



TOMAX NEWS

PLUS:

Issue 29
23rd April 2021



LATEST NEWS



PORT BOTANY WORKERS UNDERGO COVID-19 TESTING

Covid-19 testing is underway for 18 Port Botany workers, after vessel crew who docked at the Port tested positive for Covid-19.

VESSEL INGE KOSAN (IMO 9525194) MOVEMENTS

31st March: Arrived at Port Botany's Bulk Liquid Berth 1, from Papua New Guinea.

1st April: Vessel was loaded with propane and began departure for Vanuatu.

9th April: Stopped in Ifira Point, Vanuatu near Port Villa. One of the crew members was found dead who tested positive for Covid-19. However, the cause of death was unknown as no autopsy was carried out.

11th April: Ship proceeded to Solomon Islands. After realising a crew member was missing, the vessel returned to Port Villa. Once arrived, Vanuatuan authorities detained the ship where investigations took place.

22nd April: 11 out of 13 crew members test positive to Covid-19.

Now: Released from detention, the vessel is off the coast of Vanuatu.

PORT BOTANY WORKERS

18 Port Botany workers, who interacted with the vessel and its crew, are undertaking precautionary Covid testing and will be in isolation until results are received. During its stay, strict Covid protection protocols remained adhered to. At this stage, 11 of the 18

workers have received negative Covid results, according to NSW Ports.

THE MARITIME UNION OF AUSTRALIA

This incident justified the union's repeated warnings that the current biosecurity system – which is reliant on ships self-declaring any reported illnesses onboard before COVID testing is undertaken – is deeply flawed. Writing to all members of the National Cabinet on Tuesday, MUA National Secretary Paddy Crumlin warned of the substantial public health threat and outlined a proposal for immediate reforms to minimise the risk. The Union's recommendations, include:

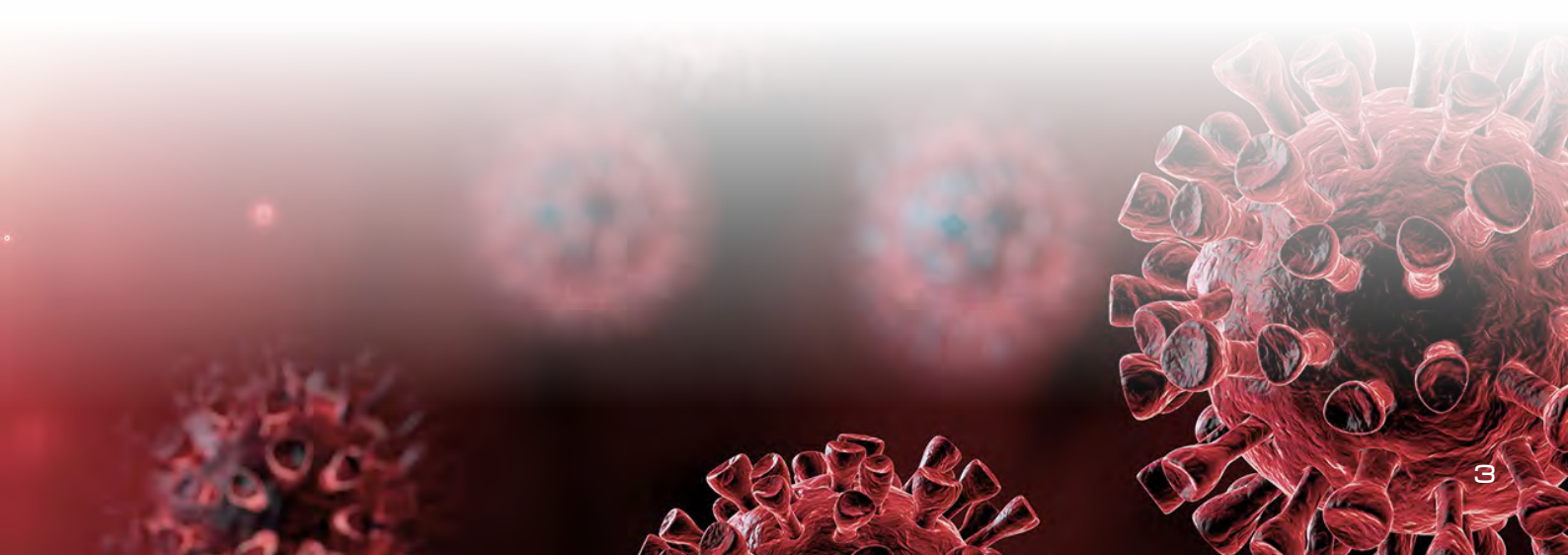
- the introduction of rapid COVID testing of all international seafarers at arrival berths;
- immediate isolation and testing of stevedoring and maritime workforces at relevant berths following positive COVID tests among arriving seafarers;
- provision of health support for the crew, including treatment and efforts to prevent further spread of the virus on the vessel; and
- declaring Australian maritime workers key workers and adding them to the essential worker rollout of voluntary vaccinations.

