



**TOMAX
NEWS**

Issue 162
10th May 2024

PLUS:



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](#)

BBXU
598022
22G1

MAX. GR.

TARE

NET

CU. CAP.

30,480 KGS
67,200 LBS
2,230 KGS
4,920 LBS
28,250 KGS
62,280 LBS
32.9 CU.M.
1,162 CU.FT.

CONCLUSION OF THE 2023-24 BROWN MARMORATED STINK BUG (BMSB) RISK SEASON

Who does this notice affect?

Stakeholders in the import and shipping industries—including Master Consolidators, vessel masters, freight forwarders, treatment providers, Biosecurity Industry Participants, importers, customs brokers and principal agents— associated with shipping or importing goods that require increased intervention during the 2023-24 BMSB risk season.

What has changed?

On 1 May 2024, the 2023-24 BMSB risk season ended. Goods shipped on board or vessels departing from BMSB identified target risk countries on or after 1 May 2024 will no longer be subject to the BMSB seasonal measures, including Seasonal Pest Inspection (SPI) on arrival. Target high risk goods manufactured in or shipped from target risk countries that are shipped on board vessels between 1 September 2023 and 30 April 2024, remain subject to BMSB measures on arrival regardless of the arrival date. Importers are reminded that it is their responsibility to continue to ensure that any goods imported are free of biosecurity risk material throughout the year, not just during periods of heightened seasonal measures. All vessel masters and agents are reminded of their obligation to continue to report all insect detections in pre arrival reporting.

Master consolidators

Master consolidator declarations will be required to be lodged for containers subject to Seasonal Pest holds that have been shipped on board between 1 September 2023 and

30 April 2024. If your consignment has been shipped on board a vessel on or after 1 May 2024, a NIL RISK declaration is to be made.

Automatic entry processing for commodities (AEPCOMM)

AEPCOMM can continue to be utilised to facilitate the clearance of goods subject to the BMSB seasonal measures. For goods shipped after 1 May 2024 (outside of the BMSB seasonal measures), AEPCOMM can be utilised to assess standard biosecurity measures. Accredited persons must refer to the Approved Commodities webpage and relevant BICON cases when undertaking assessments. 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. Although airfreight operations bore the brunt of the fallout, maritime operations experienced minimal impact, with only minor delays to berthing.

Department of Agriculture, Fisheries and Forestry. (2024). 81-2024: Conclusion of the 2023-24 Brown marmorated stink bug (BMSB) Risk Season. Retrieved from <https://www.agriculture.gov.au/biosecurity-trade/import/industry-advice/2024/81-2024> on 6th May, 2024.



SURGE IN RATE RESTORATION

The resurgence in import demand from Asia is prompting container lines to ramp up their rate restoration efforts.

ANL Containerline recently announced the fifth consecutive General Rate Increase (GRI) in the North & East Asia-Australia and NZ trades. Effective from June 1st, the latest increase amounts to US\$300 per 20' dry/reefer and US\$600 per 40' dry/reefer for all shipments from North East Asia to Australia East Coast & New Zealand. ANL clarified that this increase would be applied on top of the current Spot/FAK rates, subject to all applicable surcharges valid at the time of shipment. This follows similar increases implemented on April 1st, April 15th, May 1st, and May 15th.

While there have been no corresponding announcements from other carriers, market sources indicate a widespread eagerness for rate restoration efforts, with the implemented increases proving effective.

Additionally, ANL disclosed plans for a southbound South East Asia rate restoration program starting from May 15th. This program involves an increase of US\$100 per 20' dry/

reefer and US\$200 per 40' dry/reefer for all shipments, applied atop existing Spot/FAK rates, subject to applicable surcharges.

Although ANL attributes these rate adjustments to “unexpectedly heavy demand,” there appears to be differing opinions among competitors. Some suggest that demand is presently “slightly soft,” with no contemplation of rate increases.

Nevertheless, carriers in both trade routes seem to be supporting rate strengthening through capacity management. Notably, there have been at least eight voyage cancellations across various services over the next few months. With all schedules back to normal following disruptions in late 2023 and early 2024, the withdrawals seem to be primarily related to drydockings, barring any unforeseen circumstances.

