



TOMAX  
NEWS

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PLUS:



# MARKET SUMMARY

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- The China Mid-Autumn Festival holiday period has arrived with the country closing down from Friday 29th September until Saturday 7th October. Shipping lines are already predicting a rush of cargo post the holiday period which will overflow vessels and allow lines to increase their pricing. Lines have announced a GRI to be implemented from 15th October for cargo on the China-Australia trade-lane.
- Good luck to all the teams participating in Grand Finals this weekend! Carn the Pies! Go the Broncos! Up the Lions! Get up the Panthers! Enjoy the games everyone!!

# TARIFF CONCESSIONS GAZETTE (TC)

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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. The weekly Tomax Client Newsletter will contain a link to the latest Gazette document so that you can stay updated.

[CLICK TO VIEW LATEST GAZETTE](#)







# PROLONGED TRANSIT RESTRICTIONS IN PANAMA CANAL

**T**he Panama Canal, a crucial conduit responsible for facilitating 6 percent of global maritime trade, is prolonging its transit limitations due to the persisting drought-induced decrease in water levels.

Earlier this year, canal authorities had initially declared these restrictions, which had led to a buildup of vessels awaiting passage. However, as of Thursday, these restrictions have been extended for a minimum of an additional ten months.

Ilya Espino, the deputy administrator of the canal, expressed, “we are presently witnessing a surge in vessel arrivals. With December approaching, the holiday merchandise is swiftly moving through the canal as it is peak season.”

The Panama Canal plays a pivotal role in global maritime transportation, enabling ships to traverse between the Atlantic and Pacific Oceans with relative ease. Nonetheless, the canal may continue to operate at reduced capacity for up to a year due to the current shallow water conditions.

These restrictions have compelled some ship owners to reduce their cargo loads or explore alternative routes. Espino has urged vessel owners to make advance reservations to help alleviate potential delays. According to official data, there is currently a backlog of approximately 115 vessels.

The authorities’ aspiration is that these limitations will endure until the arrival of the next rainy season. The scarcity of rainwater exacerbates the challenge of manoeuvring ships through a complex system of locks that function as water elevators.

Spanning 80 kilometres, the canal predominantly serves vessels from the United States, China, and Japan, with an average of 32 ships transiting it each day. This represents a decline from the 40 ships per day recorded in 2022.

The wait times for entry, typically ranging from three to five days, have now extended to an average of 11 days.

In 2016, a project to expand the canal was successfully completed, lauded as a triumph for commercial traffic between North America and Asia.

Recently, Panamanian President Laurentino Cortizo rebuked Colombian President Gustavo Petro’s assertion that the canal is closed due to drought, highlighting the ongoing challenges faced by this vital maritime passage.

Jazeera, A. (2023). Panama Canal announces prolonged transit restrictions due to drought. Retrieved from <https://www.aljazeera.com/news/2023/8/25/panama-canal-announces-prolonged-transit-restrictions-due-to-drought#:~:text=Low%20water%20levels%20have%20created,world%27s%20key%20maritime%20shipping%20passageways.&text=The%20Panama%20Canal%2C%20a%20vital,drought%2Dinduced%20low%20water%20levels> on 25th September, 2023.



# UNCTAD URGES SHIPPING INDUSTRY DECARBONISATION

**T**he Review of Maritime Transport 2023 from the United Nations Conference on Trade and Development (UNCTAD) has highlighted the imperative of a “just and equitable” shift toward a decarbonised shipping industry. This call to action underscores the urgent necessity for cleaner fuels, digitalisation, and an equitable transition to address persistent carbon emissions and regulatory uncertainties within the maritime sector.

The shipping industry is responsible for over 80% of global trade volume and nearly 3% of worldwide greenhouse gas emissions, with emissions surging by 20% over the last decade.

Rebeca Grynspan, the Secretary-General of UNCTAD, has stressed the need for maritime transport to decarbonise promptly while also fostering economic growth. Achieving a balance between environmental sustainability, regulatory compliance, and economic requirements is deemed essential for ensuring a prosperous, equitable, and resilient future for maritime transport.

