



TOMAX  
NEWS

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PLUS:



# MARKET SUMMARY

- Another day, another shipping line price increase or new surcharge introduction. Today it's PIL announcing a Container Maintenance Charge to be applied as per the article in this week's newsletter. Without doubt every other shipping line will jump on it very quickly and introduce a similar charge, probably competing to see who can introduce the highest level charge. Watch this space, grimly :(
- QANTAS terminals remain in a state of disarray around the country despite what their latest news releases claim. Cargo which arrived in late September and early October is still pending release/location in many cases, causing tremendous pain for importers who are desperately waiting for their urgent goods. QANTAS have advised that they will accept claims in relation to late release of cargo, but undoubtedly it will be difficult to lodge a successful claim as they will hide behind a myriad of clauses in most circumstances.

## 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.

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](#)





# LATEST NEWS

## CONTAINER MAINTENANCE CHARGE

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Please be advised that the shipping line PIL has implemented a Container Maintenance Charge (CMC) for all import containers arriving in Australia on, or after the 15th November 2023.

The charge will be applied at \$15.00/TEU.

This charge is a contribution towards the increasing container cleaning, maintenance and repair costs. The application of this charge will provide cover for container damages of up to A\$250 per unit. Repair costs in excess of A\$250.00 will be invoiced to the consignee accordingly for payment.

If you have any queries related to the charge, please contact one of our friendly Tomax team members on 1300 186 629.



# EVERGREEN'S FORCE MAJEURE IN ISRAEL

Evergreen has invoked force majeure on the 1,778 TEU vessel Ever Cozy, which was originally scheduled to call at Israel's Ashdod port but had to be diverted to Haifa due to circumstances beyond the company's control. All cargo destined for Ashdod has been offloaded at Haifa, leading to the termination of the carriage contract and the cessation of the carrier's responsibilities.

Customers have been advised to promptly take delivery of their goods at the port of Haifa to protect their interests and minimise cost exposure. They are also encouraged to contact their cargo insurer if needed. Although Ashdod port is still operational, congestion has been reported, and the port's website is inaccessible for security reasons.

MSC has informed its customers that Israel's major ports, including key terminals in Ashdod and Haifa, continue to function. However, congestion at Ashdod is attributed to increased security checks and labour shortages, resulting in longer waiting times. Inland services, both road and rail, remain fully operational in and around the country. MSC will continue to accept bookings for Israel but has restrictions on certain dangerous goods due to government regulations.

Maersk is also accepting bookings, and its services are operational, with exceptions for

dangerous goods at Haifa and Ashdod. It has introduced relief packages for customers with cargo in Israel or bound for Israel, including a waiver of the change of destination (COD) fee, provided certain conditions are met. Detention and demurrage charges for all locations in Israel have been suspended until November 8.

Freightos, which maintains offices in Israel, confirmed the safety of its staff and reported a decrease in rates to Israel. Container rates from China to Ashdod have fallen by approximately 10% in the past week, while Zim, an Israeli carrier, announced a war-risk premium of \$80-\$120 on containers to and from Israeli ports, potentially increasing rates by 4% to 7% per import container.

Insurers have reportedly raised premiums ten-fold on voyages to Israel, amounting to 0.15% to 0.2% of a ship's value. Oil prices have also surged amid the conflict, with Brent crude increasing by 3.3% in the past five days. This could have repercussions on haulage fuel surcharges and future bunker adjustment factors if these price increases persist.

Lennane, A. (2023). Israel update: force majeure, congestion and war-risk premiums, but carriers still booking. Retrieved from <https://theloadstar.com/israel-update-port-congestion-and-war-risk-premiums-but-carriers-still-booking/> on 17th October, 2023.





# MARITIME INDUSTRY'S ESCALATING CYBERATTACK COSTS

According to recent research conducted by law firm HFW and cybersecurity provider CyberOwl, each cyberattack targeting the maritime industry now comes at an alarming cost of approximately \$550,000 on average. This figure represents a significant increase from the \$182,000 recorded in 2022. The study highlights the vulnerability of the maritime sector to cybercriminals and reveals a staggering surge in the expenses associated with cyberattacks and ransom demands within the past year.

