



TOMAX
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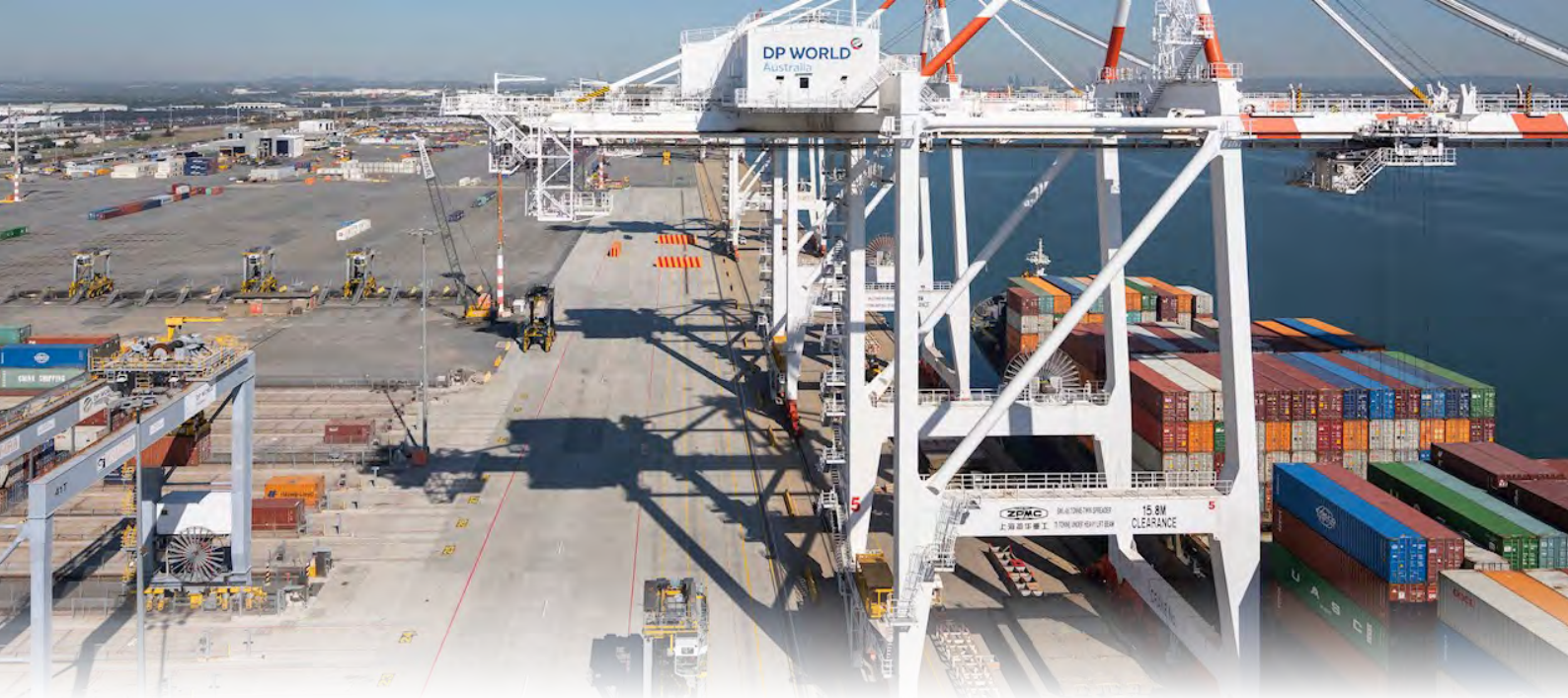
PLUS:

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. You can stay up to date with the weekly gazette via the Tomax Newsletter.

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DISRUPTIONS FACED AT DP WORLD'S BRISBANE TERMINAL OPERATIONS

The Automated Stacking Crane (ASC) failures alongside maintenance issues at DP World's Brisbane Terminal have consequently led to landside transport delays and added costs, according to Container Transport Alliance Australia.

DP World has an ASC Module out of action for annual routine maintenance. Two further Modules failed in the week of April 30, leading to a significant lack of capacity and congestion, while a separate IT issue led to the need for manual processing of trucks until a server could be brought back online.