## Transition Towards Cleaner Fuels

UNCTAD is advocating for a shift towards cleaner fuels in shipping ahead of the United Nations climate conference (COP28) later this year. The agency highlights the importance of an environmentally effective, procedurally fair, socially just, technologically inclusive, and globally equitable transition strategy. UNCTAD emphasises the significance of collaborative efforts across systems, swift regulatory

actions, and substantial investments in green technologies and fleets.

While the transition to cleaner fuels is still in its early stages, with approximately 99% of the global fleet reliant on conventional fuels, there are promising developments, including 21% of vessels on order designed for alternative fuels.

## Cost Considerations

However, transitioning to cleaner fuels entails significant costs. UNCTAD reports that an additional \$8 billion to \$28 billion will be required annually to decarbonise ships by 2050, and even more substantial investments ranging from \$28 billion to \$90 billion annually will be needed to develop infrastructure for 100% carbon-neutral fuels by 2050. Full decarbonisation could lead to an increase in annual fuel expenses by 70% to 100%, potentially impacting small island developing states and least developed countries heavily reliant on maritime transport.

To ensure an equitable transition, UNCTAD calls for a universal regulatory framework applicable to all ships, regardless of their registration flags, ownership, or operational areas, to avoid a two-speed decarbonisation process and maintain a level playing field.

Shamika N. Sirimanne, the UN Director of Technology and Logistics, suggests that economic incentives, such as levies or contributions related to shipping emissions, may encourage action, promote the competitiveness of alternative fuels, and narrow the cost gap with conventional heavy fuels. These funds could also facilitate



investments in ports in small island developing states and least developed countries, focusing on climate change adaptation, trade and transport reforms, as well as digital connectivity.

### **An Ageing Global Fleet**

UNCTAD expresses concern over the ageing global shipping fleet. As of the beginning of 2023, commercial ships were on average 22.2 years old, two years older than a decade ago. More than half of the world's fleet is over 15 years old. Ship owners face the challenge of renewing the fleet without clarity regarding alternative fuels, green technology, and regulatory regimes to guide their decisions. Port terminals also encounter similar challenges in making vital investment decisions.

### **Digitalisation for Decarbonisation**

In addition to cleaner fuels, UNCTAD highlights the role of digitalisation in accelerating decarbonisation efforts, citing its benefits in enhancing efficiency and reducing delays. Investing in digitalisation and technology is expected to improve the predictability and reliability of shipping. Technologies such as AI, machine learning, blockchain, and the Internet of Things are anticipated to optimise performance in monitoring, routing, speed, and predictive maintenance, all of which can expedite decarbonisation efforts.

### **Shifting Global Trade**

The Review of Maritime Transport analyses the evolving patterns in global trade and the impact of events such as the war in Ukraine, underscoring the shipping industry's resilience while acknowledging the challenges of balancing supply and demand.

Driven by disruptions caused by the war in Ukraine, oil cargo distances reached a record high in 2022, and in 2023, shipments of grain have travelled further than ever before as grain-importing countries seek alternative exporters, such as the US and Brazil, which require long-haul shipping.

### **Global Shipping Industry Outlook**

Despite a 0.4% contraction in total maritime trade volumes in 2022, the industry anticipates a 2.4% growth in 2023. Containerized trade, which declined by 3.7% in 2022, is expected to expand by 1.2% in 2023 and more than 3% between 2024 and 2028. Oil and gas trade volumes showed robust growth in 2022, while tanker freight rates experienced a strong revival due to geopolitical events. Dry bulk rates saw volatility due to shifting demand, port congestion, geopolitical tensions, and weather disruptions.

Ackerman, I. (2023). UNCTAD CALLS FOR SHIPPING DECARBONISATION ACTION. Retrieved from <https://www.thedcn.com.au/news/law-regulation-trade/unctad-calls-for-shipping-decarbonisation-action/> on 28th September, 2023.





