



TOMAX  
NEWS

Issue 176  
13<sup>th</sup> December 2024

---

PLUS:



# MARKET SUMMARY

---

- Australian container terminal operators have ALL announced that from 1st January 2025 they will be increasing their Infrastructure Levies and Terminal charges, by as much as 34%. Grievances have once again been lodged with Government regulators (read that as an oxymoron) in order to address this cartel conduct behaviour. We refuse to stand idly by whilst these terminal operators continue to pillage importers and exporters, skimming more and more profits out of the supply chain. Watch this space for more to follow on this important topic.
- After a brief reduction in ocean freight prices on the Asia-Australia trade-lanes shipping lines are once again getting some price rises through as demand increases in the lead up to Chinese New Year. Rates for the second half of December will be increasing slightly. Tomax will continue to push (and work with) shipping lines in order to mitigate increases as much as possible.

# 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](#)



# TERMINAL & DEPOT OPERATING HOURS 2024-2025

During the upcoming Christmas and holiday season period, there will be some changes to the normal operating hours which will affect port, depot and rail operations. Please note that the terminal and depot hours below may be subject to change. Please refer to notices published by the respective port/depot for any further updates regarding revised delivery periods.

## DP WORLD

Terminal	Location	Type	23/12/2024 Monday	24/12/2024 Tuesday	25/12/2024 Wednesday	26/12/2024 Thursday	27/12/2024 Friday	28/12/2024 Saturday	29/12/2024 Sunday	30/12/2024 Monday	31/12/2024 Tuesday	1/01/2025 Wednesday	2/01/2025 Thursday
DP World	Brisbane	Vessel Ops	Normal	Closed 24/15:00 to 26/07:00			Normal	Normal	Normal	Normal	Normal	Closed 31/15:00 to 01/07:00	Normal
		R&D	Normal	Closed 24/13:00 to 26/07:00			Normal	*refer to terminal	*refer to terminal	Normal	Normal	Closed 31/13:00 to 01/07:00	Normal
	Fremantle	Vessel Ops	Normal	Closed 24/14:00 to 26/06:00			Normal	Normal	Normal	Normal	Normal	Closed 31/14:00 to 01/06:00	Normal
		R&D	Normal	Closed 24/14:00 to 25 Dec		Subject to demand 26 to 28 Dec			*refer to terminal	Normal	Subject to demand 31/14:00 to 2 Jan		
	Melbourne	Vessel Ops	Normal	Closed 24/14:00 to 26/06:00			Normal	Normal	Normal	Normal	Normal	Closed 31/14:00 to 01/06:00	Normal
		R&D	Normal	Closed 24/14:00 to 25 Dec		Subject to demand 26 to 28 Dec			*refer to terminal	Normal	Subject to demand 31/14:00 to 1 Jan		
	Sydney	Vessel Ops	Normal	Closed 24/14:00 to 26/06:00			Normal	Normal	Normal	Normal	Normal	Closed 31/14:00 to 01/06:00	Normal
		R&D	Normal	Closed 24/14:00 to 26/06:00 (incl. via rail)			Normal	*refer to terminal	*refer to terminal	Normal	Normal	Closed 31/14:00 to 01/06:00 (incl. via rail)	Normal

\*Sat/Sun R&D hours please refer to standard notices published by terminal for applicable operating hours.

