



TOMAX
NEWS

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PLUS:



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](#)





LATEST NEWS

COVID RECOVERY TARIFF REMOVED BY VICTORIA INTERNATIONAL CONTAINER TERMINAL (VICT)

As of 1st October 2022, Victoria International Container Terminal (VICT) will be removing its temporary \$3.97 per-container COVID recovery tariff.

As per their industry notice, the company advised it would abolish its current daily rapid antigen testing requirements for contractors, visitors and employees from the 1st of October 2022 and thus, the company will be in a position to eliminate the tariff.

VICT's industry notice said, "we would like to extend our thanks to our employees, contractors and visitors who prescribed to our testing protocols in an effort to maintain continuity of service while infections rates remained high...VICT fully supports the Victorian Department of Transport Voluntary Pricing for Stevedore Landside Charges but as this is a temporary charge that we are removing, we feel that the 60 and 30 day notices are not required in this case."

Neil Chambers, Container Transport Alliance director, welcomed the announcement saying, "the fee would have netted VICT over \$1.3 million annually. VICT is the only container

terminal in Australia which was recovering its COVID compliance costs in this way, and CTAA has been calling for the removal of the fee for some time given the changed COVID public health orders and protocols."

Ackerman, I. (2022). VICT TO REMOVE COVID RECOVERY TARIFF. Retrieved from <https://www.thedcn.com.au/news/logistics-and-supply-chain/vict-to-remove-covid-recovery-tariff/> on 28th September, 2022.

BIOSECURITY ALERTS & CHANGES THIS WEEK

CHANGES TO ONSHORE PROCEDURES OF CANE AND RATTAN ARTICLES

Effective from 20 September 2022

The “Cane and rattan articles” BICON case has been updated to remove the verification inspection from pathways where onshore treatment has been elected by the client/importer.

Where importers elect to treat goods onshore, the goods will no longer be subject to a verification inspection prior to treatment.

Treatment and document requirements for cane and rattan articles will not change. Where treatment has not been elected onshore, goods may still be subject to inspection to verify that they are free from live insects, plant or animal debris, soil and other biosecurity risk contaminants.

WHO DOES THIS ALERT AFFECT:

Importers of cane and rattan articles, brokers and Pathway Operations Cargo - Assessment.

FURTHER INFORMATION:

Please email Plant Import Operations Branch at imports@agriculture.gov.au or phone 1800 900 090.

THIS CHANGE APPLIES TO THE FOLLOWING CASES:

Cane and rattan articles
<https://bicon.agriculture.gov.au/BiconWeb4.0/ImportConditions/Questions/EvaluateCaseByPK?elementPk=1948373>





STRONGER AUSTRALIAN BIOSECURITY LAWS

Boosting Australia's biosecurity laws, the federal government introduced its Biosecurity Amendment (Strengthening Biosecurity) Bill 2022 in parliament this week, which consists of changes designed to strengthen the nation's ability to respond to and manage biosecurity risks. The bill aims to encourage more thorough reporting of biosecurity risks entering Australia through airports and seaports and step up a range of civil and criminal penalties under the Biosecurity Act.

Minister for Agriculture, Fisheries and Forestry, Murray Watt, said people who jeopardised Australia's biosecurity system would face tougher penalties of up to 1000 penalty units, or \$222,000, if their obligations are unfulfilled. Murray believes those who endanger the biosecurity system include aircraft and vessel operators who fail to comply with pre-arrival reporting requirements and people in charge of goods failing to report a reportable biosecurity incident. He said, "operators and persons in charge of aircraft and vessels must properly report biosecurity threats, so that our biosecurity officers have accurate and up-to-date information available to assess the risks onboard...By expanding pre-arrival reporting requirements, the bill will implement important lessons from the COVID-19 pandemic...That includes harsher penalties and additional reporting responsibilities, developed through advice from the Inspector General of Biosecurity report into the failures that lead to the Ruby Princess cruise ship debacle." Mr Watt considers the new introduction of biosecurity measures being long overdue.