# ARTC INLAND RAIL'S 60-HOUR TRACK WORK BLITZ

In a marathon effort, the ARTC Inland Rail has wrapped up a 60-hour track work operation spanning three project sites in north-east Victoria. This ambitious project led to the temporary closure of the Melbourne to Sydney rail line from September 23 to September 25, enabling significant construction work to take place.

During this intensive period, close to 200 workers from the Australian Rail Track Corporation and contractor McConnell Dowell laboured around the clock at Glenrowan, Wangaratta, and Barnawartha North. These construction efforts are integral to the expansive 1600-kilometre Inland Rail project, which aims to enhance freight efficiency.

Ed Walker, ARTC Victoria and South Australian General Manager Projects, expressed satisfaction with the operation's success, emphasising that all planned construction objectives were met safely. He also extended gratitude to local communities for their patience and understanding during the construction activities, which were designed to minimise disruption.

At Glenrowan, a colossal 750-tonne crane was utilised to hoist 16 precast concrete beams

into position, forming a bridge over the rail corridor.

Meanwhile, in Wangaratta Railway Station, 25 metres of the existing rail track and station platform underwent modification, including excavation for a new underpass, which involved the removal of 6,000 tonnes of soil. Additionally, 30 precast concrete sections were employed to construct the underpass passageway.

In Barnawartha North, an extensive effort resulted in the removal of soil equivalent to five Olympic swimming pools, lowering the track by up to 2.5 metres. Subsequently, 2,000 tonnes of stone ballast were deposited, along with the installation of 800 new concrete sleepers and 800 metres of new rail.

The ARTC Inland Rail project was expected to continue its work in Wangaratta for an additional two days, necessitating the closure of the railway station until Thursday, September 28.

Williams, A. (2023). MAJOR CONSTRUCTION PROGRESSES AT INLAND RAIL SITES. Retrieved from <https://www.thedcn.com.au/news/logistics-and-supply-chain/major-construction-progresses-at-inland-rail-sites/> on 28th September, 2023.





# NEW CONTAINER SERVICE BOOSTS TRADE EFFICIENCY IN NEWCASTLE

In a significant development for the shipping industry, a regular container service to Newcastle has recently commenced operations. This service, managed by Neptune Pacific Direct Lines, is set to make monthly calls to Newcastle, as well as several other key ports, including Brisbane, Sydney, Melbourne, Auckland, Suva, Lautoka, Apia, Pago Pago, and Nuku’Alofa.

Matthew Swan, the Executive Manager of Business Development at the Port of Newcastle, officially marked the launch of this service with the arrival of the NPDN container vessel, Capitaine Dampier, on September 16th. During this inaugural voyage, the vessel facilitated the exchange of import and export containers.

This new container service represents a crucial milestone in the expansion of container trade at the Port of Newcastle. It also fills an essential role in bridging a gap in the supply chain, particularly benefiting growers, farmers, and producers in north-western New South Wales who are seeking access to South Pacific markets and potential transshipment opportunities. Notably, approximately one-third of container exports from New South Wales originate in the Hunter and north-western regions, making this service highly relevant to the agricultural industry’s needs in these areas.

One of the immediate advantages of exporting goods through the port’s expanded multipurpose terminal is the convenience it offers to customers. They can pick up empty containers from the berth-side storage area, have them delivered, pack their goods on-site, and subsequently return the containers to the port for export. This streamlined process not only translates into significant cost savings for customers but also results in an overall more efficient and convenient service.

Furthermore, the Port of Newcastle is well-equipped to handle this increased activity, boasting two on-berth Liebherr LHM 550 Mobile Harbour Cranes and direct access to national heavy road and rail networks, enhancing its connectivity and capabilities.

The container service is scheduled to continue its regular visits to Newcastle, with the Capitaine Tasman expected on October 14th and the Capitaine Tupaia on November 11th. These planned visits mark the ongoing commitment to fostering efficient trade and logistical solutions in the region.