Neil Chambers, CTAA Director, advised, "all facilities can experience equipment and technical failures...it can happen to all of us... However, it's important for the Terminal to work closely with road transport operators to compensate to the greatest degree possible by providing offsets through extended import delivery free time and export receipt windows, and waivers of wrong zone and no-show fees for trucks that have experienced extensive delays in previous entries into the Terminal due to the congestion."

The issues arise amid DP world's TEU volumes increasing, with the terminal recently winning an additional shipping line contract away from a rival stevedore company in Brisbane.

Neil added, "the Terminal should also be trying to provide as much vehicle booking system slot capacity as it can to compensate as the failed Modules come back online this weekend and all of next week."

DP World has not given blanket extensions to import free time and is only considering extensions on a case-by-case basis.

"The consequence of the failures and delays last week is that transport operators have had to work longer hours this weekend (Saturday shift and a Sunday shift) to try to ensure that import containers are collected before the 'last free day' to avoid import storage fees being levied. However, truck servicing times have continued to be poor", Neil said.

DP World, to some degree, has been able to utilise the "old yard" adjacent to the ASC Modules for container stacking, delivery and receipt. Despite this ad hoc capability, truck turnaround times have been at least 30 per cent longer than normal, with some reports of truck delays of up to four hours.

Misuraca, J. (2023). Brisbane Terminal experiencing delays. Retrieved from <https://mhdsupplychain.com.au/2023/05/15/brisbane-terminal-experiencing-delays/> on 17th May, 2023.

CELEBRATING INTERNATIONAL DAY FOR WOMEN IN MARITIME

This Thursday 18th May was the second annual International Day for Women in Maritime, a day where women in the maritime industry are celebrated. The International Maritime Organisation began marking the day last year, aiming to promote the recruitment, retention and sustained employment in the maritime industry, as well as address the current gender imbalance in maritime.

Jeanine Drummond, who has held senior roles in the industry and is now a consultant and sits on several boards, believes the International Day for Women in Maritime creates a platform for greater visibility and awareness regarding the regional and workplace-specific priorities that will drive action every day of the year. “Ultimately, I look forward to celebrating the occasion when an ‘International Day for Women in Maritime’ is no longer needed,” Jeanine said, “however, the reality is that gender equality challenges in the maritime industry and across the entire ocean economy are unique to the different geographic locations and workplaces, ashore and on the water, around the world. All of us, no matter our gender, have a responsibility to work together to create a modern maritime industry and ocean economy of the future, that is inclusive and representative of the communities we live in.”

This year’s theme for International Day for Women in Maritime is “mobilising networks for gender equality”, highlighting the role of network-focused organisations such as the Women’s International Shipping & Trading Association.

Monika Lemajic, WISTA Australia president, honoured the organisations and communities who inspired the international day to celebrate women in the industry. “I am so proud that International Day for Women in Maritime is a home-grown event, founded by our sisters in PacWIMA and championed by AMSA to the IMO, which has generated a global movement,” she said, “it highlights how one idea can change the world. It also highlights how much momentum we have gained as a united collective in changing the world.” Ms Lemajic estimates the industry is on track to achieve gender equality in roughly 300 years, but there is room for optimism. She



added, “we need to change the narrative, and it’s going to take a united front to do that. The level of participation we are seeing for International Day for Women in Maritime, the social media and press coverage and the requests for assistance with changing has been far beyond any of our expectations. It is so exciting!”

Jillian Carson-Jackson, managing director of JCJ consulting, said “International Day for Women in Maritime provides a focus and waypoint to help chart a course for a fully diverse, equitable and accepting industry. We are communities of experts, a melting pot of ideas and dreams, yet we may not always welcome diversity and change. As a woman in maritime I so often heard ‘you can’t’, and when less than 2% of seafarers are women, you start to begin to believe that you can’t. International Day for Women in Maritime is a way to recognise that ‘we can’, and ‘we do’. We aren’t alone on our push for an equitable and accepting maritime industry. This day is a platform to celebrate and encourage, to focus and regroup, to recognise the challenges, acknowledge the past and dream for the future.”

