



TOMAX
NEWS

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PLUS:

TOMAX NOTICE

SYSTEM CHANGEOVER FOR TOMAX

This week our Tomax Logistics and Tomax Warehousing teams have undergone a change of operating systems. It's been a challenging week for our teams as we get used to the new operating environments and we thank you for your patience with us while we get everything up and running. Our invoices and documents will have a new look due to the change, and we understand that it might take a while to get used to the new invoice numbering and layouts. We will also soon be launching a new online tracking system where you will be able to see live updated information for your shipments and warehousing movements, stay tuned next week for an announcement on that. These system changes have been an important move for the Tomax Group in order for us to take more control on data visibility and customer service interfaces. Thanks again for bearing with us during this time.

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](#)



VICT INCREASES LANDSIDE CHARGES

Victoria International Container Terminal (VICT) has initiated the process of gathering submissions under the state's Voluntary Pricing Protocol following the issue of a 60-day notification regarding upcoming increases in infrastructure/access charges.

Olga Coelho Heubert, Chief Commercial Officer, communicated to customers that VICT has encountered a notable rise in operational costs. Despite earnest attempts to mitigate some of these cost escalations, VICT is unable to evade the increases in operational input and lease costs. Failure to adjust certain infrastructure-related costs could detrimentally affect the continued service levels expected by customers.

Heubert emphasised the significance of landside charges in offsetting maintenance and operation costs on the landside, property costs, and capital investments in landside infrastructure. This adjustment is crucial for maintaining and enhancing service efficiency to effectively meet customer needs.

The revised landside charges will be applicable to full containers as follows:

Effective June 1, 2024:

- VGM Weight Discrepancy Fee of \$200 per container (subject to GST) will remain unchanged.
- Reefer Temperature Discrepancy Fee will increase from \$75 to \$86.25 per full container (subject to GST).

Effective July 1, 2024:

- Infrastructure Surcharge will increase from \$177.48 to \$194.85 (subject to GST) per full container.

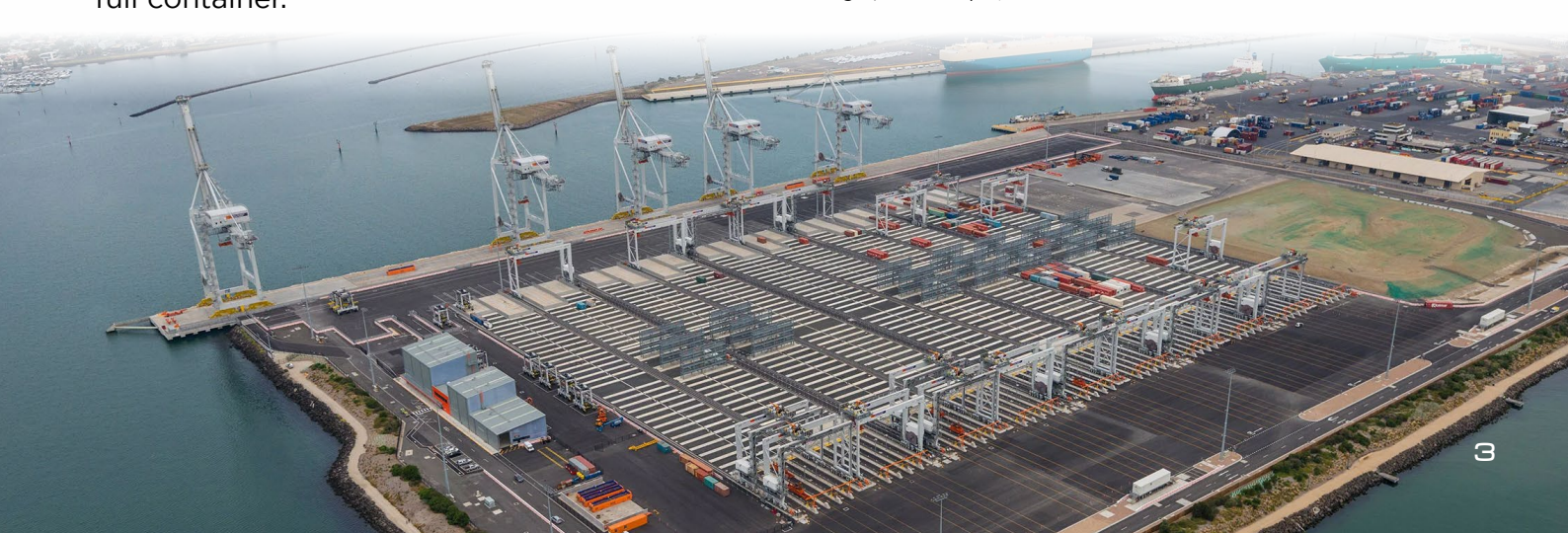
Heubert highlighted VICT's substantial investments in infrastructure and equipment over the past nine years, including a capital investment of \$782 million from 2014 to 2021, a recent investment of \$157 million in Phase 3A development of terminal expansion completed in December 2023, and an ongoing terminal investment program of an additional \$100 million for Phase 3B development of terminal expansion, expected to be completed by 2026.

