



TOMAX
NEWS

Issue 65
28th January 2022



PLUS:



A large yellow crane is mounted on the deck of a ship. The crane's boom extends high into the sky. In the background, a cityscape with various buildings and a flagpole is visible under a clear blue sky. The ship's hull is dark grey with yellow accents.

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. 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 Gazette](#)

LATEST NEWS



COVID LEVIES AND RISING COSTS

C COVID levies are now being charged by logistics companies to recover higher costs incurred during the pandemic and are being closely monitored for signs of collusion.

Big logistics groups such as ACFS Port Logistics, Qube Holdings, Silk Contract Logistics and Melbourne stevedore Victoria International Container Terminal (VICT) have struck customers with new fees claiming that they are necessary in order to recoup the cost of paying workers overtime. ACFS has told customers that its business is suffering from “extreme cost pressures and inefficiency” because their workers are either getting COVID-19 or are isolating at home with a positive case in their household, requiring a short-term “COVID levy”.

As a result, the costs of importing goods from overseas is rising as logistics companies impose these levies. ACFS is charging east coast customers an extra \$25 per container for moving the containers through its terminals, yards or warehouses. The fee is only charged once per container, stating, “unfortunately, these [COVID-19 illness] numbers only look to be increasing and this will continue to have a cascading impact on the industry. In order to maintain the service levels, we’ve had to dramatically absorb cost through the substantial increase of casual labour, overtime, engagement with sub-contractors and payment of the ‘pandemic leave payment’ for people self-isolating or caring for someone with COVID.”

Similarly, Qube Holdings has advised that its labour costs had “risen dramatically” due to staff isolating and have therefore introduced a levy of \$28.50 per container for east coast customers. Qube said the levy was temporary but did not state its end date, instead planning to review the fee if the pandemic eases. Roughly 10% to 15% of Qube’s workforce on the east coast is unable to work as they are either ill with COVID-19 or isolating.

The Australian Competition and Consumer Commission said it was aware that some logistics groups were setting charges related to the pandemic. An ACCC spokesman said, “we are monitoring the situation. Generally speaking, businesses are free to set charges providing they don’t mislead and do so independently of other businesses.”

Silk Logistics said it had introduced a “congestion and disruption levy” for its Victorian clients but declined to disclose the amount. “The levy will be utilised to fund additional payments to maintain contractor numbers and agency staff during a period where significant absenteeism is occurring and to assist in retaining drivers from leaving the industry for higher-paying roles to ensure Silk can keep servicing clients,” a spokeswoman said.

VICT has told customers it will charge a temporary “COVID recovery tariff” of \$3.97 from the 1st February 2022. “Throughout the last two years of the pandemic, VICT has absorbed the cost of additional COVID

requirements but due to the latest outbreak and overall increase in costs especially relating to rapid antigen tests, we have no option but to apply a temporary tariff to recover some of the extraordinary costs,” the stevedore said.

VICT was unable to provide the usual 60-day notices to customers under Victoria’s voluntary guidelines for price increases due to the “particular circumstances.”

Port delays overseas are also causing shipping prices to rise. Logistics group Monidale VGL is raising its “origin port congestion surcharges” for cargo shipped from the US to between \$US20 and \$US30 per weight or measurement as of 30th January, due to shortages of longshoremen, equipment and trucks as well as vessel berthing delays.

Simon O’Hara, chief executive of Road Freight NSW, which represents trucking operators, said companies would need to pass on the surcharges to consumers. Mr O’Hara said, “we will see a proliferation of fees, surcharges,

levies, however described within the transport or freight industry during this time. Some will be justified, some will not be justified.”

Paul Zalai, director of the Freight and Trade Alliance, said logistics companies were using a “ransom model” and imposing it on transport operators who had no choice but to pay the fees. He said, “the unfortunate reality is that we will most likely experience inflated land-side supply chain costs until operating conditions improve and market forces rectify the situation.”