Mr Watt continued, "the former government failed to prioritise this legislation in their last term, leaving Australia unprepared for the threats we face. While the overwhelming majority do the right thing, a very small minority may be careless or break the rules, and we need to make sure appropriate deterrents are in place."

The bill marks the first stage of improvements made to bolster Australia's biosecurity system, with future amendments involving tougher penalties for failing to declare high-risk biosecurity goods such as meat products which could potentially carry the risk of foot and mouth disease.

Mr Watt advised Australia's biosecurity system underpins 1.6 million jobs across the agricultural supply chain and \$70.3 billion in exports. He said, "this bill shows we are serious, FMD would have a damaging impact on Australia's biosecurity status, market access and economy and these new penalties will reflect that. If we wish to continue to keep Australia free of pests and diseases, the Biosecurity Act must remain fit-for-purpose and future-proofed. These stronger penalties – in some cases up to \$1.1 million for corporate bodies – better reflect the seriousness of ignoring Australia's tough biosecurity laws. Biosecurity is everybody's responsibility, and everybody needs to do the right thing. If they don't, the Australian public rightfully would expect that the punishment would fit the crime."

Williams, A. (2022). Stronger biosecurity laws increase reporting and penalties. Retrieved from <https://www.thedcn.com.au/news/ports/stronger-biosecurity-laws-increase-reporting-and-penalties/> on 30th September, 2022.



SEAFARERS “ROBBED” OF \$65 MILLION IN AUSSIE WATERS

According to a recent report, seafarers transiting across Australian waters are experiencing wage theft totalling an estimated \$65 million annually. The report, titled “Robbed at Sea”, was commissioned by the International Transport Workers’ Federation and conducted by the Centre for Future Work within a public policy think tank, The Australian Institute. Records of ITF wage inspections performed over the last decade were examined. Currently, spot checks of international vessels visiting Australian ports are being conducted by 4 ITF inspectors.

“Robbed at Sea” was launched after World Maritime Day and representatives from The Australia Institute and the ITF joined the Sydney Branch to raise a discussion about the problems raised in the report, the implications for seafarers and how the issues can be addressed by the government. The study attributed theft of wages and other entitlements faced by seafarers working on foreign-flagged ships to legal loopholes and lax enforcement of labour standards. The report indicated nearly 5000 inspections carried out over the past decade by ITF inspectorates suggest 70% of ships are failing to meet minimum international standards for wage payment and other core labour standards. Within this particular time frame, the ITF inspectors recovered a total of \$38 million in seafarers’ wages.

Maritime Union of Australia’s policy advisor and co-author of the report, Rod Pickette, said the findings of the report challenge the good reputation Australia is perceived to have around labour standards. Mr Pickette said, “Australia prides itself on being a country that respects the rule of law, and a fair go for workers...Yet, we are allowing some of the most vulnerable workers in the entire global economy to be ruthlessly and knowingly exploited, right here in our own waters.”

Authors of the report noted the ITF team is only capable of inspecting roughly 450

visiting vessels each year, which is “a tiny fraction” of all foreign vessels visiting Australian ports (2.5%). Therefore, the \$65 million figure is based on “reasonable assumptions” regarding the prevalence of wage theft in other ships which are unable to be inspected. Report co-author, Lily Raynes, believes the repeated inspections had confirmed routine wage theft and other exploitation in Australian ports. She highlighted, “but those inspections are just the tip of the iceberg...Clearly this exploitation is a normal feature of international shipping, and Australia has both a moral and an economic responsibility to stop it within our jurisdiction.”

Additionally, seafarers on foreign-registered vessels usually originate from low-wage developing countries and have little power to resist exploitation by unethical ship owners, contractors, and sub-contractors. Stronger rules in port countries such as Australia are crucial to offer greater protection while they are in Australian waters. The report shone a light on several loopholes and enforcement failures revealing why seafarers are routinely exploited, even when delivering cargo from one Australian port to another.

Furthermore, the report outlined 10 specific recommendations for reducing the incidence of wage theft from international seafarers in Australian waters, one recommendation involving closing a current legal loophole which allows foreign-registered ships to conduct two trips between Australian ports without needing to respect the Fair Work Act or the Seagoing Industry Award. A second recommendation suggests strengthening inspection resources for the Fair Work Ombudsman and Australian Maritime Safety Authority to ensure that existing rules are better respected.

BORDER NEWS



ILLICIT TOBACCO: WHY DOES IT MATTER?

Illicit tobacco is tobacco that has been produced, imported, exported, purchased, sold or possessed in a manner that does not comply with legislation, or imported tobacco for which no customs duty has been paid.

The illicit tobacco trade:

- funds serious and organised criminal groups and supports them to undertake other serious criminal activities that harm Australian society
- undercuts legitimate businesses, as criminals sell illicit tobacco products at a cheaper price
- poses an additional health risk to Australian smokers, as illicit tobacco products have been found to include less tobacco and contain other chemical additives.

If you work with imports, be on the lookout for:

- a goods description that is inconsistent with the nature of the consignee's business
- inconsistency between the goods description, declared weight or value
- companies using web-based or encrypted email addresses
- importers requesting a last-minute change to details, such as the delivery address
- a client collecting their own shipment, or organising a third party to collect the goods on their behalf.

SUSPICIOUS ACTIVITY IN THE CRUISE SHIP ENVIRONMENT: KNOW THE FLAGS

Criminals may use cruise ship travel to facilitate the importation of illicit goods, such as drugs and precursor chemicals, prohibited weapons and illicit tobacco.

The methodologies utilised may include:

- body packing, where illicit goods are concealed on a person, for example by taping goods to the body or concealing them in custom-made undergarments
- passenger walk-offs, when a passenger conceals illicit goods, on their person or in personal luggage, to bypass security screening
- crew walk-offs, when crew conceal illicit goods, on their person or in personal luggage, to bypass security screening. Crew enter and exit the vessel via different gangways and may seek to exploit their position of trust to import or export illegal goods in this manner.

Be on the alert for suspicious behaviour or indicators around cruise ships, such as:

- passengers seeking access to restricted areas
- crew members accessing goods without authority
- crew members arriving or leaving the docked vessel at unusual hours
- unusual activity around vessels or wharf areas

Australian Border Force (2022). Border Watch Member News. Retrieved on 29th September, 2022.



TRAINED DOGS ABLE TO DETECT UNDECLARED LITHIUM BATTERIES

Following a successful 6 month French trial using canine sniffers to detect undeclared lithium batteries, this has marked a step forward in using dogs for the detection of dangerous goods.

The trial was run by dog-handler Diagnose and Worldwide Flight Services (WFS) and addressed shortages in physical checks for undeclared lithium batteries which is considered among the biggest threats to flight safety, due to their fire risks.

David Clark, WFS global head of health, safety, security & environment believes, “there was a 100% success rate with trained dogs detecting items such as individual laptop batteries hidden in cardboard boxes and wooden crates. The drive for this initiative was to offer an enhanced safety option to our airline customers by identifying undeclared lithium shipments before they travel on an aircraft. It is not about cutting costs, but mitigating risks.”

Mr Clark noted that it took approximately five months to select and train them for the task and the training was comparable to techniques used to train dogs to find explosives. He added that the animals could also be used to detect smuggled lithium batteries on other modes of transport. He said, “however, the specifics of the

environment in which the dog would be used are important in their selection, training and testing.”

The trial involved two dog detection teams at WFS’s Lyon cargo terminal, faced with thousands of cargo consignments. They found lithium ion and lithium metal phone batteries in units with volumes exceeding three cubic metres and detected a single button battery within one cubic metre. Although, while the trial results were positive, there remain regulatory obstacles, such as in the UK where dogs are prohibited from detecting explosives.

“WFS and Diagnose worked closely with French authorities on the trial and will be happy to share results with other aviation safety and security stakeholders in due course,” said Mr Clark, “in Europe there is no regulatory framework for lithium detection and, therefore, no regulations or limits. However, as the activity takes place, a regulated environment [cargo warehouses], proper assessment and engagement must take place with all stakeholders. This is required to ensure that the process does not adversely impact on any other safety or security requirements.”

Whiteman, A. (2022). French tests show trained dogs can sniff-out undeclared lithium batteries. Retrieved from <https://theloadstar.com/french-test-shows-trained-dogs-can-sniff-out-undeclared-lithium-batteries/> on 30th September, 2022.



CELEBRATING WORLD MARITIME DAY 2022

World Maritime Day was celebrated on the 29th September and is an annual event, focusing on the maritime industry and the changes and challenges it faces. This year's theme is "new technologies for greener shipping" and involves promoting global discussion around shipping and the technology driving its sustainable transition.

The theme provides an opportunity to promote inclusive innovation, research and development and technology co-operation to showcase pathways to decarbonisation and more environmentally friendly shipping.

International Maritime Organisation secretary-general, Kitack Lim, said, "among the world's most pressing ocean and environmental challenges are climate change, marine litter and preserving biodiversity, and this year's World Maritime Day theme has been chosen to highlight initiatives intended to address them. New technologies for greener shipping opens up a larger conversation about shipping's direction and how technologies can be harnessed for a more sustainable future. It also provides an incentive to further examine how digitalisation and automation can support shipping."

Additionally, Mr Lim believes that technological solutions for cleaner, safer

and more sustainable shipping must benefit people stating, "they must consider their impact on seafarers and other marine personnel, including the need for training."

As part of World Maritime Day celebrations, the IMO has invited all maritime stakeholders to share information regarding technologies and actions they are currently implementing to ensure shipping is greener. They encouraged industry and stakeholders to light up buildings, bridges, ports, ships, monuments and museums in blue and green to start conversations with the wider public.

Williams, A. (2022). CELEBRATING WORLD MARITIME DAY 2022. Retrieved from <https://www.thedcn.com.au/news/law-regulation-trade/celebrating-world-maritime-day-2022/> on 29th September, 2022.

STAFF SPOTLIGHT

JESSICA KONG
ADMINISTRATION
ASSISTANT
TOMAX LOGISTICS
AUSTRALIA



What do you do at Tomax?

I am an Administration Assistant and look after all the usual admin duties for the Tomax Transport department. By trade, I am an in-house graphic designer who enjoys putting together these newsletters every week! I have also touched on a variety of aspects of Tomax such as warehousing and HR — there is so much to learn and be involved in and I could not be luckier to have such a wonderful team by my side, whom I call family!

What are your hobbies?

I love quality family time, trying out different food places, catching up with mates, attending music festivals/concerts, exploring what Melbourne has to offer and Googling my health problems (followed by a self diagnosis). I also relish in lowkey activities — do not underestimate the rejuvenating power of a good nanna nap!

If you could only eat one thing for the rest of your life what would it be?

Fries/chips — I'll be living a short but very happy life!

What is your biggest fear?

Band-aids, because I am allergic to them! :(:

Highlight/s of the year so far?

Celebrating my 2nd Year Anniversary at Tomax, raising over \$4k for Cancer research and meeting Crippa #GoBlues!

Do you have a life motto?

Life is 10% what happens to you and 90% how you react to it. I think it is important to see life through a positive lens and practice gratitude everyday.

BONUS: Do pineapples belong on pizza?

Nooooooooo!! Not on my watch!!



FRIDAY FUNNIES

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

My teachers told me my procrastination would keep me from being successful.

I told them, "Just you wait!"

What do you call the process of aging for snowmen?

Evaporation.

What do you call a dinosaur with an extensive vocabulary?

A thesaurus.

I can't tell if I like my blender or not...

It keeps giving me mixed results!

What's the best way to burn 1000 calories?

Leave the pizza in the oven.

What do dentists call their x-rays?

Tooth pics!

Why did the dog cross the road?

To get to the barking lot!

A nurse told me, "Sorry for the wait!"

I replied, "It's alright, I'm patient."

A bear walks into a bar and says, "give me a whiskey and ... cola."

"Why the big pause?", asks the bartender.

The bear shrugged. "I'm not sure; I was born with them."

What do pampered cows produce?

Spoiled milk.



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