



TOMAX
NEWS

Issue 20
12th Feb 2021



PLUS:

MARKET SUMMARY

- Melbourne trucking time slot originally \$80 per container, from 1st February, this will increase to \$110 per container. There has been an increase in the empty parks' time slot fees.

- South East Suburbs Tolls: originally \$56, from 1st February 2021, this will increase to \$65 - \$80 depending on the carrier.



LATEST NEWS



CRIMINAL CARTEL CONDUCT RESULTS IN \$24 MILLION FINE

Norway company, Wallenius Wilhelmsen Ocean (WWO) is facing a fine of \$24 million for being convicted of criminal cartel conduct in the Federal Court on Thursday in a case prosecuted by the Commonwealth Director of Public Prosecutions. Charged in August 2019, WWO then pleaded guilty in June 2020. The company was convicted of one criminal charge of giving effect to cartel provisions and also pleaded guilty with a further two additional offences.

The conviction ends an extensive investigation into an international cartel surrounding multiple international shipping companies, according to the Australian Competition and Consumer Commission. Between June 2011 and July 2012, the cartel was involved in shipping vehicles to Australia from Asia, Europe and the US on behalf of car manufacturers. A further two international shipping companies have been convicted and fined in relation to the same cartel. August 2017 saw Nippon Yusen Kaisha (NYK) being fined a staggering \$25 million, whilst K-Line copped a hefty \$34.5 million fine during August 2019- remaining the largest criminal fine ordered under the Competition and Consumer Act.

Alongside other multinational shipping companies, WWO gave effect to a cartel provision by allocating major vehicle

manufacturing customers between themselves including on certain shipping routes to Australia.

Justice Wigney found this cartel had the ability to limit or distort the competitive setting of freight rates and was likely to impact on how much Australian consumers paid. Wigney noted that this was the third criminal prosecution from a global cartel in a market of considerable economic importance for Australia. He said, “on just about any view, this was an extremely serious offence against Australia’s laws which prohibit cartel conduct and WWO’s conduct was covert, deliberate, systematic, and involved planning and deliberation.”

He added that while the objective seriousness of WWO’s conduct was less than NYK and K-Line, disparate to these other companies, WWO was not entitled to any material discount for co-operation with the ACCC because it was not recognised that WWO had provided any assistance to the ACCC.

Rod Sims, ACCC chair, believes WWO’s \$24-million fine was a successful conclusion to a very complex international criminal cartel investigation.

“Notably, Justice Wigney emphasised that the fine imposed on WWO ‘was intended to send a powerful message to multinational corporations that conduct business in

Australia: that anti-competitive conduct will not be tolerated in Australia and that they will be dealt with harshly by this Court if found to have engaged in such conduct’,” Mr Sims said.

Mr Sims continued, saying the three shipping companies were the subject of the ACCC’s first criminal cartel investigations after a change in the law came into effect in July 2009, introducing criminal cartel offences. The total fines of \$83 million reflects the seriousness of cartel offences, which damage the economy.

Mr. Sims stated, “the ACCC’s investigation into this cartel, which was assisted by the US Department of Justice, Federal Bureau of Investigation, the Japan Fair Trade Commission and the European Commission, shows our commitment to tackling criminal cartels and the value of strong networks between competition agencies worldwide. International cartel investigations can be challenging and complicated because parties, witnesses and other evidence are located overseas. We are grateful for the excellent cooperation with our international counterparts. We will continue to investigate serious cartel conduct which affects Australian businesses and consumers, no matter where in the world those involved are located or how long it takes.”

Reference: Ackerman, I. (2021). WALLENIUS WILHELMSEN CONVICTED AND FINED FOR CRIMINAL CARTEL CONDUCT. Retrieved from https://www.thedcn.com.au/wallenius-wilhelmsen-convicted-and-fined-for-criminal-cartel-conduct/?utm_source=DCN+Daily+Newswire&utm_campaign=b19b8ae0cc-EMAIL_CAMPAIGN_12_18_2020_COPY_01&utm_medium=email&utm_term=0_505d67c448-b19b8ae0cc-143548541 on 9th February, 2021.



