



TOMAX
NEWS

Issue 124
14th April 2023

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.

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CYCLONE ILSA SHUTS DOWN PORTS

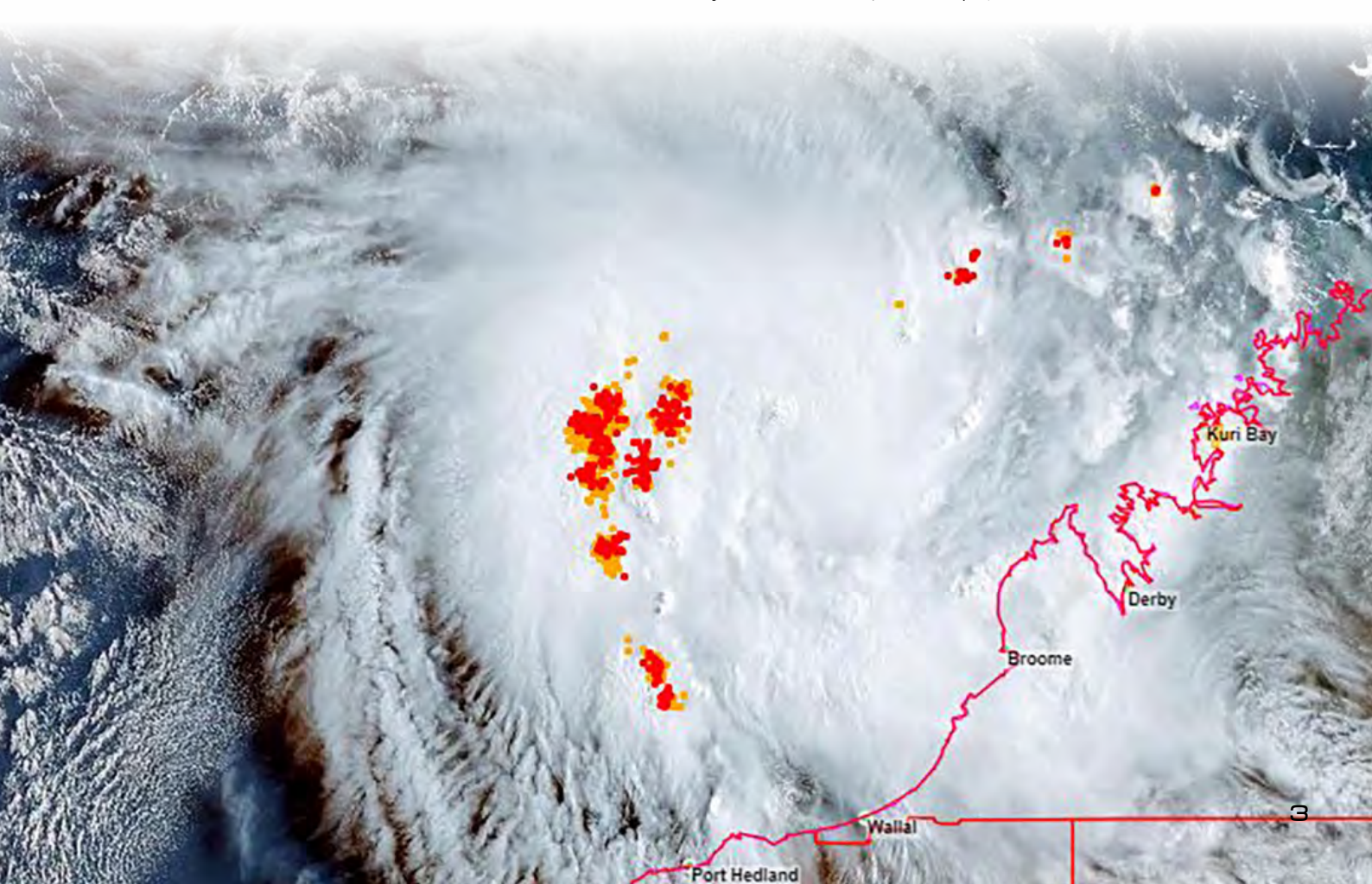
The Pilbara Ports Authority (PPA) has closed the Port of Port Hedland from Thursday 13th April, before Tropical Cyclone Ilsa reached a category five strength. Ships have been cleared out of the port since early Wednesday morning in anticipation of the closure. PPA advised, “a severe impact will occur along the coast and adjacent inland parts to the east of Port Hedland and west of Wallal Downs ... on Thursday night or early Friday morning...All berths and inner anchorages have been cleared.”

