



TOMAX  
NEWS

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PLUS:

# 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. Objectors to the making of a TCO are not identified unless the objection is successful. At least 50 new TCOs are made each month.

When a new TCO is made, it is published in the Gazette by the Australian Border Force.

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 BOTANY CONTAINER TRADE DOWN IN MAY

According to the latest statistics provided by NSW Ports, Port Botany experienced a decline in total container throughput during the month of May. The port's handling of containers reached a total of 222,009 twenty-foot equivalent units (TEUs), representing a decrease of 9.55% compared to the throughput of 245,439 TEUs during the same month last year.

The decrease in throughput was primarily driven by a decline in full container imports, which saw a significant drop of 15.48% to 104,106 TEUs in May 2023. Among the imported commodities, machinery ranked as the top category, with 17,229 TEUs, indicating a decrease of 15% compared to May 2022. Miscellaneous manufactured articles followed with 12,970 TEUs (a decrease of 22.3%), foodstuffs, beverages, and tobacco with 11,086 TEUs (a decrease of 19.66%), and plastic and rubber with 10,210 TEUs (a decrease of 21%).

While exports also experienced a decline, the decrease was relatively smaller. Total exports in May amounted to 115,262 TEUs,

showing a decrease of 4.5% compared to May 2022. Full exports decreased by 6.74% to 44,580 TEUs, while empty exports decreased by 3.03% to 70,682 TEUs.

Looking at the financial year-to-date figures, the declines were less severe compared to the monthly numbers. From July 2022 to May 2023, Port Botany handled a total of 2.51 million TEUs, indicating a decrease of 1.78% compared to the same period in the previous year. Similar to the monthly data, the decrease was largely influenced by a decline in full import containers. During this financial year up to May, the port handled 1.2 million TEUs of full import containers, marking a decrease of 3.84% compared to the same period last year. On the other hand, exports remained relatively stable at 1.3 million TEUs for the year-to-date in May, representing a 0.35% increase compared to the same period last year.

Ackerman, I. (2023). BOTANY CONTAINER TRADE DOWN IN MAY. Retrieved from <https://www.thedcn.com.au/news/ports/botany-container-trade-down-in-may/> on 28th June, 2023.



# NEW LAND ACQUIRED FOR BEVERIDGE INTERMODAL

In order to establish a monumental intermodal terminal at the southern end-point of the Inland Rail project, National Intermodal Corporation has successfully acquired a vast 1100-hectare site located in Beveridge. The government-owned corporation made an official announcement in March, confirming their decision to exercise the option to purchase the land.

This acquisition comes after the release of the Inland Rail Review in April, which endorsed the Beveridge site as the designated southern end-point of Inland Rail, as well as one of the two planned intermodal terminal precincts for Melbourne. The other precinct is set to be situated in Truganina, located west of the city.

National Intermodal has stated that the planned intermodal terminal possesses the potential to be twice the size of Sydney's Moorebank Intermodal Precinct. The company has set a goal for a preliminary terminal to be operational and ready to receive trains by 2025. Moreover, they anticipate that the fully integrated terminal, capable of handling 500,000 twenty-foot equivalent units (TEUs) per year, will be fully operational by the year 2028-29.

National Intermodal has emphasised that the Beveridge site offers several advantages, including the facilitation of efficient double-stacked container services for 1800-metre freight trains, allowing for streamlined transportation to Perth via Parkes, as well as to Brisbane once the Inland Rail project is completed.

One of the key benefits of the terminal, is its ability to enhance competition within the rail freight sector. This will be achieved by ensuring independent and open access arrangements for all industry participants, enabling the provision of freight services

across Melbourne, as well as facilitating connectivity to Sydney, Brisbane and Perth.

With the aim of expanding their customer base and securing co-investors, National Intermodal is actively seeking further market interest. James Baulderstone, the CEO of National Intermodal, has expressed his belief that the development of a modern intermodal precinct in the northern part of Melbourne will contribute to the ongoing revitalisation of the rail freight sector.

