



**TOMAX
NEWS**

Issue 157
1st March 2024



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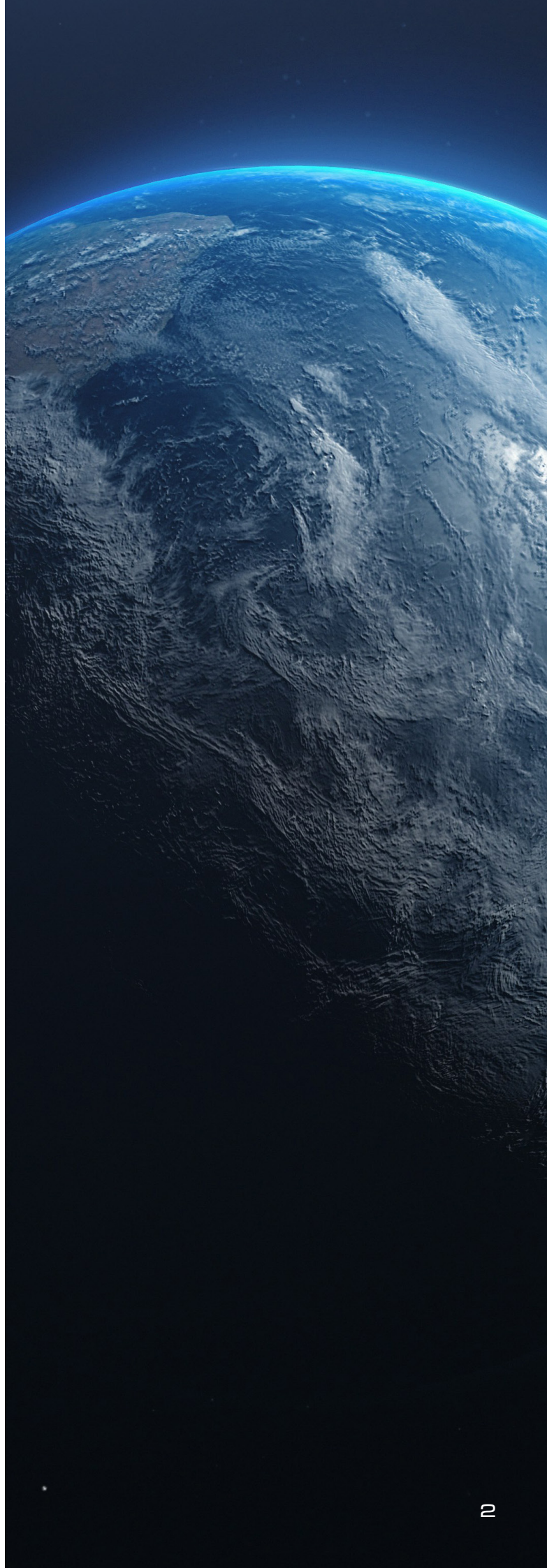
MARKET SUMMARY

- Ocean freight rates around the world are dropping at the moment due to the deflationary nature of the global economy. Economists are warning of a relatively dire outlook for the next 5 months as anti-inflation measures take hold and consumer confidence and spending dries up.
- Are you looking for warehousing space? Or need a solution for your storage, picking, packing and distribution needs? Tomax can help! We have warehouses all over Australia ready to assist you. Email our team at warehouse@tomax.com.au and we'll get a service tailored to your needs in place.
- Please note that Monday 4th March is a Public Holiday (Labour Day) in Western Australia so our Tomax Perth operations will be closed.

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](#)





To the valued friends and customers of Tomax,

We hope that 2024 has begun in a positive manner for everyone and want to take this time to thank you for your continued support of the Tomax family group of companies. We value our close working relationships with you on a daily basis, and cannot thank you enough for the trust that you place in our team to get the job done.

Tomax is mindful of the difficult market conditions that we are all currently trading in, and we don't not broach the subject of increased charges lightly. We have been working furiously in the background to fight against unwarranted, almost unlawful, and inconsiderate, money-grabbing increases being applied almost non-stop by many industry players. We seem to be in a continual spiral of increasing costs without improvements to services by both shipping lines and the terminals alike.

Unfortunately, costs continue to rise not only on the infrastructure sides of the market, but also internally in relation to IT systems, government fees and licencing requirements, and labour. It has been many years since Tomax has introduced an increase in fees, the last one we can find was in 2007. During this time the costs of operating a business have more than doubled, but our industry is very competitive and operates on extremely low margins and we have not sought any increases over that period. Today we are seeking a very small increase in some of our charges in order to continue being able to provide the high level of Tomax service that we hope you are used to. From 1st April 2024 the following rate levels will be applied.

Delivery Order: \$75.00 per Bill of Lading

Sea Cargo Entry: \$30.00 per Bill of Lading

CMR Fee: \$30.00 per Bill of Lading

And a \$10.00 per Customs Entry increase on Clearance charges

This represents an increase on average of just over 1 percent on the costs and charges passed through. We hope that you will consider this a reasonable increase being the first one applied in 17 years.

The Tomax family thanks you for your consideration and support, and we wish all the best for you for the year ahead.

Yours sincerely,


CEO - TOMAX GROUP



ELECTRIANS GO ON STRIKE AT DP WORLD

Electricians at DP World's Brisbane terminal continued to go on strike for a better pay deal. A DP World spokesperson advised on Monday afternoon that negotiations could not continue until electricians go back to work for at least 24 hours.