Further up the coast, Kimberley Ports Authority has similarly closed off the ports of Broome, Derby and Yampi Sound.

Port Hedland is used by BHP, Fortescue and Hancock Prospecting and Rio Tinto exports out of the port of Dampier. BHP was reportedly closely tracking the cyclone however, its mining and rail operations were proceeding. Meanwhile, Fortescue suspended shipping operations and non-essential travel to the port but does not expect any significant impact to its operations.

According to the Bureau of Meteorology, the weather system will cross the coast between Port Hedland and Wallal Downs on Thursday night or early Friday morning. The Bureau of Meteorology wrote, “destructive winds with gusts to 155 km/h will develop near the coast between Wallal Downs and Port Hedland this evening before extending inland as far as Marble Bar tonight and to Telfer during Friday. Heavy rainfall is expected along the track of Ilsa. 150 to 300 mm of rainfall is possible during tonight and Friday near where Ilsa crosses the coast, with falls gradually decreasing as it tracks inland. Abnormally high tides are possible about the coast between Bidyadanga and Port Hedland as the system crosses the coast tonight or during early Friday morning. In some locations the tide may be close to or exceed the highest astronomical tide of the year.”

Williams, A. (2023). Port Hedland shuts, cyclone Ilsa closes in. Retrieved from <https://www.thedcn.com.au/news/ports/port-hedland-shuts-as-cyclone-ilsa-closes-in/> on 14th April, 2023.



FREIGHT SERVICES TO BE IMPACTED BY RAIL CLOSURES

The Australian Rail Track Corporation (ARTC) is planning weekly maintenance shutdowns on the Southern Highlands network from this weekend until the end of 2023, which will impact freight services on the line.

From 15th April until the 16th December, ARTC has scheduled maintenance works on the Glelnee to Moss Vale section of the track between 11am and 4pm on Saturdays.

Additionally, the Enfield West to Moss Vale section will also be closed for general and major track maintenance from 11:30pm on 21st April until 2am on 24th April. During this time, ARTC will put diversions in place for some freight services via the Moss Vale to Unanderra.

Simon Ormsby, ARTC group executive interstate network, stated the shutdowns have been timed to prevent disrupting the weekly commuter peak. He said, “the maintenance works will be targeted at removing temporary

speed restrictions, resurfacing and vegetation management to ensure that the track condition remains at a high standard. The timing has been selected as it impacts the least number of services over the regular five-hour period. Some Saturdays will be excluded to allow residents to commute to and from community events. While freight and passenger services will be stopped, we continue to ask motorists to remain vigilant and slow down at level crossings during the shutdowns as there will be machinery and other movements on the rail line. Regular maintenance works ensures that the Southern Highlands network’s vital supply chain for the economy and jobs can keep moving, as well as keeping our customers, staff, and the community safe. We apologise for any disruption or inconvenience caused and thank the community for their support and patience while these essential works are taking place.”

Williams, A. (2023). RAIL MAINTENANCE SHUTDOWNS TO IMPACT FREIGHT SERVICES. Retrieved from <https://www.thedcn.com.au/news/logistics-and-supply-chain/rail-maintenance-shutdowns-to-impact-freight-services/> on 13th April, 2023.



OCEAN NETWORK EXPRESS (ONE) LAUNCHES ECO-CALCULATOR

Ocean Network Express (ONE) has recently launched an “eco-calculator” which calculates the carbon dioxide emissions released from their ships. The vessel’s emissions are calculated using the vessel’s origin, destination, container type and cargo volume. The emissions are measured from burning fuel that has been stored in a tank or from fuel production, delivery and use aboard ships.

Senior VP of the corporate strategy and sustainability department at ONE, Koshiro Wake, advised that the company is encouraging stakeholders to join in the mission to decarbonise. Koshiro said, “the ONE Eco Calculator was developed not only for ourselves, but also for like-minded players and customers seeking sustainable transport solutions and seeking to manage their own cargo emissions.”

ONE believes the tool will aid in the customer’s decision to select more environmentally friendly services. The development of the eco-calculator is considered a milestone in ONE’s journey to net zero.

Williams, A. (2023). ONE rolls out vessel emissions calculator. Retrieved from <https://www.thedcn.com.au/news/environment/one-rolls-out-vessel-emissions-calculator/> on 12th April, 2023.