Crisp, D. (2024). RATE RESTORATION GATHERING MOMENTUM. Retrieved from <https://www.thedcn.com.au/subscriber-content/rate-restoration-gathering-momentum/> on 9th May, 2024.



FREIGHT INDUSTRY RECEIVES VICTORIAN BUDGET BOOST

On Tuesday (7th May), the Victorian Government reduced its 2024-25 budget, described by one economist as “the most conservative for 10 years”, but has still allocated funds for road and rail freight investment.

The funding includes:

- \$133 million to support the regional rail network, including operating newly-delivered train stabling yards, stations and VLocity trains, and upgrading the 150-year-old historic rail tunnel between Geelong and South Geelong.
- \$104 million for works to keep rail freight moving across Victoria, including encouraging operators to take up rail, reducing trucks on local roads.
- As part of a 10-year \$6.6 billion investment, \$964 million will be spent to maintain Victoria’s road network this coming year alone – including extra funding to clean up damage from flooding. This is nearly double the average spend of \$493 million between 2010 and 2014, the government claims.
- The flooding and storms over summer significantly damaged roads. To help communities in their recovery, an extra \$100 million has been allocated to repairs, including pavements, infrastructure and fixing landslips. The Budget also provides \$17 million

to improve metropolitan Melbourne roads and intersections.

Regional Victoria will also benefit, with \$62 million for upgrades to make regional roads safer and improve freight routes, including:

- Upgrading the Princes Highway East between Melbourne and the Latrobe Valley in Gippsland.
- Upgrading the Sale Alternative Truck Route in Gippsland, creating better freight routes and reducing the number of trucks travelling through the town centre.
- Upgrading the Dimboola Bridge and the Dadswell Bridge on the heavily-used Western Highway freight route.

The government is also preparing for the opening of the West Gate Tunnel in 2025, designating money for new camera technology that will enforce legislated 24/7 truck bans on roads across Melbourne’s inner west communities – taking an expected 9,000 truck movements off local roads.

Additionally, the government will continue to subsidise Port Philip and Yarra River ferry services.

Crisp, D. (2024). FREIGHT GETS VIC BUDGET BOOST. Retrieved from <https://www.thedcn.com.au/news/freight-gets-vic-budget-boost/> on 9th May, 2024.



INSIGHTS INTO A SUSTAINABLE SUPPLY CHAIN

Crafting a sustainable supply chain strategy necessitates navigating a multifaceted terrain with precision. Brendan O’Keeffe, from Circular Supply Chain Advisory, shares insights into pivotal considerations for shaping your approach. Embarking on the journey towards sustainability, Brendan highlights the significance of commencing with a materiality assessment seamlessly integrated into your risk evaluation.

He advised that, “understanding the material aspects of your business and integrating them into your risk assessment process is crucial.” This holistic approach ensures that sustainability initiatives align with the most pertinent issues impacting your supply chain, facilitating effective prioritisation and proactive risk mitigation.

Brendan places emphasis on the instrumental role of supply chain assessment in shaping sustainability strategies and frameworks. He stated that, “identifying the areas of greatest impact and significant risks allows for strategic alignment with sustainability efforts.” This proactive stance empowers organisations to identify improvement opportunities, establish clear objectives, and implement targeted measures fostering positive economic, environmental, and social outcomes across the supply chain.

In the pursuit of decarbonisation, Brendan hones in on the critical importance of assessing key opportunities and adopting robust reporting mechanisms, particularly focusing on Scope 3 emissions. He recommends, “initiating by mapping emissions within your external supply chains and identifying critical decarbonisation opportunities.” This strategic assessment aids in pinpointing emission hotspots,

deploying effective mitigation strategies, and monitoring progress towards carbon reduction objectives, ultimately fostering a greener and more sustainable supply chain.

Furthermore, promoting supplier partnerships and mutual objectives is essential in this endeavour. Embracing resource recovery and circular procurement unlocks substantial prospects for sustainable supply chain management. Brendan urges organisations to concentrate efforts on circular economy impacts, asserting that, “resource recovery and circular procurement offer abundant opportunities.” By embracing circular practices such as refurbishment, remanufacturing, and recycling, businesses can reduce waste, conserve resources, generate economic value, and bolster product longevity throughout the supply chain.