## PATRICKS

Terminal	Location	Terminal Shift*	23/12/2024 Monday	24/12/2024 Tuesday	25/12/2024 Wednesday	26/12/2024 Thursday	27/12/2024 Friday	28/12/2024 Saturday	29/12/2024 Sunday	30/12/2024 Monday	31/12/2024 Tuesday	1/01/2025 Wednesday	2/01/2025 Thursday	
Patrick	Brisbane	Midnight	R&D - On-Request	R&D - Closed	R&D and Vessel Ops Closed	R&D and Vessel Ops Closed	R&D - On-Request	R&D - On-Request	R&D - Closed	R&D - On-Request	R&D - Open	R&D and Vessel Ops Closed	R&D - On-Request	
		Day	R&D - Open	R&D - Closed	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	R&D - On-Request	R&D - Closed	R&D - Open	R&D - On-Request	R&D - On-Request	R&D - Open	
		Evening	R&D - Closed	R&D and Vessel Ops Closed	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	R&D - Closed	R&D - Closed	R&D - Open	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	
	Fremantle	Midnight	R&D - On-Request	R&D - On-Request	R&D and Vessel Ops Closed	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	R&D - On-Request	R&D - On-Request	R&D - On-Request	R&D and Vessel Ops Closed	R&D and Vessel Ops Closed	R&D - On-Request
		Day	R&D - Open	R&D - Open	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	R&D - Open	R&D - On-Request	R&D - Open	R&D - Open	R&D - On-Request	R&D - On-Request	R&D - Open
		Evening	R&D - On-Request	R&D and Vessel Ops Closed	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	R&D - On-Request	R&D - On-Request	R&D - Open	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	
	Melbourne	Midnight	R&D - On-Request	R&D - Open	R&D and Vessel Ops Closed	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	R&D - On-Request	R&D - On-Request	R&D - On-Request	R&D - Open	R&D and Vessel Ops Closed	R&D - On-Request
		Day	R&D - Open	R&D - Open	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	R&D - Open	R&D - On-Request	R&D - On-Request	R&D - Open	R&D - Open	R&D - On-Request	R&D - Open
		Evening	R&D - Open	R&D and Vessel Ops Closed	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	R&D - On-Request	R&D - On-Request	R&D - Open	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	
	Sydney	Midnight	R&D - Open	R&D - Open	R&D and Vessel Ops Closed	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	R&D - Open	R&D - Open	R&D - Open	R&D - Open	R&D and Vessel Ops Closed	R&D - Open
		Day	R&D - Open	R&D - Open	R&D and Vessel Ops Closed	R&D - On-Request	R&D - Open	R&D - Open	R&D - Open	R&D - Open	R&D - Open	R&D - Open	R&D - On-Request	R&D - Open
		Evening	R&D - Open	R&D and Vessel Ops Closed	R&D and Vessel Ops Closed	R&D - Open	R&D - Open	R&D - Open	R&D - Open	R&D - Open	R&D and Vessel Ops Closed	R&D - Open	R&D - Open	

\*Shift Times as advised by terminal

Brisbane, Fremantle, Melbourne		Sydney	
Day	07:00 to 15:00	Day	06:00 to 14:00
Evening	15:00 to 23:00	Evening	14:00 to 22:00
Midnight	23:00 to 07:00	Midnight	22:00 to 06:00

\*On-request, subject to demand by carriers

# TERMINAL & DEPOT OPERATING HOURS 2024-2025 (CONTINUED)

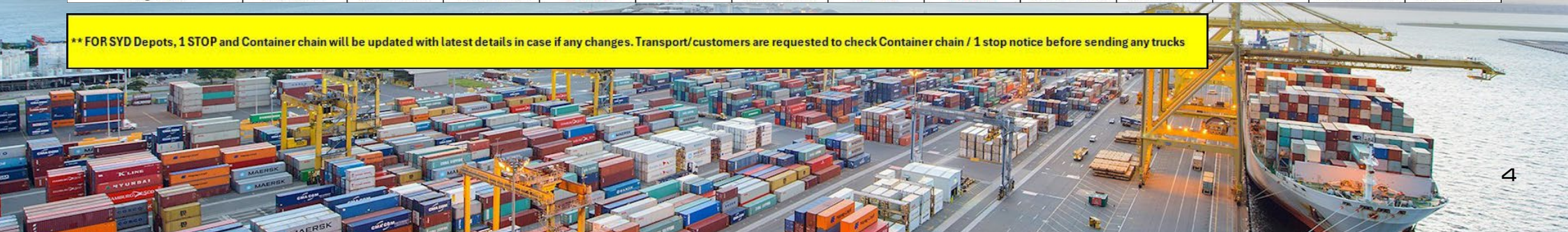
## FLINDERS

Terminal	Location	23/12/2024 Monday	24/12/2024 Tuesday	25/12/2024 Wednesday	26/12/2024 Thursday	27/12/2024 Friday	28/12/2024 Saturday	29/12/2024 Sunday	30/12/2024 Monday	31/12/2024 Tuesday	1/01/2025 Wednesday	2/01/2025 Thursday
Flinders	Adelaide	Normal Operations	Vessel, Yard & Rail Operations cease 1400hrs	Vessel, Yard & Rail Operations closed	Vessel operations to recommence from 0600hrs. Yard & Rail Operations will recommence 2200hrs.	Normal Operations	Closed	Closed	Normal Operations	Vessel, Yard & Rail Operations cease 1400hrs	Vessel operations to recommence from 0600hrs. Yard & Rail Operations will recommence 2200hrs	Closed

