

## PORT CONTAINER DRAY OPERATIONS

**NORMAL**

**NORMAL**

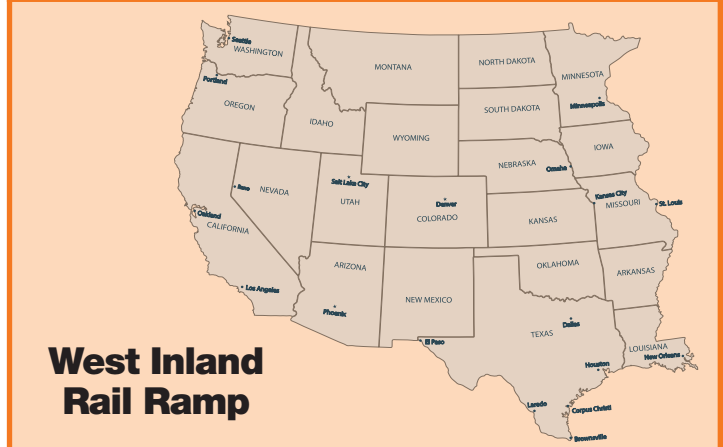


**NORMAL**



## OCEAN/DOMESTIC CONTAINER RAIL RAMP OPERATIONS

**MODERATE**



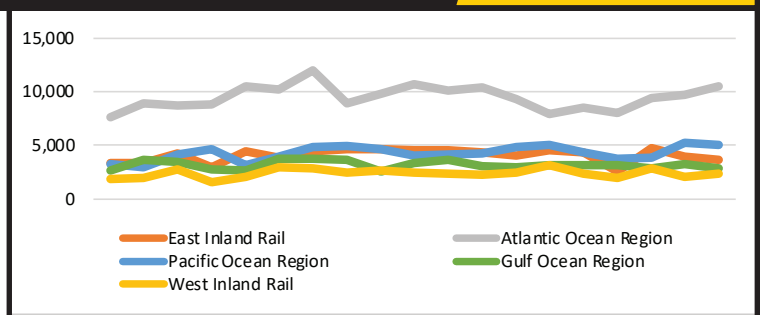
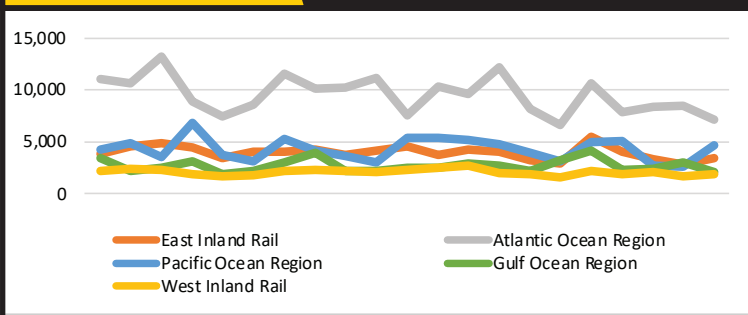
**MODERATE**



**OCT. 2022**

## US PORT/RAIL RAMP TRUCKING DEMAND

**NOV. 2022**



### SUMMARY – DECEMBER, 2022

- + December has seen a continued improvement in marine terminal operations in all regions throughout the US. There is very little congestion to report and vessel dwell time is under 2 days in every port throughout the US. The exception being 6 days in Savannah GA which is still processing an elevated volume of vessels related to BCO's avoiding booking the West Coast as a result of the potential for labor disruption as we still await ILWU contract finalization and negotiations.
- + With the resolution to labor challenges in the rail sector, rail operation forecast is to remain at normal operations throughout the US at this time. The only potential challenge to rail

