

Issue 19  
29<sup>th</sup> Jan 2021

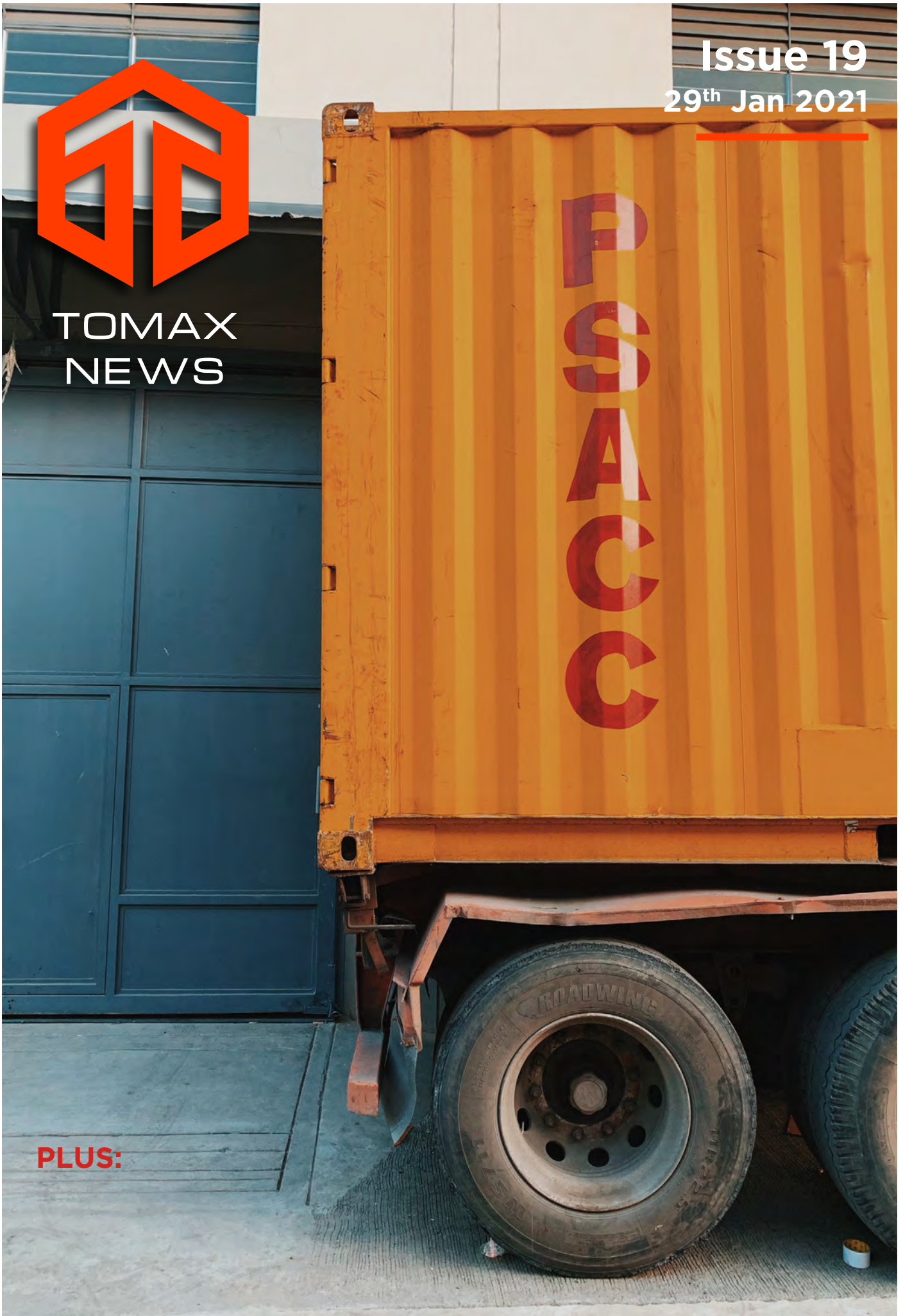
---



TOMAX  
NEWS

P  
S  
A  
C  
C

PLUS:



# MARKET SUMMARY

---

- Industry bodies continue to fight for justice for importers in relation to anti-competitive ocean freight price fixing activities carried out by the major shipping lines.
- Rain is impacting deliveries heavily in both Melbourne and Sydney today, with Brisbane also receiving rain in patches. Delays of a few hours on delivery should be expected.
- Chinese New Year (CNY) is approaching with most companies in China set to close for at least the period from 11th February to 17th February.
- Empty container availability in China continues to be the largest issue faced by companies seeking to ship goods from Chinese ports in the lead up to CNY.



# LATEST NEWS



## MAERSK ESSEN LOSES 750 CONTAINERS AT SEA

**D**uring a voyage from Xiamen to Los Angeles, vessel MAERSK Essen lost up to 750 containers on the 16th of January. The vessel departed Xiamen on the 26th December 2020 and was predicted to arrive to Los Angeles on the 22nd of January 2021, as stipulated by vessel-tracking sites.