CTAA CALLS FOR SAFER PORT ACCESS

Container Transport Alliance Australia (CTAA) is calling for safer heavy-vehicle detour routes as the next construction phases of Melbourne's West Gate Tunnel Project takes place. Scheduled for completion in 2025, the project aims to remove trucks from residential roads and enable them easier access to the Port of Melbourne.

However, while the West Gate Tunnel is under construction, trucks are being sent on detours that are "time-consuming, less productive and potentially dangerous". With temporary night closures now in place along Wurundjeri Way road through to Docklands, which will continue until late April, this greatly affects the trucks' access to the port.

Neil Chambers, CTAA director, believes "the heavy-vehicle detour pushed higher productivity freight vehicles through a narrow route between the port's Swanson Dock precinct, around to Webb Dock along Harbour Esplanade and Bourke Street in Docklands." He flagged safety concerns as the vehicles are entering areas with pedestrians, bicycles and light vehicle traffic.

Despite the change being short-term, Mr Chambers said the same detour route could potentially return into effect later this year and this time for a longer period of time. The

organisation has been communicating with the state government, agencies and industry representatives to attempt to minimise disruptions to heavy vehicle operations.

The CTAA is calling on the Victorian government and toll-road operator Transurban to agree to safer detours as the West Gate Tunnel Project continues. Mr Chambers said, "to date, the heavy vehicle access disruptions to and from the Port of Melbourne have had a negative impact on landside container logistics efficiency and productivity, but they have been manageable because they have been temporary. However, container transport operators have significant concerns about longer-term road closures earmarked in the forward WGTP construction timetable and their associated heavy vehicle detours. The most significant of these is the complete closure of Wurundjeri Way in Docklands in the third quarter of this year for an extended period."

Wurundjeri Way is the major permitted route for 30-metre-long high productivity freight vehicles (HPFV) carrying up to four TEU and operating at gross vehicle mass (GVM) weights of more than 68.5 tonnes (up to 109 tonnes GVM). He continued, "there are dozens of HPFV movements day and night accessing Webb Dock from the

Swanson Dock precinct of the port, and from the west. The vehicles cannot use the West Gate Bridge above 68.5 tonnes GVM due to bridge weight restrictions. Container transport operators have a major concern that ... the detour route through Docklands is wholly unsuited for the extended period of the closure of Wurundjeri Way later this year. The route throws HPFVs into a potentially dangerous mix of narrow carriageways adjacent to a tram route, elevated tram stops, bicycle lanes, and pedestrian interaction in a residential and major sporting arena location. Longer heavy vehicles are having to make tight left-hand and right-hand turns at the signalled intersection at the corner of Harbour Esplanade and Bourke Street while pedestrians and bicycles are crossing.”

Instead, CTAA has suggested the heavy vehicle detour route be via Footscray Road, the Bolte Bridge and Todd Road to access Webb Dock when Wurundjeri Way is closed again later in the year. The suggestion has been sent in a letter addressed to Victorian minister for transport and infrastructure, Jacinta Allan and minister for ports and freight, Melissa Horne.

“CTAA understands that Transurban and the WGTP are considering this option, in conjunction with the Victorian Major Transport Infrastructure Authority and VicRoads,” Mr Chambers added, “however, we’d urge that this route and bridge analysis be fast-tracked and approved to protect the safety, efficiency and productivity of vital port-related freight movements associated with the Port of Melbourne. In the longer term, the container transport sector would prefer access for heavier permitted loads between the West Gate Tunnel, the Swanson Dock precinct of the Port, and Webb Dock to be via the Bolte Bridge. Access across the Bolte Bridge would maintain segregation between these vital port-related freight movements and the commercial, sporting and residential areas in Docklands and Fishermans Bend.”

Williams, A. (2023). CTAA CALLS FOR SAFER PORT ACCESS DETOURS DURING WEST GATE TUNNEL WORKS. Retrieved from <https://www.thedcn.com.au/news/law-regulation-trade/ctaa-calls-for-safer-port-access-detours-during-west-gate-tunnel-works/> on 12th April, 2023.



DEVELOPING AI TECHNOLOGY FOR IMPORTERS

ChatGPT is being developed to be one of the first artificial intelligence systems that will complete customs clearance forms for exporters in the UK.

Digital forwarder, Phlo Systems, has advised its workforce to sign up to ChatGPT and start applying the system to develop an AI product for importers too.