Ackerman, I. (2023). REGULAR CONTAINER SERVICE TO NEWCASTLE BEGINS. Retrieved from <https://www.thedcn.com.au/news/ports/regular-container-service-to-newcastle-begins/> on 27th September, 2023.



# UPDATE TO AUSTRALIAN QUARANTINE (DAFF) GUIDANCE (PACKING DECLARATIONS & FUMIGATIONS)

**B**elow are the new changes/updates of what is required for Quarantine document assessment. If you have any questions regarding the below, please don't hesitate to contact any of our friendly Tomax customs team members on 1300 186 629.

## Fumigations

- Fumigation certs won't have the requirement to list an exporter or importer
- Fumigation certs will only link to a shipment via normal accepted consignment links (container number/bill of lading numbers/ invoice number etc)
- DAFF are working on combining the BMSB fumo cert in with the standard fumo cert so there is only one fumigation cert version (still a WIP)
- DAFF has developed an "Offshore Treatment Providers" website to help with overseas people finding approved treaters in their country, link is <https://www.agriculture.gov.au/biosecurity-trade/import/before/prepare/treatment-outside-australia/offshore-treatment-providers>
- No change to regulation of treatment providers

## Packing declarations

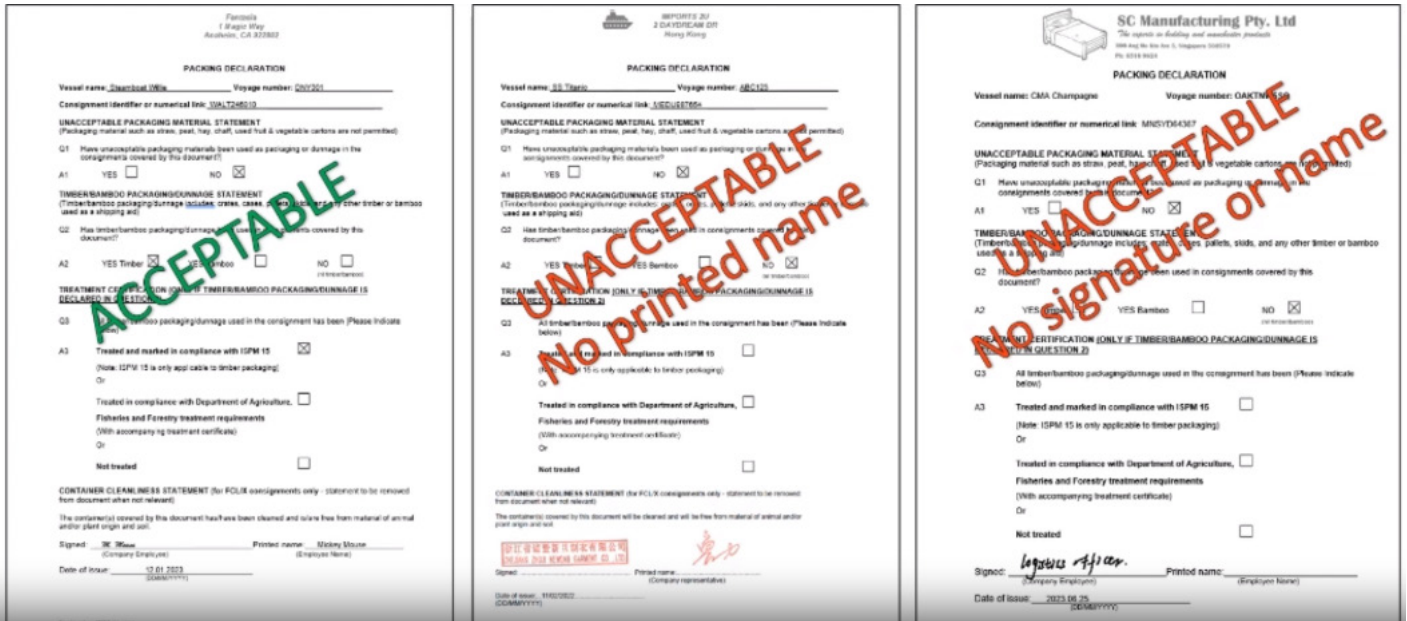
- Must be issued by the exporter, supplier or packer who packed the goods into the container (Change from the past as it used to be someone who had the knowledge of how the container was packed) now it is specified as:
  - The exporter who has packed the goods in the container, or
  - The supplier who has packed the goods in the container, or
  - The packer who has packed the goods in the container.
  - Packer is defined by DAFF as "the entity who packs the goods into a container or observes the container being packed for export to an Australian territory".
- LCL packing decs can be issued by:
  - The exporter who has packed the goods, or
  - The supplier who has packed the goods, or
  - The packer (freight forwarder) who has packed the LCL consignment into the container if they are comfortable making a declaration on behalf of the exporter or supplier
    - Don't require a cleanliness statement.
- Packing decs do not require company titles of employees