IMO secretary-general, Kitcack Lim, advised that there is still a significant gender imbalance in maritime. “Women are working in all facets of the maritime sector across the globe, on shore and at sea to support the transition to a decarbonised, digitalised and more sustainable future for the industry,” he said, “let us once again use this opportunity to celebrate the many women who are contributing to the future of maritime: navigators, engineers, surveyors, C.E.Os, managers, representatives of government and industry, those chairing IMO meetings, and women in every role across the industry.”



AUSTRALIA'S MARITIME EMISSIONS REDUCTION NATIONAL ACTION PLAN

The Australian government has unveiled its intention to create a comprehensive strategy known as the Maritime Emissions Reduction National Action Plan (MERNAP). This initiative aims to facilitate a practical and environmentally friendly transition within the maritime sector while fostering collaboration with other nations to promote low and zero emissions maritime operations.

The development of MERNAP will involve close consultation with the maritime industry, ensuring that it aligns with the needs and goals of relevant stakeholders. Catherine King, minister for infrastructure, transport, regional development, and local government, envisions that the plan will enable Australian businesses to leverage new economic and trade opportunities.

In addition to focusing on domestic efforts, the government is committed to contributing to global emissions reduction in the shipping industry. Legislation has been enacted to enforce global ship energy efficiency improvement measures, thereby reducing the carbon intensity of vessels visiting Australian waters.

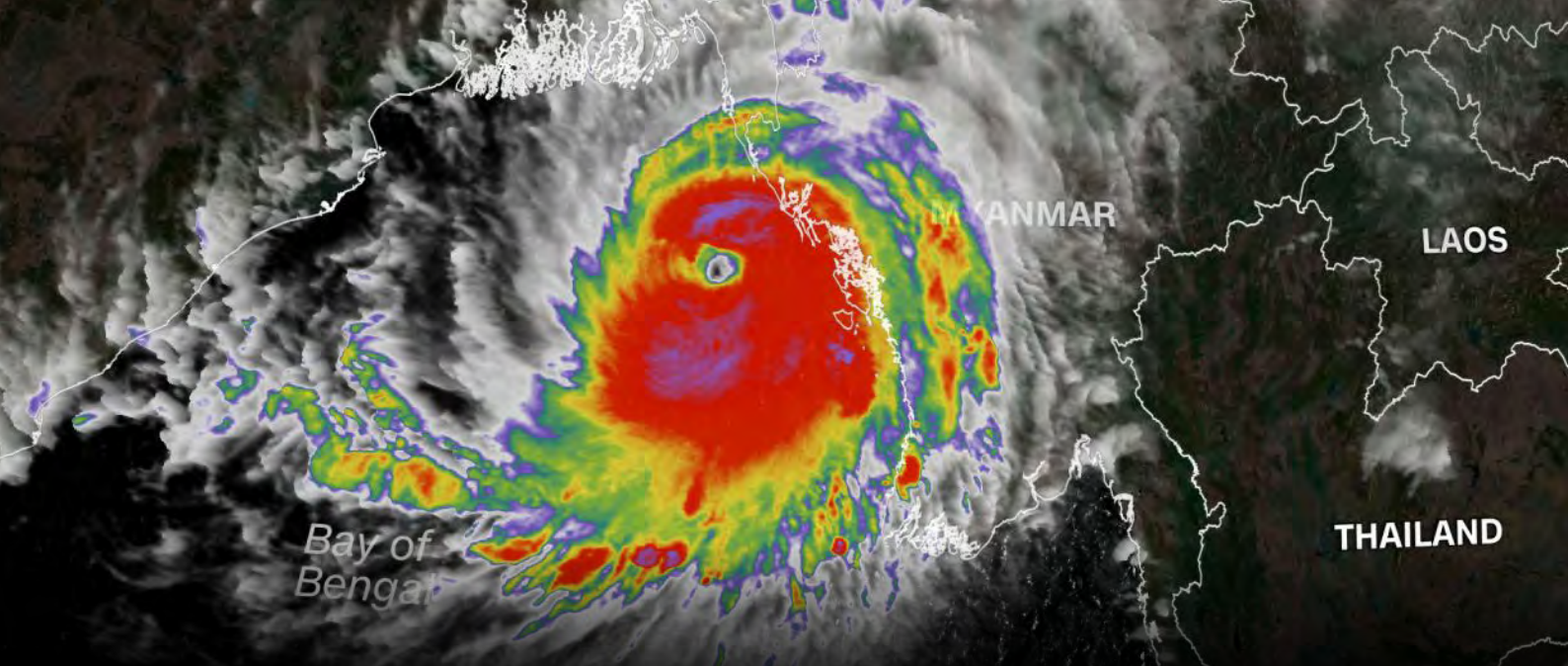
Minister King announced the MERNAP during her participation in the 2023 Asia-Pacific Economic Cooperation (APEC) transportation ministerial meeting held in the United States. Australia intends to collaborate with other APEC member nations, including ports and transport agencies, to advance the shared goal of implementing low and zero emissions maritime operations. To this