Saurabh Goyal, CEO and founder, said, “we have started testing for customs specific use cases and we are developing the chat bot by asking it customs specific questions, at the moment the responses are 80% correct. Within three to six months we expect to be able to complete a customs declaration.”

Phlo sees two uses for Chat GPT: one as a chat bot to support exporters by answering questions and another to prepare customs declarations for UK exporters. The company is also looking at developing the system to handle exports from different countries.

There are roughly 98 fields to populate in a standard declaration form and documents, including a packing list and invoice. Alongside developing ChatGPT for customs, Phlo is

looking at adding a data analytics function for freight forwarders and shippers through ChatGPT plug-ins which will be available soon via openAPI.

“These plug-ins would allow users to extend the power of ChatGPT by allowing it to connect to regular consumer apps such as Word docs, Excel sheets, pdfs and so on without any programming effort. This would mean we could upload an Excel sheet to ChatGPT and ask it to generate meaningful user analytics and graphs.”

The company has embraced the Microsoft AI system for an extensive range of work, including generating letters and emails, blogs and social media output, designing data models for new software functions, proposals to customers, technical research, market research, debugging software code, documentation of code already written and designing course content for new employees.

Savvides, N. (2023). Customs declaration? Chat GPT goes with the Phlo. Retrieved from <https://theloadstar.com/customs-declaration-chat-gpt-goes-with-the-phlo/> on 12th April, 2023.



CHINA'S CONTAINER DEPOTS PILE AS EXPORTS FEEL THE PINCH

China's container depots are experiencing high demand, with Container xChange CEO and co-founder Christian Roeloffs suggesting that while demand for containers is still high, supply is exceeding it. As a result, depots are operating at maximum capacity and are unable to accept new clients. Container xChange's latest report shows that China's container depots are operating at 90% utilisation, and oversupply is making it difficult for depots to move boxes, rendering them inefficient in both operations and revenue generation. The surplus of idle containers at terminals is causing congestion in ports, and repositioning empty containers has become more expensive and inconvenient, making it difficult for NVOCCs and shipping lines to open new markets globally.

Although a rebound in China's exports was expected after the Lunar New Year holiday in January, it did not materialise. Drewry's composite World Container Index decreased 2% to \$1,756.83 for a 40ft container on 23 March, which is 83% lower than the peak of \$10,377 in September 2021 and 35% lower than the 10-year average of \$2,690. However, the prices are still 24% higher than 2019's

pre-pandemic average of \$1,420. Container xChange has also noted decreasing container prices due to oversupply, with the average price for a 40ft container on its platform ranging from \$1,500 to \$1,700 in most parts of Asia.

The container glut has reportedly led to trucking companies laying off drivers. Box movements in China's busiest ports of Shanghai, Ningbo, and Shenzhen are less than 80% of pre-Covid-19 levels, resulting in less work for truckers. One source reported that wages have been cut by 30%, and there are significantly fewer trucks on the roads around the ports. In addition, the Freight Buyers' Club's recent podcast reported that tensions between the US and China could lead to uncertainty about China's role as a manufacturing hub, causing manufacturers and retailers to consider other sourcing options.

Li, M. (2023). China's container depots fill up as exports feel the pinch. Retrieved from <https://theloadstar.com/chinas-container-depots-fill-up-as-exports-feel-the-pinch/> on 12th April, 2023.



FRIDAY FUNNIES

We hope these jokes put a smile on your face!

Why are fish so smart?
Because they live in schools!

What musical instrument is found in the bathroom?
A tuba toothpaste.

What's a pirate's favorite letter?
Rrrrrrr!

What do you call a cow on a trampoline?
A milk shake!

Why did the man run around his bed?
Because he was trying to catch up on his sleep!

Why did the kid cross the playground?
To get to the other slide.

What do you call a duck that gets all A's?
A wise quacker.

How does the moon cut his hair?
Eclipse it.

What do you call a funny mountain?
Hill-arious.

Why didn't the orange win the race?
It ran out of juice.

What creature is smarter than a talking parrot?
A spelling bee.

When do doctors get angry?
When they run out of patients.

Why did the opera singer go sailing?
They wanted to hit the high Cs.

What do you call a flower that runs on electricity?
A power plant!

Why is it so windy inside an arena?
All those fans.

What does a spider's bride wear?
A webbing dress.



Easter Egg Hunt Answers:

