

## Modern Slavery Statement

### Prixcar Services

This Statement is submitted on behalf of Prixcar Services (ABN 42 007 063 505) under section 13 of the *Modern Slavery Act 2018* (Cth) (**MSA**) to cover the third reporting period of 1 July 2023 to 30 June 2024.

## **1 Identification, Structure, Operations and Supply Chain**

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### Identification and Structure

Prixcar Services is partly owned by K Line Auto Logistics Pty Ltd (**K Line**) and partly owned by QUBE Logistics Holdings Ltd (**QUBE**).

K Line is a leading international shipping company with offices in each of the world's major automotive trade centres. K Line has more than 50 specialised ship carriers throughout Asia-Pacific, Europe and the Americas. QUBE is a diversified logistics and infrastructure company with operating divisions providing logistics services for clients in both import and export cargo supply chains.

Prixcar Services wholly owns one subsidiary: Prixcar Transport Services (ABN 18 158 361 721) (together, the **Prixcar Group**). Prixcar Transport Services does not undertake governance or management functions, it shares the same Board as Prixcar Services which undertakes this function for both entities.

### Operations

Prixcar Services is an automotive logistics company specialising in vehicle processing and storage, fleet conversions and dealer vehicle storage. We offer a wide range of services including damage surveys, paint and panel rectifications, vehicle build, vehicle storage, pre-delivery inspection services, detailing, vehicle registrations and vehicle transport. Prixcar Transport Services completes transport and transportation related activities.

Prixcar Services is headquartered in Melbourne but has more than 25 depots across Australia in Victoria (Altona North, Truganina, Melbourne), New South Wales (Port Kembla, Kembla Grange, Minto), Queensland (Port of Brisbane, Willawong, Townsville), Northern Territory, Western Australia (Forrestdale, Fremantle) and South Australia (Netley, Wingfield, Outer Harbour). We have storage and transport facilities in each major inland port as well as on-wharf storage and processing facilities in some States, and transport offices and hubs at regional centres. Prixcar Transport Services performs functions at all 25 depots.

Prixcar Services employs approximately 638 FTE staff members of which approximately 75% are permanent employees and 25% are casual staff or employed through an agency.

Prixcar Transport Services employs approximately 566 FTE staff members of which approximately 62% are permanent employees and 38% are casual staff or subcontractors.

## **Supply Chains**

Prixcar Services directly engages with approximately 900 suppliers (**tier 1** suppliers). We will continue to map our supply chain but have identified that the entirety of our tier 1 suppliers are based in Australia aside from one supplier based in New Zealand.

Our tier 1 suppliers provide us with a range of goods and services including: tyres; fuel; vehicles, trailers, forklifts, accessories and equipment; vehicle leasing; commercial real estate; security services; safety and fire equipment; warehousing services; archiving services; information and technology hardware and software; stationery and furniture; transport, freight and logistics services including via airports and ports; engineering; first aid equipment; telecommunications; food and groceries; legal and financial consultancy; cleaning and maintenance and insurance.

We also utilise labour hire companies primarily to assist us with increased demand when required. You can see from the breakdown above that agency workers are mostly used by Prixcar Services.

We acknowledge that our supply chain extends past our direct tier 1 suppliers and will endeavour to gain further knowledge as to the depths of our supply chain in future reporting periods.

## **2 Risks of Modern Slavery**

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The Prixcar Group understands that due to the prevalence and nature of modern slavery, every entity has risks of modern slavery in its operations and supply chains. We have continued to consider the ways in which we could potentially cause, contribute to, or be directly linked to modern slavery practices so that we can take more effective action to assess and address those potential risks now and in future reporting periods.

### **Operational Risks**

Being in the transport business, a lot of our operations include involvement at ports of entry to our country – mainly sea. We understand the special role that ports of entry can play in the practices of modern slavery around the world, and these are commonly the places where slavery first reaches Australian shores.

While we do not have control or oversight of these ports, we understand that simply by having a regular business presence at these locations we may be exposed to risks of modern slavery. We are comforted by the knowledge that the Australian Border Force and Australian Maritime Safety Authority have a strong presence at these ports and oversee activities at these sites. We also know that in comparison to other geographic locations in our region, the prevalence of modern slavery in Australia is low.

