



TOMAX
NEWS

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PLUS:

MARKET SUMMARY

- The following shipping lines have updated their policies relating to the number of free days provided with containers before they must be returned empty in Australia. Previously offering 10 free days, OOCL, Yang Ming and PIL have now decreased the number of days on offer in an obvious attempt to bolster their revenues.

Conditions are already difficult for importers to avoid container detention with transport companies requiring around 3 business days notice before promising to return empties, coupled with delays in retrieving containers from the terminals in the first place. This move by shipping lines only increases the pressure on importers to empty containers quickly.

Shipping Line	Old Free Days	New Free Days
OOCL	10 Free Days	9 Free Days
Yang Ming	10 Free Days	7 Free Days
PIL/Pacific Asia Express	10 Free Days	8 Free Days

- China and the US have agreed to a 90 day pause on their reciprocal tariffs in a potential cooling of the trade-war between the world's largest economies. The drop in rates was effective from Wednesday 14th May and sees a 115% reduction in duty rates on Chinese goods entering into the USA. The inevitable rush is now on with demand for space on vessels from China to the USA already outstripping supply. Rates are spiking with increases of USD 2000 per 40' container already being announced.

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.

[CLICK TO VIEW LATEST GAZETTE](#)

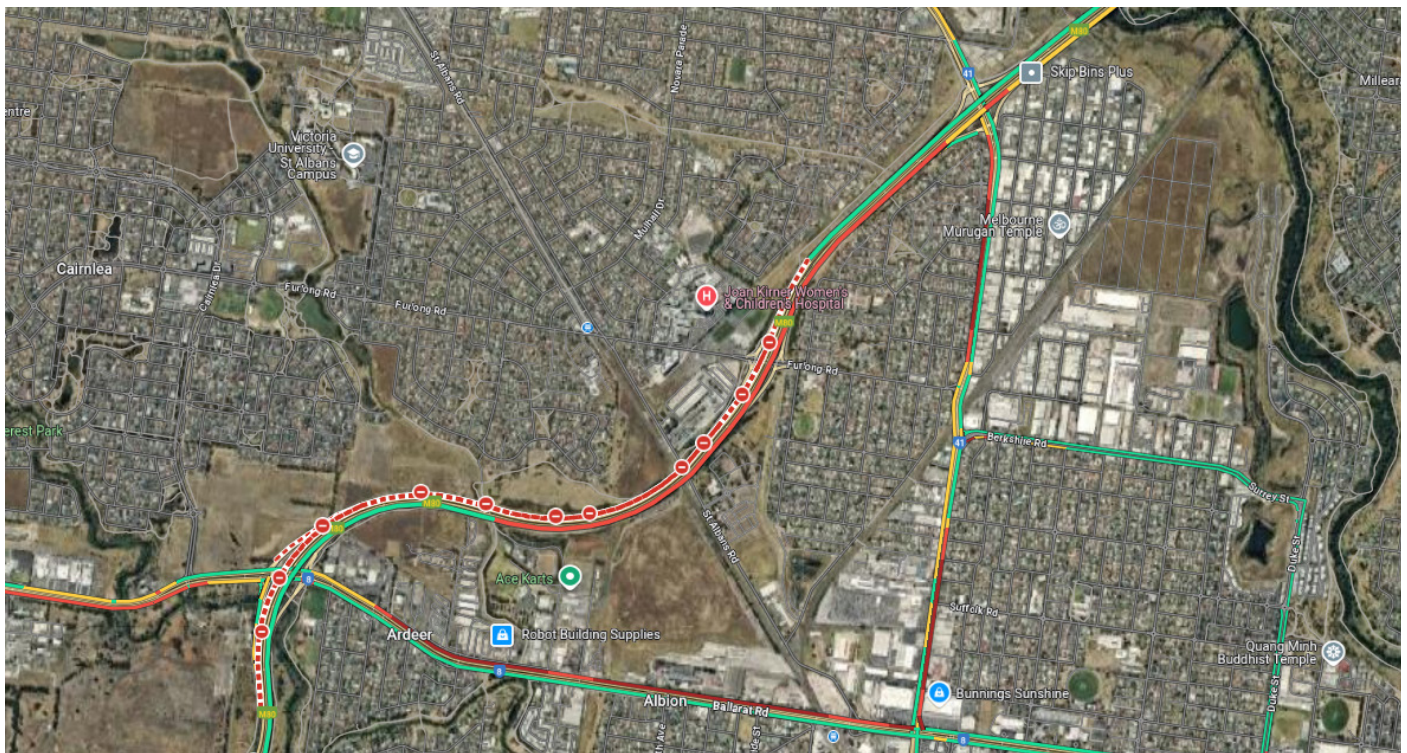


VICTORIA MAJOR TRAFFIC DELAYS - WESTERN RING ROAD (OUTBOUND)

This morning saw significant traffic delays on Western Ring Road Outbound (M80). According to VicTraffic, closures took place in all Greensborough-bound lanes of the M80 Ring Road between Ballarat Road and Sunshine Avenue, following a major collision near Furlong Road.

If you have any queries, please do not hesitate to contact one of our friendly Tomax team members on 1300 186 629.

As a result, these disruptions may impact scheduled delivery and pickup times.



ALC URGES FREIGHT REFORM

The Australian Logistics Council (ALC) has reaffirmed its support for the re-elected Albanese Government, urging greater national focus on freight policy to reinforce Australia's supply chains.

In a statement issued on 6 May, ALC C.E.O. and Managing Director Dr Hermione Parsons congratulated Prime Minister Anthony Albanese and the Australian Labor Party on their election win. She also emphasised the freight sector's critical role in maintaining economic stability and everyday life.

"Our industry moves over 800 billion tonne-kilometres of freight annually and supports more than 1.2 million jobs," Dr Parsons said, "with supply chains facing increasing pressure from global disruptions, domestic infrastructure constraints and persistent workforce shortages, it is essential that freight policy remains front and centre in the Government's economic and productivity agenda."

The ALC welcomed the government's ongoing commitment to infrastructure investment, decarbonisation, and workforce development. However, it also called for better national coordination to address inconsistent regulations and boost productivity across the freight network.

"Our industry faces growing expectations to deliver faster, cleaner, and more transparent freight services," Dr Parsons said, "meeting

these expectations requires coordinated long-term planning, regulatory reform and accelerated investment in smart infrastructure and low-emission transport technologies."

Key priorities identified by the ALC for this term include:

- Reducing rail freight and intermodal bottlenecks
- Supporting infrastructure for zero-emission vehicles
- Integrating freight needs into planning frameworks
- Harmonising freight regulations nationwide
- Updating workforce policies to meet "modern demands

Dr Parsons also called on the Federal Government to accelerate the rollout of the National Freight and Supply Chain Strategy. She stressed the importance of accountability and visibility in urban freight planning, protecting transport corridors and improving freight data use.

"Freight operators are on the frontline every day—supporting communities, enabling trade, and contributing to national resilience," she said, "we look forward to working with the Albanese Government to ensure policy, regulation and investment settings enable this transition."

Hazell, P. (2025). ALC urges Albanese Government to keep freight policy front and centre. Retrieved from <https://mhdsupplychain.com.au/2025/05/13/alc-urges-albanese-government-to-keep-freight-policy-front-and-centre/> on 13th May 2025.



TARIFF CONFUSION FUELS BOOKING SURGE

Shippers may be facing unexpected complications from the temporary 90-day tariff reduction on China-US trade, as a surge in volume bookings raises fresh concerns. On Monday, Treasury Secretary Scott Bessent announced that the US would lower tariffs on Chinese goods from 145% to 10%, while maintaining a separate 20% tariff on fentanyl. China also confirmed a reciprocal cut to 10% on US goods — a move that would last for 90 days.

However, confusion emerged after a White House statement clarified that while tariffs enacted on April 8 had been lifted, “duties imposed prior to 2 April” would remain in place. According to the White House, these remaining tariffs include “Section 301 tariffs, Section 232 tariffs, tariffs imposed in response to the fentanyl national emergency invoked pursuant to the International Emergency Economic Powers Act, and ‘most favoured nation’ tariffs”.

Tim O’Keefe, CEO of machinery parts distributor Huyett, interpreted this to mean that there had “been no meaningful changes to the tariffs affecting iron, steel, and their derivatives”. He added, “in fact, tariffs on fasteners from China have increased by 45% since the beginning of the year, and imports from Taiwan, Vietnam, India, Mexico, and Canada face a 25% duty. In other words, the fundamental cost pressures remain firmly in place.”

Roughly 60% of Chinese goods are still subject to the Section 301 tariffs, first introduced during former President Trump’s initial term, which stand at just over 20%. Trade consultancy the Hinrich Foundation emphasised that shippers must not overlook the ongoing tariff structure that existed before the so-called “Liberation Day” announcement. It explained, “a large, growing list of products are covered by sector-specific tariffs of 25%, which apply to steel, aluminium products made with these metals, as well as autos and auto parts. “Goods that had Section 301 tariffs in place from Trump 1.0 (and the Biden administration) must also continue to pay these tariffs, pushing totals closer to 50%, or more. Some products are also subject

to additional duties under anti-dumping or countervailing duty decisions.”

The foundation also noted that many items still fall under the pre-existing most favoured nation (MFN) tariff schedule. Although average MFN rates may be low, it warned that “there are some peaks which can be substantial”. It further cautioned that public focus on tariff relief had “dramatically underestimate[d] the actual number of tariffs imposed on Chinese imports”. Citing multiple presidential executive orders, it added, “the number of changes to tariff policy in the past 100 days of the administration has been challenging to track. In addition to this have been the president’s frequent and confusing social media broadcasts.” Traders that are used to waiting for guidance from US Customs and Border Protection (CBP) to confirm technical details have often been given only a few hours of notice.”

As the 90-day tariff reduction officially began yesterday, questions remain over how well shippers and their forwarders understand the complex policy landscape. Ben Tracy, VP of strategic business development at Vizion, observed that booking activity spiked sharply within a day of the rollback announcement — rising by an extraordinary 277%. Mr Tracy posted on LinkedIn, “first day of the 30% tariffs on Chinese goods, and how have bookings changed? I looked at a rolling seven-day average for bookings TEU China-US. Looking at last Monday (5 May), that figure was 5,709 TEU, as of yesterday [it] is at 21,530 TEU. That is a massive increase of 277% in one week.



Whiteman, A. (2025). Shippers should check out the ‘small print’ in China-US tariff cuts. Retrieved from <https://theloadstar.com/shippers-should-check-out-the-small-print-in-china-us-tariff-cuts/> on 16th May, 2025.

GPS SPOOFING SUSPICIONS

Ships have dealt with the threat of GPS spoofing for more than a decade, making it one of the most persistent forms of cyber-interference in maritime operations. But if current expert assessments are accurate, the 85,760 dwt MSC Antonia, which ran aground in the Red Sea over the weekend while en route to Jeddah, may represent one of the first direct casualties of such interference. The vessel strayed significantly from its intended course, coming dangerously close to Yemen's coastline before grounding—raising suspicions that GPS spoofing may have played a role.

Cyber-interference has increasingly plagued Red Sea navigation since the outbreak of the Israel-Palestine conflict. In response to the regional instability, many vessels have been disabling their AIS transponders to avoid becoming targets for Houthi-launched missiles. At the same time, Iranian-aligned Revolutionary Guard ships have been reportedly operating covertly in the Bab Al-Mandeb Strait to provide targeting intelligence for Yemen-based proxies. According to maritime data analytics firm WindwardAI, MSC Antonia may not have been intentionally targeted by hostile actors. Instead, it appears to be “part of a wider trend in the Red Sea,” where approximately 180 vessels were affected by similar incidents in the first quarter of this year.

Windward has noted a dramatic rise in jamming activities. “The average distance vessels ‘jump’ to when their AIS is jammed grew dramatically, from 600km in Q4 24 to 6,300km in Q1 25,” said Ami Daniel, CEO of Windward, this week. The ease of access to GPS spoofing equipment and the broad range of possible motivations behind such attacks make it difficult to pinpoint exact causes.

