



TOMAX
NEWS

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PLUS:

TOP NEWS: AUSTRALIAN TERMINAL OPERATIONS IN TURMOIL

Today the landscape of Australian logistics took a turn for the worse in what was already an extremely difficult environment. Employees at DP World around Australia have refused to work in response to DP World's statement that employee's taking part in Protected Industrial Action would no longer be paid for shifts that they were on strike for. Terminal chaos is ensuing with severe delays expected to cargo that has already been delayed in transit due to this ongoing situation. Further news and information is available in this newsletter.

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. 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](#)



DP WORLD INDUSTRIAL ACTION

DP World Australia has received additional Protected Industrial Action notices from the CFMMEU (Maritime Union of Australia division) for each of their Australian terminals at the following ports until the 15th of January 2024.

Brisbane: 02/01/2024 to 15/01/2024

Sydney: 02/01/2024 to 15/01/2024

Melbourne: 02/01/2024 to 15/01/2024

Fremantle: 02/01/2024 to 15/01/2024

Based on the updated dates above, the following will be affected by the planned Protected Industrial Action and we will communicate the confirmed impact separately via our normal channels.

Service/Terminal	Schedule Impact
Sydney DP World	All receipt and delivery stoppage from Monday 8th Jan 06:00hrs through to Tuesday 9th Jan 00:00hrs. All receipt and delivery stoppage from Thursday 11th Jan 22:00hrs through to Saturday 13h Jan 06:00hrs.
Melbourne DP World	All receipt and delivery stoppage from Monday 8th Jan 06:00hrs through to Tuesday 9th Jan 00:00hrs. All receipt and delivery stoppage from Thursday 11th Jan 22:00hrs through to Saturday 13h Jan 06:00hrs.
Brisbane DP World	All receipt and delivery stoppage from Monday 8th Jan 07:00hrs through to Tuesday 9th Jan 00:00hrs. All receipt and delivery stoppage from Friday 12th Jan 00:00hrs through to Saturday 13h Jan 07:00hrs.



RED SEA DISRUPTIONS CONTINUE

Maersk has issued a stark warning about the severe disruptions to the global shipping network following the suspension of all transits through the Red Sea and Gulf of Aden. This move comes in the aftermath of an attack on a Maersk vessel, prompting the company to halt all ship movements in the region.

The decision to pause vessels destined for this area was taken after Houthi militants targeted the Singapore-flagged Maersk Hangzhou in the Red Sea on December 31st. Reports, corroborated by both Maersk and Houthi officials cited by Reuters, revealed that United States helicopters thwarted the attack, sinking three vessels and eliminating 10 militants. “An investigation into the incident is ongoing, and we will continue to suspend all cargo movement through the area while we analyse the constantly evolving situation,” stated Maersk in an update dated January 2nd. The Maersk Hangzhou was among the initial vessels to traverse the Red Sea after the initiation of Operation Prosperity Guardian last month. Before the multinational security initiative’s launch, Maersk and other shipping companies had already redirected Red Sea traffic.

On January 5th, Maersk confirmed that all Maersk vessels slated to navigate the Red Sea and Gulf of Aden would be diverted south around the Cape of Good Hope for the foreseeable future. “The situation remains highly volatile and subject to constant evolution. All available intelligence indicates a significantly increased security risk,” the company stated, “while we hope for a sustainable resolution in the near future and contribute our efforts towards it, we urge customers to brace for continued complications in the area. Significant disruptions to the global network are expected to persist.”

In response to these attacks against commercial vessels, a joint statement was issued last week by several governments, including Australia, the US, Bahrain, Belgium, Canada,

Denmark, Germany, Italy, Japan, the Netherlands, New Zealand, Republic of Korea, Singapore, and the UK. They condemned the illegal and destabilising nature of ongoing Houthi attacks in the Red Sea. These attacks, deemed unlawful and unacceptable, threaten the fundamental freedom of navigation, crucial for global trade, in one of the world’s most vital waterways. The statement highlighted that almost 15% of global seaborne trade, including substantial portions of grain, oil, and liquefied natural gas trade, transits through the Red Sea.

