



TOMAX
NEWS

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PLUS:

MARKET SUMMARY

• IS THE CHINA-AUSTRALIA MARKET SOFTENING? There are signs, but rates continue to sit at unexpectedly high levels. Lines continue to advertise further rate increases every two weeks but their ability to drive the rates up higher seems to be undermined by a weakening in import volumes. The Shanghai Containerised Freight Index however rose by 140 points in the latest figures, reflecting an overall increase in rates worldwide. Freight rates on the northern hemisphere trade-lanes are surging which boosts shipping line sentiment, and the high demand on these trade-lanes is driving the shortages in container/equipment supplies where they are needed in China.

Pricing on South-East Asian tradelanes have increased by 26-35% over the last 6 months, at a time when rates traditionally are falling, not rising. Average rates from Vietnam have risen from USD 1000 to USD 1600 per 40'HQ since the Red Sea attacks began in earnest. Congestion in Singapore remains a serious issue with delays now at 7 days past standard, and up to 450,000 TEU of cargo sitting on vessels waiting to get a berth at the busy Singapore terminals. Some market analysts are starting to report slight improvements in the backlog however and these improvements will need to continue in order to see normalisation of freight rates any time soon.

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](#)

BRISBANE BUNKER CREW LAUNCH INDUSTRIAL ACTION

The crew of bunker barge Champion 63 is initiating protected industrial action, commencing with a work stoppage this upcoming weekend.

Champion 63 is a vital bunkering tanker servicing vessels in the vicinity of the Port of Brisbane. Its crew, represented by the Australian Maritime Officers Union, Maritime Union of Australia, and the Australian Institute of Marine and Power Engineers, are now advocating for an updated enterprise agreement.

The crew voted in favor of an indefinite series of work stoppages ranging from one hour to 48 hours each. The unions have issued notice of an eight-hour work stoppage scheduled for Saturday, June 15th, beginning at 0600, and another on June 18th, also starting at 0600.

This action stems from concerns voiced by the crew regarding substandard employment conditions, including inequitable wages, impractical rostering, and an inability to take leave.

These concerns have been directed at both ASP Ship Management, responsible for crewing and managing operations, and bp, acting as charter.

The AMOU and MUA assert that attempts to commence negotiations for a new enterprise agreement faced significant delays from ASP. According to the unions, ASP took six months to initiate bargaining after vessel operations began in February 2023. The AMOU lodged a bargaining dispute after ASP allegedly resisted implementing a new roster that would afford crews regular weekends off.

ASP Ships Group acknowledged the concerns raised by the unions regarding ongoing negotiations for a new enterprise agreement. ASP emphasised its commitment to open communication and good faith negotiations with the unions, expressing confidence in reaching a positive resolution.

Murday, H. (2024). BRISBANE BUNKER BARGE CREW TO STRIKE (UPDATED). Retrieved from <https://www.thedcn.com.au/sticky/brisbane-bunker-barge-crew-to-strike/> on 13th June, 2024.



NEW ZEALAND \$3 MILLION DRUG BUST

Customs and the Royal New Zealand Navy orchestrated a collaborative effort in April to intercept a shipment of cocaine weighing 7kg, which was affixed to a vessel's hull utilising a magnet.

The joint operation, involving Customs' maritime expertise and the Navy's dive and explosives proficiency, began with a notification issued to Customs about an anomalous box attached to the stern of a commercial vessel bound for New Zealand.

As the vessel neared New Zealand shores, Customs remained in close communication with the ship's captain and agents, jointly monitoring the suspicious attachment and any illicit activities.

A strategic plan was devised, involving the interception of the vessel approximately 50 nautical miles off New Zealand's coast, using Customs' patrol vessel Hawk V.

Upon reaching a safe location outside Auckland, Navy ordnance experts and divers, aided by unmanned surface vessels and aerial drones, inspected and removed the suspicious box.

The box was found to harbor an electromagnet securing it to the ship and concealed 7kg of cocaine valued at NZ \$3.15 million.

Robert Smith, Customs' maritime manager, praised the collaborative efforts with the Navy and industry partners in safeguarding New Zealand's borders.



Plummer, B. (2024). Customs and Royal NZ Navy seize 7kg of cocaine stuck to ship's hull with magnet, street value of over \$3million. Retrieved from <https://www.nzherald.co.nz/nz/customs-and-royal-nz-navy-seize-7kg-of-cocaine-stuck-to-ships-hull-with-magnet-street-value-of-over-3million/GVWHDXYKZVCULP4CEBFQZRZ6FE/#:~:text=A%207kg%20shipment%20of%20cocaine%20was%20seized%20by%20the%20Royal,commercial%20ship%20inbound%20to%20NZ> on 13th June, 2024.

AUSTRALIAN BORDER FORCE: THE INSIDER THREAT

The Australian Border Force has introduced a new educational resource to raise awareness of the insider threat to businesses operating in the supply chain.

The 5-minute video aims to encourage conversations about the role everyone can play in protecting your business and Australia's border.

A 'trusted insider' is a person who uses their legitimate employment in the international supply chain to facilitate illicit imports and exports. Trusted insiders can cause serious reputational harm to businesses and their clients. They pose a threat to the wider community by facilitating the import of harmful goods into Australia.

There is no single indicator of insider activity, but there are things you may observe which may of interest to authorities.

To view the animation, click the button below or paste this link into your browser:
<https://bordertv.au.vbrickrev.com/#/videos/658a4856-b0e0-4260-b753-445b41e22289>

CLICK TO WATCH VIDEO

IDENTIFYING HAZARDOUS CONTAINER CARGO

A compilation of 15 of the most dangerous cargo types commonly carried in containers has been released by the Cargo Integrity Group. This coalition of industry associations, dedicated to enhancing supply chain safety, categorises these cargoes as “Cargoes of Concern,” cautioning that while they are typically transported safely under proper regulations and guidelines, mishandling can render them hazardous.

Divided into three categories based on the risks they pose—reactive hazards, spill or leak risks, and improper packing consequences—the identified cargoes encompass a range of materials commonly seen in supply chains. Examples of cargo prone to reactive hazards include charcoal and carbon, calcium hypochlorite, lithium-ion batteries, cotton and wool, fishmeal and krill and seed cake. Peregrine Storrs-Fox, risk management director at TT Club, stressed the importance of identifying less obvious risks associated with certain commodities, such as seed cake or cocoa butter.

Cargo presenting spill or leak risks, such as hides, skins, wine, bitumen, cocoa butter, recycled engines/engine parts and vegetable and other oils, can pose health and environmental risks if improperly packed or damaged during transit.

Lastly, cargo inadequately packed or secured within containers can lead to crew injuries and property damage, potentially resulting in severe accidents like container stack collapses, truck rollovers, or train derailments. This category includes logs and timber, steel coils, and marble and granite.

Lars Kjaer, SVP of the World Shipping Council, stressed the collective responsibility of all stakeholders in ensuring the safety of container transport, highlighting the importance of adhering to safety regulations and industry standards. The danger list compiled by the Cargo Integrity Group draws on data from various sources, including the claims history of the TT Club, reports from the International Cargo Handling Coordination Association (ICHCA), and the Container Incident Notification System (CINS).

The Cargo Integrity Group, comprising key industry bodies, aims to promote adherence to the IMO/ILO/UNECE Code of Practice for Packing of Cargo Transport Units (CTU Code). By following these guidelines diligently, stakeholders can mitigate risks and contribute to the safety of containerised cargo transport.

Marle, G. (2024). Cargo Integrity Group reveals the most dangerous cargo found in containers. Retrieved from <https://theloadstar.com/cargo-integrity-group-reveals-the-most-dangerous-cargo-found-in-containers/> on 12th June, 2024.



STAFF SPOTLIGHT

BRETT GLASSON

REMOVALIST OFFSIDER
TOMAX TRANSPORT NSW



What is your role at Tomax?

I am an interstate driver who does deliveries across NSW and QLD.

What are your hobbies/interests?

Football and gold prospecting.

Do you have any fears?

Great White Sharks!

If you could be an animal, what would you be and why?

I would be an eagle as I find them very majestic.

Your proudest achievement?

Being in the transport sector for over 25 years taking on a variety of roles such as site supervisor.

A book or movie you recommend?

Bridge to Terabithia.

Your favourite destination?

Dampier, Western Australia - the home of Red Dog!



QUICK SUDOKU

See if you can solve the following quick Sudoku puzzle?
Answers will be revealed in the next Tomax Newsletter.

				
				
				
				
				



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