



TOMAX
NEWS

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PLUS:

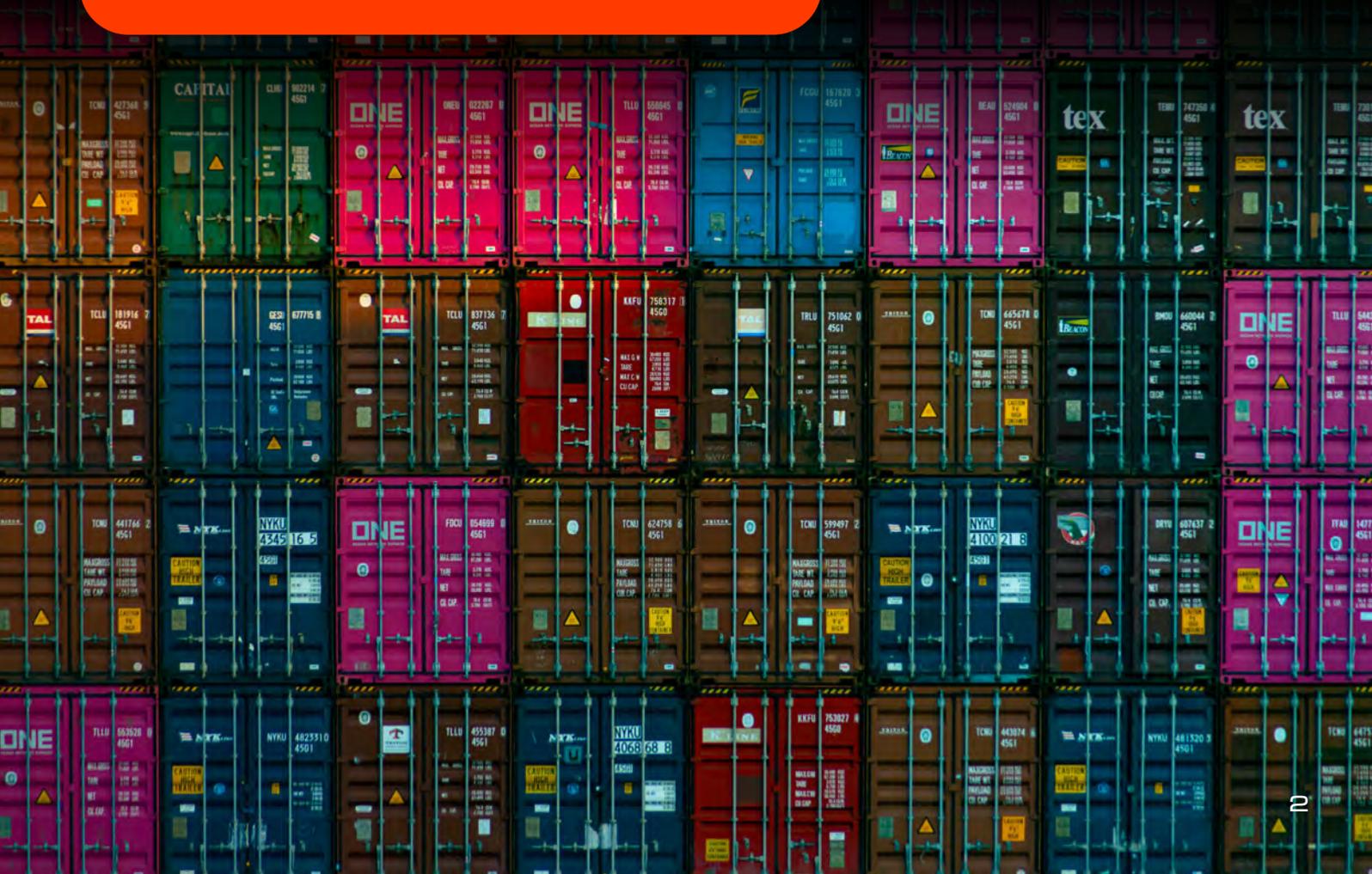
MARKET SUMMARY

- Tomax Logistics has procured additional warehouse space in Melbourne and Perth for clients seeking to store overflow cargo. If you have any requirements in these locations please contact our warehouse team for further information.
- The Tomax Shanghai office team are continuing to operate despite the ongoing lockdowns in China requiring them to work from home. The team are operating at full capacity regardless and cargo is moving on time and as scheduled.
- There was good news for importers with cargo already on the water from Russia or Belarus today with an announcement by the Federal Government that in-transit provisions would apply to cargo shipped prior to 25th April 2022. The additional duty rate of 35% will not apply to cargo deemed to be in transit. Any goods shipped on or after 25th April however will have the 35% special duty levy applied to them.

TARIFF CONCESSIONS GAZETTE

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](#)





DURBAN PORT CLOSES FOLLOWING TRAGIC FLOODS

Days after major floods tragically claimed the lives of at least 60 people, with many more reported missing, there is still no vehicular access to the South African port of Durban’s container terminals.

“There is evidence of significant damage to Bayhead Road – no trucks can enter or exit the terminal,” Maersk told customers, adding that depot operations “remain suspended”. Parts of KwaZulu-Natal province, including the port city of Durban, received over 300mm of rain on Monday in a brutal storm that wreaked havoc on lives and infrastructure – reportedly the worst downpour in more than 60 years.

The state-owned Transnet National Ports Authority (TNPA) said on Monday: “Shipping has been suspended until further notice as a result of environmental damage caused by the adverse weather, and vessels on berth are on standby.” It added that a command centre, comprising TNPA, operators and customers, was “monitoring activities” and that critical safety inspections would be conducted prior to a full resumption of operations.

Meanwhile, the SA National Roads Agency (Sanral) said its engineers were appraising the port access road and appealed to hauliers not to try to come to the port. Ravi Ronny, Sanral’s eastern region design and construction manager, said, “we are working with emergency services to get the road network reopened.”

Maersk said the situation at South Africa’s largest container port remained “complex and unstable”, but it would “seek as much

clarity as possible” for its export and import customers. They also advised it would suspend detention and demurrage (D&D) charges for one week, from Monday, and would then review the situation.

Ocean carriers last suspended their D&D charges at Durban last July after nationwide protests and violence followed the arrest of former president Jacob Zuma and forced shipping lines to shut depots, warehouses and cold stores in and around Durban and Johannesburg. The port suffered major disruption and some lines serving the South African gateway were forced to divert ships. Additionally later in the month, Transnet was subject to a cyber-attack, which disrupted its online IT systems causing cargo operations at Durban and Cape Town to be halted.

Eugene Goddard, editor of the Johannesburg-based Freight News, stated the situation in Durban was “very bad” adding, “the port is closed at Bayhead Road. The main way for road freight in and out of the two piers is flooded. A section of the road going in towards the port has also collapsed, because of a sinkhole effect created by the incessant rain.” Furthermore, he had also heard that the Sapref refinery, the main supplier of fuel in KwaZulu-Natal and Gauteng, was flooded.

In total, Durban hosts 13 container liner services – nine from Asia, three to Europe and one to North America.

Wackett, M. (2022). Worst floods in half a century claim 60 lives and close Durban port. Retrieved from <https://theloadstar.com/worst-floods-in-half-a-century-claim-60-lives-and-close-durban-port/> on 11th April, 2022.



EXPLORING THE USE OF DRONES IN WAREHOUSING

During TIACA's Innovation days in Silicon Valley last month, senior delegates from across the air cargo industry met a wide variety of start-ups. One of them included the use of drones in a warehouse environment.

Start-up: Gather AI

Device: Warehouse Data Drones

Use case: Warehouses

Cost: The package for the first drone and software is \$4,500 per month, and \$1,500 for the next one.

Pros: cargo dimensioning, photographic evidence, data collection.

Cons: battery life, warehouse constraints.

“Drones do two things. They collect (data) or carry.” Gather AI’s are the first sort. Already used by dnata, their devices are suitable for warehouses to collect data on shipments. Currently, shipments tend to be counted manually; there is no automatic evidence of any damage; and information is often on paper. There can also be discrepancies between the reported dimensions and the actual dimensions.

Gather AI does not make the hardware. Instead, it uses existing drones and adds its own software. The drones fly around the warehouse, using a hexagonal post as a geolocator. They photograph shipments and any damage, and crucially can do cargo dimensioning, which can boost utilisation of aircraft. “You can use the information to build up cargo, and input into ULD planning.” The software can be customised to suit an individual client’s needs. Clients can operate any number of drones, integrated on a single dashboard. Training takes about 30 minutes for the drone use, and a couple of hours for the dashboard. Locations don’t need to be fully wifi-enabled – Gather AI digitises and tracks the warehouse. If a drone breaks –

Gather AI simply sends another as part of the package. The company said it was satisfied with its cyber security, which is handled by Microsoft Azure, with full API integration.

Limitations: The drones can fly for about an hour before needing a 45-minute charge. Labels must be on the outside of packages to be read, while there needs to be a 0.5m space between lines of pallets. While drones can detect obstacles, it is safer if people are cleared from warehouses before the drones operate. But one handler said these things would be easy to achieve with the right processes. One person can launch three drones – the only limitation is changing the batteries. And while the software can read all shapes, and can do thermal scanning, it doesn’t have x-ray vision – an option explored by the company, but there were concerns over radiation. “The value and efficiency will depend on the location,” said one delegate, “but you could save money on building pallets, utilisation and training. It takes warehouse staff a long time to learn how to dimension cargo – and then that training and experience goes when they leave. But you would need to test the return on investment, value and savings versus costs.”

There are some warehouses which use handheld scanners, or dimensional scanners in fixed locations, but Gather AI’s solution enables data collection from flexible locations. Dnata is going global with the technology over the next two years, and Gather AI’s customers include 3PLs, as well as the US Army and Air Force in non-military operations, such as retail.

AUSTRALIAN CRUISE SHIP BAN LIFTS AFTER 2 YEARS

Victoria is welcoming the return of cruise ships with what the state government says are “sensible protocols” that aim to reduce the risk of large outbreaks. Ahead of the Commonwealth ban on cruise ships lifting this month, health departments in Victoria, New South Wales and Queensland have collaborated to align requirements for cruise ship operators and passengers. The first international cruise ship to visit an Australian port in more than two years is scheduled to arrive in Sydney this weekend.

A statement from the Victorian government said cruise ship protocols will protect Victorians as well as the workers and passengers on the vessels, which are susceptible to large outbreaks. These protocols include the following measures:

- All passengers over 12 must have received two doses of the COVID-19 vaccine, and all crew must be ‘up to date’ with three doses (with exceptions for those who aren’t yet eligible).
- Unvaccinated children under 12 or anyone with a valid medical exemption can travel, but they must not make up more than five per cent of the ship’s passengers.
- Passengers must obtain a negative COVID-19 test before embarking, and if boarding with symptoms they must have another negative PCR test that day. Crew will test every 14 days, or when symptomatic.

- All crew must wear masks on board except when in their rooms. All passengers must wear masks when embarking and disembarking, and indoors onboard if social distancing is not possible.
- Cruise ship operators must undertake public health measures to reduce the risk of transmission, including developing COVID-safe plans for shore excursions and managing cases and contacts onboard.

Cruise ship protocols will not apply to people arriving on passenger ships that sleep fewer than 100. Entry requirements for fully vaccinated or exempt non-cruise maritime crew will be the same as those for air crew.

Victoria minister for health Martin Foley said Victoria has the fewest restrictions in place since the beginning of the pandemic, and the sensible settings that are in place can be reviewed following the peak in cases. He said, “the return of cruise ships later this year is great news for our visitor economy, and our COVIDSafe protocols will protect workers, passengers, and the communities and attractions that will host cruise ship excursions.”

Ackerman, I. (2022). VIC CRUISE PROTOCOLS AIM TO KEEP OUTBREAKS AT BAY. Retrieved from <https://www.thedcn.com.au/news/specialist-shipping/vic-cruise-protocols-aim-to-keep-outbreaks-at-bay/> on 13th April, 2022.



CUTTING HUGE COSTS WITH INLAND RAIL

With the rise in fuel prices, new modelling predicts Inland Rail could cut some agriculture commodity transport costs by almost \$100 a tonne.

According to the CSIRO, a transition from road to Inland Rail could cut freight transport costs by up to \$213 million a year. Horticulture would be the biggest benefactor, saving up to \$99.21 per tonne.

Furthermore, croppers could save \$48.87 a tonne, livestock transport costs could drop by 9% while processed food transportation would be reduced by \$57.82 a tonne.

The report also predicted a \$62 per tonne (equating to 31%) reduction for regional intermodal freight to and from major metropolitan centres and ports.

Barnaby Joyce, Deputy Prime Minister and Infrastructure Minister, said the savings justified the \$14.5-billion project, which has a completion date of 2027.

Mr. Joyce said, “inland Rail gives us the greatest opportunity for boosting economic development in regional areas, which is why we are delivering the project as quickly as possible. Reducing freight costs for businesses

and industries along the route means they can expand and hire more Australians, helping regional economies grow into the future. Shifting freight from road to rail will drive down the cost of transporting goods and commodities to ports and better facilitate the sale of products, like coal, that underpin our standard of living.”

Inland Rail would take an estimated 200,000 trucks off the roads each year, or 150 B-doubles for each train between Melbourne and Brisbane.

Finance Minister Simon Birmingham said it would help to provide freight companies with more competition, stating, “CSIRO’s modelling shows how Inland Rail could slash transport costs for more than 90 commodities across Australia. This highlights the significance of building a national freight network that gives producers and businesses better access to domestic and international markets at competitive prices.”

Murphy, J. (2022). Inland Rail could drop ag transport costs by up to \$100/ton. Retrieved from <https://www.queenslandcountrylife.com.au/story/7659217/inland-rail-could-drop-ag-transport-costs-by-up-to-100ton/?cs=4699#> on 11th April, 2022.



HAPPY EASTER!!

Please note that all Tomax Australian Offices and Warehouses will be closed on the following Public Holidays:

Friday 15th April 2022 - GOOD FRIDAY

Saturday 16th April 2022 - EASTER SATURDAY

Sunday 17th April 2022 - EASTER SUNDAY

Monday 18th April 2022 - EASTER MONDAY

Offices and Warehouses will be business as usual on the following Tuesday 19th April.

We are wishing everyone a safe, happy, relaxing and enjoyable Easter break and hope you are able to spend it with loved ones.

Best Wishes,

Team Tomax



STAFF SPOTLIGHT

BRIAN MCMAHON DRIVER

TOMAX TRANSPORT

What do you do at Tomax?

I work as a courier for Tomax doing deliveries and really enjoy the interactions I have with our clients.

What do you enjoy doing during your spare time?

I'm a total football tragic following a side that you either hate or love and enjoy spending my spare time with my kids and grandkids as family is very important to me.

Most delicious thing you've eaten?

I love a really nice and juicy steak!

A quote you live by?

"Treat others how you would like to be treated."

Your greatest role model?

My parents, for the values that they taught me.



What is something you have always dreamed of doing?

Growing up, my dream was to be a fireman and at 17 my dream came true when I joined the Werribee Country Fire brigade as a volunteer. I later became a professional firefighter in the Aviation sector.

A place you would love to travel to?

A trip on the train "The Ghan" through the Kimberly region of out-back Australia. (Train pictured below!)



EASTER FUNNIES

We hope these jokes brighten your day as we approach the long Easter weekend!

How does the Easter Bunny keep his fur looking so nice?

He uses hare spray!

What's the best way to make Easter easier?

Put the "i" where the "t" is!

How does every Easter end?

With an "r"!

What kind of stories do Easter eggs like to tell their children?

Yolk stories.

What did one Easter egg say to the other?

Heard any good yolks today?

What is the Easter Bunny's favorite kind of music?

Hip Hop!

What do you call the Easter Bunny the Monday after Easter?

Eggs-hausted!

How do you send a letter to the Easter Bunny?

By Hare Mail.



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