Continued attacks have prompted international shipping companies to reroute vessels around the Cape of Good Hope, resulting in increased costs, weeks of delays in delivering goods, and endangering the movement of essential food, fuel, and humanitarian assistance worldwide. The governments collectively demanded an immediate halt to the attacks, along with the release of unlawfully detained vessels and crews. They warned that the Houthis would be accountable for the consequences if they persist in threatening lives, the global economy, and the free flow of commerce in the region’s critical waterways.

Several key industry bodies, including the World Shipping Council, International Chamber of Shipping, and BIMCO, expressed gratitude to these nations for upholding the rules-based international order and holding responsible parties accountable for vessel seizures and attacks. They called upon all nations and international organisations to safeguard seafarers, international trade in the Red Sea, and to pressure aggressors to halt these unacceptable attacks immediately. Last month, the International Bargaining Forum, comprising the ITF and the Joint Negotiating Group of maritime employers, classified the southern section of the Red Sea and Bab El-Mandeb as a High-Risk Area.

Williams, A. (2024). ATTACKS AND DISRUPTIONS CONTINUE IN RED SEA. Retrieved from <https://www.thedcn.com.au/news/law-regulation-trade/attacks-and-disruptions-continue-in-red-sea/> on 9th January, 2024.



AUSTRALIAN WHARF DELAYS: NAVIGATING IMPACTS ON ETA DATES

In the world of global trade, delays at Australian wharves are reshaping the accuracy of Estimated Time of Arrival (ETA). These delays are impacting ETA predictions, affecting supply chains and require strategic adaptations.

ETA, which is crucial in international trade, represents the expected arrival time for shipments. Although, delays at Australian wharves have now introduced uncertainties and constant changes and rerouting of vessels are challenging the reliability of ETA.

Wharf delays directly disrupt supply chain schedules, extend lead times and affect operational efficiency. Industries relying on just-in-time delivery face heightened vulnerabilities due to these delays. At Tomax, we have a 2 hourly feed of ETA dates which updates our system. However, even with this update it relies on the wharves feeding us timely and accurate data. As seen over the current industrial dispute, shipping lines can change the rotation of their vessels and without notice, can omit a wharf to bypass the

industrial action, resulting in ETA dates not being updated as quickly as expected.

With delays at Australian wharves announced to extend most likely into February, this continues to affect the accuracy of ETA but we are doing our best on a daily basis to try and keep on top of the constant unnotified changes. Unfortunately, the only dates that can be relied on are the Actual Time of Arrivals (ATA) or ETA dates based on vessels not calling the DP World facilities. If you have any further queries related to any of the information on ETA, please do not hesitate to contact one of our friendly Tomax team members on 1800 186 629. Your patience in this trying time would be appreciated.





DP WORLD AUSTRALIA: INDUSTRIAL DISPUTE INTENSIFIES

The Maritime Union of Australia (MUA) has declared additional protected industrial action at DP World's terminals in Australia, prompting the company to announce an end to partial work bans effective this Friday, January 12. This move follows the breakdown of negotiations for a new enterprise bargaining agreement, with the union initiating industrial action in early October 2023.

Effective from Monday, January 8, the MUA has declared protected industrial action at DP World's Australian terminals until January 22. These actions mirror previous measures and involve three two-hour stoppages per day across all four ports, bans on loading and unloading of trucks and trains, restrictions on specific shipping lines, eight-hour work stoppages for the initial eight hours a ship is at port, and prohibitions on overtime and extended shifts.