Wiggins, J. (2021). Everything is about to get more expensive thanks to “COVID Levies”. Retrieved from <https://www.afr.com/companies/infrastructure/everything-is-about-to-get-more-expensive-thanks-to-covid-levies-20220119-p59peq> on 26th January, 2022.





ADBLUE PRODUCTION BOOSTED IN AUSTRALIA

Fertiliser manufacturer Incitec Pivot has increased its production of AdBlue by roughly 800 per cent, as reported by The Morrison Government.

Last week, Incitec Pivot produced more than 3 million litres of AdBlue in the week, which equates to about 75% of Australia's AdBlue needs. This locally produced AdBlue is already flowing through the domestic supply chain to wholesalers and service stations across the country. A dedicated AdBlue distribution facility in Brisbane, has been commissioned by Incitec Pivot, and has the capacity to load the equivalent of three B Double trucks per hour. Other local AdBlue manufacturers continue to play an integral role in the supply chain through production and distribution, with the Government lending a helping hand to these businesses by facilitating commercial supplies from overseas through the diplomatic network.

Since late 2021, the Government has been working with AdBlue manufacturers, fuel retailers, and transport and logistics bodies through the National Coordination Mechanism, to replenish out-of-stock sites.

Despite AdBlue users continuing to witness a few sites occasionally stocked-out, they can be reassured that these sites are now being progressively replenished, as a result of the new AdBlue supply coming into the market.

Minister for Industry, Energy and Emissions Reduction, Angus Taylor, says the prompt action between the Government and industry has delivered a positive outcome for the

critical sectors that use AdBlue. He says, "I thank Incitec Pivot for stepping up as we work together to keep our trucks fuelled and Australian diesel motorists on the road. The company has already ramped up production to over 3 million litres per week and this milestone is great news. While Australia currently has sufficient volumes of AdBlue to meet its needs, this local production will help restore normal national stock levels. I also thank the broader AdBlue manufacturing, fuel distribution and transport sectors for their continued cooperation with the Government on a weekly basis. This open communication has meant we have been able to replenish sites and minimise disruptions for AdBlue users during the holiday period. To ensure stocks can be replenished across the country, I continue to encourage industry to purchase stocks only when needed and at normal levels."

Brad Williams, Australian Logistics Council CEO, says the ramp-up of local production, ongoing imports and strategic distribution of available supplies has given businesses confidence that the AdBlue situation has stabilised and stocks are gradually starting to increase. Brad says, "while we're not back to normal just yet, the collaborative effort between the Australian Government and industry has eased the supply pressures on AdBlue and should give users confidence the situation is manageable moving forward."

ORDER TODAY FOR FIRST SUPPLY OF RAPID ANTIGEN TEST (RAT) KITS

As outlined in last week's Tomax Newsletter, the Freight & Trade Alliance (FTA) has partnered with Protective Health, a leading provider of medical supplies, as a part of a consortia to provide members with access to Therapeutic Goods Administration (TGA) approved Rapid Antigen Tests (RATs). The consortia has confirmation of booking and scheduled freight arrival to Sydney on Friday 4 February 2022.

A reminder that to secure your supply as a part of this initial bulk order, your online booking AND payment must be finalised TODAY 28 January 2022. Based on projected demand, they have been able to negotiate a competitive rate for FTA and Australian Peak Shippers Association members of \$6.99 per test (boxes of 5 equating to \$34.95 excl GST). The above offer is available to businesses purchasing a minimum of one carton containing 240 boxes (1200 tests).

Initial bulk order booking and freight arrival is scheduled to Sydney on Friday 4 February 2022. Collection directly from HubX at Port Botany is free of charge. Distribution is available to the Sydney metropolitan area and interstate locations at competitive commercial rates.

[Purchase RATs Here](#)





CHANGES TO THE PROCESS FOR NOTIFYING DAWE OF COVID-19 CASES AT THIRD PARTY PREMISES

Freight & Trade Alliance (FTA) wish to advise that the Department of Agriculture, Water and the Environment (the department) has recently issued Import Industry Advice Notice 10-2022 advising of the launch of a new Compliance Policy in light of the changed conditions since the appearance of the Omicron strain.

