



TOMAX  
NEWS

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PLUS:

# MARKET SUMMARY

- Ocean freight rates remain in free fall on many trade-lanes out of China as new liner services being introduced and lower demand puts the squeeze on shipping lines, reducing their ability to maintain incredibly high margins on their services. For an up to date shipping quote please contact your Tomax account manager for more information on this rapidly changing market.

- Did you know that Tomax offers domestic transport services and are not just an international freight forwarder? Tomax can assist you with your cargo movements all over the country, whether by road, rail, air or sea. We are already assisting many clients to streamline their transport operations and achieve both service improvements and cost reductions. If you'd like to know more about the domestic transport services that the Tomax Group offers please contact our sales team on 1300 186 629.

## 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. 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](#)





## PORT OF BRISBANE EXPERIENCES EMPTY CONTAINER CONGESTION

**P**ort of Brisbane is experiencing empty container congestion, which is significantly impeding landside operations, according to the Container Transport Alliance Australia. A major Empty Container Park (ECP) provider is in ongoing rate negotiations with its shipping line clients at the port and significant empty import container de-hire volumes are being redirected to other ECPs that are near or at operational capacity.

As a result, there is now a scarcity of truck arrival slot capacity and pressure for the remaining ECPs in Brisbane to closely monitor their capacity, truck slotting and truck arrival behaviour against slot bookings due to other ECPs being at or well over 80 per cent capacity.

This level of congestion results in additional costs for transport operators, who must stage more empties back through their yards, double handle boxes, store them longer in-yard and spend longer administering the de-hire and export pickup processes. In the event these added costs are passed on by transport operators to their forwarder and importer/exporter clients, this makes imported goods more expensive for the end-customer and exported commodities less competitive in international markets, unless the exporter absorbs the added costs.

The real danger exists, too, that the delays will lead to some import containers not being de-hired in the container detention “free time” allocated by the shipping lines. This can incite

arguments between importers, their transport providers and shipping lines about who is responsible for container detention fees.

CTAA hopes the congestion eases quickly and that all ECP capacity in Brisbane is available again soon. The current situation reinforces the need for the Queensland government, in collaboration with the Port of Brisbane and industry stakeholders to develop a more detailed set of independent landside container logistics performance indicators similarly to those being published and refined in all the other major capacity city container ports such as Sydney, Melbourne, and Fremantle, suggests the CTAA.

Recently, the Victorian government has refined its Port Performance Monitoring Framework, now including vital empty container management indicators and is embarking on a collaborative industry/government trial of paperless truck entry initiatives into its ECPs. CTAA is calling on the Queensland government and the Port of Brisbane to investigate the development of similar performance indicators to compare landside container logistics productivity levels, and to work with industry on initiatives to improve the empty container management chain associated with the Port of Brisbane.

# SEAFARING COMMUNITY MOURNS PASSING OF QUEEN ELIZABETH II

**M**aritime charities and the shipping community are mourning the death of Her Majesty Queen Elizabeth II, who passed away on Thursday 8th September, at 96 years of age.

Queen Elizabeth II was the patron of over 500 charitable organisations including Mission to Seafarers, Sailor's Society and The Seafarers' Charity. Today, she is being remembered for her service to the maritime community and to the welfare of seafarers.

The Merchant Navy Welfare Board paid tribute with a message highlighting the Queen's work as Master of the Merchant Navy and Fishing Fleets. "Thank you for your unwavering dedication to a life of service to our great nation," MNWB chief executive Stuart Rivers said, "today, will be marked with sadness, but we will also celebrate the exemplary service given by Her Majesty."

Ahead of her coronation the following year, Queen Elizabeth II also became patron of King George's Fund for Sailors, now The Seafarers' Charity, in 1952.

Paul Butterworth, chair of the general council of The Seafarers' Charity, described the Queen's passing as a momentous event in the United Kingdom, the Commonwealth and around the world. Paul said, "the late Queen Elizabeth's kindness, care, and interest in all matters, particularly those of the sea as Master of the Merchant Navy and Fishing Fleets, will never be forgotten by those whose lives she touched, either directly or indirectly."