## AU DEPOTS

Depot Name	Location	23/12/2024 Monday	24/12/2024 Tuesday	25/12/2024 Wednesday	26/12/2024 Thursday	27/12/2024 Friday	28/12/2024 Saturday	29/12/2024 Sunday	30/12/2024 Monday	31/12/2024 Tuesday	1/01/2025 Wednesday	2/01/2025 Thursday	3/01/2025 Friday
Westlink	Melbourne	0630-1700	0630-1200	Closed	Closed	0630-1700	Closed	Closed	0630-1700	0630-1200	Closed	0630-1700	0630-1700
PMC	Melbourne	0700-1800	0700-1200	Closed	Closed	0700 - 1800	Closed	Closed	0700-1800	0700-1200	Closed	0700-1800	0700-1800
ACFS	Melbourne	0600-2359	0600-1400	Closed	Closed	0600 - 2359	Closed	Closed	0600 - 2359	0600-1400	Closed	0600 - 2359	0600 - 2359
Qube Vic Doc	Melbourne	0700 - 1600	0700 - 1200	Closed	Closed	0700 - 1600	Closed	Closed	0700 - 1600	0700 - 1200	Closed	0700 - 1600	0700 - 1600
Cargo Link	Melbourne	0600 - 1600	0600 - 1200	Closed	Closed	0600 - 1600	Closed	Closed	0600 - 1600	0600 - 1200	Closed	0600 - 1600	0600 - 1600
DP World Logistics Park	Melbourne	0600 - 2359	0000 - 1200	Closed	Closed	0600 - 2359	0000 - 0600	Closed	0600 - 2359	0000-1200	Closed	0600 - 2359	0000 - 2359
MCS COOKS RIVER	Sydney	0600 - 2200	0600 - 1400	Closed	Closed	0600 - 2200	Closed	Closed	0600 - 2200	0600-1400	Closed	0600 - 2200	0600 - 2200
ACFS E DEPOT	Sydney	0600 - 2359	0600 - 1400	Closed	Closed	0600 - 2359	Closed	Closed	0600 - 2359	0600-1400	Closed	0600 - 2359	0600 - 2359
ECS	Sydney	0600 - 2359	0600 - 1400	Closed	Closed	0600 - 2359	Closed	Closed	0600 - 2359	0600-1400	Closed	0600 - 2359	0600 - 2359
DPWL PARK 1	Sydney	0600 - 2359	0600 - 1400	Closed	Closed	0600 - 2359	Closed	Closed	0600 - 2359	0600-1400	Closed	0600 - 2359	0600 - 2359
SWIFT DEPOT	Sydney	0600 - 2359	0600 - 1400	Closed	Closed	0600 - 2359	Closed	Closed	0600 - 2359	0600-1400	Closed	0600 - 2359	0600 - 2359
QUBE FICP	Brisbane	0600 - 2300	0600 - 1200	Closed	Closed	0600 - 2300	Closed	Closed	0600 - 2300	0600 - 1200	Closed	0600 - 2300	0600 - 2300
ACFS E DEPOT	Brisbane	0600 - 2300	0600 - 1200	Closed	Closed	0600 - 2300	Closed	Closed	0600 - 2300	0600 - 1200	Closed	0600 - 2300	0600 - 2300
QUBE Outer Harbour	Adelaide	0700 - 2300	0700 - 1200	Closed	Closed	0700 - 2300	Closed	Closed	0700 - 2300	0700 - 1200	Closed	0700 - 2300	0700 - 2300
FACT Depot	Adelaide	0600 - 1700	0600 - 1200	Closed	Closed	0600 - 1700	Closed	Closed	0600 - 1700	0600 - 1200	Closed	0600 - 1700	0600 - 1700
ACFS eDepot	Adelaide	0700 - 1700	0700 - 1300	Closed	Closed	0700 - 1700	Closed	Closed	0700 - 1700	0700 1300	Closed	0700 - 1700	0700 - 1700
QUBE CENTRAL	Fremantle	0600 - 2200	0600 - 1100	Closed	Closed	0600 - 2200	0630 - 1130	Closed	0600 - 2200	0600 - 1100	Closed	0600 - 2200	0600 - 2200
QUBE CNTR PARK	Fremantle	0600 - 2200	0600 - 1100	Closed	Closed	0600 - 2200	0630 - 1130	Closed	0600 - 2200	0600 - 1100	Closed	0600 - 2200	0600 - 2200
ICS	Fremantle	0600 - 2300	0600 - 2300	Closed	Closed	0600 - 2300	Closed	Closed	0600 - 2300	0600 - 2300	Closed	0600 - 2300	0600 - 2300
TYNE ACFS	Fremantle	0500 - 2400	0500 - 1200	Closed	Closed	0500 - 2400	0500 - 1400	Closed	0500 - 2400	0500 - 1200	Closed	0500 - 2400	0500 - 2400
Cargo Link	Fremantle	0700 - 1500	0700 - 1500	Closed	Closed	0700 - 1500	Closed	Closed	0700 - 1500	0700 - 1500	Closed	0700 - 1500	0700 - 1500