end, the APEC transportation ministerial meeting launched the APEC Green Maritime Collaboration project, which aims to integrate climate principles into maritime policies and investments while maintaining the competitiveness of ports.

Australia's commitment to sustainable shipping extends beyond APEC. The International Maritime Organization's goal of decarbonizing shipping by 2050 has inspired Australia to spearhead the development of a green and digital shipping corridor under the Singapore Green Economy Agreement. Additionally, Australia is working alongside the United States, Japan, and India within the Quad Shipping Taskforce to establish green shipping corridors in the Indo-Pacific region by 2030, thereby demonstrating the feasibility of low-emission shipping.

To ensure the MERNAP's effectiveness, representatives from various sectors, including government, maritime, energy, ports, shipping, and academia, will collaborate over the next year to provide expert input and assist in its development. The government plans to release a paper for public consultation and engage with state and territory governments in the latter half of 2023. The final version of MERNAP is expected to be submitted for government approval by mid-2024.

Williams, A. (2023). GOVT TO CREATE NATIONAL MARITIME EMISSIONS ACTION PLAN. Retrieved from <https://www.thedcn.com.au/news/law-regulation-trade/govt-to-create-national-maritime-emissions-action-plan/> on 17th May, 2023.



CYCLONE MOCHA'S DAMAGE

Last Sunday, the devastating super-cyclone, Mocha, struck the coasts of Bangladesh and Myanmar, leading to the temporary suspension of operations at the Chittagong and Mongla seaports in Bangladesh, as well as the Sittwe port in Myanmar. The aftermath of the cyclone is expected to cause further delays.

The tragedy takes place shortly after Sittwe port's recent opening, with its first ship arriving last Tuesday. The cyclonic storm wreaked havoc in the city, resulting in the loss of at least three lives, extensive damage to roads, destruction of homes, and other establishments.

In anticipation of cyclone Mocha's approach, operations at Sittwe port were halted on Friday. Similarly, flight operations at Chittagong's Shah Amanat International and Cox's Bazar airports were suspended for 48 hours due to the cyclone's high-speed winds reaching nearly 200 kph along the coasts.

The Bangladesh Meteorological Office categorised the cyclone as "high risk" on Friday, prompting the Chittagong Port Authority to suspend operations and relocate all vessels from the jetties to mid-sea to prevent damage. Container handling at the jetties was also temporarily halted.

Chittagong Port Authority announced the resumption of ship handling activities this morning, after a nearly 60-hour hiatus, and is bringing back 17 vessels to the jetties. The spokesperson for the port, Omar Faruk,

reassured that no damage had occurred, stating, "as the alert has been lifted by the Meteorological Office, we have resumed our operations."

Stakeholders involved in importation reported significant delays in container loading, unloading, and delivery at port yards, exceeding two days, which had a ripple effect on importers.

Mohammed Abdullah Jahir, the COO at Saif Maritime, expressed concerns about potential congestion at the port but stated that the situation would become clearer within the next day or two. He also noted that several vessels had been unable to reach Bangladesh as scheduled due to the cyclone's impact.

Flight operations at both Chittagong's Shah Amanat International Airport and Cox's Bazar airports resumed on Monday morning. However, a source at the port of Yangon in Myanmar mentioned that operations had not been halted over the weekend, although there was a minor slowdown. They asserted that there were no significant delays or impacts.