Maersk Line confirmed that the vessel was on its TP6 Asia/US West Coast Service and despite experiencing challenging seas in the North Pacific, all crew members are safe. The company states that a comprehensive cargo assessment is being actioned whilst the vessel is underway and the US Coast Guard, the flag state and relevant authorities have been notified of the incident.

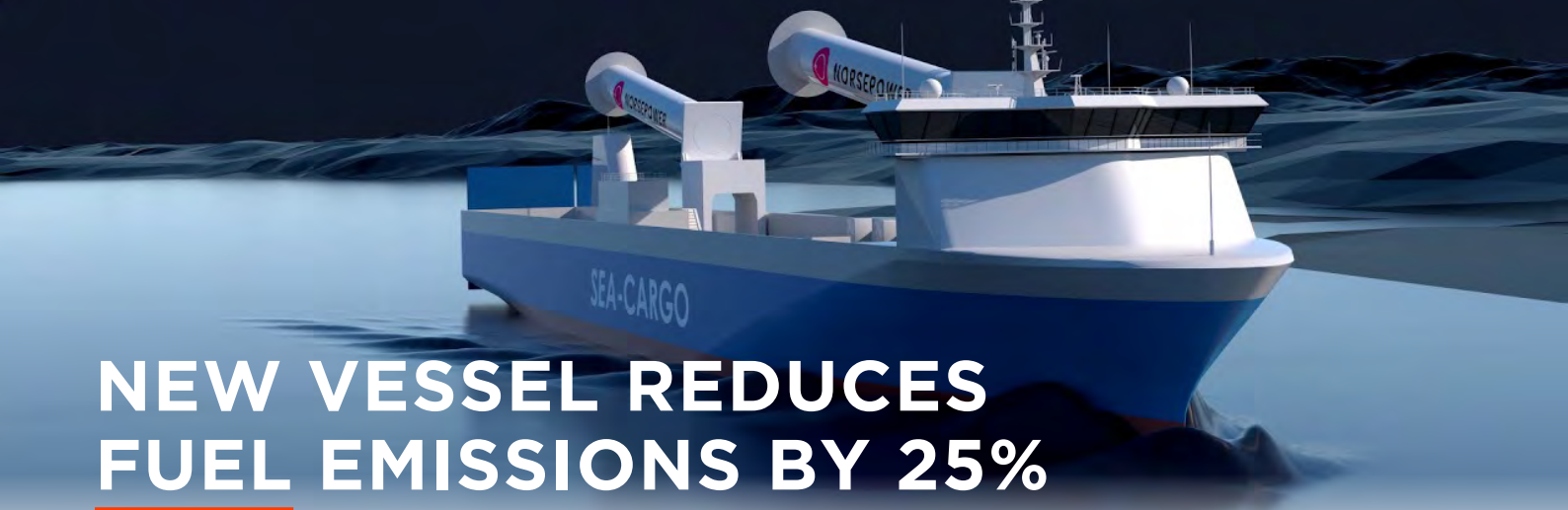
The Maersk statement reads, “we view this as a very serious situation which will be investigated promptly and thoroughly. Operations and vessel safety are our highest priority, and we will be taking any necessary steps to minimise the risk of similar incidents occurring in the future. A customer communications plan and claims process was urgently put in place for those customers impacted.”

Built in 2010, Maersk Essen has a capacity of 13,100 TEU, with a LOA of 366 metres and a width of 48.2 metres.

Unfortunately, this incident is not the first reported in the North Pacific involving a large container ship during the Northern

Hemisphere winter. Early December saw the Japanese-flagged, 14,000-TEU ONE Apus lose about 1800 containers during its journey from Yantian, China towards Long Beach. After being diverted to Kobe after the incident, the vessel remains as its cargo is unloaded. Furthermore, in late October, a container stack collapsed on the 14,000-TEU ONE Aquila en route to the Port of Long Beach. Similarly in late December, Evergreen's 8452-TEU Ever Liberal lost 36 containers overboard and suffered a container collapse after it departed Busan, South Korea for Los Angeles. This was then diverted to Taipei.

Reference: Ackerman, I. (2021). Maersk Essen loses 750 containers en route to LA. Retrieved from [https://www.thedcn.com.au/maersk-essen-loses-750-containers-en-route-to-la/?utm\\_source=DCN+Daily+Newswire&utm\\_campaign=37e6ea468b-EMAIL\\_CAMPAIGN\\_12\\_18\\_2020\\_COPY\\_01&utm\\_medium=email&utm\\_term=0\\_505d67c448-37e6ea468b-143548541](https://www.thedcn.com.au/maersk-essen-loses-750-containers-en-route-to-la/?utm_source=DCN+Daily+Newswire&utm_campaign=37e6ea468b-EMAIL_CAMPAIGN_12_18_2020_COPY_01&utm_medium=email&utm_term=0_505d67c448-37e6ea468b-143548541) on 25th January, 2021.



# NEW VESSEL REDUCES FUEL EMISSIONS BY 25%

In a world first, Finnish cleantech company, Norsepower, has reported installation of tiltable rotor sails on a ro-ro vessel. Both of the rotor sails, measuring 35 metres tall, are estimated to cause a reduction in fuel consumption, fuel costs and emissions by as much as 25%.