- All packing decs require a signature and the name of the person signing the document
  - Digital and hand-written signatures are both acceptable
  - If a chop stamp or an electronic signature may include the name and signature as part of the same electronic signature / stamp

- Chop stamps just showing the company name and Chinese characters will not be accepted anymore.

Examples of acceptable and unacceptable packing decs:





# STAFF SPOTLIGHT

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## MIGUEL GONZALES COURIER DRIVER TOMAX TRANSPORT



### What is your role at Tomax?

My role at Tomax involves the distribution of goods to our clients.

### Name your hobbies or interests?

Playing soccer and doing the gardening are my hobbies.

### Who is your biggest role model?

My greatest role model was my Dad as he showed me the importance of being resourceful and resilient.

### Your favourite place to visit in Perth?

State War Memorial at Kings Park.

### What is something you don't like the taste of?

I don't like the taste of lamb.

### Your proudest moment?

A proud moment was when both my kids were born.

### If flights were free, where would you go?

I would fly to Cusco (a city in Peru) and visit Machu Picchu.





# UPCOMING PUBLIC HOLIDAYS

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Dear Clients,  
Please note the following Public Holiday closures for our Tomax offices globally.

## **VICTORIA:**

Closed on Friday 29th September for the AFL Grand Final Holiday.  
Reopens on Monday 2nd October

## **NEW SOUTH WALES:**

Closed on Monday 2nd October for Labour Day.  
Reopens on Tuesday 3rd October.

## **QUEENSLAND:**

Closed on Monday 2nd October for the King's Birthday.  
Reopens on Tuesday 3rd October.