MORE TRUCKING SURCHARGES

As reported in our Client Newsletters during the last few months, import volumes have been so high and with the number of empty containers being de-hired also at record levels, the container parks are now full and cannot accept empty containers being de-hired at the same rate as before.

Therefore, trucking companies are being forced by the shipping lines to hold onto the empty containers – at a cost – before a place opens up at a container park.

The costs being incurred are increasing, as all truckers, especially in Melbourne and Sydney, are now trucking via their own yard to hold for days, and sometimes, weeks at a time.

There are 2 typical scenarios:

1) After an unpack, the trucker must hold the empty in their yard for several days, charging storage by the day, until the container parks can accept them in.

2) After we deliver the full container to the client for unpacking, when we de-hire the empty, we need to truck back to our trucker's yard to lift off and hold, pending an opening at a container park.

All truckers are now charging storage by the day at their yard, and also trucking via yard.

Average rates for this are:

- \$60 per day for storage at trucker's yards.
- \$100 for a Via Yard trip, plus storage.
- \$30 increase in time slot fee, on top of current time slot costs, imposed by the container parks.

We are endeavouring to minimise this by constantly harassing the shipping lines to release the space to us at the container parks, however with the number of days free to keep the containers shrinking, it seems we are stuck with these new surcharges for some time to come.

If you require any further information, please do not hesitate to contact the Tomax Team on 1300 186 629 who are always happy to assist.



WEEKLY OPERATIONAL UPDATE: NORTH AMERICA



Below are updates to operations for all vessel, terminal and inland services within North America. This information is subject to change.

TERMINAL OPERATIONS

Due to increased volume, we are experiencing congestion issues at the following terminal locations, New York, Savannah, Los Angeles/ Long Beach and Canada.

U.S. EAST COAST

New York - 24 to 72-hour vessel berthing delays due to high import dwell. Snowfall totalling 12-18-inches is anticipated through Tuesday morning. Ports are closed on Monday February 1st and earliest opening is Tuesday 2nd night or Wednesday 3rd morning.

Philadelphia - 36-hour vessel berthing delay due to bad weather. Terminal is closed on Monday February 1st due to inclement weather and expected wind gusts.

Baltimore - Terminal is closed on Monday February 1st due to snowstorm and expected to open on Tuesday 2nd.

Savannah - 36 to 72-hour vessel berthing delays due to off proforma vessels, increased extra loaders, foggy weather and the holiday closure.

U.S. GULF COAST

Mobile - Fog is possible through mid-week.
New Orleans - Berthing delay is expected due to vessel bunching early next week and crane repairs.

Houston - 24-hour vessel berthing delay due to weather conditions.

U.S. WEST COAST

Long Beach - Vessel wait time is 10-12 days

due to high import dwell and labour shortage. Pier A Terminal will be CLOSED on Friday February 5th for the second shift.

Los Angeles - Vessel wait time is currently 12 days due to yard congestion, high import dwell and labour shortage.

Oakland - Vessel wait time is 4-6 days due to labour shortage. SSA OICT will be CLOSED on Friday February 05th second shift.

Seattle - Vessel wait time is still at 12 -36 hours due to high import volume and cargo diverted from Vancouver.

CANADA

Prince Rupert - Vessel wait time is 5-6 days. Yard is at 98% of capacity. Vessel back log is expected to continue as import volumes continue to be extremely high.

Vancouver - Vessel wait time is 7 days. Yard is at 103% of capacity. Vessel back log is expected to continue as import volumes continue to be remarkably high.

VESSEL OPERATIONS

North America East Coast

GUDRUN MAERSK V-052, delayed due to carry on delays from her last voyages and port congestion in New York. Schedule recovery under review.

ALBERT MAERSK V-105, delayed due to carry on delays and berth congestion in Savannah. Arriving on time in Singapore on March 10th.