Mr. Baulderstone said, “we recognise that development of the intermodal precincts at Beveridge and Truganina will be genuinely transformational for Victoria and particularly the surrounding communities, providing significant employment opportunities during the construction and operational phases, as well as being key catalysts for other local infrastructure investment. Modern intermodal precincts offer the potential to fundamentally change the emissions intensity of how freight is currently moved around metropolitan areas. Incorporating world leading renewable energy technologies, including the massive solar energy potential of large-scale industrial warehouse rooftops, provides the opportunity to create a true net-zero logistics hub.”



Ackerman, I. (2023). LAND ACQUIRED FOR BEVERIDGE INTERMODAL. Retrieved from <https://www.thedcn.com.au/news/logistics-and-supply-chain/land-acquired-for-beveridge-intermodal/> on 29th June, 2023.

# BRIGHT OUTLOOK FOR AFRICA-ASIA CARGO

Recent developments have witnessed a significant surge in cargo demand along the Africa to Asia trade route. However, concerns have emerged regarding potential logistical issues due to the conflict in Sudan. According to data from the International Air Transport Association (IATA) in April, while global air cargo demand declined, Africa stood out as the only positive performer. Notably, cargo on the Africa to Asia trade lane saw a year-on-year increase of 20%.

Bojan Wang, an economist in the industry analysis unit of IATA, commented, “our monthly statistics show there is sufficient capacity to support the increasing air cargo demand in recent months.” Wang expects this upward trend to continue throughout the year, particularly with the reopening of the Chinese market.

Although the return of belly hold capacity has been welcomed by shippers, freighter capacity has remained limited. Ethiopian Airlines, among the few operators with a dedicated freighter fleet, highlighted the absence of Chinese freighter capacity between the two regions. However, they expressed openness to exploring partnership options with Chinese operators in the future to accommodate potential business growth and changes in the macro-economic environment.

Ethiopian Airlines handles shipments of goods such as fruits, vegetables, and technological devices to and from Asia. The China Africa Research Initiative reported that China-Africa trade was valued at \$176 billion in 2020, down from \$192 billion the previous year due to

supply chain disruptions caused by the COVID-19 pandemic.

Despite positive trends in demand between Asia and Africa, concerns arise regarding political instability in places like Sudan, which could create logistical problems. Mr. Wang noted that Sudan’s airspace is closed, leading to disrupted supply chains in the region. Sudan, being one of Africa’s major grain producers, might face challenges in boosting wheat production due to the conflict. Similarly to the situation in Ukraine, the conflict in Sudan may lead air cargo carriers to suspend or modify operations, causing a ripple effect throughout the supply chains.

Looking ahead, a crucial challenge and opportunity lie in significantly increasing Africa’s share in global trade and air cargo activities, while achieving a balance in inbound and outbound cargo. This topic was a focal point at the recent regional summit of The International Air Cargo Association (TIACA) in Kenya.

IATA has launched the Focus Africa Initiative, aiming to address the challenges faced by Africa’s cargo sector. Mr. Wang emphasised that Africa currently accounts for only around 3% of global trade and 15% of intra-regional trade. Enhancing trade is essential for driving air cargo demand, and the underdeveloped alternative modes of transporting goods in Africa, coupled with inadequate infrastructure, present an opportunity for air cargo players to improve capacity, connectivity, and economic development in the region.

Mwanalushi, K. (2023). Bright outlook for Africa-Asia cargo, amid concern over Sudan conflict. Retrieved from <https://theloadstar.com/bright-outlook-for-africa-asia-cargo-amid-concern-over-sudan-conflict/> on 28th June, 2023.



# CANADIAN PORT WORKERS PROCEED WITH STRIKE

After reaching a ‘tentative agreement’ to prevent an ILWU strike along the US West Coast, the International Longshore and Warehouse Union Canada has decided to proceed with its own 72-hour strike at the ports of Vancouver and Prince Rupert.

Negotiations for a new contract between port workers and the British Columbia Maritime Employers Association (BCMEA) have been ongoing since the previous agreement expired in March, but no resolution has been reached thus far. The strike aims to address issues such as the discontinuation of third-party contracting by BCMEA and the prevention of further automation at the ports.

