



TOMAX
NEWS

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ALSO INCLUDED



MARKET SUMMARY

- Timeslot booking fees for LCL Cargo are being charged by the following depots: The Cargo Warehouse Derrimut, Trojan Bond Port Botany, Airwave Australia Derrimut, Tasman Logistics Brooklyn and WSI Logistics Padstow. As a result, this incurs a current charge of 15 AUD + GST.

- The FTA (Freight & Trade Alliance) is a freight & customs industry association that works hard on behalf of forwarders and importers/exporters to further our interests. At this [link](#) you can access a release they have put out in relation to the challenges faced by all industry participants which gives an excellent insight into the current market situation.

- Container parks in Sydney are holding up to 75,000 TEU of empty containers waiting for reposition overseas.

- Are you aware that Tomax now has an office and warehousing operation in Brisbane? If you would like more information please contact our team anytime on 1300 186 629.

- Bookings for vessels ex: China to Australia remains at critically high levels resulting in a further increase of general market rates by lines in December. Average rates for a 40'HQ container from main ports are now sometimes in excess of USD 6,000.



Swire Shipping have introduced an Emergency Equipment & Feeder Surcharge (EQS) on November 10th with a quantum of \$150 USD/TEU and \$300 USD/ FEU. Effective for all consignments showing a Swire Shipping Bill of Lading date from 15th December 2020 the EQS quantum will be revised as per the table below:

Origin	Destination	TEU	FEU
Greater China, North Asia, South and South East Asia, Middle East India Subcontinental	Australia: Darwin, Townsville only, East Timor, Papua New Guinea, Solomon Islands, Pacific Islands: including Cook Islands, Fiji, French Polynesia, Kiribati, Marshall Islands, Nauru, New Caledonia, Niue, Tonga, Western Samoa, Vanuatu, Wallis and Futuna	USD 355.00	USD 710.00

LATEST NEWS



AUTOMATED CRANES AT PORT BOTANY CALLS FOR INVESTIGATION

Port Botany's automated rail mounted gantry cranes incites a formal investigation, according to the Maritime Union.

MUA's deputy national secretary, Will Tracey, highlighted issues regarding safety and productivity in a letter addressed to Patrick Terminal's C.E.O. Steve Cox.

NSW Ports and Patrick Terminals commenced work over a year ago on a \$190m project aimed to double 'on-dock' rail infrastructure capacity at Port Botany's Patrick Terminals, Sydney AutoStrad, to warrant a sustainable supply chain.

The project comprises of investments of \$120 million from NSW Ports, for 'on-dock' rail infrastructure and \$70 million from Patrick Terminals, for automated rail operating equipment at the container terminal. However, the union suggests that the predicted 1-3% exception rates (the rate at which human intervention is required) will most likely be 10 times higher. Additionally, there are also safety and operational flaws.

Mr. Tracey wrote, "The Maritime Union of Australia calls on Patrick to immediately suspend any 'go-live' implementation of the ARMG cranes and meet with the MUA as well as the health and safety

representatives and subject matter experts. Ultimately, the MUA is very concerned that the capital investment from Patrick and NSW Ports has been based on a flawed assumption regarding the efficiency of the ARMG cranes."

Mr. Tracey believes the new technology was overwhelmed with technical and safety issues.

"In the event that they are resolved, it is highly foreseeable that the ARMG cranes will be slow in their productivity," he wrote, "it is clear that with the flawed technology procured by Patrick, the proposed 33% faster turnaround times was merely aspirational and will not be realised. At a minimum, it is appropriate for Patrick and the parent company Qube, to launch a formal investigation into this flawed automated machinery as well as the flawed risk mitigation process."

Patrick Terminals conceives the MUA's letter as an attempt to distract management attention on a key infrastructure project that would be of benefit for importers and exporter who use rail. A Patrick spokesperson indicated that, 'in light of the MUA's objections to the Project SABRE process, Patrick has itself commenced dispute proceedings

in the [Fair Work Commission] to obtain certainty about the process”.

According to Patrick, FWC deputy president Cross has led several conferences, and due to the inability to resolve the dispute, the matter will now progress to a hearing on the 15th and 16th of December 2020. Furthermore, Project SABRE will deliver a world-class operation in Sydney that will benchmark Patrick Terminals entailing world-leading rail and ARMG operations in Asia, Europe and North America who are currently utilising “the same proven technology and infrastructure”.

The spokesperson states, “the project is being managed and implemented by qualified, experienced and industry leading experts from global organisations who are specialised in their fields. The deployment team is focused on delivering one of the safest operations in the world.”