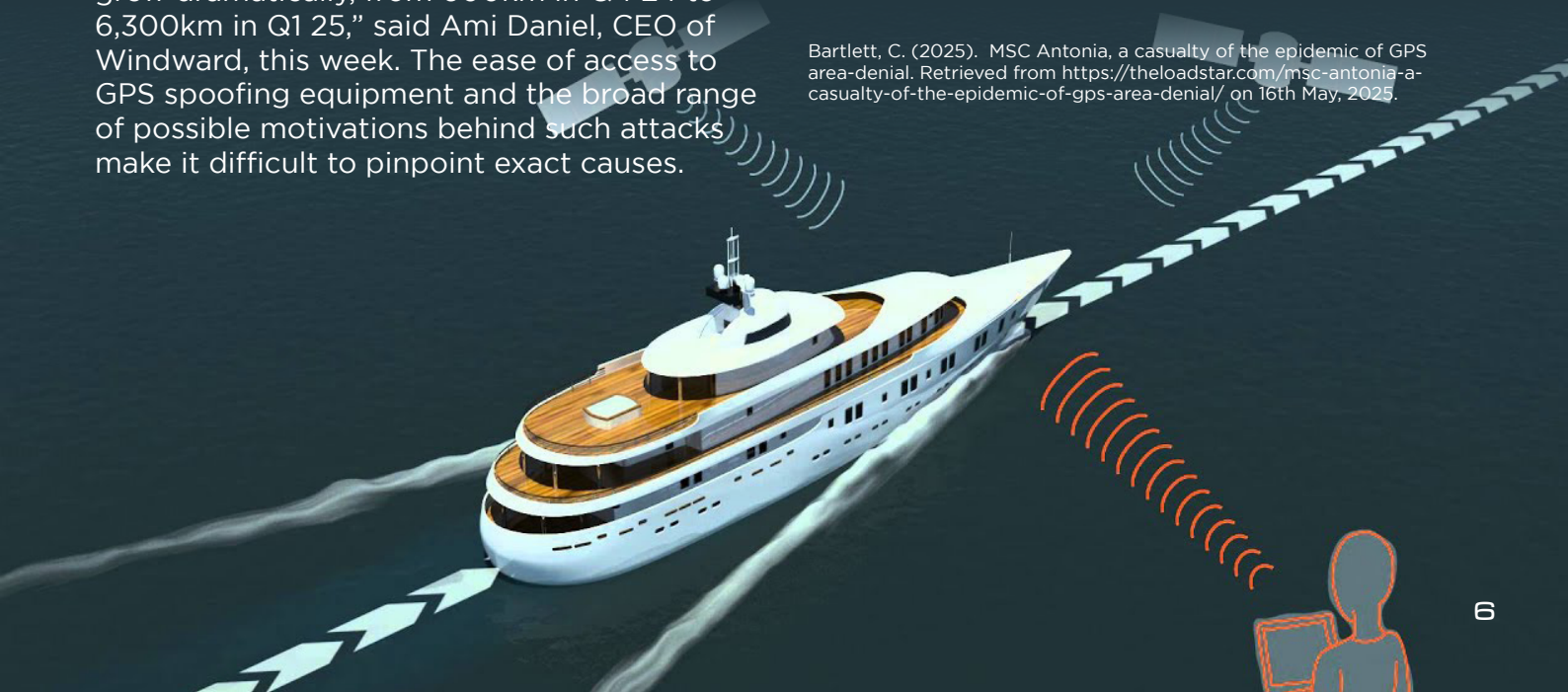
“A couple of years back you had one with the Swedish Navy apparently all going out into the Baltic Sea at once – that was just someone manipulating the AIS signals,” said Norma Cyber CTO Øyvind Berget. “We have seen GPS jamming increase enormously, recently mostly in the Eastern Mediterranean and North of Libya, sometimes in the Black Sea.” He also pointed out that some disruptions are not aimed specifically at maritime targets. “Since the Russia-Ukraine war, we see non-stop jamming [in the Black Sea]... that was because of the drones.”

This growing threat is particularly concerning given that around half of maritime accidents stem from navigational errors. While crews do have several backup methods for verifying their position, the risk remains high.

To combat this, alternative navigation technologies are being developed. Solutions such as LIDAR and enhanced optical navigation—using high-resolution cameras—are in progress, particularly for future autonomous shipping. Meanwhile, the defense and aerospace industries are advancing celestial-aided navigation systems. As Honeywell Aerospace puts it, the technology offers “...a passive, un-jammable solution with GPS-like accuracy in GPS-denied or spoofed conditions, capable of an accuracy of 30m.”

While the MSC Antonia may be an early example of a vessel disrupted by GPS hacking, it is unlikely to be the last.

Bartlett, C. (2025). MSC Antonia, a casualty of the epidemic of GPS area-denial. Retrieved from <https://theloadstar.com/msc-antonia-a-casualty-of-the-epidemic-of-gps-area-denial/> on 16th May, 2025.



STAFF SPOTLIGHT

BEN ROPITINI DRIVER TOMAX TRANSPORT VIC

What is your role at Tomax?

I am a Driver at Tomax Transport.

Name your hobbies/interests?

I can't get enough of Sports (Rugby Union, Netball, Basketball & Swimming), coaching/mentoring youth and horticulture. Having downtime with my partner and our fur babies is my favourite part of the day.

Next travel destination on your bucket list?

Home - Aotearoa, New Zealand! I haven't been home in years and it's time to put my feet back on my whenua (homeland) and reconnect with all my whānau (family).



Your proudest achievement?

I have a lot to be grateful for so far in life, so my proudest achievement is yet to come!

The last movie/TV show you watched?

Wheel of Time.

If you could have any magical power, what would it be?

Control Inter dimensional travel and explore realms.

Do you follow any sports? If so, what is your favourite team?

I'm a die hard supporter of the Silver Ferns and All Blacks - Backing Black all day!



A life motto or quote you live by?

My Nan taught us humility and service. We have a whakataukī (proverb) we live by - "Kōore te kumara e kōrero mō tōna Ake reka" - The sweet potato doesn't boast how sweet it is!



QUICK SUDOKU

See if you can solve the following Sudoku puzzle?

Solution: