



TOMAX  
NEWS

Issue 182  
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**PLUS:**



# MARKET SUMMARY

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- With Chinese manufacturers closed for the May holiday period the reduced demand has put downward pressure on freight rates for shipping ex: China. Lines moved to implement blank sailings as usual but have not been able to sustain rates at the April levels.

- The industry is currently seeing a huge demand for integration between internal and external operating systems to

simplify data flows, enhance integrity and timeliness of information, and increase efficiencies in operations.

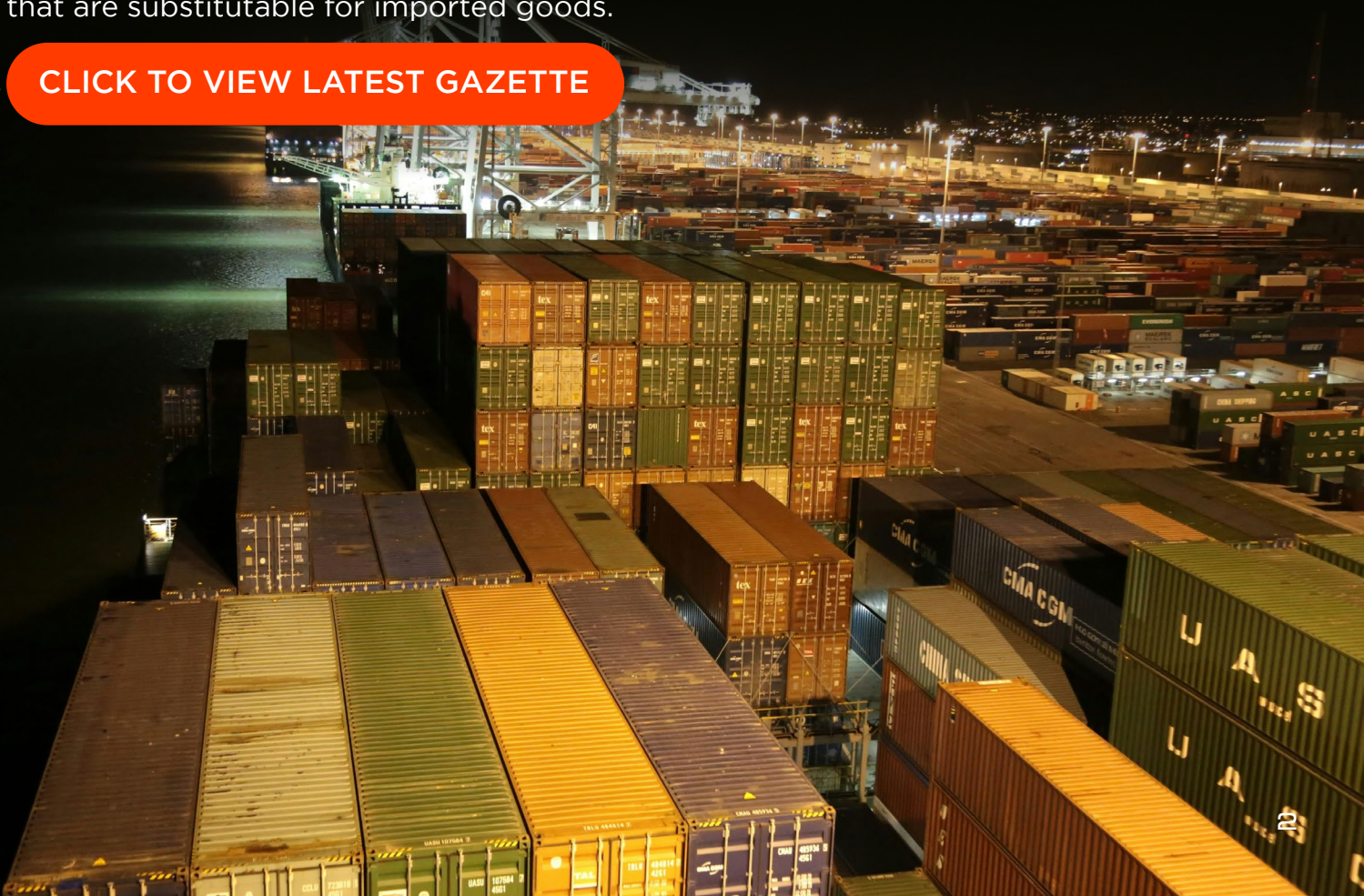
The team at Tomax is a market leader in these integrations and for more information you can speak to our team on 1300 186 629 on how we can assist you in this key area.