Additionally, navigating governance and legislative frameworks is pivotal for ensuring compliance and fostering responsible reporting practices. Brendan affirms that, “understanding local and global governance and legislative frameworks is essential.” Staying abreast of regulatory mandates and industry standards empowers organisations to mitigate legal risks, uphold ethical standards, and showcase dedication to sustainability to stakeholders and consumers.

Developing a sustainable supply chain mandates a systematic approach encompassing materiality assessment, strategic evaluation, emissions reduction, circular procurement, and governance compliance.

PCM Admin. (2024). What is the roadmap for your sustainable supply chain? Retrieved from <https://mhdsupplychain.com.au/2024/05/08/what-is-the-roadmap-for-your-sustainable-supply-chain/> on 10th May, 2024.



IMPORTS AND EXPORTS ON THE RISE

New data released by London-based Container Trade Statistics (CTS) indicates a significant surge in global container volumes, reaching approximately 15,560,078 TEU in March 2024. This marks a notable increase from February's 13,396,864 TEU, affirming the positive momentum reported by leading container carriers in the first quarter.

Despite the uptick in volumes, the price index experienced a downturn, dropping to 85 in March, down from 89 in February and 88 in January.

In the Australasia & Oceania region, export volumes continued their upward trajectory observed since January, reaching 277,233 TEU in March, compared to 234,337 in February and 206,191 in January. This year's figures also surpass last March's export volume of 246,176 TEU.

Analysis of CTS's graph reveals that exports remained relatively stable from April to August 2023, before experiencing declines in September through December, followed by a further drop in January 2024.

March 2024 also saw an increase in imports, totaling 361,330 TEU, up from 327,359 TEU in February and 357,643 in January. In

comparison, March 2023 recorded 329,745 TEU in imports, indicating a more optimistic outlook for import activity this year. Examining CTS's monthly totals for 2023, it's evident that imports exhibited a steady rise from May to a peak in September, with a secondary peak in December.

However, outbound rates continued to decline in March. Rates from Australasia/Oceania to various regions experienced year-on-year decreases, including Europe (-9.7%), the Middle East & ISC (-39.3%), and the Far East (-38.4%). Similarly, North American trade witnessed declines in northbound rates (-19.9%).

For imports, the situation wasn't any brighter, with significant year-on-year drops observed in rates from Europe, the Middle East & ISC, North America, and intra-Australasia/Oceania. These declines in rates, juxtaposed with the rising volumes, underscore why carriers are increasingly seeking rate increases across multiple trade routes.

As always, CTS advises that the figures are preliminary and subject to adjustment upon receipt of additional information.

Crisp, D. (2024). IMPORTS AND EXPORTS SHOWING RISING TRENDS. Retrieved from <https://www.thedcn.com.au/region/australia/imports-and-exports-showing-rising-trends/> on 9th May, 2024.



FRIDAY FUNNIES

We hope the following jokes put a smile on your face!

Before you criticise someone, walk a mile in their shoes. That way, when you do criticise them, you're a mile away, and you have their shoes.

Evening news is where they begin with "Good evening," and then proceed to tell you why it isn't.

I have an inferiority complex, but it's not a very good one.

What do you call a lazy kangaroo?
A pouch potato.

My wife told me to stop impersonating a flamingo. I had to put my foot down.

Why should you wear glasses to maths class? Because it helps with division.

What's the difference between a well-dressed cyclist and a scruffy guy on a tricycle? A tire.

How do you find Will Smith in the snow? Look for the "Fresh Prints."

What's a potato's favorite form of transportation? The gravy train.

My housemate is a huge Richmond Tigers fan so when the Richmond Football Club made it to the finals, this was a big deal to her as they hadn't been in the grand final since 1982 (way before she was born). Unfortunately, she hadn't expected them to make it to the grand finals so when she was planning her wedding she had picked that same spring afternoon. Devastated as she realised she couldn't possibly do both, she resigned herself to making the difficult choice, the only choice, and posted on Facebook "If anyone would like to take my place this Saturday, 2 pm at St Mark's Chapel, let me know."