We do not manufacture or produce goods ourselves but provide a key part of our operations is the transportation of our clients' goods. Our clients are involved in a diverse range of sectors and so we acknowledge that through the carriage of those goods we may be indirectly linked to modern slavery. We note that under the MSA we are not required to report on modern slavery risks associated with how our clients use our services but wish to acknowledge this potential risk.

### **Supply Chain Risks**

We understand that every entity faces a risk that it could contribute or be directly linked to modern slavery practices through its supply chain.

In relation to our supply chain, tier 1 consists of approximately 900 suppliers which is consistent with the previous reporting period. We understand this is a small to medium sized cohort for an entity of our scale and any increases require increased diligence to maintain visibility over those suppliers to reduce the risk of modern slavery within same.

On the mapping we have completed so far, almost all of our tier 1 suppliers are Australian based aside from one in New Zealand, both of which we know are low-risk geographic locations in relation to modern slavery. We are yet to find any suppliers that are in high-risk locations. We will continue to further examine our supply chain to gain a better understanding of the locations of our suppliers.

Our suppliers also provide some goods and services that are considered higher risk according to the available resources in this area such as: tyres, fuel, vehicles, security, cleaning, information and technology hardware and software, stationery and food and groceries.

From time to time, we use recruitment agencies to supplement our workforce and support increased demand. We recognise that we have less visibility and control over those workers and their employment terms and conditions.

## **3 Actions to Assess and Address Risks**

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The Prixcar Group has continued to work on identifying the potential risks of modern slavery in our operations and supply chain and taking action to address and assess those risks.

We have identified and updated company documentation to include Modern Slavery components, and we have identified a training provider to facilitate awareness and competency sessions to identified Prixcar personnel.

We are continually striving to improve in our approach over time and will continue to seek more expert advice to assist our journey.

At Prixcar our values shape everything that we do. We want to provide service excellence with passion and care for our people and clients, and do so by following our guiding Prixcar Performance Culture, as follows:

- To always operate as one team;
- To always make work meaningful and fun;
- To celebrate our successes as one team;
- To always do what we say we will;
- To continuously improve and innovate;
- To commit to doing our best work;
- To build a happy, healthy and safe workplace;
- To always be responsible and respectful;
- To maintain trusting relationships.

We believe these values entrench a culture that is conducive to addressing and assessing modern slavery risks. Since the last reporting period we have identified

Since the last reporting period we have identified and worked with a registered training provider (RTO) to develop and deliver a competency based Modern Slavery training component for key business and operation employees. This will compliment existing policies and help ensure requirements are upheld and address risks of modern slavery in our operations and supply chains.

### ***Our Staff***

Our employees work under various Enterprise Agreement approved by the Fair Work Commission, which makes clear their various rights and protections and is consistent with the *Fair Work Act 2009* (Cth). This avoids any doubt regarding our employees' entitlements including leave, working hours, break times, wages, superannuation etc. We also have clear policies around training, lockers, amenities, parking and other benefits. Our workers are free to join any recognised union including the Australian Manufacturers Workers Union or Transport Workers Union, should they wish to do so.

Our policy is to recruit from existing Prixcar Group team members whenever possible using our in-house recruitment and Human Resources team. As above, we utilise recruitment companies on occasion primarily to assist us with increased demand, but agency workers do not make up a large percentage of our workforce. We provide extensive training equally to these agency workers as to all other workers.

Our team members have the opportunity to participate in development programs including Cadetships, Pathways and Management programs as well as Customer Service and Microsoft Office upskilling.

### ***Our Workplace***

Our Work Health and Safety Policy enshrines our commitment to providing a healthy and safe workplace for all employees, visitors and our clients. It allows our staff to raise any concerns regarding health and safety with our nominated Work Health and Safety Committee representatives. We care for our employees and aim to provide safe systems, adequate training, maintain the currency of our procedures, provide systems for emergencies and accidents, and measure the efficiency and performance of these systems. Our policies make clear to our workers that during a period of rehabilitation from any workplace injury, no team member will suffer financial hardship or be prejudiced in any way.