# TARIFF CONCESSIONS GAZETTE (TC)

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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.

[CLICK TO VIEW LATEST GAZETTE](#)





# WHITE HOUSE EASES AUTO TARIFFS

**U**.S. automakers are expected to receive some relief after the White House announced plans to ease import duties on foreign-made vehicle components.

Commerce Secretary, Howard Lutnick, confirmed the move, stating that President Trump had approved a plan allowing automakers to apply for partial reimbursement of the tariffs imposed last month. "President Trump is building an important partnership with both the domestic automakers and our great American workers," said Mr Lutnick.

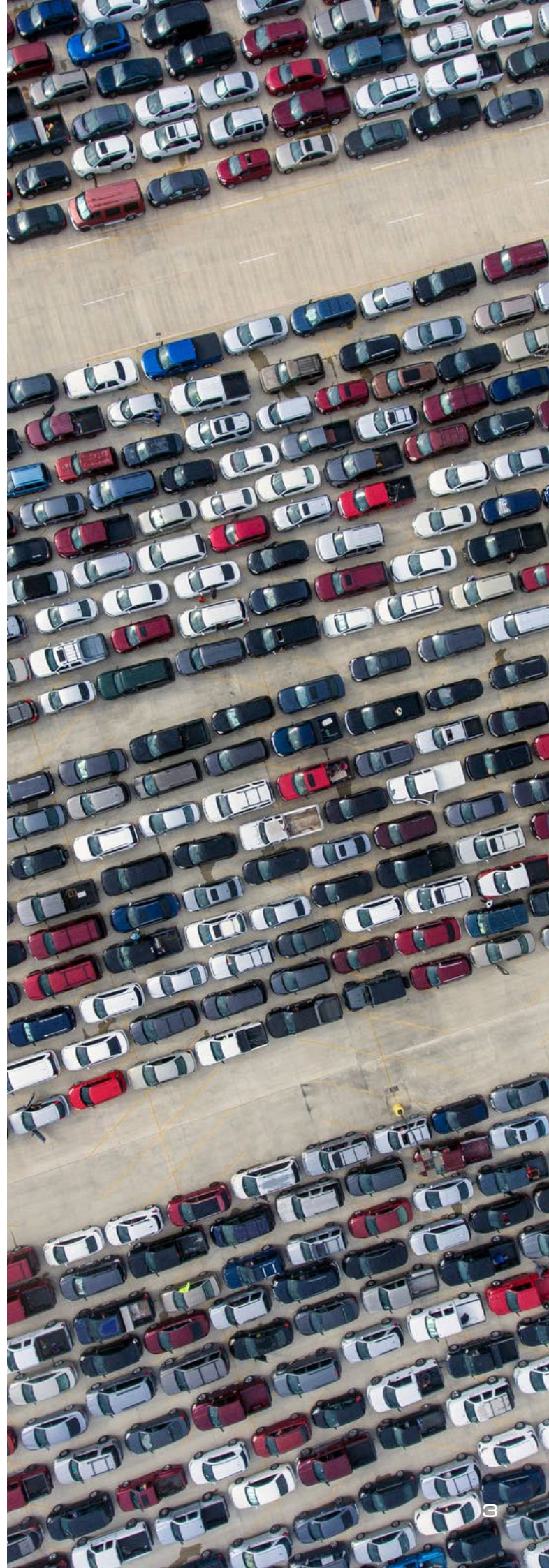
The reimbursement plan will be tied to the proportion of a vehicle's value produced within the United States. Vehicles with 70% U.S.-made content will qualify for greater reimbursement than those with only 50% domestic content.