She highlighted VICT's continued investment in technology to ensure that automated equipment and processes remain updated to consistently deliver efficient service levels expected by the industry. A further investment of \$2.8 million over the next 12 months in system automation and new AI initiatives is planned to enhance operational efficiencies and service offerings.

Despite a significant increase in activity through its gates, VICT has maintained a sub 37-minute gate-to-gate truck turn time over the last twelve months.

Heubert expressed VICT's pride in supporting and participating in the Victorian Department of Transport Voluntary Pricing Protocol. All concerned parties are invited to submit questions and queries regarding the proposed changes to customer@vict.com.au before April 26.

Crisp, D. (2024). VICT PUSHING UP LANDSIDE CHARGES. Retrieved from <https://www.thedcn.com.au/news/vict-pushing-up-landside-charges/> on 3rd April, 2024.



THE COLLAPSE OF BALTIMORE BRIDGE

The first vessel has passed through a temporary alternate channel created around the Francis Scott Key Bridge in Baltimore, which was damaged last week following the collision of the Dali containership. Captain David O’Connell, the coastguard commander of the Maryland sector, believes “it is an important first step along the road to reopening the port of Baltimore, one of the busiest in the United States.” According to officials, a secondary provisional route for deeper vessels will also open in the upcoming days, with current attempts being made to remove debris.

What happened to the Baltimore Bridge?

- On March 26, at about 1:28am, the Singapore-registered vessel, en route to Colombo, Sri Lanka, collided with one of the pillars supporting the Francis Scott Key Bridge in the city on the East Coast of the US. According to a report by ABC News, the ship “lost propulsion” as it was leaving port, and its crew notified Maryland officials they had lost control of the vessel.
- Cars using the bridge fell into the Patapsco River and six workers died. Two bodies have since been recovered from the water while the other four remain missing.
- Local pilots were guiding the ship at the time of the accident, according to Maryland Transportation Secretary Paul Wiedefeld.
- Authorities said all 22 crew members on the Dali and the two pilots were accounted for and there were no reports of injuries.

How big is the Dali?

- It is 300 metres long. If put upright, it would be almost as tall as the Eiffel Tower in Paris and about two-thirds of the Empire State Building in New York.
- The vessel has a deadweight tonnage of more than 116,000 tonnes and a container capacity of almost 10,000 20-foot equivalent units.
- The Dali was carrying 4,700 containers when it struck the Key Bridge.

What is the economic cost?

- Baltimore’s port handles farm and construction machinery, sugar, gypsum and coal as well as imports and exports for

leading automakers, including Nissan, Toyota, General Motors, Volvo, Jaguar and Land Rover, according to Reuters news agency.

