



TOMAX
NEWS

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PLUS:



MARKET SUMMARY

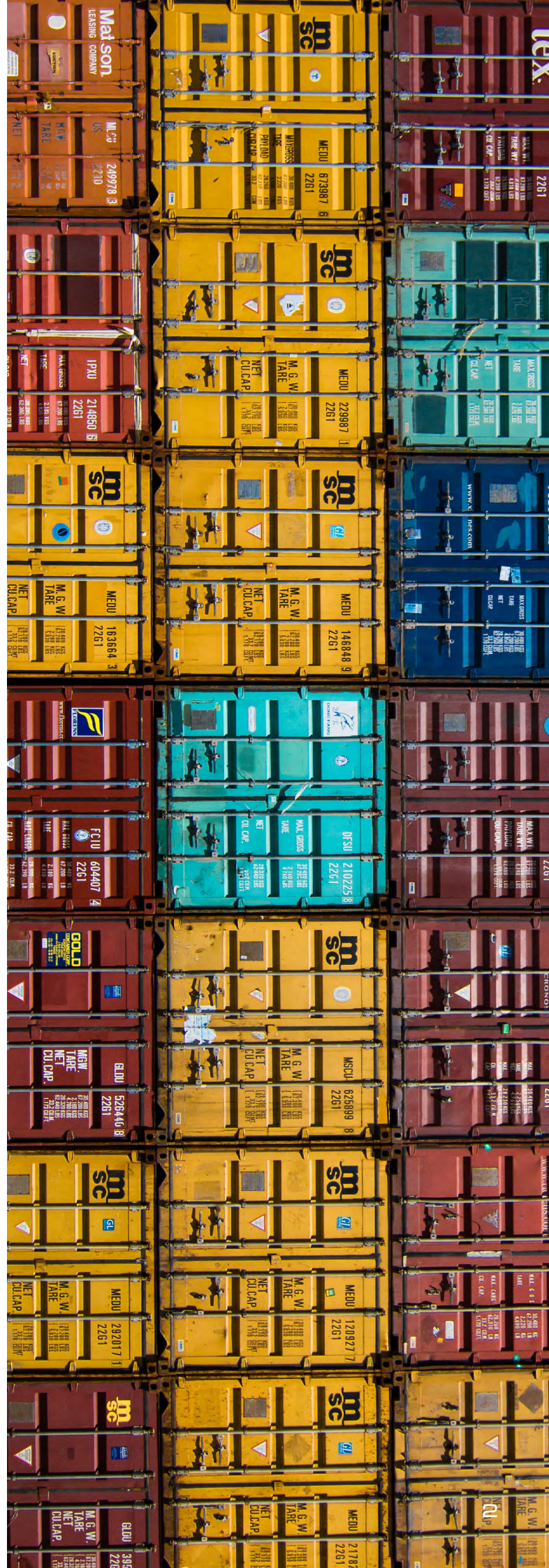
- Container shortages in China are crippling shipping movements at many major ports. Shippers are once again often finding no equipment is available to load cargo and having to fight and scrounge for any available containers. Please remind your suppliers to be on the lookout for existing damage on containers at time of collection/loading, and report.

- Industrial action at most Australian container terminals over the coming weeks is set to see an increase in the port congestion already being experienced. Some shipping lines are starting to announce the suspension of bookings to the port of Sydney ex: China due to predictions of heavy delays.

- Container space on domestic rail services is beginning to become more readily available with the volume of containers moving by rail easing. Pacific National advise that space will generally be available but still encourage bookings to be at least 6 days in advance of departure.

- Empty container shortages for usage in moving cargo between different states in Australia are having a large impact on the movement of ad-hoc cargo. Currently most container leasing companies are not allowing containers to be off-hired in cities other than where they are leased. This is due to heavy shortages of lease containers in the major ports.

- Bookings and containers space availability from many ports around the world is becoming more and more scarce, as major ports like Mumbai, Los Angeles, Auckland, and many more now face 3-4 week delays before vessel space is available. Exports from many Australian ports are facing similar wait times for vessel space, with some lines not accepting bookings as much as 5-6 weeks in advance of ETD due to full utilisation.



LATEST NEWS

NEPTUNE DECLARATION SIGNED BY PORTS AUSTRALIA

Alongside more than 800 organisations worldwide, working to alleviate problems faced by seafarers who have been impacted by the COVID-19 pandemic, Ports Australia has signed the Neptune Declaration. Unfortunately, hundreds of thousands of seafarers have been stranded on ships globally. Crew changeovers are unable to take place due to efforts in managing the pandemic. Additionally, these efforts have also curbed shore leave for most.