The rotor sails were installed for SEA-CARGO, a leading logistics provider in the North Sea market. This fuel and emissions-saving innovation proves beneficial for vessels whom have to negotiate height restricted routes. As per the analysis conducted by Norsepower and SEA-CARGO, the installation, on board the SC Connector (a 12,251 gross tonne side door ro-ro) can reach a fuel consumption, fuel cost and carbon emissions reduction of up to 25%. The sailing vessel is able to maintain regular service speed by sail alone, under good wind conditions.

With the future of shipping moving towards decarbonisation and meeting IMO's targets if 2030 and 2050, proven solutions to reduce emissions are highly sought after by the maritime transport industry. A natural step to lower the emissions and fuel consumption is harnessing wind. Norsepower's Rotor Sail Solution is a modern take on the Flettner rotor, which is a spinning cylinder that uses the Magnus effect to harness wind power to thrust a ship. SC Connector, which sails between Western Norway, the Netherlands, Denmark, Sweden and Poland, transits under multiple bridges and powerlines, which requires the adaptation of the Rotor Sails tilting to almost horizontal when necessary.

Norsepower's C.E.O., Tuomas Riski, said, "completing the installation has been extremely rewarding, as it reflects how, in taking a collaborative approach with a

customer, we can innovate to create solutions that allow Rotor Sails to benefit almost any vessel type or trading route. As we get closer to 2030 IMO targets, we are seeing our technology gaining momentum – with the market seeing the flexibility we can provide to suit different vessel requirements. This installation demonstrates the technology can go a long way to future-proofing IMO GHG compliance, while ensuring significant emissions, and fuel reductions to a variety of vessel profiles today."

Ole Sævild, managing director of SEA-CARGO, said, "we are focusing on utilising available renewable energy and using it for direct propulsion to design more environmentally friendly vessels. The Rotor Sail technology has been proven in the market for a while, but the size is unique for our project. The sails are far more efficient than conventional sails of the same size and the tilting function is essential to our voyage routes. Given the estimated emissions savings, we will use our experience of this full-scale project, and proceed to develop it further for other vessels in our fleet."

The Norsepower Rotor Sail Solution is the first commercially operational auxiliary wind propulsion technology that is third-party verified for the global maritime industry. The fully automated solution detects when the wind is strong enough to deliver fuel and emission savings, which triggers the Rotor Sails to start automatically.

Reference: Wallace, P. (2021). First Tilttable rotor sails on Ro-Ro vessel. Retrieved from [https://www.thedcn.com.au/first-tiltable-rotor-sails-on-ro-ro-vessel/?utm\\_source=DCN+Daily+Newswire&utm\\_campaign=37e6ea468b-EMAIL\\_CAMPAIGN\\_12\\_18\\_2020\\_COPY\\_01&utm\\_medium=email&utm\\_term=0\\_505d67c448-37e6ea468b-143548541](https://www.thedcn.com.au/first-tiltable-rotor-sails-on-ro-ro-vessel/?utm_source=DCN+Daily+Newswire&utm_campaign=37e6ea468b-EMAIL_CAMPAIGN_12_18_2020_COPY_01&utm_medium=email&utm_term=0_505d67c448-37e6ea468b-143548541) on 27th January, 2021.

# STAFF SPOTLIGHT



## MEET IVY ZOU

KEY ACCOUNT MANAGER  
TOMAX LOGISTICS AUSTRALIA

### YOUR ROLE AT TOMAX?

I am part of the Imports team, arranging bookings for clients and ensuring customer satisfaction!



### WHAT IS ONE THING YOU CAN'T LIVE WITHOUT?

My iPhone! I use it for shopping and relaxing.



### HOW DID YOU SPEND THE PUBLIC HOLIDAY DAY OFF?

I enjoyed having some quiet time.



### BEST WAY TO UNWIND AFTER A HARD DAY OF WORK?

A glass of Scotch!



### SOMETHING YOU'D LIKE TO LEARN HOW TO DO?

I'd like to learn how to stay forever young inside!



### FAVOURITE PLACE TO TRAVEL TO AND WHY?

Definitely China as it is my home.



# FRIDAY FUNNIES

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

What did the little corn say to the mama corn?

Where is pop corn?

How are false teeth like stars?

They come out at night.

What's worse than finding a worm in your apple?

Finding half a worm.

What did the banana say to the dog?

Nothing. Bananas can't talk.

Why did the man put his money in the freezer?

He wanted cold hard cash.

Why did Johnny throw the clock out the window?

He wanted to see time fly.

Why can't you play hockey with pigs?

They always hog the puck.

What do you call a funny mountain?

Hill-arious

Why did the giraffes get bad grades?

They had their head in the clouds.

How do pickles enjoy a day out?

They relish it.

Why was the broom running late?

It over-swept.

What did zero say to eight?

Nice belt!



## BEST MEME WINNER

Congratulations to Liezel for her submission and a big thank you to those who participated in last week's competition!



Australian HQ  
19/202 Ferntree Gully Rd  
Clayton VIC 3168

tomax.com.au  
1300 186 629  
03 9544 4227