WHAT HAS CHANGED?

Following the emergence of COVID positive cases within Third Party Premises in 2020, the department wrote to Biosecurity Industry Participants (BIPs)/Premises Operators to advise requirements for reporting COVID positive cases as they were detected in Approved Arrangements/Third Party Premises.

This was for the purpose of taking all reasonably practicable steps as shared duty holders under the Work Health and Safety Act 2011, to ensure the health and safety of all our workers. With the emergence of the Omicron strain of COVID-19 and several recently announced revisions to state based health settings, the department is adjusting its COVID reporting requirements for Third Party Premises.

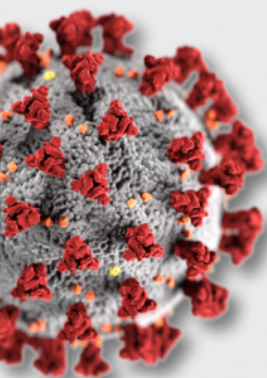
From 26 January 2022, the department will no longer require establishments to notify the department of 'every' positive COVID-19 case on the premises.

Rather, the department will only require BIPs/ Premises Operators to notify the department of a positive COVID-19 case on the premises if a known positive case has had any interaction with a departmental officer, or where a known positive case has had interaction with the DAWE work area at the premises within their infectious period.

In this case, the reporting should occur as soon as practically possible through the agriccc@agriculture.gov.au mailbox and making sure to include "COVID NOTIFICATION" and the relevant State or Territory in the subject field of the email.

You will similarly be notified if the above applies to any of their employees that access your workplace or may have come into contact with your employees in their workplace. This is to ensure the department can continue to support and enable our business in a COVIDSafe manner.

For further information about this Industry Advice Notice, please email agriccc@agriculture.gov.au making sure to include "COVID NOTIFICATION" and the relevant State or Territory in the subject field of your email.



STAFF SPOTLIGHT

EIRINI MOORE

CREDIT CONTROLLER

TOMAX LOGISTICS AUSTRALIA

What do you do at Tomax?

I work in the accounts team as a Credit Controller. I look after the receivables and liaise with our clients about their accounts ensuring everything is up-to-date.

What do you enjoy doing in your spare time?

In the little spare time I get (due to 2 young children) I enjoy making candles. It's been a little passion for years now which I mainly do for family and friends.

What makes you laugh the most?

My children make me laugh the most.

Favourite Australian Destination?

Anywhere in QLD. The beautiful warm weather, and relaxing by the beach makes QLD my favourite all year round.

3 items you would take with you on a deserted island?

A hammock, giant box of matches and a toothbrush.

Biggest pet peeve?

I can't stand loud chewing/chewing food with an open mouth!

Any New Year's resolutions for 2022?

Getting back to a healthy weight, which so far is going great.



HAPPY CHINESE NEW YEAR!

Wishing you a prosperous New Year filled with an abundance of happiness, good health and fortune for you and your loved ones.

From, Team Tomax



FRIDAY FUNNIES

We hope these Australian themed jokes put a smile on your face as we welcome another weekend!

Did you hear about the two baked beans that hitchhiked around Australia?
They ended up in Cairns.

What is a kangaroo's favourite kind of music genre?
Hip Hop.

I met a bloke from Australia who worked in I.T. I asked him, "do you come from the LAN down under?"

When is a bear not a bear?
When he doesn't have the right koalifications.

Where do Australian animals go for vacation?
Koala Lumpur.

Which element is found most commonly in 'Au'stralia?
Gold.

Which Australian animal can jump higher than the Sydney Harbour Bridge?
All of them - because bridges can't jump.

What will you call a lethargic joey?
A pouch potato.

What do you call an Australian in space?
An Austronaut.

Why did the cockatoo sit on the clock?
So he'd be on time!



Australian HQ
19/202 Ferntree Gully Rd
Clayton VIC 3168

tomax.com.au
1300 186 629
03 9544 4227