While Chittagong port has resumed handling ships after a temporary closure, delays in container-related activities have affected importers. The situation at the ports and airports is gradually returning to normal, but the full extent of the cyclone's impact will become clearer in the coming days.

Bangladesh correspondent. (2023). Cyclone disrupts sea and airport operations in Bangladesh, Myanmar. Retrieved from <https://theloadstar.com/cyclone-disrupts-sea-and-airport-operations-in-bangladesh-myanmar/> on 16th May, 2023.



PRESSURE ON COOL SUPPLY CHAIN TO REDUCE FOOD WASTE

Efficient handling of high-value perishable goods during transit is crucial to minimise product waste. The Cool Chain Association (CCA), a global organisation, emphasised that supply chains should not be a breeding ground for inefficiencies. Vijan Chetty, CCA board member and general manager of South Africa's Perishable Products Export Control Board, highlighted areas of improvement identified through trials conducted by the two organisations.

One of the recent trials focused on tracking the export of raspberries from South Africa to Europe using air cargo. Temperature monitoring was carried out from the orchard throughout the entire supply chain. Chetty explained that raspberry producers currently experience a loss of approximately 30% of their export volumes, either through dumping, downgrading or juicing. Given the limited shelf life and vulnerability of raspberries during transportation, the goal of the trial was to optimise the cool chain to enhance the quality of fruit received by consumers.

The trials revealed that reducing the time between harvesting and cooling the fruit to one hour would help preserve the delicate raspberries. Additionally, blast cooling should be conducted at an air temperature of 0°C instead of the current 2°C. These findings

are significant considering the approximately \$220 billion worth of food waste attributed to cool chains.

Chetty emphasised the need to examine the entire value chain rather than attributing losses solely to one aspect. Factors such as production practices (e.g. fertilisers, irrigation, pest control) play a crucial role from the orchard stage onward. The cold chain should not be relied upon to rectify inefficiencies but should be integrated seamlessly within an optimised value chain.

Previous trials conducted by the PPECB and CCA involved the transportation of flowers from Africa to Europe. Another trial focused on pharmaceutical supply chains is scheduled for September.

Chetty stated that a comprehensive evaluation of these trials will identify deviations in the value chain, particularly in terms of production and cold chain processes. To achieve a seamless process, honest conversations between shipping companies, airlines, and their customers are essential when deviations or difficulties arise in supply chains.

Savvides, N. (2023). Cool supply chains need to up their game and cut food waste. Retrieved from <https://theloadstar.com/cool-supply-chains-need-to-up-their-game-and-cut-food-waste/> on 17th May, 2023.



THE TABLES HAVE TURNED

The behaviour of shipping lines towards freight forwarders has raised significant concerns within the industry over the past two years, particularly due to their targeting of smaller players. According to Dan March, C.E.O of WCA World, shipping lines viewed smaller forwarders as adversaries during the pandemic.

The sudden surge in rates during the crisis led to shipping lines disregarding existing contracts, which many forwarders found to be unjust. Their actions were perceived as unfair and caused considerable unease within the forwarder community. However, the tables have turned as the ocean carriers now find themselves in need of forwarder loads, providing forwarders with newfound leverage and clarity in their dealings.

On the other hand, despite substantial increases in air cargo rates during the same period, airlines generally maintained respectful relationships with forwarders. In most cases, airlines continued to treat forwarders as valuable customers, unlike shipping lines, which often saw smaller forwarders as competitors that needed to be eliminated in favour of direct business.