NORTHERN MONUMENT V-105, delayed due to carry on delays from her last voyages. Arriving on time in Busan on March 11th.

MAERSK ANTARES V-105, delayed due to carry on delays and port congestion in New York. Arriving on time on Hong Kong on March 14th.

MSC LUDOVICA V-105, delayed due to late phase into the service in Asia. Arriving on time in Balboa on February 13th.

MAERSK SANA V-104, delayed due to late phase into the service in Asia. Arriving on time in Tanjung Pelepas on March 10th.

MSC UBERTY V-103, delayed due to carry on delays from her last voyage and port congestion in New York. Arriving on time in New York on March 1st.

GALLOWAY V-105, delayed due to main engine issues on board. Arriving on time in Puerto Barrios on February 18th.

MSC ALTAMIRA V-101, delayed due to port congestions in Europe. Arriving on time in Barcelona on March 1st.

SAN VICENTE V-105, delayed due to port congestion in Valencia. Arriving on time in Port Tangier on February 21st.

BUXCOAST V-104, delayed due to bad weather in Veracruz. Arriving on time in Cristobal on February 7th.

North America West Coast

DALLAS EXPRESS V-052, delayed due to port congestions in Europe and labour issue in Long Beach. Arriving on time in Cartagena on March 9th.

MSC AURORA V-103, delayed due to carry on delays from her last voyages and berth congestion in Los Angeles. Schedule recovery under review.

MSC RAVENNA V-103, delayed due to carry on delays from her last voyages and berth congestion in Long beach. Schedule recovery under review.

ANL TONGALA V-102, delayed due to labour shortage in Long Beach. Vessel will omit Auckland. Schedule recovery under review.

MAERSK ALTAIR V-007, delayed due to carry on delays from her last voyages and berth congestion in Long Beach. Schedule recovery under review.

ZIM SAN DIEGO V-051, delayed due to carry on delays from her last voyages and berth congestion in Vancouver. Schedule recovery under review.

RDO CONCEPTION V-102, delayed due to carry on delays from her last voyages and berth congestion in Prince Rupert. Schedule recovery under review.

MAERSK EUREKA V-103, delayed due to carry on delays from her last voyages and berth congestion in Long Beach. Schedule recovery under review.

INLAND RAIL TRANSIT ADVISORIES

We are also experiencing congestion at all major rail facilities in Chicago, Columbus, and Los Angeles UP and BNSF rail ramps. We expect delays in picking-up and delivering containers at these locations.

U.S. EAST COAST

New York Terminals/MMR Rail Delays - We continue to experience ongoing delays for containers moving to/from NYC terminals and

MMR rail facility. This is due to increased inbound volume causing congestion and limited chassis availability. This delay is affecting units coming from both PNCT and APMT.

Norfolk Southern - New York to Kansas City Rail Delays - Due to ongoing congestion at the NS Kansas City rail ramp, inbound units destined to Kansas City from New York may experience delays as the New York rail facility is restricted to an allocation per raiiling block. Currently, there is no expected date for the allocation to end. Customers in Kansas City are encouraged to pick-up their cargo as quickly as possible so more units can be moved in via the rail.

U.S. MID-WEST

CSX RV Advisory - Due to ongoing volume surges, reservations (RVs) at the CSX facilities have been difficult to obtain in some of our most voluminous lanes: (Origin Chicago to destinations Jacksonville, Baltimore and New York). CSX has implemented additional measures - increasing train length, increased number of trains per week, and expanding receiving window for weekend train departures (allowing earlier in-gates on Friday) - to provide solutions to keep the activity fluid. HSD remains in close contact with CSX for assistance and ongoing solutions.