While tariffs on fully imported vehicles will remain in place, the new policy will include exemptions from certain other levies—most notably on aluminum and steel. These exemptions are expected to be officially announced later today.

In response to the news, General Motors (GM), C.E.O. Mary Barra, was quick to commend the president, saying his leadership is "helping level the playing field for companies like GM." Ford C.E.O., Jim Farley, echoed the sentiment, saying it would help mitigate the impact of tariffs on automakers, suppliers and consumers.

This latest announcement signals a shift in the administration's stance on tariffs. Industry sources have suggested in recent weeks that such a reversal was likely, interpreting the initial tariffs as a negotiating tactic rather than a fixed policy.

Whiteman, A. (2025). US automakers breathe easier as Trump eases tariffs on foreign components. Retrieved from <https://theloadstar.com/us-automakers-breathe-easier-as-trump-eases-tariffs-on-foreign-components/> on 30th April 2025.





# CONCLUSION OF THE 2024/25 BMSB SEASON

**F**reight & Trade Alliance (FTA) and the Australian Peak Shippers Association (APSA) have received an update from the Department of Agriculture, Fisheries and Forestry (DAFF), confirming the official end of the 2024–25 Brown Marmorated Stink Bug (BMSB) Risk Season.

As part of DAFF's Simplified Targeting and Enhanced Processing Systems (STEPS) Program, updated reports and data on the use of Approved Arrangement Class 19.2—support greater cargo visibility and more efficient reporting for industry stakeholders.

This notice applies to stakeholders involved in the import and shipping industries, including: Master Consolidators, Vessel Masters, Freight Forwarders, Treatment Providers, Biosecurity Industry Participants, Importers, Customs Brokers and Principal Agents. These parties are responsible for the movement of goods that require heightened intervention during the BMSB risk season.

The BMSB seasonal measures concluded on 1 May 2025. Goods shipped on or after this date from identified BMSB risk countries are no longer subject to BMSB-specific seasonal requirements. Target high-risk goods shipped between 1 September 2024 and 30 April 2025 from BMSB-risk countries remain subject to

BMSB protocols, regardless of arrival date. Importers remain responsible for ensuring their goods are free of biosecurity risks at all times—not just during the BMSB risk season.

Ro-Ro vessels will continue receiving Seasonal Pest Questionnaires (SPQs) as part of pre-arrival reporting until 30 June. Vessels that have berthed, loaded, or transhipped from BMSB-risk countries during the season, or that report any pest concerns, will undergo mandatory Seasonal Pest (SP) inspections upon arrival. Vessel masters and agents must continue reporting all insect detections in pre-arrival documents.

For containers shipped between 1 September 2024 and 30 April 2025, declarations must still be lodged for those under Seasonal Pest holds. For consignments shipped on or after 1 May 2025, a NIL RISK declaration is required.

Class 19.2 remains available to support the clearance of goods under BMSB seasonal measures. For goods shipped from 1 May 2025 onwards, Class 19.2 may be used to apply standard biosecurity measures. Accredited persons must consult the Approved Commodities webpage and relevant BICON cases during assessments. For help using Class 19.2, contact the AEP team via email.



# THE GLOBAL COST OF A TRADE WAR

Chinese diners at American barbecue restaurants in Beijing are grappling with a sense of lost authenticity, as the beef on their plates now originates from Australia instead of the U.S.

While some may see this as a patriotic move, the reality is that with a 125% tariff on U.S. imports, cost pressures are driving the switch. This situation highlights a broader truth echoed by many trade experts in recent weeks: “everybody loses in a trade war.” Consumers, importers, exporters and the logistics providers who move goods across borders all suffer.