The Neptune Declaration recommends implementation of these 4 main actions to combat the crisis:

1. Recognise seafarers as key workers and give them priority access to Covid-19 vaccines
2. Establish and implement gold standard health protocols based on existing best practice.
3. Increase collaboration between ship operators and charterers to facilitate crew changes.
4. Ensure air connectivity between key maritime hubs for seafarers.

The crisis has reached the pinnacle with new challenges. The outbreak raging across the Indian subcontinent is transmitting the burden of flow-on effects throughout the international supply chain. Port Australia strongly backs up and encourages the notion of seafarers being identified as essential workers. Ultimately, this recognition will serve as a stepping stone to facilitating proper testing, vaccination and crew changeover regimes.

Since the Australian federal government enacted its class exemption process for maritime crew in April 2020, turmoil proceeded as the state and territory jurisdictions around the nation enforced their own restrictions and protocols. As a result, extremely complex and seemingly unsolvable challenges for cross-border travel and crew changeovers took place.

In a statement released by Ports Australia, “at this point, Ports Australia called for the Australian federal government to bring more transparency to the various governments’ management of the pandemic via a routinely updated document issued by the federal government in collaboration with each state or territories’ most relevant government entity, which concisely outlined the current protocols around the nation. This initiative, while not necessarily aiding to facilitate crew changeovers, would at least provide basic

information to global shipping companies to inform their decisions on the best ways to support their staff. Ports Australia still urges the federal government to consider this necessity given the continued crisis we face. This responsibility had to be taken up by industry and Ports Australia commends Shipping Australia on their continued work in this space (particularly through its Shipping Update).”

“While this is no time for celebration, Ports Australia must congratulate the ongoing efforts of other industry leaders to advocate for the welfare of seafarers on issues like recognition as essential workers and COVID-19 testing and vaccination. Some of those leaders include Maritime Industry Australia Limited, Shipping Australia, Maritime Union of Australia, and International Transport Workers Federation,” Ports Australia continued, “a special mention must go to one of Ports Australia’s members in Maritime Safety Queensland who have been the undeniable leader in facilitating crew changeovers safely and efficiently. Queensland remains the easiest Australian jurisdiction to conduct crew changeovers because of MSQ’s stringent safe corridor transport of crew and COVID-19 testing regime.”

Here are 5 suggestions from Port Australia for what ports and other supply chain operators can do whilst the governments proceed with their regulatory work:

1. Collaborate with your state/territory government to ensure the safe passage of seafarers in and out of the port if and when crew changeovers can be facilitated.
2. Liaise with your local Mission to Seafarers.
- 3 Contact your relevant industry bodies who have nation-wide awareness and contacts.
4. Many ports have supplied seafarers aboard docked vessels with care packages containing food and goods.
5. Similarly, several ports supply wi-fi to vessels so seafarers onboard can contact home.

In addition, to assist in overcoming the seafarer crisis, Ports Australia has pledged to:

1. Facilitate dialogue amongst the ports sector via our membership on best practice for supporting seafarers.
2. Liaise with governments around Australia via various forums to ensure policy and regulation are informed by industry and that any incidents involving seafarers are attended to.

Source: Ackerman, I. (2021). Ports Australia signs Neptune Declaration. Retrieved from <https://www.thedcn.com.au/news/bulk-trades-shipping/ports-australia-signs-neptune-declaration/> on 17th May, 2021.



DRUG HAUL WORTH \$94.5 MILLION SEIZED IN SEA CARGO

A shocking discovery of methylamphetamine ('Ice') was made by Authorities who swooped on an abandoned shipment at Sydney's Port Botany. The Australian Border Force and NSW Police seized about \$100 million worth of the drug which was concealed inside barbeques and electronic heaters.

The consignment originated from Thailand and consisted of 62 large cardboard boxes, claiming to carry food items and electric barbecue grills. However, suspicion was held when the ABF realised the haul went unclaimed for several days. They also noted inconsistencies when examining the consignment.

After searching the boxes, they uncovered 316kg of a crystallised substance which was later tested to be methylamphetamine, commonly known as 'Ice'. The drugs have an estimated street worth of a whopping \$94.5 million.

Currently, a joint investigation is taking place to determine which criminal syndicate is responsible for the monstrous haul. Anyone with information regarding this incident is urged to contact Crime Stoppers on 1800 333 000.



Ackerman, I. (2021). Drugs hidden in sea cargo BBQs intercepted at Port Botany. Retrieved from <https://www.thedcn.com.au/news/containers-and-container-shipping/drugs-hidden-in-sea-cargo-bbqs-intercepted-at-port-botany/> on 18th May, 2021.