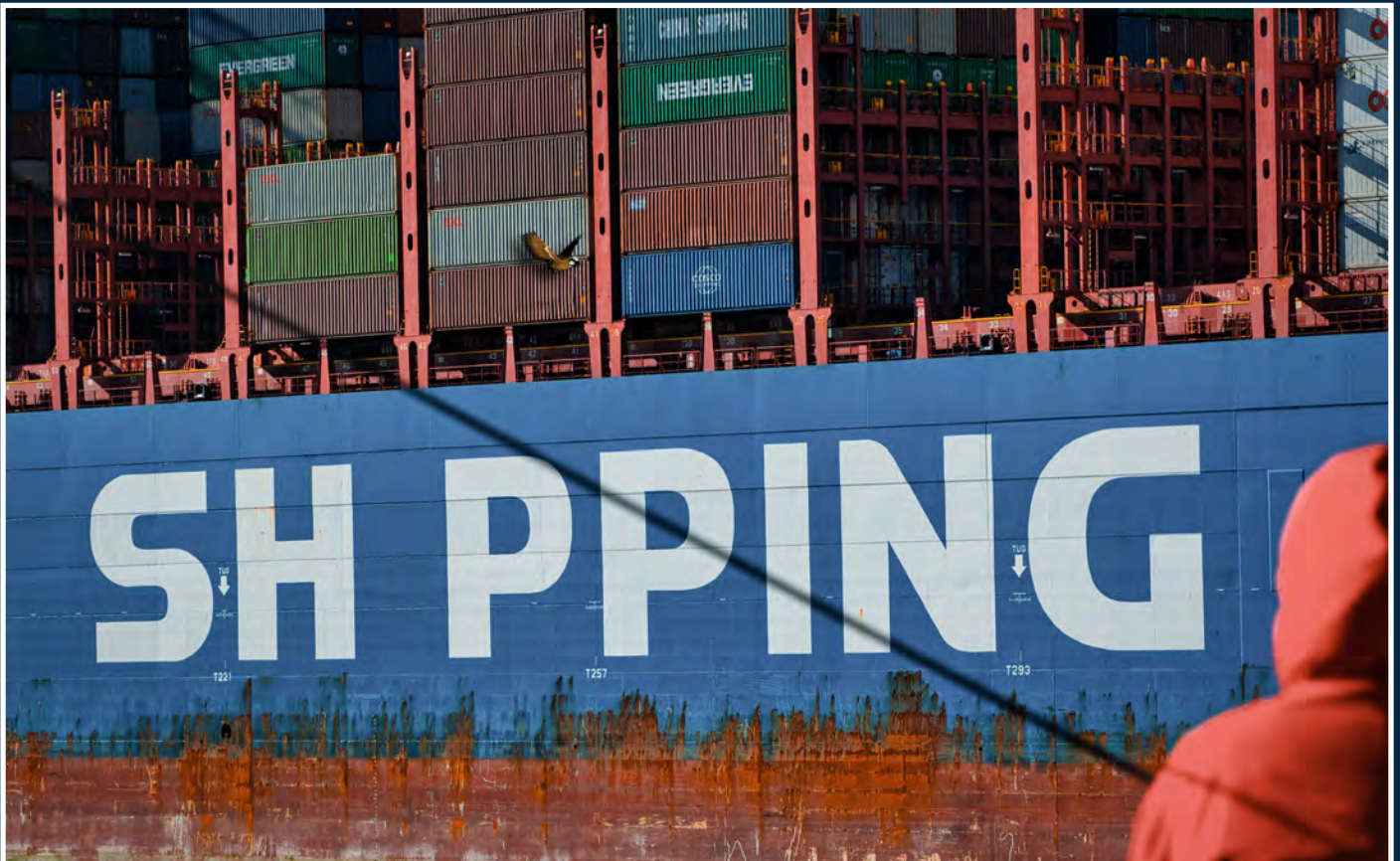
Although some consolidation took place within the freight forwarding sector during the pandemic, resulting in the formation of larger companies, the number of forwarders has not decreased significantly. As companies grew, niche operators emerged to handle specialised freight, leading to a continued 10% annual growth in WCA's membership.

However, the landscape for small forwarders has fundamentally changed. Relying solely on rates to generate profits is no longer a viable strategy. Forwarders must now focus on offering value-added services to their customers, as it is from these services that future revenue growth is expected to come. Simply differentiating between buying and selling rates for ocean freight will likely pose challenges for forwarders to remain competitive in the industry over the next decade.

Savvides, N. (2023). Forwarders are not your enemy, WCA tells shipping lines. Retrieved from <https://theloadstar.com/forwarders-are-not-your-enemy-wca-tells-shipping-lines/> on 19th May, 2023.

SPOT THE 5 DIFFERENCES

See if you can identify the 5 differences between the two images below?



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