\*\* FOR SYD Depots, 1 STOP and Container chain will be updated with latest details in case if any changes. Transport/customers are requested to check Container chain / 1 stop notice before sending any trucks





# ENGINEERED STONE BAN INFORMATION FOR INDUSTRY

---

## START DATE

From 1 January 2025, engineered stone benchtops, panels and slabs will become prohibited imports under the Customs (Prohibited Imports) Regulations 1956.

## WHAT IS INCLUDED IN THE BAN?

Engineered stone benchtops, panels and slabs that contain at least 1% crystalline silica substance as a weight/weight concentration and is created by combining natural stone materials with other chemical constituents (such as water, resins, or pigments), and becomes hardened.

## WHAT IS NOT INCLUDED IN THE BAN?

The ban does not apply to:

- engineered stone products that are not benchtops panels and slabs.
- finished engineered stone products that don't need to be processed or modified, such as prefabricated sinks, jewellery or garden ornaments.
- concrete and cement products, bricks, pavers, blocks, ceramic wall and floor tiles sintered stone, porcelain products, roof tiles, grout, mortar, render, and plasterboard.
- samples of engineered stone taken from benchtops, panels or slabs for testing purposes that are no larger than 250mm by 250mm and 400mm thick.

## PERMITS AND EXEMPTIONS

The Australian Border Force (ABF) will target goods considered to be engineered stone. The importation of engineered stone is prohibited:

- unless the Commonwealth Work Health and Safety Minister or an authorised person<sup>1</sup> has granted permission for importation in writing, or;
- a confirmation from Comcare, or an authority of a State or Territory<sup>2</sup> is in force stating that the proposed use of the engineered stone is for genuine research and analysis, or to sample engineered stone, or;
- the importation is of a kind of engineered stone benchtop, panel or slab that is the subject of an exemption granted by a work health and safety regulator under the Work Health and Safety (WHS) Regulations, or a corresponding WHS law.

## PERMISSIONS

Engineered stone benchtops, panels or slabs imported without a valid import permit, confirmation or exemption are classed as a prohibited import, meaning they can be seized at the border without a warrant. The act of applying for an import permit, confirmation of end use, or exemption is not a guarantee that it will be granted. Goods must not be shipped until one of the forms of approval is obtained. A copy of the permit, confirmation of end use or exemption must be produced to the ABF if requested to do so.

## **DECLARATIONS**

Importers should be aware that a new community protection question will be generated as a part of the import declaration process for the purpose of declaring engineered stone. Where goods meet the definition of engineered stone for the purposes of the prohibition, the community protection question must be answered 'yes'. Engineered stone of a value of less than \$1000 AUD must be entered on a Long Form Self Assessed Clearance Declaration (SAC). Goods descriptions must include reference to the material composition and type of good, i.e. Engineered Stone Benchtop. The description should not include tariff descriptions, brand names, product codes, generic terms or foreign references. Insufficient information on cargo reports or import declarations may lead to goods being held at the border.