In response to the latest round of protected industrial action, DP World

notified its customers through a letter that it would cease partial work bans, stating that employees engaged in these actions would not receive payment until they resumed all regular duties. DP World expressed that this decision followed exhaustive negotiations assisted by the Fair Work Commission and was a necessary step to counter the adverse effects of ongoing industrial action on critical industries.

Adrian Evans, the MUA's assistant national secretary, highlighted the workforce's prolonged pursuit of sincere negotiations since March the previous year but claimed to encounter obstruction and delay from the company for nine months.

Additionally, DP World has urged the Australian federal government to intervene in the dispute, citing the substantial financial impact of the ongoing industrial action on trade-dependent industries across the nation. The company estimated that the cost of lost output due to the MUA's actions has surpassed \$84

million per week, totaling approximately \$1.34 billion since the industrial action commenced in October.

DP World emphasised the detrimental effects on key export industries, such as meat and agriculture, retailers, and logistics firms, along with the disruption to an estimated 44,000 containers stuck at Australian ports, projecting a clearance time of two to eight weeks for the backlog.

In response to DP World's assertions, MUA's Adrian Evans accused the company of fabricating figures and misleading the business community and federal government to cut workers' pay. He urged DP World to use scheduled meetings to secure a fair deal that addresses inflation and ensures worker safety, criticising any HR manager seeking less as inadequate.

Industry bodies such as Shipping Australia and the Australian Chamber of Commerce and Industry supported DP World's call for government intervention, highlighting the economic repercussions on various sectors and the escalating cost-of-living crisis.

Furthermore, representatives from the freight industry detailed the adverse impacts of ongoing industrial action on containerized port operations, international vessel delays, financial losses for exporters and importers, and the reputational damage inflicted upon Australia's trading status. They stressed the additional costs, delays, and complications faced by importers and exporters due to unpredictability in shipping schedules, congestion at ports, and logistical challenges arising from the industrial dispute. These issues have prompted significant concern and calls for coordinated efforts to mitigate adverse impacts across stakeholders.

Ackerman, I. (2024). MORE MUA PIA, DPW CALLS FOR GOVT INTERVENTION. Retrieved from <https://www.thedcn.com.au/news/containers-and-container-shipping/more-mua-pia-dpw-calls-for-govt-intervention/> on 9th January, 2024.



MARITIME PIRACY SURGE IN 2023

The ICC International Maritime Bureau has noted a rise in maritime piracy in 2023, marking the first successful hijacking by Somali pirates since 2017. In its annual report, the IMB documented 120 incidents of maritime piracy and armed robbery against ships in 2023, a slight increase from the 115 incidents reported in 2022. Among these incidents, 105 vessels were boarded, nine experienced attempted attacks, four were hijacked and two were fired upon.

Of particular concern, the report highlighted a notable increase in crew hostage situations. The number of crew members taken hostage rose from 41 to 73, and from 2 to 14 in 2022 and 2023, respectively. Additionally, 10 crew members were threatened, 4 were injured, and 1 was assaulted in 2023.

On December 14th 2023, the successful hijacking of a vessel off the coast of Somalia occurred—the first such incident since 2017. Somali pirates reportedly boarded and hijacked a handymax bulk carrier approximately 700 nautical miles east of Bosaso in Somalia. Subsequent reports indicated that two other vessels were also hijacked.

Expressing concern over these developments, IMB Director Michael Howlett urged all masters and vessel owners to adhere to the latest version of the Best Management Practices and highlighted the importance of following recommended reporting procedures. The IMB report revealed that three out of the four reported hijackings occurred in the Gulf of Guinea. Despite a relatively restrained number of reported incidents in the Gulf of Guinea (22 in 2023 compared to 19 in 2022), these waters accounted for 3 of the 4 globally reported hijackings and 75% of reported crew

hostages, along with 2 injured crew members in 2023.