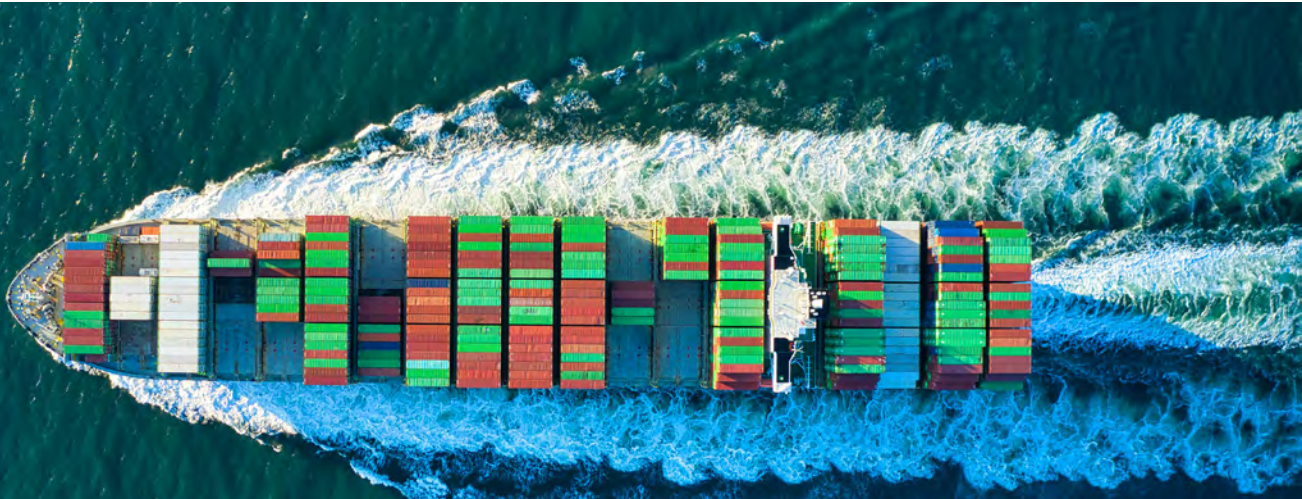
Mr Crumlin believes the flawed COVID biosecurity measures in place at Australian ports, were exposed by the recent incident and urged for a nationally consistent testing regime for arriving crews. He said, "the current arrangement, where COVID testing only takes

place if a ship self-declares symptoms, is completely flawed and needs to be urgently overhauled. Had testing taken place when the Inge Kosan berthed, the COVID cases onboard would have been immediately identified, the seafarers would have received medical care – potentially saving a man’s life – and the Australian workers would have been immediately isolated and tested. Instead, we’ve seen an outbreak spread throughout this ship, one seafarer die and a three-week period where COVID could have been spreading into the Australian community. Australian port workers, who interact with international ships every day, are currently functioning as the only barrier between COVID and the Australian community.”

He added that the union’s repeated warnings were dismissed, with the federal government and National Cabinet failing to implement nationally reliable biosecurity measures. “Currently, even access to vaccines varies between states, with maritime workers in some parts of the country given priority access while others continue to miss out,” Mr. Crumlin explained, “these failings not only have serious implications for public health; they threaten Australia’s maritime trade and broader economic security. The best way to reduce the risk of community infection is through early detection and intervention, allowing prompt and accurate contact tracing and immediate isolation of anyone suspected of coming into contact with an affected vessel. Federal, state and territory governments need to urgently fix this broken system before lives are lost.”

Source: Ackerman, I. (2021). Botany Port workers exposed to Covid-19, awaiting test results. Retrieved from <https://www.thedcn.com.au/2021/04/23/botany-port-workers-exposed-to-covid-19-awaiting-test-results/> on 23rd April, 2021.





MARINE CARGO INSURANCE – YOUR QUESTIONS ANSWERED

In the wake of recent incidents including the Suez Canal blockage and multiple vessels losing containers overboard during transit, Tomax has received several queries about cargo insurance and what it entails. In this article we seek to provide some general information to assist clients with making decisions relating to cargo insurance.

So what is Marine Cargo Insurance?

Marine Cargo Insurance protects your business against the loss or damage of goods whilst in transit including loading, unloading and whilst goods are held in transit until the goods reach their final destination.

Who needs Marine Cargo Insurance?

If your business activities include the transit of goods by land, rail, air or sea then you could face a significant financial loss if the goods are lost or damaged whilst in transit. If you regularly receive or send goods then you should seriously consider an Annual Marine Cargo Insurance policy.