Norfolk Southern - Kansas City Gate Changes/Extended Facility Hours - In-gates to the Kansas City rail facility are still being metered but are no longer restrictive daily to specific destinations. The daily numbers allowed are increasing but NS is still encouraging drivers to in-gate as early as possible to guarantee their shipments are accepted. The NS has also extended lift hours at the Kansas City facility. Effective February 2, 2021 the new lift hours will be as follows -

Tuesday through Saturday (24 hours), Sunday (Midnight to 1800 CST) and Monday (0500 to Midnight CST)

Cross-Town Trucking Delays (Chicago) - We have been impacted by delays for units cross-towning in Chicago due to ramp congestion and chassis shortages. These delays have primarily impacted our lanes from East Coast terminals to Omaha and Minneapolis which require a cross-town dray in Chicago. We are evaluating other alternative routing options to reduce the delays moving forward.

BNSF Gate Restrictions to Pier E - BNSF is advising of gate restrictions for units bound for Long Beach Pier E from Chicago Logistics Park and Kansas City Logistics Park at this time. No Hamburg Sud units will be impacted by these restrictions.

CANADA

CN Rail Facility Congestion - CN has been experiencing ongoing congestion at many of their inland rail facilities and have placed restrictions for in-gates to control their yard inventory (RV system). As a result, their BIT/ Brampton Toronto ERD and cuts are being monitored closely and receiving windows have been reduced.

Prince Rupert Congestion (CN) - The Prince Rupert terminal continues to experience elevated congestion/rail dwell due to increased volume at the facility. Terminal capacity is currently 95%. Anticipated dwell is expected average around 3 days with ongoing rail car support from CN.

Vancouver Centerm Congestion (CN) - The terminal is currently operating at 101% capacity with average dwell remaining around 5 days, with ongoing high discharge volumes. The CN continues to dray containers to off-dock ramp to help assist.

EQUIPMENT AVAILABILITY

Due to increased volume at terminals and inland rail facilities, there have been ongoing chassis shortages resulting in pick-up delays and deliveries. Most notably, we are encountering chassis availability issues in the Long Beach/Los Angeles, New York, and Philadelphia terminals, and the Cleveland, Columbus, Louisville, Nashville, and Atlanta

areas. Equipment availability continues to be an issue at the locations below:

- Atlanta - limited 20' and 40' available
- Detroit - limited 20' and 40' available
- Minneapolis - limited 20' and 40' available
- St. Louis - limited 40' available
- Cincinnati - limited 40' available
- Kansas City - limited 20' available
- Nashville - limited 20' and 40' available
- Seattle - limited 40' reefer availability
- Columbus - limited 20' and 40' available
- Memphis - limited 20' available
- Omaha - limited 40' available
- Vancouver - limited 20' available

TRUCK ORDER LEAD TIME (DAYS)

Due to the increased volume, we are experiencing reduced trucking capacity in most areas in North America. This will result in delays pick-up and delivering cargo. Please reference trucking dispatch heat chart to indicate dispatching time for each major area.

Location	Standard	Hazardous	Tri-Axle / Overweight	Reefer
Atlanta	5	5	5	4
Baltimore	5	5	5	5
Charleston	5	5	5	7
Chicago	8	8	8	8
Cincinnati	5	5	5	5
Cleveland	5	5	5	5
Columbus	14	14	14	14
Dallas	4	4	4	4
Denver	3	3	3	3
Detroit	3	3	3	3
El Paso	2	2	2	2
Houston	4	4	4	4
Jacksonville	5	5	5	5
Kansas City	3	3	3	3
LA/Long Beach	10	10	10	10
Louisville	3	3	3	3
Memphis	5	5	5	5
Minneapolis	3	3	3	3
Mobile	2	2	2	2
Montreal	3	3	3	3
Nashville	5	5	5	5
New Orleans	4	4	4	4
New York	7	7	7	10
Norfolk	5	5	5	5
Oakland	3	3	3	3
Omaha	3	3	3	3
Philadelphia	5	5	5	5
Portland	5	5	5	7
Pt Everglades/Miami	2	2	2	2
Salt Lake City	4	4	4	4
Savannah	7	7	7	7
Seattle/Tacoma	5	5	5	7
St. Louis	3	3	3	3
Toronto	3	3	3	3
Vancouver	3	3	3	3



Irene, partner Gavin and their five children: Brenton, Melanie, Kim, Lincoln and Mitchell.

