



TOMAX  
NEWS

**Issue 161**  
**19<sup>th</sup> April 2024**

---



**PLUS:**

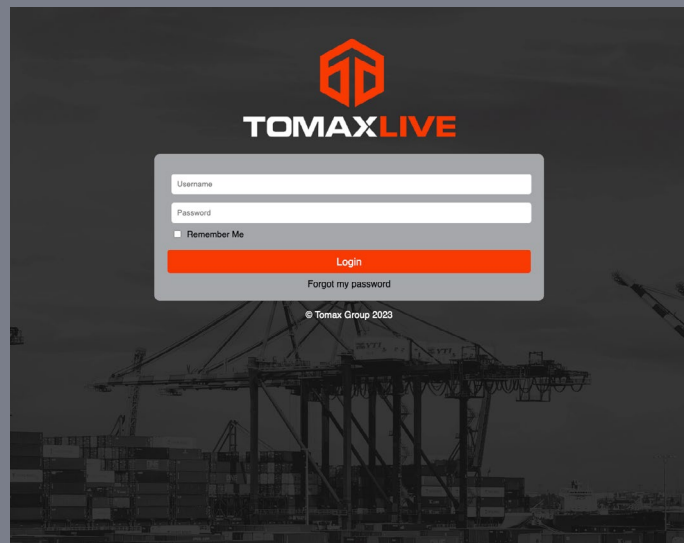


# MARKET SUMMARY

## • INTRODUCING THE NEW TOMAX LIVE!

As part of our migration to a new operating system we have also completed the move to a new online client portal which is 100% developed, owned and controlled by the Tomax Group. Having full autonomy over our online client experience gives us the ability to tailor the site to provide insights like never before. The new **TOMAX LIVE** is still under ongoing development and additional features and functionality will be constantly added and available to our clients. If you are yet to receive your access credentials please contact your Tomax account manager or call us on 1300 186 629 and we'll get you up and running in no time!

• Please note that all Tomax Australian branches will be closed next Thursday 25th April due to the ANZAC Day Public Holiday. If you foresee any challenges ahead of time, please contact one of our friendly team members on 1300 186 629. Thank you!



# 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 Newsletter will contain a link to the latest Gazette document so that you can stay updated.

[CLICK TO VIEW LATEST GAZETTE](#)

# GREEN MARITIME PARTNERSHIP: AUS-SING ALLIANCE

Australia and Singapore have come together in a collaborative effort to address emissions in the maritime sector through a substantial \$20 million initiative. Named ASLET (Australia-Singapore Initiative on Low Emissions Technologies), this project, focusing on maritime and port operations, is a joint endeavour between CSIRO and the Maritime and Port Authority of Singapore (MPA).

ASLET aligns with the goals of the Singapore and Australia Green and Digital Shipping Corridor (GDSC), which aims to both decarbonise and digitise shipping routes connecting the two countries. The memorandum of understanding (MOU) for GDSC between the two governments was embraced during the 9th Annual Leaders' Meeting held last month.

CSIRO anticipates that ASLET will unlock innovative fuel solutions, hasten the deployment of zero or near-zero greenhouse gas emission technologies on a large scale, and foster collaboration between Australia and Singapore in green shipping and port infrastructure initiatives. This initiative holds great promise for both nations, leveraging Singapore's status as the world's largest bunkering and busiest transshipment hub port, alongside Australia's potential as a leading producer and exporter of low-emissions fuels.

MPA's chief executive, Teo Eng Dih, highlighted ASLET's potential to translate research outcomes into scalable production and deployment of low-emissions fuels and technologies, leveraging the strengths of both countries. Similarly, CSIRO's chief executive, Dr. Doug Hilton, emphasised the importance of collaboration in addressing industry challenges and transitioning towards low-emission fuels like ammonia and hydrogen.

The inaugural ASLET Steering Committee meeting, scheduled for April 19th during the Singapore Maritime Week 2024, will be led by representatives from MPA, CSIRO, and Singapore's Agency for Science, Technology and Research (A\*STAR). This committee, established through a joint collaboration agreement, will provide strategic direction, evaluate and approve projects, and issue grant calls to accelerate maritime decarbonisation efforts.

Both Australia and Singapore are committed to investing up to \$10 million each in their respective currencies for ASLET, with the expectation of additional industry co-funding. The initiative aims to facilitate research, demonstration, and commercialisation of zero and near-zero greenhouse gas emission technologies, fuels, and energy sources for maritime shipping and port operations.



Crisp, D. (2024). \$20 MILLION FOR BI-LATERAL EMISSIONS REDUCTION WORK. Retrieved from <https://www.thedcn.com.au/region/australia/20-million-for-bi-lateral-emissions-reduction-work/> on 17th April, 2024.