ILWU Canada President Rob Ashton highlighted the crucial role played by longshore workers during the pandemic, ensuring the supply of essential goods and personal protective equipment to communities across Canada. He expressed disappointment in the employers’ contempt for their workforce, considering their dedication and service.

The Port of Vancouver handles cargo destined for the United States, and earlier

this month, a ‘tentative agreement’ was brokered between California’s Pacific Maritime Association (PMA) and ILWU with the help of US President Joe Biden’s administration. While the details of the agreement have not been disclosed publicly, it reportedly includes a 32% pay increase over the next five years and a one-time \$70 million Covid-related “hero bonus” to be shared among ILWU members.

The agreement reached by US labour secretary Julie Su prevented a scenario in which dockworkers from both unions would have gone on strike simultaneously in Los Angeles, Vancouver, and Prince Rupert, effectively shutting down the entire west coast of North America.

Recently, Republican senators proposed a bill that would redefine any industrial action at ports as “unfair labour practices” and impose fines of \$2 billion per day on workers if they chose to strike. The status of this bill and its potential adoption are yet to be determined.

Bartlett, C. (2023). Canada’s turn to feel the heat as port workers agree to July strike. Retrieved from <https://theloadstar.com/canadas-turn-to-feel-the-heat-as-port-workers-agree-to-july-strike/> on 29th June, 2023.



# PROPOSED REFORMS AIMED TO ENHANCE BORDER EFFICIENCY

The Australian government recently hosted the Simplified Trade System Summit in Melbourne and published a consultation paper outlining the proposed reforms to enhance border efficiency. The Simplified Trade System Taskforce aims to establish a more straightforward, efficient, inclusive, and sustainable cross-border trade environment for Australia.

The consultation paper highlights that global two-way trade in goods exceeded \$1 trillion in 2022 according to the World Bank. However, it takes an average of 43 hours to complete documentary and border compliance processes for a typical Australian shipment by sea. To address this issue, the STS implementation Taskforce is collaborating with the Australian Border Force (ABF), Department of Agriculture, Fisheries, and Forestry (DAFF), and 30 other government agencies to progress these reforms collectively.

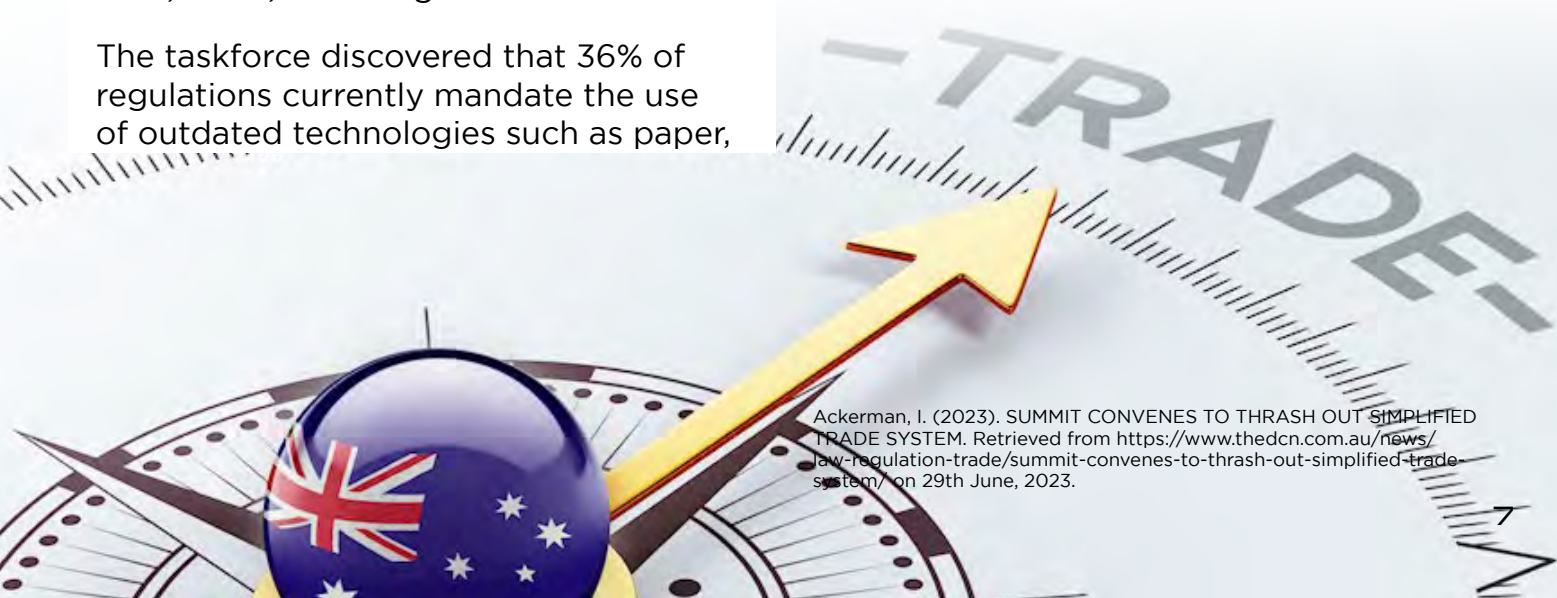
As part of the vision, the government intends to create a “single source of truth” for trade information and enhance visibility into the progress of goods through the regulatory system. The consultation paper highlights the need for a whole-of-government approach to trade services that prioritises high-level service delivery principles, user needs, and agency flexibility based on policy goals, risks, users, and obligations.