- It is the ninth-largest US port in terms of overall trade volume.
- In 2023, the port handled about 50 million tonnes and \$80bn of cargo moving between the US and other countries.
- During a briefing at the bridge collapse scene, the US representative for Maryland, David Trone, said state and federal officials estimated the port’s closure would cost the economy as much as \$15m per day.

What are the plans for removing the debris?

- Trained demolition crews have been cutting through the collapsed bridge truss using specialist machinery, according to a statement released by Mayor Brandon M Scott on Saturday.
- The Chesapeake 1000 – a massive floating crane – arrived on Friday near the collision site. It is capable of lifting 1,000 tonnes of debris.
- Two crane barges, a 650-tonne crane and a 330-tonne crane, are actively working on the scene. The task is estimated to take two to three weeks. The debris will then be transferred by barge and a 230-tonne land-based crane will process the wreckage at Tradeport Atlantic.
- A 2,000-yard (1,829-metre) safety zone has been established around the wreckage to prevent vessels and personnel from entering the area.
- Additionally, preparations were made to establish an alternative channel on the northeastern side of the main channel to allow for “commercially essential vessels” to pass on Monday.
- The new temporary channel, marked with government-lighted aids to navigation, will be limited for transit and used during daylight hours only.
- Officials are working to establish a second, temporary alternate channel on the southwest side of the main channel. This second channel will allow for deeper draft vessels.

Aljazeera. (2024). How will the Baltimore Key Bridge debris be cleared? Retrieved from <https://www.aljazeera.com/news/2024/4/2/how-will-the-baltimore-key-bridge-debris-be-cleared> on 4th April, 2024.



VIC GOVERNMENT INVESTS IN HEAVY VEHICLE TRAINING

In collaboration with the Victorian Transport Association (VTA), the Victorian government is increasing its investment by an additional one million dollars to train more heavy vehicle drivers, ensuring the smooth operation of Victoria's supply chains.

Premier Jacinta Allan's office highlights that this partnership offers accredited training for aspiring heavy vehicle drivers and aids them in securing employment through the VTA's effective heavy vehicle driver delivery program.

Minister for Ports and Freight, Melissa Horne, advised, "this partnership will enable more Victorians to acquire the necessary skills and take the wheel to sustain our state's multi-billion-dollar freight industry."

Since its inception in 2016, the program has continually received support from the Labor government, resulting in the training and placement of nearly 400 skilled drivers on Victoria's roads.

Apart from enhancing road safety, the program aims to address shortages of heavy vehicle drivers, with a focus on attracting and retaining younger drivers vital for Victoria's critical transport and logistics supply chains.

"The transport industry relies on qualified and prepared drivers to ensure that Victorians can uphold their accustomed high living standards and address supply chain issues," adds Minister Horne.

Contributing \$21 billion annually to the state's economy, Victoria's freight industry employs over 260,000 individuals, playing an indispensable role in maintaining the state's supply chains.

The VTA collaborates with accredited providers to deliver training and facilitates the placement of graduates in stable positions with reputable transport companies.

Transport Workers Union Branch Assistant Secretary, Mem Suleyman, comments, "the shortage of skilled drivers in the transport industry impacts our members, who face constant pressure to deliver around the clock and on schedule - we endorse this initiative."

This partnership between the government and the industry to tackle skill shortages follows the success of the 2023 Freight Industry Training for Jobseekers project, which facilitated employment for over 125 individuals in freight and warehousing sectors.



EXPLORING THE RAIL FREIGHT OPPORTUNITY IN AUSTRALIA

The advantages of rail freight over road transport are highly evident. Trains consume significantly less fuel for transporting freight over long distances, boast higher weight and volume capacities, alleviate highway congestion, enhance safety by reducing strain on commercial trucking, and ensure reliable and punctual delivery schedules.