Light was shed on Patrick’s extensive risk assessments with the workforce in consultation that saw 56 meetings, 308 meeting hours representing over 1,800-man hours of risk assessment and consultation with their workforce. “Additionally, and in parallel, Patrick engaged with internal and external subject matter experts in the form the safety assessment team and held a

further 30 meetings, over 100 meeting hours representing an additional 1000-man hours of risk assessment. A total of over 2,800-man hours has been spent on consultation and risk assessment for the project,” the spokesperson highlights.

Work has reportedly been completed in accordance with Patrick’s risk assessment framework which complies with the Australian Standard 4024 Safety of Machinery.

Reference: Sexton, D. (2020). UNION CRITICAL OF PLANS FOR AUTOMATED CRANES AT PORT BOTANY. Retrieved from https://www.thedcn.com.au/union-critical-of-plans-for-automated-cranes-at-port-botany/?utm_source=DCN+Daily+Newswire&utm_campaign=d8e0aa54b8-EMAIL_CAMPAIGN_11_30_2020&utm_medium=email&utm_term=0_505d67c448-d8e0aa54b8-143548541 on 2nd December, 2020.





SVITZER PULLS THE PLUG ON PORT JACKSON & GEELONG

Svitzer Australia has announced a proposal to quit Port Jackson (Sydney) and Geelong due to significant financial losses. The company announced the statement, indicating that the proposal followed after a consultation with unions and workers. Nicolaj Noes, managing director of Svitzer Australia, described the competitiveness of the market.

He says, “over the last two years Svitzer has lost port share while volumes have dropped. The COVID crisis has exacerbated these challenges. As a result, Svitzer has been losing millions of dollars at the ports, which we have been unable to address despite our best efforts. We have not come to this decision lightly, and it is a result of changed market factors and our inability to respond effectively to those changes.”

Leaving Geelong is expected to result in the redundancy of 18 full time crew positions while 21 full time jobs will be lost after exiting Port Jackson. Despite this, the company has highlighted the possibility of redeployments and “generous redundancy packages”.

Mr Noes continues, “this is a difficult day for our hardworking crews in Geelong and Sydney, as well as the rest of the

workforce, and I want to thank them for their ongoing efforts to provide safe towage services and keep shipping moving. We are committed to the consultation process but Svitzer believes this is a necessary step to shore up our business nationally so we can continue to offer excellent towage services and well-paid jobs. Svitzer will continue to provide towage services in both ports, until the conclusion of the consultation process and a decision is implemented. The proposal does not impact on Svitzer’s other ports or operations.”

Reference: Sexton, D. (2020). Svitzer plans to quit Port Jackson and Geelong. Retrieved from https://www.thedcn.com.au/svitzer-plans-to-quit-port-jackson-and-geelong/?utm_source=DCN+Daily+Newswire&utm_campaign=8bff56b7ed-EMAIL_CAMPAIGN_11_30_2020_COPY_536&utm_medium=email&utm_term=0_505d67c448-8bff56b7ed-143548541 on 2nd December, 2020.

STAFF SPOTLIGHT

MEET

JULIA MURDOCH

KEY ACCOUNT MANAGER TOMAX LOGISTICS

WHAT IS YOUR ROLE AT TOMAX?

I am the Key Account Manager for the Imports team.

WHAT IS YOUR FAVOURITE ACTIVITY/HOBBY?

I enjoy bike riding and walking.

DO YOU HAVE ANY PETS?

I have 2 dogs:

Rossi, a Groodle who is 13 years old.
Lucy, a Maltese who is 12 years old.

DO YOU HAVE ANY HIDDEN (OR NOT SO HIDDEN) TALENTS?

I love cooking and baking.

YOUR GREATEST FEAR?

Snakes, especially now in the warm weather as I came across two dead in the last week!

DO YOU HAVE ANY PLANS THIS CHRISTMAS/END OF YEAR?

I plan to spend Christmas with my parents, husband, and of course the two dogs!



FRIDAY FUNNIES

We hope you enjoy these funny or not-so-funny jokes as we approach the weekend!

Two aerials meet on a roof, fall in love and get married. The reception was brilliant.

Never trust atoms. They make up everything.

Last night me and my girlfriend watched three DVDs back to back. Luckily I was the one facing the telly.

My New Year's resolution is to get in shape. I choose round.

My friend asked me to help him round up his 37 sheep. I said "40"

Somebody actually complimented me on my driving today. They left a little note. It said 'Parking Fine'.

What did the left eye say to the right eye?
Between you and me, something smells.