# UPDATED CONTAINER CLEANING GUIDELINES

An updated set of guidelines on the cleaning of pest-ridden containers has been issued by a coalition of industry leaders. This 2024 version of the “Prevention of Pest Contamination of Containers: Joint Industry Guidelines for the Cleaning of Containers” includes the International Cargo Handling Coordination Association, the Bureau International des Containers (BIC), the Container Owners Association (COA), the Institute of International Container Lessors (IICL), and the World Shipping Council (WSC).

The coalition emphasises the shared responsibility of all parties in the supply chain to prevent the spread of pests by maintaining cleanliness in both cargo and containers. This updated version builds upon the previous edition, offering more detailed guidance on custodial responsibility—highlighting the inspections and measures that each party should undertake while the container is under their care. Additionally, it highlights the obligation for the receiving party to notify the sender if any visible pest contamination is detected.

Lars Kjaer, Senior Vice President of WSC, underscores the importance of maintaining cleanliness throughout the supply chain. He stresses that adherence to these standards not only expedites container transportation but also safeguards agriculture, forestry and natural resources. Kjaer further highlights the ecological and economic impacts of introducing new pests into ecosystems, emphasising prevention as the most effective solution.

The coalition, through the updated guidelines, aims to enhance prevention measures across the supply chain, thereby mitigating the transfer of pests and protecting global ecosystems and economies.

[CLICK TO VIEW GUIDELINES](#)

Crisp, D. (2024). INDUSTRY UPDATES CONTAINER CLEANING GUIDE. Retrieved from <https://www.thedcn.com.au/region/australia/industry-updates-container-cleaning-guide/> on 18th April, 2024.



# ENHANCING TRADE AND BIOSECURITY MEASURES

The Freight & Trade Alliance and the Australian Peak Shippers Association have proposed a three-point plan aimed at enhancing trade facilitation and biosecurity measures. Submitted to the Senate Committee, the plan addresses concerns over rising cross-border expenses, which the peak bodies argue are becoming increasingly unsustainable.

Following their appointment to the Sustainable Biosecurity Funding Advisory Panel in February, alongside IFCBAA and other industry representatives, the FTA and APSA underscored the importance of examining terminal access charges. In their formal submission to the Rural and Regional Affairs and Transport Legislation Committee, they highlighted the substantial costs incurred by importers and exporters, with TAC payments totaling \$1.36 billion over the past three years, including \$505.5 million in 2023 alone.

Paul Zalai, director of FTA and APSA secretariat, emphasised the detrimental impact of these charges and biosecurity processing delays on supply chain costs, contributing to inflationary pressures. He criticised the labour-intensive processes employed by the Department of Agriculture, Fisheries and Forestry (DAFF), stressing the need for modernization to keep pace with evolving trade patterns. While acknowledging

DAFF's efforts to collaborate with industry on long-term solutions, Zalai urged the government to implement immediate relief measures.

One such measure proposed by FTA and APSA is the Biosecurity Protection Levy scheduled to commence on July 1, 2024. This levy aims to distribute costs more equitably among taxpayers, importers, international travellers, and producers. However, the peak bodies advocate against imposing a complex levy on producers, suggesting alternative methods such as increasing full import declarations (FID) cost recovery to address funding shortfalls.

Furthermore, FTA and APSA recommend offsetting the increased FID cost recovery by regulating against the current terminal access charges regime. This approach, they argue, would alleviate the financial burden on importers and exporters while ensuring that additional funds translate into tangible improvements in trade facilitation.

In summary, while highlighting the importance of safeguarding against biosecurity risks, FTA and APSA urge the government to implement measures that balance cost recovery with immediate trade facilitation benefits.

DCN. (2024). FTA ISSUES BIOSECURITY LEVY PLAN. Retrieved from <https://www.thedcn.com.au/region/australia/fta-issues-three-point-biosecurity-levy-plan/> on 17th April, 2024.





# ROAD HAULAGE CHALLENGES: RISING COSTS AND INNOVATION

The road haulage sector continues to grapple with escalating operational expenses, prompting transport companies to reluctantly pass on the increase to shippers. Transport Intelligence's (Ti) recent road freight survey reinforces the ongoing challenges faced by the industry, citing the significant impact of rising costs amidst a global economic downturn.

Factors such as increased inflation and a global economic crisis have led to higher driver wages, tolls, vehicle maintenance expenses, insurance premiums, and fuel prices. Ti highlights the precarious nature of the sector's thin profit margins, with each cost hike posing a threat to profitability.

Given that fuel accounts for roughly a third of hauliers' operational costs, there are limited options for mitigating these escalating expenses. Ti emphasises that as fuel prices continue to climb, absorbing these costs becomes increasingly unsustainable, necessitating the passing of the burden onto shippers and eventually to consumers.

However, with consumers tightening their purse strings due to inflationary pressures, many road haulage companies find themselves on the brink of insolvency. Moreover, the report acknowledges the persistent challenge of substantial truck driver shortages, a trend expected to worsen according to the International Road Transport Union (IRU).