What actually is covered by insurance?

An Annual Marine Cargo Insurance policy can be designed to suit your needs. The types of transit insured can be extended to include inland transit, sea, air or rail. The type of events can also be tailored to your needs. An insured events policy is more cost-effective, however, will limit cover to defined events

such as Fire, Theft, Collision and Overturning. The cover can be extended to other defined events as required.

For more extensive all risks cover, you can elect to insure for Full Accidental Damage. This form of Marine Cargo Insurance is an all risks cover which provides comprehensive accidental loss or damage and can be extended to include consequential loss.

Marine Cargo Insurance includes door to door coverage extending to loading, unloading and whilst in storage during transit or whilst awaiting delivery to its final destination. The basis of valuation for marine cargo insurance will be stated in the Marine Cargo policy schedule. The standard basis of valuation is CIF [Cost, Insurance and Freight] + 10%.

How do I arrange insurance?

Tomax can arrange insurance for you on a consignment specific basis at the time of shipping. For annual marine insurance policies we can help put you in touch with our insurance partners in order to provide tailor made policies to suit your needs. For more information on these matters please don't hesitate to contact on the friendly Tomax team members on 1300 186 629.



UNCTAD'S PLEA FOR GREATER TRANSPARENCY

A call for greater transparency and for authorities to keep a close eye on freight rates and market behaviour was raised during The United Conference on Trade and Development (UNCTAD). According to its Policy Brief 84, UNCTAD said the pandemic took the industry by surprise with no real plan to remedy the lack of container availability. It has been predicted that it will be several months before the disruption passes.

Authors of the brief discussed the importance of tracking and tracing of containers as the recent shortage in containers and maritime equipment took stakeholders by surprise.

The obstruction of the Suez Canal by Ever Given for six days undoubtedly enhanced the recent surge in freight rates with container rates reaching an all time high.

Furthermore, the brief highlights that carriers are earning high rates of return during the pandemic and although there are innumerable of reasons for this cause, the UNCTAD recommends governments to closely monitor the carriers for anti-competitive behaviour.

The brief states that, “shippers have emphasised that they do not have access to empty containers for exports and face blank sailings, as well as high freight rates,

and competition authorities are investigating potentially abusive behaviours. It is..important to ensure that national competition authorities can monitor freight rates and market behaviour. Policy makers need to promote transparency and encourage collaboration along the maritime supply chain, while also ensuring that potential market power abuse is kept in check or prevented”.

Source: Ackerman, I. (2021). UNCTAD urges move toward more liner transparency. Retrieved from https://www.thedcn.com.au/2021/04/20/unctad-urges-move-toward-more-liner-transparency/?utm_source=DCN+Daily+Newswire&utm_campaign=88d836e95b-EMAIL_CAMPAIGN_12_18_2020_COPY_01&utm_medium=email&utm_term=0_505d67c448-88d836e95b-143548541 on 21st April, 2021.

STAFF SPOTLIGHT

MEET RYAN MERRIGAN Customs Manager TOMAX LOGISTICS AUSTRALIA

YOUR ROLE AT TOMAX?

I am a Customs Manager at the Tomax Clayton office.

YOUR FAVOURITE HOBBIES?

Taking the family to a Richmond Tigers game, cooking (especially - Low n Slow American BBQ Brisket), making salami, travelling and listening to music.

MOST INTERESTING PLACE YOU'VE BEEN TO?

The Sedlec Ossuary in the Czech Republic which is a small chapel made out of human bones.

ONE THING YOU CAN'T LIVE WITHOUT AND WHY?

My sense of humour as it keeps me smiling and is a reminder not to take myself too seriously all the time!

YOUR GREATEST ROLE MODEL?

The 2017 Richmond Football team as despite the big lows of the previous year, they were able to turn around the team culture to a positive spirit and succeed with everyone knowing how their individual role fits and works well with the team.

ANYTHING NEXT ON YOUR BUCKET LIST?

Take the family to Central & South America so that the kids can see where their mum came from.



ANZAC DAY

We remember and honour the service and sacrifice of those who have served our nation.

They shall grow not old, as we that are left grow old;

Age shall not weary them, nor the years condemn.

At the going down of the sun and in the morning

We will remember them.

Please be advised that Monday 26th April is a public holiday for the following states: ACT, QLD, WA, NT and SA.

Lest We Forget



SPOT THE 5 DIFFERENCES

See if you can spot the 5 differences below!

First one to email all correct answers to quiz@tomax.com.au wins a prize!!



Australian HQ
19/202 Ferntree Gully Rd
Clayton VIC 3168

tomax.com.au
1300 186 629
03 9544 4227