## **DUE DILIGENCE**

When a customs broker receives a declaration stating the goods are not engineered stone, the customs broker should ensure they obtain reliable and sufficient supporting evidence to correctly make the declaration and to provide to the ABF if requested. A declaration on its own, whether from the manufacturer, importer or third-party supplier is not considered evidence. It should not be assumed that engineered stone manufactured overseas and labelled crystalline silica free contains less than 1% of crystalline silica. Goods may be labelled engineered stone "crystalline silica free" even when the content of crystalline silica exceeds 1%. In cases where it is unknown if the goods exceed the 1% silica content, testing should be conducted prior to importation. Documentation verifying the composition of the goods should be included in the commercial documentation for lodgement of the import declaration. If the ABF suspects the consignment contains prohibited engineered stone, the importer will be provided the opportunity to have the goods tested at their expense, or re-exported.

## **ASSURANCES**

Several types of documentation may be necessary to demonstrate a sufficient level of assurance that the goods are not engineered stone. As an example, a Material Safety Data Sheet developed in line with relevant domestic state and territory WHS laws and regulations may be considered one type of assurance document to determine the composition of the goods. In cases where there is uncertainty around the status of benchtops, panels or

slabs as engineered stone products, testing of the goods should be conducted prior to importation to verify the composition of the goods. Where this occurs, the ABF will need to be able to confirm the sampling and testing undertaken is related to the imported goods and may seek batch numbers or other evidence to match the testing to the imported goods. Written evidence of the sampling process, photographs and accurate records of decisions (what was and what was not sampled and why) will enhance assurances provided to the ABF that the goods are not engineered stone. To ensure an appropriate analysis method has been utilised, testing certificates produced from outside Australia should be from a laboratory recognised by the National Association of Testing Authorities (NATA) through the Mutual Recognition Agreement scheme and accredited by the local accreditation authority for the purposes of engineered stone identification using an appropriate analysis method. Where assurances are insufficient, the ABF may ask the importer to undertake testing. This process will incur additional cost to the importer for storage and transport of the goods under customs control while sampling by a competent person<sup>3</sup> and testing is completed.

## **TESTING AT THE BORDER**

Testing of goods must be carried out by a laboratory using suitable analytical means, such as petrographic analysis and x-ray diffraction. To provide for the most reliable assurance outcome, testing laboratories should be accredited through NATA. Details of NATA accredited laboratories are available on the NATA website by searching for silica testing. The arrangement for, and cost of, any independent inspection, testing and storage of the goods is the responsibility of the importer in Australia in line with Section 186 of the Customs Act 1901.

## **SAMPLES FOR TESTING**

A permit is not required for samples being imported for testing. Samples must be from the actual shipment to be imported. To comply with requirements, each piece of engineered stone contained in a consignment of samples for testing should be no larger than 250mm by 250mm by 400mm thick. The associated cargo report should describe the goods as "engineered stone samples for testing". The consignee and consignor details should clearly indicate the importer and supplier, not freight forwarders or logistic providers.

## **EXPORT**

The engineered stone prohibition does not apply on export. In some cases, the ABF may seek the re-export of goods suspected of, or confirmed to, contain engineered stone at the cost of the importer.

## **FURTHER INFORMATION:**

<https://www.abf.gov.au/help-and-support/notices/australian-customs-notices>

<https://www.abf.gov.au/importing-exporting-and-manufacturing/prohibited-goods/categories>

<https://www.dewr.gov.au/engineeredstone>

<https://www.safeworkaustralia.gov.au/esban>

## **Source:**

Australian Border Force





# MAJOR UPGRADES ON KEY FREIGHT CORRIDOR

**P**rogress on the Milton Ulladulla Bypass and the Princes Highway duplication between Jervis Bay Road and Hawken Road has advanced significantly, with contracts now signed for specialists to develop the concept design and conduct environmental assessments.

Both initiatives are funded jointly by the Australian and NSW Governments.

- The Milton Ulladulla Bypass, a \$940 million project, is supported by \$752 million from the Australian Government and \$188 million from the NSW Government.
- The Princes Highway upgrade between Jervis Bay Road and Hawken Road is backed by a \$500 million investment, with \$400 million provided by the Australian Government and \$100 million from the NSW Government.

These projects aim to alleviate congestion, reduce travel times, enhance road safety, and improve freight access.

“The Princes Highway is a vital corridor connecting communities and supporting tourism and freight across the South Coast,” said Catherine King, Federal Infrastructure, Transport, Regional Development, and Local Government Minister.