The report highlights that ransom demands have surged by over 350%, with the average ransom payment now reaching \$3.2 million, compared to \$3.1 million in the previous year. The research findings are based on a survey encompassing over 150 industry professionals, including executives, cybersecurity experts, seafarers, shoreside managers, and suppliers. Despite advancements made by the International Maritime Organisation (IMO) in 2021, the study exposes significant gaps in cybersecurity risk management existing within shipping organisations and the broader supply chain.

Tom Walters, a partner at HFW, stated that although there have been improvements in maritime cybersecurity, the industry remains an attractive target for cyberattacks. He emphasised the growing number of cyberattacks on shipping organisations and the rising costs and demands for ransom payments.

Walters also pointed out that as technology becomes increasingly integrated into various aspects of shipping, including ship networks, offshore installations, and shoreside control centres, the potential for cybersecurity breaches also escalates. This digital

transformation means that a cyberattack could compromise vital systems, such as vessel communication systems, navigation suites, and those managing ballast water, cargo, and engine monitoring and control. The failure of any of these systems could lead to a vessel being stranded or potentially grounded, as demonstrated by the Ever Given incident and its impact on global supply chains.

Walters concluded that this issue is critical for all stakeholders in the shipping sector and stressed the urgent need for the industry to enhance its defences against cyberattacks. Daniel Ng, CEO of CyberOwl, highlighted the shift in the conversation on vessel cyber-risk management from “why” to “how.” He noted that there is now less scepticism about the necessity of managing this risk and more focus on how to allocate resources effectively to strengthen defences.

David acknowledged that the maritime industry faces unique challenges due to its sector-specific constraints and the reluctance of shipping companies to openly share benchmarks and best practices. He reinforced the importance of leveraging specialised maritime cybersecurity expertise and urged the sharing of knowledge regarding risks and best practices within the industry.

Nick Chubb, Managing Director of Thetius, summarised the findings by acknowledging the significant improvements in the industry’s cybersecurity in a short period. However, he also mentioned the rapidly evolving nature of cyber threats, with cybercriminals adapting at a faster pace. Chubb stressed that the rising costs of cyberattacks and the potential impact on the global supply chain demand that the entire maritime industry elevate its cybersecurity standards.

# CHRONIC GLOBAL TRUCK DRIVER SHORTAGE

**T**he International Road Transport Association (IRU) has issued a renewed warning, emphasising that the global shortage of truck drivers has escalated into a persistent and critical issue that threatens the industry's stability.

IRU Secretary General, Umberto de Pretto, highlighted the growing scarcity of truck drivers in most regions and the substantial risks this poses to supply chains. He expressed particular concern about the low influx of young individuals entering the profession, as the trucking industry is predominantly populated by ageing drivers, a structural challenge that must be addressed.

According to the latest data from IRU, there are over 2.8 million vacant truck driver positions worldwide, with more than 50% of companies reporting difficulties due to driver shortages. The situation is deteriorating, with expectations that the number of vacancies could more than double in the next five years, potentially reaching a staggering 6.5 million.

IRU attributes this projection to the ageing truck driver population. For instance, in Europe, one-third of drivers are over the age of 55 and are expected to retire within the next decade, while only 5% are under 25.