The taskforce discovered that 36% of regulations currently mandate the use of outdated technologies such as paper,

restricting flexibility in implementation by users. Jennifer Westacott, Chief Executive of the Business Council of Australia, addressed the Simplified Trade Summit and highlighted three primary factors that hinder Australian trade and increase costs: lack of information and transparency, government-induced delays, and duplicative processes with inconsistent interpretations.

Westacott emphasised the importance of simplifying trade regulations and modernising the outdated government IT system to enhance national infrastructure, reduce the cost of goods and services, and support Australia’s ambition to become a leading digital economy. She advocated for the adoption of a trade single window, a digital platform that streamlines cross-border trade, improves transparency, minimises compliance burdens, and unlocks the benefits of free-trade agreements. Westacott noted that implementing paperless trading alone could boost GDP by up to \$1.7 billion annually, equivalent to the projected benefits of several free-trade agreements.

In summary, the Australian government aims to streamline trade processes, leverage technology, and enhance coordination among government agencies to create a simplified trade system that promotes efficiency, transparency, and cost reduction for businesses.



# FRIDAY FUNNIES

We hope these punny jokes put a smile on your face!

I'm a big fan of whiteboards.  
**I find them quite re-markable.**

I'm reading a horror story in Braille.  
Something bad is about to happen...  
**I can feel it.**

Just burned 2,000 calories.  
**That's the last time I leave brownies in the oven while I nap.**

Did you hear about the two silk worms in a race?  
**It ended in a tie!**

Yesterday I accidentally swallowed some food colouring.  
**The doctor says I'm OK, but I feel like I've dyed a little inside.**

Don't interrupt someone working intently on a puzzle.  
**Chances are, you'll hear some crosswords.**

This morning my alarm went off.  
**I thought it's Use-by date was tomorrow...**

Most people are shocked when they find out how bad an electrician I am.

eBay is so useless.  
**I tried to look up lighters and it gave me 13,749 matches.**

A book just fell on my head.  
**I've only got myself to blame.**

Did you hear about the hungry clock?  
**It went back four seconds!**

For Halloween we dressed up as almonds.  
**Everyone thought we were nuts.**

I had a job tying sausages together,  
**but I couldn't make ends meet.**

My first job was working in an orange juice factory, but I got canned.  
**I couldn't concentrate.**

I've written a song about tortillas.  
**Actually, it's more of a rap.**

I met the man who invented the windowsill.  
**He's a ledge.**

I was hoping to steal some leftovers from the party **but my plans were foiled.**

