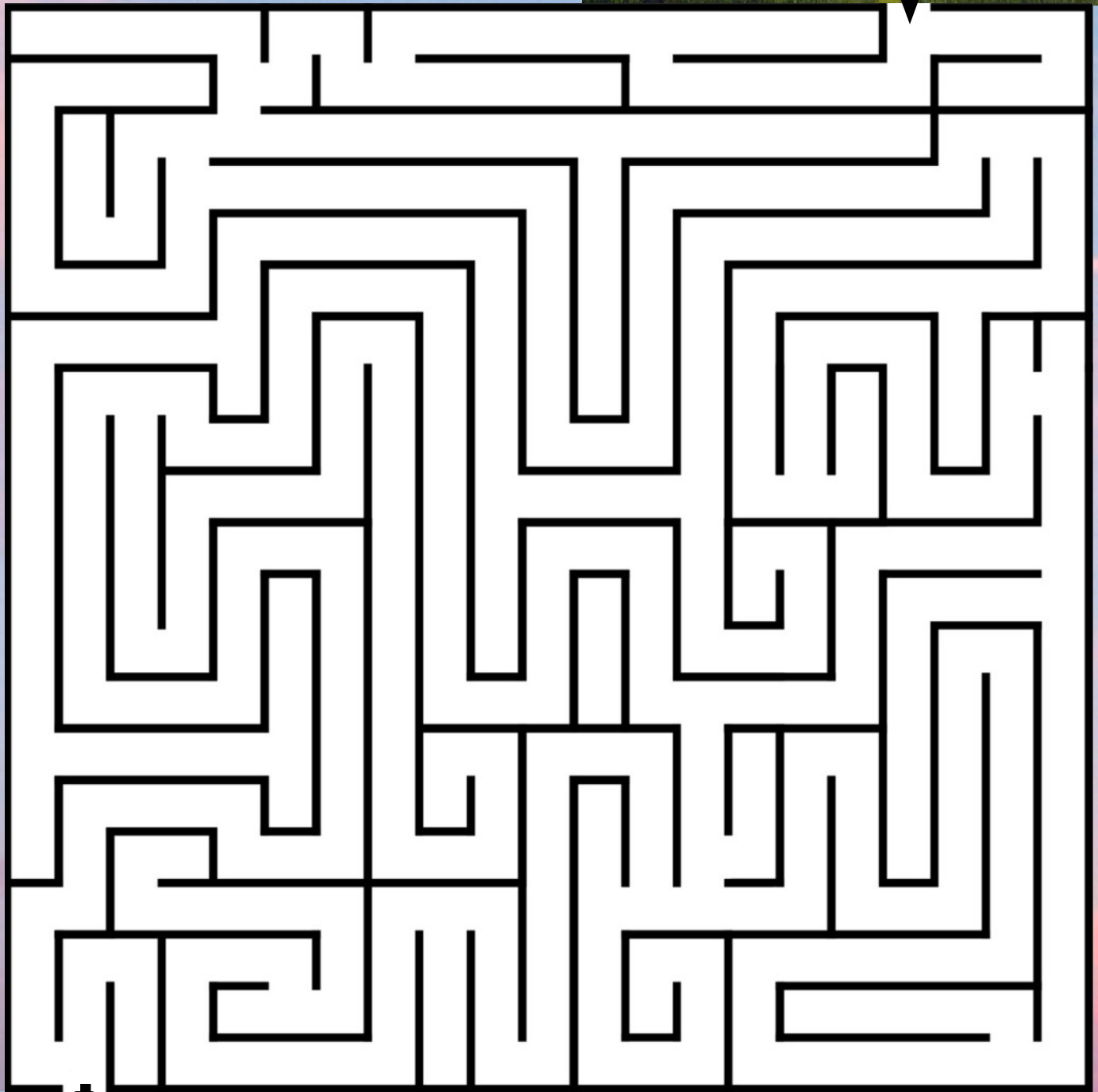
Vienna, Austria.

A life motto you live by?

Wisdom and knowledge shall be the stability of thy times.

MAZE CRAZE!

Can you help the truck driver reach the Tomax depot?



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