Mr. de Pretto stressed the industry's need for more young drivers. Industry advocate Iwona Blecharczyk noted that young people highly value work-life balance, which discourages them from committing to long hours on the road. She suggested solutions such as

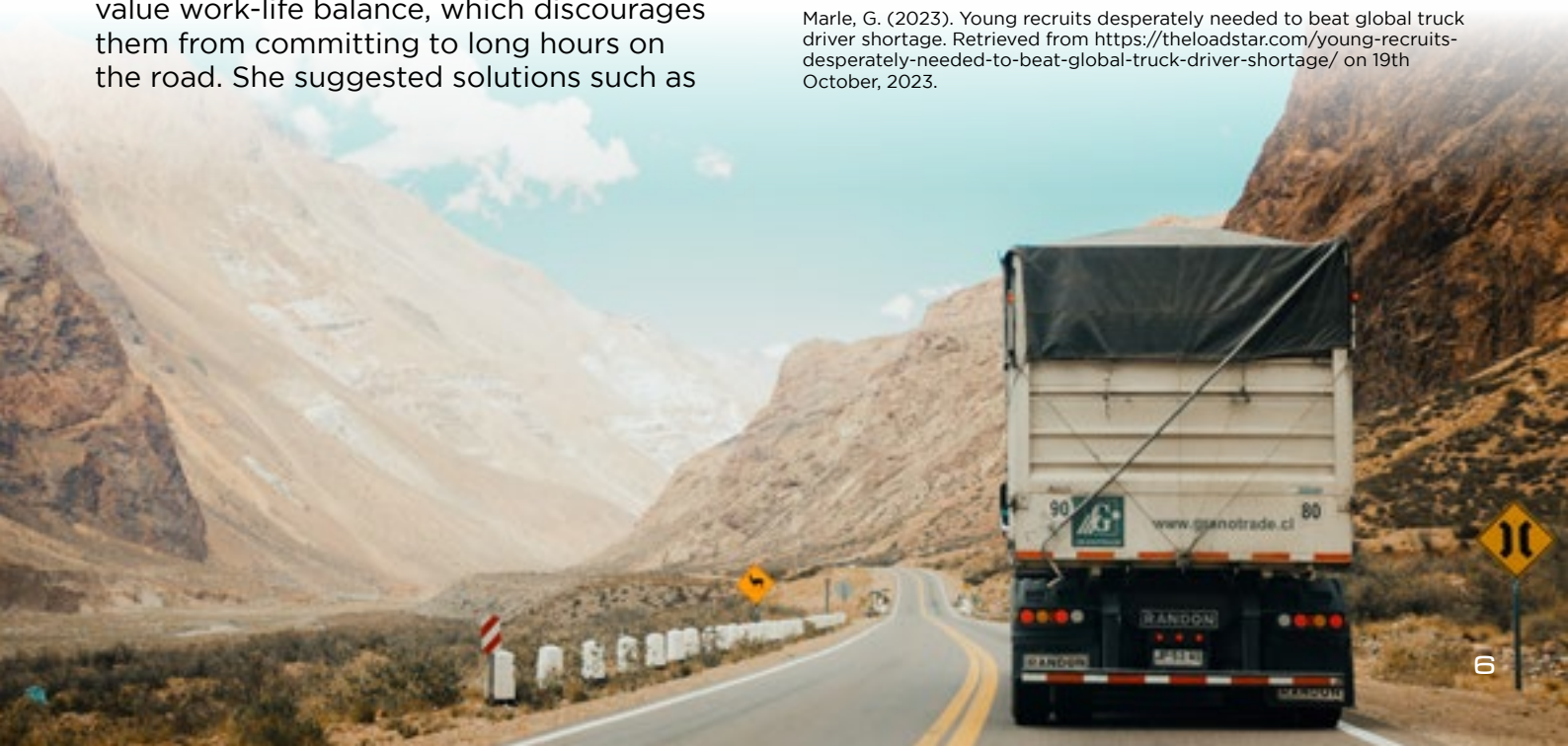
autonomous trucks or part-time driving options to pique their interest.

Rhonda Hartman, truck driver and ATA Americas Road Team captain, pointed out that obtaining insurance is a significant obstacle for young people in the US. She recommended the 'dock to driver program,' which offers young individuals paid dock work while simultaneously providing free training and one-on-one mentoring. This program offers a more cost-effective entry point for young drivers.

Both advocates also called for improved internet connectivity on the road and at rest areas, enabling truck drivers, especially young drivers, to stay connected with friends and family.