One source advised that the U.S. is feeling more of the impact than other countries. Unlike restaurant owners in China who can switch to other suppliers, U.S. importers and exporters face limited alternatives after the government imposed sweeping tariffs on global trade. “We see it happening in manufacturing, but more sporadic. But if this keeps up, it will spread there as well,” he added. So far, he said, the U.S. agriculture sector has borne the brunt of the damage.

American manufacturers are also starting to feel the pinch, facing higher costs due to tariffs on imported parts and components. This could cause them to lose out on business due to reduced price competitiveness.

Still, a few industries are benefiting from the trade barriers. Australian beef exporters have gained ground in China, while some U.S. companies enjoy less foreign competition domestically.

Joseph Firrincieli, sales manager at the OEC Group pointed out that some U.S. producers are thriving. “US firms selling to domestic

customers faced starkly reduced competition. US steel and aluminium manufacturers and alcoholic beverage producers should be doing rather well in the US market,” he said.

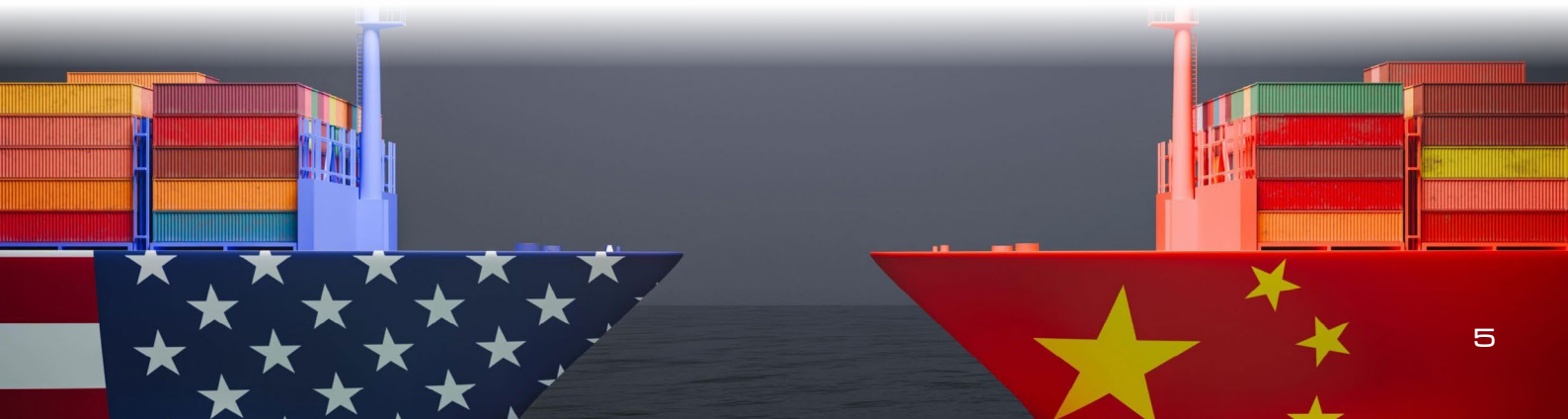
It was noted that most businesses are adopting a cautious stance, avoiding new orders or shipments until the trade outlook becomes clearer. “Wait-and-see” has become the dominant approach, as companies rely on inventory stockpiled ahead of tariff hikes.

In the meantime, businesses are reassessing their sourcing strategies. Latin America is emerging as a promising alternative, due to the region being relatively unaffected by U.S. tariff policies.

Looking ahead, the big question remains: how long will this uncertainty last? And what happens if buyers establish new supplier relationships? Once these buyers find other sources, will they come back to the US after the trade war ends? Firrincieli believes trade activity could surge once the tariff situation is resolved. “If the situation is resolved by June or July, this will get into the peak season, which could result in a space crunch, equipment shortages, and massive backlogs – it could be COVID all over again,” he warned.