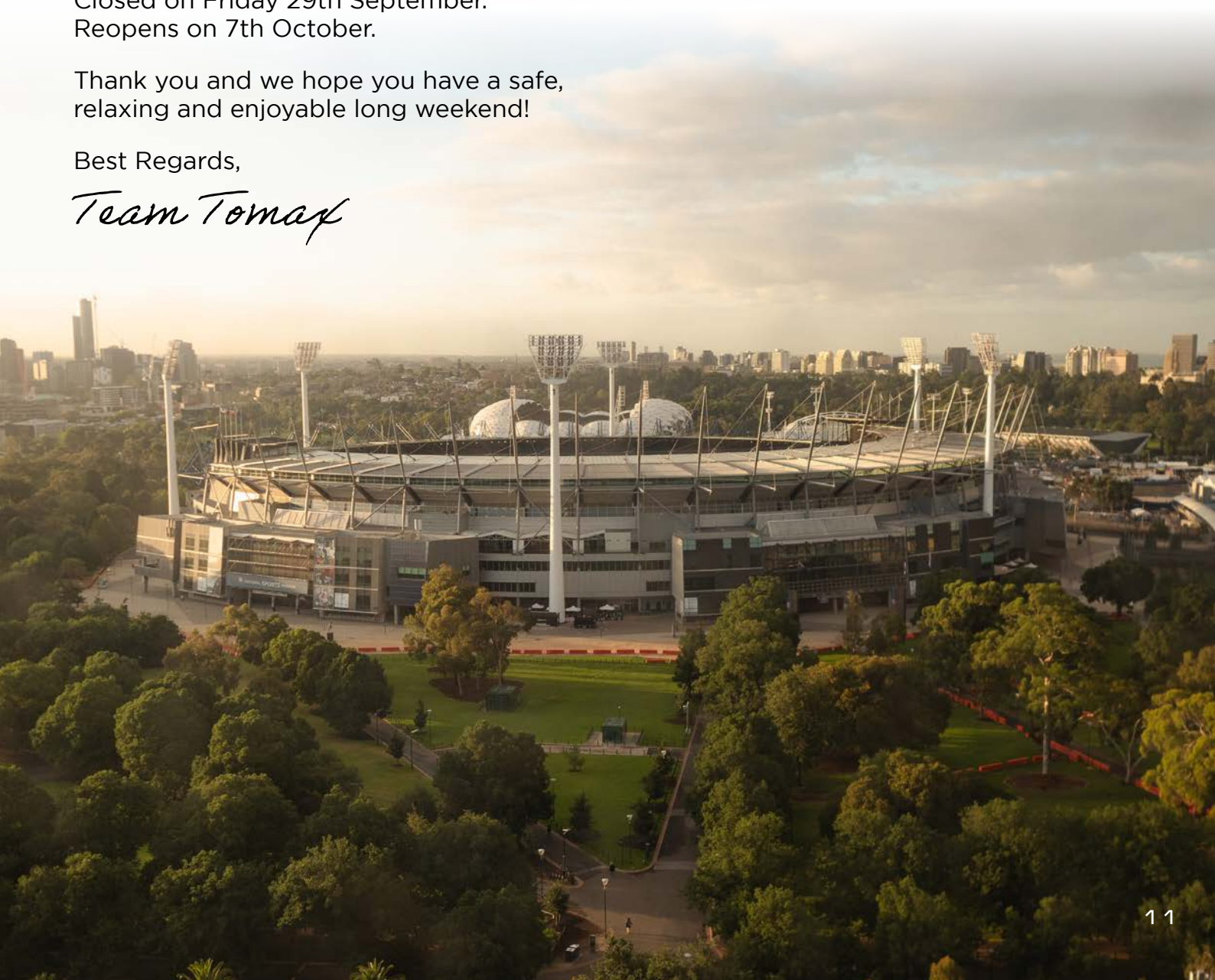
## **CHINA:**

Closed on Friday 29th September.  
Reopens on 7th October.

Thank you and we hope you have a safe, relaxing and enjoyable long weekend!

Best Regards,

*Team Tomax*



# THURSDAY THIGH-SLAPPERS!

We hope the following jokes put a smile on your face as we approach the long weekend!

I don't trust trees.  
**They're shady.**

A man sued an airline company after it lost his luggage.  
**Sadly, he lost his case.**

Some aquatic mammals at the zoo escaped. **It was otter chaos!**

Waking up this morning was an **eye-opening experience.**

Long fairy tales have **a tendency to dragon.**

My sister bet that I couldn't build a car out of spaghetti. **You should've seen her face when I drove pasta.**

The Middle Ages were called the Dark Ages because **there were too many knights.**

Never discuss infinity with a mathematician, **they can go on about it forever.**

England doesn't have a kidney bank, **but it does have a Liverpool.**

She had a photographic memory, **but never developed it.**

What do you call the ghost of a chicken?  
**A poultry-geist.**

The machine at the coin factory just suddenly stopped working, with no explanation.  
**It doesn't make any cents.**

I wasn't originally going to get a brain transplant, **but then I changed my mind.**

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

I bought a boat because **it was for sail.**

Why should you wear glasses when doing math? **They improve division.**

I just found out that I'm color blind.  
**The news came completely out of the green!**

You really shouldn't be intimidated by advanced math...**it's easy as pi!**

I had a taser once. **It was stunning.**

Know any good rope jokes?  
**I'm a frayed knot.**

I tried to take a photo of a wheat field.  
**It turned out grainy.**

