



**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. 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](#)



# REFORMING VICTORIA'S RAIL FREIGHT

Increasing rail's share of Victoria's freight to 30% is crucial for alleviating road congestion and realising significant safety and environmental benefits, according to a recent industry submission to the Victorian Freight Policy Reform Program.

The Australasian Railway Association (ARA), representing the rail freight sector, advised that reforms should target eliminating unnecessary obstacles that hinder rail freight productivity, efficiency, and reliability.

## Key recommendations from the submission include:

- Achieve 30% contestable freight be moved by rail.
- Enhance Freight Victoria's oversight capabilities, granting it authority to require biannual public performance reports to the Minister for Freight and Ports.
- Expand industrial land availability through rezoning and servicing, and prevent rezoning or subdivision of large parcels, including in urban areas.
- Improve intra-state interoperability to boost efficiency and reliability across rail networks in line with national priorities.

"We must implement practical policy reforms that remove the productivity and efficiency barriers that are preventing more freight moving on rail," says Caroline Wilkie, ARA CEO.

## Additional recommendations involve:

- Assessing long-term network capacity needs and developing a 10-15 year Network Investment Strategy.
- Upgrading Freight Victoria's role to Deputy Secretary level for better policy implementation oversight.
- Ensuring metropolitan operating franchise contracts address the metropolitan network operator's role in facilitating and planning for freight customers.
- Creating a terminal investment fund to support initiatives that enhance network connectivity through private co-investment.
- Investigating effective rail freight coordination models and developing an integrated automated scheduling system across Victoria with all Victorian RIMs and ARTC.
- Reviewing passenger priority access arrangements for a more flexible and transparent management of network access between passenger and freight services.
- Contributing to a national approach for decarbonising rail freight operations in collaboration with governments and industry.

The submission highlights the need for these reforms to enhance rail freight's role in Victoria's transport network, ensuring greater efficiency and environmental sustainability.



# BMSB SEASONAL MEASURES

## BMSB SEASONAL MEASURES

The Department of Agriculture, Fisheries and Forestry (DAFF) has retained the seasonal measures to manage the risk of BMSB arriving in Australia during the 2024–25 BMSB risk season. For the 2024–25 BMSB risk season, measures will apply to:

- certain goods manufactured in, or shipped from target risk countries, and/ or
- vessels that berth at, load or tranship from target risk countries from 1 September 2024 and 30 April 2025 (inclusive) within the same period.

You must comply with these measures for vessels and goods during the BMSB risk season.

## GOODS

A full list of the tariffs for the 202–25 season is available at [agriculture.gov.au/bmsb](http://agriculture.gov.au/bmsb).

- Target high risk goods will require mandatory treatment
- Target risk goods will not require mandatory treatment
- All target high risk and target risk goods will be subject to increased onshore intervention

## BMSB MANAGEMENT

Onshore treatment of target high risk goods is permitted for goods shipped in sealed six hard sided containers. Treatment must be conducted at the container level as deconsolidation or removal of goods will not be permitted prior to treatment.

### For the 2024-25 BMSB risk season:

heightened biosecurity measures will apply to certain goods manufactured in, or shipped from, target risk countries between 1 September 2024 and 30 April 2025 (inclusive). Target high risk goods shipped between 1 September and 30 April require mandatory treatment and will be referred for intervention by 30 April 2025. Industry is strongly encouraged to have their target high risk goods treated offshore and by an approved provider (where possible) prior to arrival into Australian territory to minimize clearance delays and associated industry costs that may be incurred for onshore treatment.

## HUBBED AND TRANSHIPPED CARGO

DAWR have announced BMSB Seasonal protocol mandating that ALL Target High Risk Cargo travelling through a HUB Port must be treated offshore by an Approved Offshore Treatment Provider prior to arrival Australia. If Target high risk cargo arrive untreated in an FAK from a HUBPort – the entire container will be subject to Fumigation before it is allowed to be unpacked. Given the changed circumstances and logistical difficulties, ECU Worldwide Australia would recommend that THRG be treated by an Approved Offshore Treatment Provider at Origin or, if necessary, at the Hub Port. Any target high risk goods arriving untreated will impose Methyl Bromide fumigation on the entire container. Meaning all cargo (regardless of primary origin or goods type) will be subjected to methyl bromide and the subsequent process delays). all costs associated with the treatment and delays shall be to the account of the party or parties involved on the consignment(s) provoking the onshore container treatment and payable prior to cargo release. Based on the current assessment of likely processes required by DAWR, Methyl Bromide Fumigation will be provided at all CFS Depots at Container Level and FCL Fumigation rates will be apportioned over the offending party(ies) consignments. This rate will be subject to reassessment and change upon verification of administration requirements and DAWR obligatory processes. Due to excessive costs of managing DAWR processes a BMSB Administration fee of AUD35.00 per shipment will be appropriated at destination.

For more information visit:

<https://www.agriculture.gov.au/biosecurity-trade/import/before/brown-marmorated-stink-bugs#bmsb-measures-for-goods>



# MAERSK ANNOUNCES NEW FEES

Shippers will be reeling when they are hit with the extent of new fees and increases to existing charges, soon to be introduced by Maersk Line next month.

Announced last week, there are new infrastructure fees, new inland equipment positioning charges, new vehicle booking service fees and increased origin- and destination terminal handling charges, plus variations to various fuel surcharges.

Maersk advised that they “constantly strive to provide more reliable and innovative products” and “offer the broadest coverage and competitive transit times at an unmatched reliability.”

“To continue offering our broad portfolio of services and high level of reliability, we are introducing...”

- An Infrastructure Export Fee (IFO) for all containers from Australia and New Zealand from 1 October. The charge varies from \$105 per container from Fremantle to \$255 per container from Melbourne.

- On the same date an identical Infrastructure Fee Import (IFD) will be introduced.

- Equipment Positioning Service – Export (Inland) (POE) for all containers from Australia and New Zealand via ports to World with effect from 1 October 2024 for Regulated countries and Non-Regulated countries.

- Equipment Positioning Service – Import (Inlands) (POI) for all containers from World to Australia and New Zealand via ports

effective from 1 October 2024 for Regulated countries and Non-Regulated countries.

- Vehicle Booking System Fees Export (VBE) for all containers from Australia and New Zealand via ports to World with effect from 1 October 2024 for Regulated countries and Non-Regulated countries.

- Vehicle Booking System Fees Import (VBI) for all containers from World to Australia and New Zealand via ports effective from 1 October 2024 for Regulated countries and Non-Regulated countries.

- Maersk is revising the Terminal Handling Service – Origin (OHC) and Terminal Handling Service – Destination (DHC) for all 20 dry, all 40 dry, 20 reefer, all 40 reefer and 45 high dry containers for Australia to/from world effective 1 October 2024.

- Maersk is revising the Terminal Handling Service – Origin (OHC) and Terminal Handling Service – Destination (DHC) for all 20 dry, all 40 dry, 20 reefer, all 40 reefer and 45 high dry containers for New Zealand to/from world effective 1 October 2024.

- Maersk is revising the Port Additional / Port Dues Export (PAE) & Import (PAI) for the scope Napier, New Zealand to/from World with the effective date 1 October 2024.

Crisp, D. (2024). Maersk introduces a raft of new local surcharges. Retrieved from <https://www.thedcn.com.au/sticky/maersk-introduces-a-raft-of-new-local-surcharges/> on 6th September, 2024.



# VICTORIA REPORTS RECORD \$2 BILLION EXPORT SURGE

Victoria's government has announced a significant boost in the state's exports, reporting a \$2 billion increase over the past year. This rise is touted as the largest export growth in Australia. According to data released by the Australian Bureau of Statistics on September 4, Victoria's exports grew by 3.6% in the June quarter, reaching \$17.6 billion, which the state government is calling a record.

Premier Jacinta Allan highlighted that Victoria experienced the strongest growth among states, with exports of goods and services rising by nearly a third since 2015, and a further 13.2% increase in the past year alone. She noted that this growth has contributed to a record employment figure of 3.7 million, with an additional 26,300 Victorians employed as of July 2024.

Allan also pointed out that over 850,000 new jobs have been created in Victoria since 2014. Business investment in the state grew by more than 9% for the year to March 2024, marking the second-largest increase among states and surpassing the national growth rate by over 2%.

The Premier highlighted the crucial role of international exports, particularly international education, which remains Victoria's largest

export sector. Victoria commands 30% of Australia's international student market, generating \$14.8 billion in export revenue in 2023 and supporting approximately 63,000 local jobs.

Treasurer Tim Pallas emphasised the government's commitment to expanding trade and attracting investment, recognising their importance for local employment and economic opportunities. "The strength of our export trade reflects the strength of our economy, which supports families, creates jobs, and backs Victorian businesses," Pallas said.

Premier Allan reiterated the government's focus on maintaining Victoria's reputation as a welcoming destination and supporting international students. She also called on the Commonwealth Government to reconsider its cap on international students, which she believes could negatively impact Australia's international education standing and economy.

Murday, H. (2024). Victoria sees record exports, says state government. Retrieved from <https://www.thedcn.com.au/news/victoria-sees-record-exports-says-state-government/> on 5th September, 2024.



# FRIDAY FUNNIES

**We hope the following jokes put a smile on your face as we approach the weekend!**

A lot of people say gold is the best element.  
But in my opinion, Hydrogen is number 1.

If you want to pass your calculus exam, don't sit in between two identical twins.  
It's impossible to differentiate between them!

I was wearing pyjamas while drinking coffee on my front porch this morning. My next door neighbour yelled over, "hey can you change a tyre?" So I ran back into my house and came out wearing my tuxedo.

Wanna hear a joke about time travel?  
Nevermind, you didn't like it...

Bird jokes never land well with people.  
They always fly over their heads.

Which animal is the worst detective?  
A giraffe because all of the clues are under his nose.

Have you seen our new cyber security consultant?  
We think he has ransomware!

I think I am going to become a coin collector.  
The change will do me some good.

How do you measure cattle?  
In cow-lometres.

Why does Magic 8-Ball use Gmail?  
Because Outlook not so good.

Why couldn't the frog sing?  
Because he damaged his croakl chords.

My child asked if I knew why it was dark at night.  
I replied, "no sun."

Roses are dead, Violets are dead.  
I am a bad gardener.

My friends and I started a band called 999 megabytes.  
We still don't have a gig.



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