IRU's research indicates a staggering three million vacant truck driver positions, a figure projected to soar to seven million by 2028 without meaningful efforts to attract and retain drivers. Additionally, the industry faces pressure to invest in digitalisation and sustainable solutions, with data analytics seen as a potential avenue for enhancing vehicle performance and reducing costs.

Investments in alternative fuels and electric vehicles offer a means to circumvent escalating CO2 tolls in Europe, albeit requiring significant capital outlay. However, such investments may prove beneficial for haulage firms with ample financial resources, though they remain a minority in an industry beset by financial challenges.

The imperative for new investments could drive further consolidation within the haulage sector, exemplified by acquisitions like GXO's takeover of Wincanton. Ultimately, as the sector grapples with mounting challenges, embracing digitalisation and sustainability may offer a path toward resilience and long-term viability for those able to make the necessary investments.

Goldstone, C. (2024). Rising costs and lack of drivers means it's still a bumpy road for hauliers. Retrieved from <https://theloadstar.com/rising-costs-and-lack-of-drivers-means-its-still-a-bumpy-road-for-hauliers/> on 17th April, 2024.



# FLOODING DISRUPTS GULF REGION CARGO OPERATIONS

The transportation landscape in the Gulf region has been disrupted following unprecedented rainfall, resulting in flooding at Dubai International Airport (DXB) after a deluge equivalent to two years' worth of rain fell within a 24-hour period.

Yesterday, approximately 300 flights were cancelled, temporarily shutting down the airport. While operations have resumed, Emirates and its cargo division, Emirates SkyCargo, are grappling with operational challenges, including flight cancellations and cargo delays. They advise customers to utilise the tracking module on [skycargo.com](https://skycargo.com) for updated booking details.

Although official communication from DXB regarding cargo operations remains elusive, ground handler dnata assured that all relevant parties are collaborating to address the issue promptly. They are diligently processing every cargo shipment and working closely with partners and authorities to mitigate the impact of adverse weather and subsequent disruptions.

According to sources, many airlines cancelled flights to and from Dubai, leading to a backlog expected to take up to a week to resolve.

Roadways have also been affected, but authorities are working swiftly to clear them.

While acknowledging the severity of the situation, industry experts caution against overstating the disruption. They anticipate cargo deliveries to return to normal levels by Monday. However, challenges persist, with some shipments delayed due to flooded roads, though efforts are underway to alleviate congestion and resume normal operations.

Despite the challenges faced by DXB, some volumes reportedly diverted to Abu Dhabi's Zayed International Airport (AUH). However, switching airports is not straightforward, and AUH has yet to comment on the matter.

Meanwhile, Etihad Cargo assures that their flights are operating as usual, prioritising the safety and comfort of staff and guests. Although airfreight operations bore the brunt of the fallout, maritime operations experienced minimal impact, with only minor delays to berthing reported by SeaLead.

Whiteman, A. (2024). Cargo flows through Dubai delayed by flooding, with 300 flights cancelled. Retrieved from <https://theloadstar.com/cargo-flows-through-dubai-delayed-by-flooding-with-300-flights-cancelled/> on 18th April, 2024.





# STAFF SPOTLIGHT

**COREY WALSH**  
CARTAGE COORDINATOR  
TOMAX LOGISTICS AUSTRALIA



**What is your role at Tomax?**

Air and LCL Transport.

**Name your hobbies/interests?**

Golf and AFL!

**If you could only bring one thing to a deserted island, what would it be?**

My family.

**Your proudest achievement?**

Having children and now coaching them in sports.

**Which AFL team do you barrack for?**

Collingwood!

**Favourite childhood memory?**

Playing football growing up.

**Your dream holiday destination?**

Currently, U.S.A!

**Most used emoji?**

Heart emoji.





# QUICK RIDDLES

---

See if you can solve the short riddles?

- 1) What has an eye but cannot see?
- 2) You answer me, although I never ask you questions. What am I?
- 3) What four letter word can be written forward, backward or upside down and can still be read from left to right?
- 4) You go at red, but stop at green. What am I?
- 5) What is something that never uses its teeth for eating purposes?
- 6) What always ends everything?
- 7) How can someone go eight days without sleep?
- 8) What has a neck but no head?
- 9) Which building has the most stories?
- 10) What can you add to the number one to make it disappear?

Answers:

- 1) A needle
- 2) Phone
- 3) NOON
- 4) Watermelon
- 5) A comb
- 6) The letter 'G'
- 7) Sleep during the night.
- 8) A bottle
- 9) Library
- 10) The letter 'G'



**Australian HQ**  
19/202 Ferntree Gully Rd  
Clayton VIC 3168

**tomax.com.au**  
1300 186 629  
03 9544 4227