SWIRE'S NEW NORTH WEST AUSTRALIA TO SINGAPORE SERVICE



From June, SWIRE Shipping will be introducing the new North West Australia (NWD) service which offers direct connection between North Western Australia and Singapore.

The new service is made up of 2 loops:

Loop 1

Service: Singapore, Darwin, Port Hedland

Transit time: 12 days

Vessel: 7602-DWT vessel MV Souni

Loop 2

Service: from Singapore to Dampier

Transit time: 9 days

Vessel: 7520-DWT vessel MV Karratha Bay

Both vessels have the capability of carrying containerised, out-of-gauge and breakbulk cargo. By having direct connections, customers in the region are able to better plan their inventory and manage their supply chains in a more efficient manner, said Swire. For customers that were reliant on inland transport through the Fremantle gateway, they now have the opportunity to transport cargo to and from North West Australia.

Randy Selvaratnam, General Manager of Swire Shipping, said, "We are pleased to offer customers in the region a direct connection between Singapore and North West Australia through our new NWD service. Over the past few years, we have made significant investments to improve our product offerings and provide more direct connections so that we can save our customers' time."

The new service between Singapore and Port Hedland also intends to decrease the overall carbon footprint from cargo delivery on current modes of transport. Previously, customers who needed to ship their cargo

from Singapore to Port Hedland had to transport their cargo to Fremantle first before using inland transportation to Port Hedland. Now, with this new service the shipping can occur directly from Singapore to Port Hedland, which according to Swire, will reduce carbon emissions by up to 35,000 metric tons/year. (This calculation is based on moving 12,000 containers per year). This equates to greenhouse gas emissions produced from 7600 passenger vehicles in a year, according to the US EPA's Greenhouse Gas Equivalencies Calculator, United States Environmental Protection Agency.

To transport cargo from Singapore to Port Hedland, customers previously needed to ship their cargo from Singapore to Fremantle before using inland transportation to Port Hedland. With this new service, customers can now ship their cargo directly from Singapore to Port Hedland, which, Swire said, will reduce carbon emissions by up to 35,000 metric tons a year (Calculated based on moving 12,000 containers per year). This is the equivalent of greenhouse gas emissions produced from 7600 passenger vehicles in a year, according to the US EPA's Greenhouse Gas Equivalencies Calculator, United States Environmental Protection Agency.

"Swire Shipping is committed to having a positive impact on the communities and the environment where we operate," Mr. Selvaratnam added, "in addition to deploying modern and eco-friendly vessels, we also seek innovative ways to minimise our carbon footprint as part of our decarbonisation journey. This is one of the many steps we are taking to reduce overall carbon emissions and achieve our long-term goal, decarbonisation."

STAFF SPOTLIGHT



MEET LILIN RANG

**Import Operations Supervisor
TOMAX LOGISTICS AUSTRALIA**

YOUR ROLE AT TOMAX?

I am an Import Operations Supervisor who looks after the Import Team.

WHAT ARE YOUR HOBBIES AND INTERESTS?

I enjoy shopping, camping, travelling, watching dramas/movies/shows and listening to music.

IF YOU COULD TRAVEL BACK IN TIME, WHICH AGE WOULD YOU LIVE TO BE?

I would like to go back to my childhood so I don't have to think or worry about any responsibilities- I can just play, eat and sleep!

DO YOU HAVE ANY GOALS/DREAMS CURRENTLY?

My goal is to travel around the world to see different countries and experience different cultures.

WHAT IS ONE THING THAT CAN INSTANTLY BRIGHTEN YOUR DAY?

Seeing both my 2 kids growing up gives me energy to get through the day.

THE BEST DESTINATION TO VISIT IN AUSTRALIA?

Gold Coast Queensland, because of the warm weather, beaches and theme parks!



FRIDAY FUNNIES

Hope these jokes put a smile on your face as we welcome the weekend!

What concert costs just 45 cents?
50 Cent featuring Nickelback!

My dad told me a joke
about boxing.
I guess I missed the punch line.

I used to play piano by ear.
Now I use my hands.

I had a neck brace fitted years
ago and **I've never looked
back since.**

Have you heard about the
chocolate record player?
It sounds pretty sweet.

It takes guts to
be an organ donor.

I was walking down the beach
when I heard a swimmer yelling
for help with a shark circling him.
I just laughed...**I knew that shark
wasn't going to help him.**

I used to be a personal trainer.
Then I gave my too weak notice.

I ordered a chicken and an egg
online. **I'll let you know.**

I once had a dream I was floating
in an ocean of orange soda.
It was more of a fanta sea.

What is the best present
to give someone?
**Broken drums - you
can't beat them!**



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