However, despite these benefits, only a mere two percent of freight between Melbourne and Sydney currently travels by rail, a sharp decline from nearly 40 percent in the 1970s. Research conducted by The Bureau of Infrastructure and Transport Research Economics suggests that shifting just one percent of freight from truck to rail nationally could result in annual savings averaging \$71.9 million in environmental damage, road conditions, and pollution-related health outcomes.

In 2024, Australia is actively seeking global partners to transition its rail network and decarbonise the transport sector, which currently contributes to 19 percent of the country's total carbon emissions. The ambitious Inland Rail Network, designed to reduce reliance on roads for freight movement, has been established, with high-speed rail initiatives also gaining prominence on the government's agenda, as evidenced by the establishment of a High-Speed Rail Authority in June 2023.

The Inland Rail Network aims to connect Melbourne and Brisbane through a 1700km end-to-end rail freight corridor spanning rural Victoria, New South Wales, and South East Queensland. This strategic endeavour not only facilitates the connection of rural industries with ports and logistics centres in major cities but also establishes a faster rail service linking Australia's

second and third-largest cities, free from the constraints of existing coastal routes via Sydney.

Despite these significant investments in rail freight, Australia faces challenges in reducing its reliance on road transport, primarily due to cost considerations. The fixed costs associated with rail infrastructure and operations are spread across lower volumes, resulting in higher costs per unit transported. Additionally, existing rail options predominantly involve containerised freight, necessitating substantial infrastructure changes for both senders and receivers, along with additional land bridge costs.

To address these challenges, innovative solutions are required. Drawing inspiration from Europe, where advanced rail freight systems have been developed, Australia can explore new strategies to optimise its rail infrastructure and processes. European engineers have pioneered advancements such as directly driving semi-trailers onto trains, reducing movement and time through terminals, and increasing efficiency.

One such innovative system is CargoBeamer, an intermodal transport system that seamlessly shifts semi-trailers onto rail, offering rapid loading and unloading capabilities within a smaller footprint.

PCM Admin. (2024). Exploring the rail freight opportunity in Australia. Retrieved from <https://mhdsupplychain.com.au/2024/03/28/exploring-the-rail-freight-opportunity-in-australia/> on 2nd April, 2024.



AVIATION INDUSTRY COMMITS TO A SUSTAINABLE FUTURE

In a series of groundbreaking developments, the global aviation industry has significantly intensified its commitment to environmental sustainability and carbon reduction. Leading these initiatives are key organisations such as the International Civil Aviation Organisation (ICAO), The International Air Cargo Association (TIACA), and a strategic partnership between the International Air Transport Association (IATA) and the Smart Freight Centre (SFC), all playing pivotal roles in driving the sector's green transformation.

At a crucial ICAO Council briefing held on March 21, 2024, aviation leaders from around the world gathered to discuss the future of aviation, highlighting the urgent imperative for sustainability and technological innovation. This meeting underscored ICAO's central role in fostering the necessary cooperation to achieve a sustainable and resilient future. Notably, the industry's impressive post-pandemic recovery, with air traffic volumes expected to surpass pre-pandemic levels in 2024, reinforced the critical need to scale up Sustainable Aviation Fuel (SAF) production to meet the ambitious goal of achieving net-zero emissions by 2050.

Further driving momentum, TIACA launched the Investing in Climate Action platform on March 4, 2024, aimed at accelerating the air cargo industry's sustainability transformation. This innovative platform facilitates investment in leading standards-certified projects that contribute to carbon avoidance and align with

the United Nations Sustainable Development Goals (SDGs). It provides companies with a straightforward means to engage in impactful climate projects, benefiting ecosystems, communities, and economies worldwide.

In a collaborative endeavour to enhance transparency and accuracy in CO2 emissions calculations, IATA and SFC announced their partnership, with a specific focus on the air cargo sector. This initiative aims to develop a consistent methodology for CO2 emission calculations, offering essential data to support decarbonisation efforts within the industry. Through the IATA CO2 Connect platform for cargo, the partnership aims to deliver highly accurate carbon calculations, leveraging primary industry data to bolster global aviation sector decarbonisation strategies.