STAFF SPOTLIGHT

MEET IRENE KEEDLE

RECEPTION/ADMIN
TOMAX LOGISTICS AUSTRALIA

WHAT IS YOUR ROLE AT TOMAX?

I am the Receptionist who also assists with Admin.

WHAT DO YOU ENJOY DOING IN YOUR SPARE TIME?

Catching up with friends, bike riding, kayaking and going on road trips with my husband in our caravan.

FAVOURITE PLACE TO TRAVEL TO AND WHY?

Los Angeles because my Daughter, Melanie, and Grandson, Arthur, live there.

THE BEST RESTAURANT YOU'D RECOMMEND ANYONE VISITING MELBOURNE?

Richmond Seafood Tavern (RST) in Fitzroy.

FIRST THING YOU'D BUY IF YOU WON THE LOTTERY?

I would buy an apartment in Los Angeles to stay at when I visit my Daughter.

OWN ANY PETS?

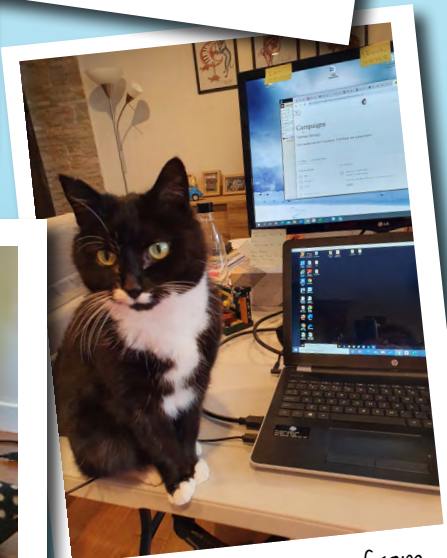
I have 2 pets, a cat called Jasper and a dog called Sasha.



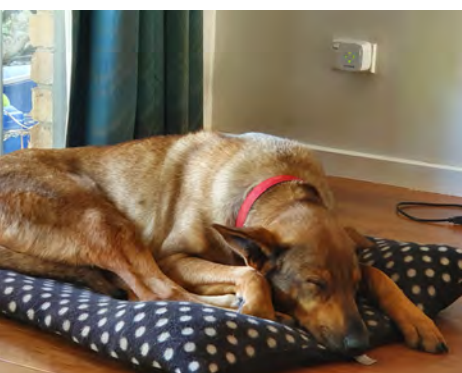
Irene and daughter, Melanie, at her wedding.



Irene reading a book to grandson, Arthur.



Cat, Jasper, working from home alongside Irene.



Dog, Sasha, enjoying an afternoon nap!

HAPPY LUNAR NEW YEAR!

The Tomax Team wish you an abundance of happiness, success and good fortune for the Lunar New Year!

Please note the closure and reopening dates for our Tomax Shanghai & Hong Kong Offices:

SHANGHAI

Closed 11th Feb - 17th Feb
Reopen 18th Feb

HONG KONG

Closed 12th Feb - 15th Feb
Reopen 16th Feb



FRIDAY FUNNIES

We hope these funny or not so funny jokes will lift your mood as we welcome another weekend!

You don't need a parachute to go skydiving.

You need a parachute to go skydiving twice.

Why should you never date a tennis player?

Because love means nothing to them.

Can a kangaroo jump higher than the Eureka Tower?

Of course, The Eureka Tower can't jump!

Why did the ruler get fired?

Because he couldn't measure up.

Someone stole my mood ring.

I don't know how I feel about that.

My grandfather has the heart of a lion and a lifetime ban at the zoo.

What do you call someone with no body and no nose?

Nobody nose!

What does a baby computer call his father?

Data!