Our Personal Protective Equipment (PPE) Policy provides our commitment to protecting the work health, safety and wellbeing of our workers, visitors and contractors. We provide PPE to all employees alongside instruction and training to ensure our workers are sufficiently protected from any hazardous or unsafe conditions. We also provide a smoke-free environment, and one free from alcohol and drugs.

Prixcar's Equal Opportunity Policy displays our commitment to ensuring that our policies, procedures and practices are free of any bias or discrimination. Our Anti-Harassment Policy provides our staff with the assurance that we are committed to providing a safe and healthy workplace, free from bullying and harassment and that we have zero tolerance for such conduct. All employees are protected by this policy and we treat reports of such issues very seriously.

We have a Code of Conduct that sets standards of behaviour, honesty and professional practice which is made available to each team member of the Prixcar Group. In the event of a breach of any of our policies or procedures is found, our Discipline and Counselling Policy provides transparency around how we deal with such breaches.

Our business systems conform to an external quality management system (ISO 9001), work health and safety management system (ISO 45001) and environmental management system (ISO 14001) and is the basis of our stringent requirements for our clients' products and services. Our operations are audited internally by Prixcar personnel, as well as by a third-party certification body as a minimum annually. This enables us to check in on the efficiency of our services. We continuously monitor our services using well established Key Performance Indicators allowing us to re-evaluate our services and make sure we are providing the best possible service. These processes are not yet targeted to specifically pick up on modern slavery risk indicators but do provide a substantial level of oversight over our end-to-end operations.

We acknowledge that many of the policies above cover topics that are incidental to modern slavery. Issues like underpayment of workers and substandard working conditions aren't examples of modern slavery, but we believe that poor practices in these areas may indicate the presence of modern slavery or may escalate into same in time. As such, we see that our healthy due diligence and processes in these areas lower the risks of modern slavery and human rights issues in our operations and supply chains.

We are in the process of implementing suitable next steps in relation to our operational approach to assessing and addressing modern slavery risks and will endeavour to build upon our approach in future reporting periods.

### **Suppliers**

Our subcontractors are subjected to an interview process, background checks and performance management. Contract lengths depend on the type of supplier. Prior to entering into any contractual agreements, all processes are carefully documented and signed off by both our personnel and the client, to ensure that the client's needs will be met to the highest standard. Our contracts contain various terms that require compliance with Australian laws and therefore provide protections in relation to the MSA, *Fair Work Act 2009* (Cth) and the *Australian Criminal Code Act 1995* (Cth).

We have continued the process of mapping our supply chain on the basis of geographic location, category of goods/services, and spend. We understand that our emphasis must be on *risks to people* in undertaking this exercise. We are utilising the Global Slavery Index in this process and have continue to update and collate our list of all suppliers in our recent reporting period and are steadily gaining further data on each. This will enable us to take a more targeted approach to our supply chain as we endeavour to take further actions to assess and address the risks of modern slavery within same.

## **4 Consultation**

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As above, Prixcar Services wholly owns one subsidiary: Prixcar Transport Services (ABN 18 158 361 721) (together, the **Prixcar Group**). Prixcar Transport Services does not undertake governance or management functions, it shares the same Board as Prixcar Services which undertakes this function for both entities.

The Board of Prixcar Services is therefore responsible for governance and management of the Prixcar Group and all policies and procedures enacted at that level apply to both entities. As such, the Board of Prixcar Services is responsible for the approach to modern slavery for both entities. Given this centralised structure, consultation on modern slavery occurs automatically between the Prixcar Group as business is conducted.

## **5 From Our Principal Governing Body**

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Prixcar Services makes this statement in accordance with section 13 of the *Modern Slavery Act 2018* (Cth). Prixcar Services' Board of Directors is the principal governing body under the Act.

This modern slavery statement was considered and approved of by the Board of Prixcar Services.



Alessandro (Alex) Milan

Chief Executive Officer

Responsible Member of Prixcar Services' Principal Governing Body