The Electrical Trades Union is fighting for its workers to receive the same pay increases as the Maritime Union of Australia got for its clients earlier this month. Under the MUA deal, workers received an 8% increase to their pay packets in the first year and in the second year it was 7% followed by 4% in the third year and 4.5% in the fourth year. "They came back to us with 6%, 4%, 4% and 4.5%," Deputy secretary of the Queensland and Northern Territory branch of the Electrical Trades Union Scott Reichman said. DP World said there was no impact on the supply chain or the day-to-day operations. "We've got coverage for any electrical work at the Brisbane terminal," a DP World spokesperson said.

However, Container Transport Alliance Australia (CTAA) director, Neil Chambers, believes the industrial action was causing all sorts of headaches. "People have to be realistic that there are landside delays," Mr. Chambers said, "to have anyone say there's no disruption caused by this dispute is disingenuous. There are massive delays. I can show truck turnaround times from truck transport companies in Brisbane and it's horrendous."

Mr. Chambers argued that container landside logistics through DP World's Brisbane terminal were severely interrupted by the

industrial dispute and specifically impacted on the maintenance and the reliability of the Automatic Stacking Cranes (ASCs) which are used to load and unload trucks.

Furthermore, a review of notices issued by DP World revealed that in January there were 90 instances of ASC breakdowns and unavailability and in February there over 60 instances.

Truck turnaround times were extended to between two to five hours, leaving transport operators with no choice but to allocate more labour across the weekends and during night shifts at much higher operating costs to keep up with delayed freight demand through the terminal. The delays are costing container transport operators more than 20% extra in operating costs, including for truck waiting times, additional container handling and staging and added labour costs.

Additionally, driver fatigue management also became an issue. Mr. Chambers said, "being stuck in the terminal for hours means that drivers run the risk of running out of regulated work time, unless they are able to rest by being out of the driver's seat without the engine running while waiting to be serviced. This latest set of delays highlights that all container terminals in Australia need to seriously consider how they can allow drivers to manage their work and rest periods when truck queuing and delays occur inside the terminals. The terminals have a legal obligation to do so."

Jones, M. (2024). STRIKE ACTION STILL ON AT DP WORLD. Retrieved from <https://www.thedcn.com.au/news/strike-action-still-on-at-dp-world/> on 29th February, 2024.



PUSH TO INCREASE RECYCLING AT PORTS

The Australian Maritime Safety Authority is joining forces with the Department of Agriculture and the Department for Climate Change to participate in a trial to increase the chances of having a ship's garbage recycled onshore. Currently, commercial seafarers separate recyclable garbage onboard ships but offloading the materials for recycling at Australian ports proves to be a challenging task due to not enough port waste reception facilities. Shipping Australia is supporting the potential trial and policy adviser Jim Wilson agreed that there was "clearly a problem".

Mr. Wilson said, "the garbage has to go somewhere. There's a lot of plastic that's been released into the ocean and the majority of that is released by rivers, mostly in Asia. That said, about 20% of the plastic in the ocean is from a marine source. A certain section of that will be from the offshore industry and fishing industry, but shipping has a responsibility too."

Mr. Wilson added that there have been instances of plastic bales washing up on Australian beaches which are partly incinerated. "It's not conclusive but that does strongly point towards discharge from ocean-going vessels, particularly commercial ships," he said, "commercial ships have incinerators on board."

AMSA, the Department of Agriculture and the Department for Climate Change desire clearing the way for more recycling and diversion of waste away from landfills.

A pilot trial is in progress which aims for recyclables to undergo normal biosecurity clearances and then be diverted to be recycled just like any other domestic or municipal recycling. Australian biosecurity law mandates specific treatment of shipping waste such as treatment by autoclave or a deep burial of waste. "There's a problem with invasive species and we don't want to see them get a foothold in Australia. They cause profound economic damage," Mr. Wilson added, "if you're bringing garbage from overseas into the country, that's a biosecurity risk." The ports involved in the trial include Sydney Overseas Passenger Terminal, the White Bay Cruise Terminal, the Port Botany Bulk Liquids Berth, Fremantle Port, Hay Point and the Port of Gladstone.

Jones, M. (2024). PLANS TO INCREASE RECYCLING AT PORTS. Retrieved from <https://www.thedcn.com.au/news/plans-to-increase-recycling-at-ports/> on 29th February, 2024.



TOMAX AFL FOOTY TIPPING COMPETITION 2024

Thursday 7th March 2024

FREE ENTRY

Join in for your
chance to WIN
the \$2000 Prize!



Sign up
NOW via
the link!

**PLEASE NOTE: COMPETITION IS OPEN TO
TOMAX STAFF AND CLIENTS ONLY**

CLICK HERE TO SIGN UP!!

STAFF SPOTLIGHT

MEET GRAEME HEMOPO COURIER DRIVER TOMAX TRANSPORT NSW



What is your role at Tomax?

I am a Courier Driver.

Name your hobbies and interests?

My hobbies include sports action photography and being a volunteer driver for 2 charities: Leukaemia Cancer Foundation and Angel Flight Australia. I have worked both roles for 15 years!

Do you own any pets?

I had a few pets over the years but unfortunately, they are no longer around.

Where is the coolest place you have travelled to?

China - it is so vast!

Who is your hero?

My parents are both my heroes.

Aside from necessities, what one thing could you not go a day without?

I can't go a day without my coffee in the morning!



















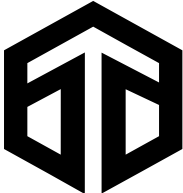

If you could choose one superpower, what would it be?

The power to help those in need.



QUICK SUDOKU

See if you can solve the following Sudoku Puzzle?



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