Additionally, Sailor's Society expressed gratitude for the Queen's service to the maritime community, noting her first solo royal duty had for the society. The charity said, "we share the deep sadness at her passing with those in the maritime industry across the globe and extend our heartfelt sympathies

to the entire Royal Family for the loss of a beloved mother and grandmother, and to the nation for the loss of their Queen."

Mission to Seafarers took to social media to express its sadness and offer condolences to the royal family, saying, "we are honoured to have had Her Majesty as our patron for the full length of her reign and give thanks for her supportive association with us over so many years. We owe her a particular debt of gratitude and share the sadness felt by countless others around the world."

General secretary of UK-based union Nautilus International, Mark Dickinson, said the Queen's commitment to public service was an inspiration to the union's members and staff. He said, "Her Majesty Queen Elizabeth II was Master of the Merchant Navy and Fishing Fleets and we take this opportunity to express our gratitude for [Her Majesty's] lifelong commitment to the welfare of merchant navy seafarers and fishers."

SEAFARING COMMUNITY MOURNS DEATH OF QUEEN ELIZABETH II. Retrieved from <https://www.thedcn.com.au/news/staffing-crewing-and-training/seafaring-community-mourns-death-of-queen-elizabeth-ii/on> 9th September, 2022.







# AUSTRALIA POST CELEBRATES RECORD REVENUE

**R**evealing its full year group revenue for FY22, Australia Post sat on an \$8.97 billion figure, which was an 8.5% increase from FY21. This was backed by a strong first half, seeing parcels revenue being a key driver for the growth. Notably, e-commerce resumed to normal growth rates and letters volume continued to drop in the second half of FY22.

Group Chief Executive Officer and Managing Director, Paul Graham, says despite the growing headwinds, this was a solid result. He said, “I am immensely proud of how our people have met the challenges of a global pandemic and still delivered essential services to all Australians. Not only did our team work tirelessly to keep themselves and their communities safe, but this was achieved in an environment of evolving restrictions. I am pleased we were able to deliver a record number of parcels and expand our range of services, connecting all Australians during a difficult time.”

Sales of surplus assets and revaluations, as well as favourable bond rate movements supported full year group profit before tax of \$55.3 million, including letters losses of \$255.7 million, stated the national postal service. After a strong first-half profit, the second

half resulted in a loss of \$144.5 million, which is significantly higher compared to previous years. Meanwhile, operational costs rose by 9.2% from last year, some of which AusPost says is predicted to remain in FY23 due to elevated volume-related costs and COVID-19 related workforce impacts.

Paul added, “while it’s clear more Australians are buying goods online following the pandemic, we don’t expect to see the same level of e-commerce growth. This has been demonstrated in our second-half results and, going forward, we anticipate growth to be moderate.”

Despite the significant financial headwinds, Australia Post is focusing on business efficiencies, while continuing to invest in its network and technology, to better meet the needs of its customers. Over \$1 billion has been invested over three years to better service customers, with \$427 million invested in new parcel facilities, fleet, and technology in FY22.

Misuraca, J. (2022). Australia Post delivers record revenue. Retrieved from <https://mhdsupplychain.com.au/2022/09/05/australia-post-delivers-higher-revenue/> on 7th September, 2022.



# ACTION PLAN FOR FREIGHT LOGISTICS LABOUR FORCE

**T**he Australian Logistics Council (ALC) has released an action plan for a sustainable, skilled workforce during the national jobs and skills summit in Canberra on Friday September 2. The summit aims to deliver reform, investment and support for workforce diversification in order to secure the future of the freight logistics labour force and the national economy.

C.E.O. of ALC, Dr Hermione Parsons, stated the approximately 1.2 million strong freight logistics supply chain workforce has ensured families are kept fed, cars fuelled, and the economy moving. She noted, annually Australia's freight and logistics companies and infrastructure operators move about four billion tons of goods across Australia – 163 tons of freight for every person. She said, “without our freight and logistics workforce, the Australian economy would come to a grinding halt, shelves would be empty, our world-class agricultural exports would not move from paddock to port or plate, and critical imports would be stuck. The pandemic has proven the value of the Australian transport, freight and logistics supply chain to the national economy and the summit needs to deliver real change, not just to ensure the future of freight but in the national interest.”