However, one area showing strong demand, is bonded storage. “Interest in bonded warehouses and foreign trade zones has been lively,” an expert reported. The Journal of Commerce noted a significant spike in bonded storage usage in Canada, with one source citing a fourfold increase this month by U.S. importers seeking flexibility amid trade uncertainty.

Putzger, I. (2025). Few winners in a bitter trade war that's not to everyone's taste. Retrieved from <https://theloadstar.com/few-winners-in-a-bitter-trade-war-thats-not-to-everyones-taste/> on 30th April, 2025.





# WAREHOUSING BOOM AHEAD IN AUSTRALIA

Australia's warehousing and storage industry is on track for a strong expansion through 2034, according to a new report by Towards Packaging. The growth is being driven by surging e-commerce activity, rising demand for temperature-controlled logistics and increasing adoption of automation technologies.

In 2024, the Australian Capital Territory and New South Wales led the market by share, while Victoria and Tasmania posted the fastest growth. Refrigerated warehousing stood out as the largest segment, reflecting the growing need for cold chain solutions to support food, pharmaceutical and medical goods.

Private warehousing continues to dominate, particularly serving the food and beverage sector. Meanwhile, shared warehousing is gaining traction for its cost-effectiveness and flexibility, especially among small and mid-sized enterprises.

The report highlights the transformative impact of technology, with automation, AI, and smart inventory systems enhancing efficiency and accuracy. Sustainability is also becoming a priority, with operators adopting green building practices and energy-efficient systems.

As businesses push for faster fulfilment and stronger supply chain resilience, warehousing is taking on a more central role in Australia's logistics ecosystem. With continued infrastructure investment and broad industry demand, the sector is well-positioned for long-term growth.

Hazell, P. (2025). Australia's warehousing market on track for major expansion. Retrieved from <https://mhdsupplychain.com.au/2025/04/24/australias-warehousing-market-on-track-for-major-expansion/> on 1st May, 2025.





# STAFF SPOTLIGHT

## DAMIEN KERR SYSTEMS DEVELOPER TOMAX LOGISTICS AUSTRALIA

### What is your role at Tomax?

I am a Software Developer.

### Name your hobbies/interests?

Shooting... Photos (Photography!), camping, travel, making things and programming.

### If you could only eat one thing for the rest of your life, what would it be?

Burgers!

### Do you have any goals you wish to achieve?

My goal is to develop a widely used software or a video game. I studied video game programming and it is my dream to make my own game.

### What do you believe is the greatest invention of all time?

Transistor.

### Your favourite travel destination?

The best holiday I went on was when I travelled for 1 month exploring Vietnam by motorcycle. I biked from Ho Chi Minh to Hanoi!

### Do you have any hidden/unhidden talents?

I like to solve puzzles and working with my hands and creating things.

### A TV show, movie or book you recommend?

Berserk (1997 - series)

The Thing (1982 - movie)





# FRIDAY FUNNIES

We hope these jokes make you laugh!

What happened when two slices of bread went on a date?

It was loaf at first sight.

I had a quiet game of tennis today.

There was no racket.

Why did the electric car feel discriminated against?

Because the rules weren't current.

Watch what you say around the egg whites.

They can't take a yolk.

I got a new pen that can write under water.

It can write other words too.

I went to the aquarium this weekend, but I didn't stay long.

There's something fishy about that place.

Why can't dinosaurs clap their hands?

Because they're extinct.

I gave my handyman a to-do list, but he only did jobs 1, 3, and 5.

Turns out he only does odd jobs.

Who won the neck decorating contest?

It was a tie.

Dogs can't operate MRI machines.

But catscan.

I'm so upset—my barber said he can't cut my hair any longer.

He can only cut it shorter.

What kind of fish do penguins catch at night?

Star fish.

My dog just ate a \$100 note.

I guess he has expensive taste.

I'd love to have kids one day.

But that's as long as I can handle them.

How many storm troopers does it take to change a lightbulb?

None, because they are all on the dark side.



Answers for 'Spot the 5 Differences' Issue 181



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