For the Milton Ulladulla Bypass, Aurecon Australasia Pty Ltd has been contracted to develop the concept design and prepare the environmental assessment, including an Environmental Impact Statement.

“This joint \$1.44 billion investment by the Australian and NSW Governments will enhance safety and resilience while reducing congestion and improving access for local, tourist, and freight traffic,” added Jenny Aitchison, NSW Regional Transport and Roads Minister.

The concept design will confirm features such as lane configurations, intersections with the existing highway, and access for local roads during construction and operation. It will also refine the project’s footprint and boundaries.

For the Princes Highway upgrade, MRB Technical Services—a joint venture of Mott MacDonald Australia Pty Limited, RPS AAP Consulting Pty Limited, and BG&E Pty Limited—has been awarded the contract for the concept design and environmental assessment.

This project includes:

- Two lanes in each direction along a six-kilometre stretch, separated by a median barrier.
- An upgraded intersection at Hawken Road, Tomerong.

Transport for NSW will provide updates to the community as planning for both projects progresses.

Chawla, M. (2024). Key freight corridor to see major upgrades with \$1.44bn investment. Retrieved from <https://mhdsupplychain.com.au/2024/12/06/key-freight-corridor-to-see-major-upgrades-with-1-44bn-investment/> on Thursday 12th December, 2024.





# WORLD CONTAINER INDEX UPDATE

**D**rewry's World Container Index remained steady at \$3,529 per 40-foot container this week, unchanged from \$3,533 last Friday.

This current rate is 66% lower than the pandemic-era peak of \$10,377 recorded in September 2021 but remains 148% higher than the pre-pandemic 2019 average of \$1,420. Year-to-date, the composite index averages \$3,949 per FEU, exceeding the 10-year average of \$2,858 by \$1,091—a figure influenced by the unprecedented rates during the COVID-19 period from 2020 to 2022.

Freight rates showed mixed trends this week:

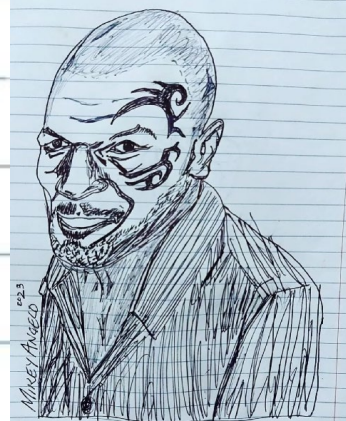
- New York to Rotterdam: Up 3% (\$23) to \$830 per FEU.
- Shanghai to Rotterdam: Up 2% (\$80) to \$4,855 per FEU.

- Rotterdam to Shanghai, Shanghai to Genoa, Los Angeles to Shanghai, and Shanghai to New York: Each increased by 1%, reaching \$520, \$5,526, \$726, and \$5,199 per FEU, respectively.

Conversely, rates from Shanghai to Los Angeles dropped 4% (\$137) to \$3,582 per FEU, and Rotterdam to New York fell 1% (\$27) to \$2,622 per FEU.

Drewry anticipates spot rates to remain stable in the coming week.

Daily Cargo News. (2024). World Container Index stabilises. Retrieved from <https://www.thedcn.com.au/region/australia/world-container-index-stabilises-2/> on Friday 13th December, 2024.



Dax's sketches above (Mikey Angelo is his artist name)!

# STAFF SPOTLIGHT

## DAX WEIGHTMAN COURIER DRIVER TOMAX TRANSPORT MELBOURNE

**What is your role at Tomax?**  
Delivery Driver.

**How do you spend your free time?**  
Drawing and sketching cars - I would like to attempt sketching on T-shirts!

**Where is the coolest place you've been to?**  
Luna Park.

**Your proudest achievement?**  
Working at Tomax!

**If you could transform into any animal what would it be?**  
A wolf.

**What do you believe is the greatest invention?**  
Cars.

**Do you have any end of year celebrations or plans coming up?**  
Not yet as I am trying to save up for a car!



Photo: Dax (left) with his sister and brother.

# SPOT THE 5 DIFFERENCES

See if you can spot the five differences between the two images?



Australian HQ  
19/202 Ferntree Gully Rd  
Clayton VIC 3168

[tomax.com.au](http://tomax.com.au)  
1300 186 629  
03 9544 4227