She added that this is an enormous, growing task which requires people to complete it. “Without a strong supply chain workforce, nothing will move and that is bad for our community, bad for business and bad for Australia. We need to see greater investment in training, in diversifying the workforce and addressing critical shortages, in warehousing, infrastructure construction, truck and train driving, heavy vehicle and green vehicle mechanics, stevedores, transport planners and data managers”, Hermione said.

The ALC envisions a sustainable population policy to support a growing economy and shrinking workforce to draw from. They also want to see Australia deliver industry-informed VET reform and support for industry-lead initiatives, as well as empower workers with new jobs and skills.

Misuraca, J. (2022). ALC releases action plan. Retrieved from <https://mhdsupplychain.com.au/2022/09/02/alc-releases-action-plan/> on 7th September, 2022.



# BIOSECURITY ALERTS & CHANGES THIS WEEK

Please note the Biosecurity update for this week:

## CHANGES TO THE IMPORT CONDITIONS FOR PERSONAL CONSIGNMENTS OF SPECIFIED MEAT PRODUCTS

Effective from 7 September 2022

Amendments to the Biosecurity (Conditionally Non-Prohibited Goods) Determination 2021 have been made as part of Australia's response to Foot-and-Mouth Disease (FMD).

These amendments relate to the import of personal consignments of specified meat products and have been made to strengthen Australia's current import requirements.

### THE AMENDMENTS AFFECT THE FOLLOWING GOODS:

- Meat-based flavouring product
- Pâté and foie gras
- Pork crackling and pork rind
- Meat floss
- Meat jerky and biltong
- Retorted meat

Personal consignments of these goods derived from bovines (cows), ovines (sheep), caprines (goats), or porcines (pigs) may now only be imported if they are a commercially manufactured product of an FMD-free country.

Australia's list of FMD-free countries can be found on the departments website.

Goods that do not meet these requirements may be destroyed.

### WHO DOES THIS NOTICE AFFECT:

If you intend to import personal consignments of the meat products listed above, into Australian territory, you must comply with the new import requirements.

This notice does not affect commercial import conditions or import permit holders.

### FURTHER INFORMATION:

If you require any further information, or have questions about these changes, please contact the Food Biosecurity Imports Program on 1800 900 090 or email [imports@agriculture.gov.au](mailto:imports@agriculture.gov.au).

### THIS CHANGE APPLIES TO THE FOLLOWING CASES:

- Animal based flavours or floss
- Retorted goods
- Pig meat
- Unretorted meat





# STAFF SPOTLIGHT



## MEET MATTHEW HICKS

**COURIER DRIVER**  
**TOMAX TRANSPORT**

### What do you do at Tomax?

I am a Delivery Driver for Tomax Transport.

### What are your hobbies/interests?

I enjoy walking the dog, cooking, watching movies, fishing, boating and working on my car.

### If you could meet any celebrity, past or living, who would it be?

Slim Dusty.

### Do you follow any sports?

I follow the Rugby League and my favourite team are the Parramatta Eels.

### What makes you happy?

- Spending time with loved ones
- Experiencing new and exciting things
- Achieving personal goals
- Lending a helping hand to others

### Name something you cannot live without?

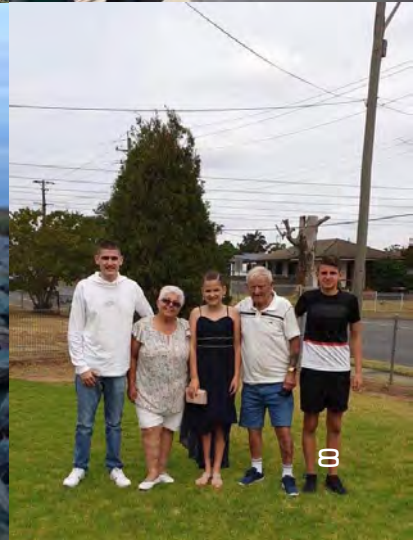
I cannot live without family, friends, food and water.

### What was your first ever job?

I worked at a chemist delivering medicines by push bike to the elderly. I also vacuumed, cleaned and made coffee/tea for the staff.

### Do you prefer the beach or snow?

The beach!





# SPOT THE DIFFERENCES

See if you can spot the 5 differences in the images below:



Answers will be revealed in next week's newsletter.



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