These collective efforts highlight the aviation industry's unwavering commitment to reducing its carbon footprint and advancing toward a more sustainable future. Through strategic investments in new technologies, collaboration across the aviation ecosystem, and innovative platforms facilitating direct action, the sector is setting a remarkable precedent for sustainable development and paving the way for a greener planet.

Cranswick, E. (2024). Aviation industry soars towards sustainability. Retrieved from <https://mhdsupplychain.com.au/2024/04/05/aviation-industry-soars-towards-sustainability/> on 5th April, 2024.



FEBRUARY SEES AIR CARGO DEMAND STRENGTHEN

The latest monthly data released by the International Air Transport Association indicates a strengthening global air cargo demand trend.

In February 2024, the total demand for air cargo, measured in cargo tonne-kilometres, surged by 11.9% compared to the levels recorded in February 2023. This marks the third consecutive month of double-digit year-on-year demand growth. Concurrently, the capacity, measured in available cargo tonne-kilometres, increased by 13.4% compared to February 2023.

IATA largely attributes this growth to the rise in international belly capacity accompanying the expansion in passenger markets, which witnessed a substantial 29.5% year-on-year increase. This increase far surpassed the growth in international capacity on freighters, which saw a 3.2% year-on-year increase.

IATA Director General Willie Walsh commented on February's demand growth, highlighting its significant outpacing of the 0.9% expansion in cross-border trade. He noted that this strong start for 2024 could potentially surpass the exceptionally high levels observed in early 2022, showcasing air cargo's robust resilience in the face of ongoing political and economic uncertainties.

In February, Asia-Pacific airlines experienced an 11.9% year-on-year demand growth for air cargo, a notable decrease compared to

January's 24.3% year-on-year growth, likely influenced by reduced activity following Lunar New Year celebrations. Meanwhile, North American carriers witnessed a 4.2% year-on-year demand growth, the weakest among all regions.

European carriers, on the other hand, saw a robust 14.6% year-on-year demand growth for air cargo in February, with intra-European air cargo recording a remarkable 24.5% year-on-year growth, the strongest performance in nearly three years.

Middle Eastern carriers experienced a significant 20.9% year-on-year demand growth for air cargo in February, with the Middle East-Europe market exhibiting the strongest performance at 39.3% year-on-year growth.

Latin American carriers saw a 13.7% year-on-year demand growth, while African airlines witnessed the strongest growth among all regions at 22% year-on-year. The intra-Africa trade lane particularly stood out with a remarkable 42.3% year-on-year growth.

Overall, February saw robust growth in global air cargo demand across various regions, emphasising the resilience of the air cargo industry amidst evolving economic and geopolitical dynamics.

Williams, A. (2024). AIR CARGO DEMAND STRENGTHENS IN FEBRUARY. Retrieved from <https://www.thedcn.com.au/region/australia/air-cargo-demand-strengthens-in-february/> on 4th April, 2024.



FRIDAY FUNNIES

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

I need to stop drinking so much milk.
It's an udder disgrace.

I got fired from the candle factory because **I refused to work wick ends!**

My math teacher called me average.
How mean!

Some clown opened the door for me this morning. **That was a nice jester.**

The doctor told his patient to stop using a cotton bud, **but it just went in one ear and out the other.**

Police have arrested the World Tongue-Twister Champion. **I imagine he'll be given a tough sentence.**

I've got a phobia of over-engineered buildings. **It's a complex complex complex.**

I put a new freezer next to the refrigerator, **now they're just chilling.**

Today, my son asked, "can I have a book mark?" and I burst into tears. 11 years old and **he still doesn't know my name is Brian.**

My landlord says he needs to come talk to me about how high my heating bill is. I told him, **"My door is always open".**

I used to build stairs for a living. **Business was up and down.**

I'm friends with 25 letters of the alphabet. **I don't know why.**

I met the man who invented the windowsill. **He's a ledge.**