The IRU also highlighted the underrepresentation of female drivers in the industry, accounting for less than 6% of the workforce. Ms. Blecharczyk attributed this disparity to the absence of basic hygiene facilities at rest stops, including showers and gender-friendly toilets, along with the perception of the job as physically demanding and unsafe for women. She recommended enhancing rest area facilities in Europe, fostering open dialogue about male truckers and the physical demands of the profession to dispel these misconceptions.

Marle, G. (2023). Young recruits desperately needed to beat global truck driver shortage. Retrieved from <https://theloadstar.com/young-recruits-desperately-needed-to-beat-global-truck-driver-shortage/> on 19th October, 2023.





# VICTORIA'S RESPONSE TO FREIGHT SUPPLY CHAIN DISRUPTIONS

**T**he Victorian government is collaborating with the freight industry to establish a Voluntary Code of Practice (VCoP) aimed at proactively addressing future disruptions in the freight supply chain. Minister for Ports and Freight, Melissa Horne, made this announcement during a Ports Industry Roundtable, where industry stakeholders gathered to discuss this new initiative.

The VCoP will provide a framework for safely and effectively managing unforeseen disruptions in the container supply chain. According to Melissa, it builds upon previous efforts to respond to supply chain disruptions, such as the formation of the Container Storage Working Group in 2022. The new code aims to prepare the industry for coordinated responses ahead of future disruptive events and offer a strategic roadmap for the future.

The Container Storage Working Group comprises representatives from the shipping industry, stevedores, and operators. This initiative aligns with the government's ports reform agenda, as outlined in the "Navigating our Ports Futures: The Commercial Ports Strategy." The VCoP encourages collaboration and the development of coordinated responses across the supply chain to address future disruptions.

The Port of Melbourne, which hosted the industry roundtable, also shared updates on the Port Rail Shuttle Network and the Victorian Commercial Ports Strategy. Additionally, the Port of Melbourne is in the process of establishing a Landside Logistics Working Group, which will enhance collaboration among key stakeholders involved in container supply chain and logistics operations. This group will focus on port-related operational matters and explore sustainability initiatives within landside logistics operations.

In August 2023, the government introduced the Empty Container Park trial, further demonstrating its commitment to helping the freight and logistics industry reduce costs and enhance supply chain efficiencies. The strategy, with a 30-year vision, aims to create a responsive, balanced, productive, and safe ports sector that meets industry and community needs while operating with clear responsibilities. It will provide guidance to mitigate the impact of disruptions on freight movements and costs within the Port of Melbourne's freight supply chain. The Victorian Freight Plan can be viewed here: <https://dtp.vic.gov.au/ports-and-freight/freight-victoria>

Misuraca, J. (2023). Victorian government delivering roadmap. Retrieved from <https://mhdsupplychain.com.au/2023/10/18/victorian-government-delivering-roadmap/> on 19th October, 2023.



# FRIDAY FUNNIES

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

I like jokes about stationery but  
rulers are where I draw the line.

Bread is a lot like the sun.  
It rises in the yeast and sets in the waist.

70% of the earth is water and virtually none of it is carbonated.  
So the earth is, in fact, flat.

Went to the doctor with a suspicious-looking mole.  
He said they all look that way and I should have left him in the garden.

Engineers have made a car that can run on mint. Hopefully, they can make buses and trains run on thyme.

Plagiarism: Getting into trouble for something you didn't do.

I was going to tell a carpentry joke but I couldn't find any that woodwork.

I was walking past a farm and a sign said, "Duck, eggs." I thought, that's an unnecessary comma.  
And then it hit me.

What's the difference between Black Eyed Peas and Chick Peas?  
Black Eyed Peas can sing us a song.  
Chick Peas can hummus one.

What's a foot long and slippery?  
A slipper.

Boss told me that as a security guard, it's my job to watch the office.  
I'm on season 6 but I'm not really sure what it's got to do with security.

Why would a pig dressed in black never get bullied?  
Because Batman has sworn to protect goth ham.