Furthermore, the IMB raised concerns for seafarers navigating the Singapore Straits, Malacca Straits, and the Indonesian archipelago. While the Singapore Straits were characterised by low-level opportunistic crimes, the report noted that 95% of reported incidents were successful, with 37 incidents reported in 2023 compared to 38 in 2022. Nine crew members were taken hostage, and two were threatened, with guns reported in three incidents and knives in 15. IMB also expressed worry about underreporting and late reporting by vessels, emphasising the importance of timely reporting to contribute to a more accurate understanding of the risks involved.

In the Malacca Straits, an incident in October 2023 resulted in one crew member being injured and requiring medical attention, marking the first reported case of crew injury by pirates in the area since 2015. The Indonesian archipelago experienced a year-on-year increase in reported incidents, rising from 10 in 2022 to 18 in 2023, with weapons reported in 50% of the incidents. Seven crew members were threatened, and two were taken hostage in 2023. South American waters also faced threats, with fourteen incidents reported from vessels at Callao anchorage in Peru. Seven crew members were taken hostage, and one each was assaulted and threatened, with guns and knives reported in nine incidents. Other affected ports in South America included Macapa anchorage in Brazil, and Cartagena and Puerto Bolivar anchorages in Colombia.

Williams, A. (2024). MARITIME BUREAU FLAGS "CONCERNING RISE" IN PIRACY. Retrieved from <https://www.thedcn.com.au/news/staffing-crewing-and-training/maritime-bureau-flags-concerning-rise-in-piracy/> on 12th January, 2024.



WORLD CONTAINER INDEX RISES

The Drewry World Container Index monitors ocean freight rate movements for 40-foot containers across seven major maritime trade lanes. In the past week, the Drewry World Container Index rose by 15%, reaching \$3072 per 40-foot container. This marks a 44% increase compared to the same week last year, making it the highest level since October 2022 and 116% higher than the pre-pandemic average of \$1420 in 2019.

The year-to-date average composite index is \$2871 per 40-foot container, \$196 lower than the 10-year average of \$2675, influenced by the exceptional rates during the 2020-22 COVID period.

Specifically, freight rates from Shanghai to Genoa surged by 25% to \$5213 per FEU, while Shanghai to Rotterdam rates rose by 23% to \$4406 per 40-foot box. Rotterdam to Shanghai rates increased by 19% to \$652 per 40-foot container, and Shanghai to New York rates grew by 8% to \$4170 per FEU. Rates from Shanghai to Los Angeles saw a 2% increase to \$2790 per 40-foot box.

Conversely, rates on Los Angeles to Shanghai dropped by 1% to \$766 per 40-foot box. Drewry foresees East-West spot rates rising in the upcoming weeks, attributing this trend to the Red Sea/Suez situation.

DCN. (2024). WORLD CONTAINER INDEX SKYROCKETS. Retrieved from <https://www.thedcn.com.au/news/containers-and-container-shipping/world-container-index-skyrockets/> on 11th January, 2024.



FRIDAY FUNNIES

We hope these New Year themed jokes put a smile on your face as we approach the weekend!

Why do you need a jeweler on New Year's Eve?

To ring in the new year.

Last year, I was able to keep all of my New Year's resolutions...**tucked away in a journey on my bookshelf.**

What New Year's resolution should a basketball player never make?

To travel more.

My resolution this year was to read more...

so I put the subtitles on my T.V.

What should people never eat on New Year's Eve?

Fire crackers.

I was going to quit all my bad habits for the new year...**but then I remembered that nobody likes a quitter.**

An optimist stays up until midnight to see the New Year in. **A pessimist stays up to make sure the old year leaves.**

An iPhone and a firework were arrested on New Year's Eve. **One was charged and the other was let off.**

Why did the woman start making breakfast at 11:50pm on December 31st?

She wanted to make a New Year's toast.

Why did 2023 go by in a blur?

My resolutions must have been low.

Why should you stand on one leg on New Year's Eve?

To start the new year on the right foot.

Why did the employee lose his job at the calendar factory?

He took a day off.