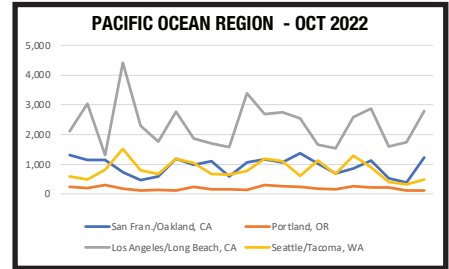
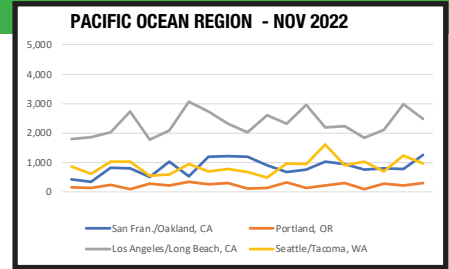
- operations in December is the continued lack of ocean chassis at inland rail ramps.
- + As BCO's continue to process elevated inventory levels at their DC's, chassis pools servicing these ramps will be challenged until all freight in those ocean containers are received at a normal cadence. If consumer demand remains strong throughout December some of that pressure should be relieved going into 2023.

## PACIFIC REGION – NORMAL

- + SEATAC** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + OAK** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + LA/LB** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.

**OPPORTUNITY FOR OPERATIONAL EFFICIENCY** – *SSL booking into Port of Los Angeles as Ocean Carrier rates are low and terminal and trucking operations are running smoothly.*

**POTENTIAL HEADWINDS** – *Labor disruption.*

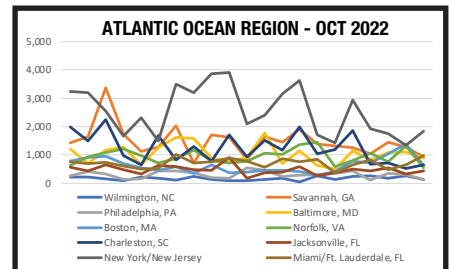
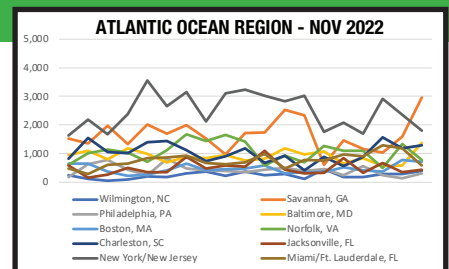


## ATLANTIC REGION – NORMAL

- + NY/NJ** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability moderate. Transload availability normal. Outbound domestic capacity availability normal.
- + NORFOLK** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability moderate. Transload availability normal. Outbound domestic capacity availability normal.
- + CHARLESTON** – Vessel congestion low. Terminals at normal operations. Chassis pools moderate. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + SAVANNAH** – Vessel congestion moderate. Slight terminal congestion. Chassis pools moderate. Container storage availability moderate. Transload availability normal. Outbound domestic capacity availability normal.
- + MIAMI** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.

**OPPORTUNITY FOR OPERATIONAL EFFICIENCY** – *Transload Ocean containerized freight to domestic truckload as domestic truckload rates in many cases are lower than IM Rail capacity.*

**POTENTIAL HEADWINDS** – *Limited empty container returns in NY/NJ.*

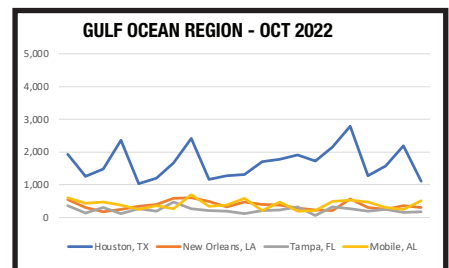
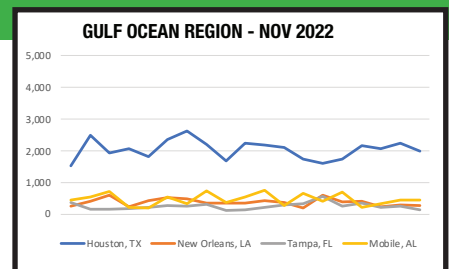


## GULF REGION – NORMAL

- + TAMPA** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + MOBILE** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + NEW ORLEANS** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + HOUSTON** – Vessel congestion low. Slight terminal congestion. Chassis availability moderate. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.

**OPPORTUNITY FOR OPERATIONAL EFFICIENCY** – *Booking Dallas bound freight to Houston and draying as opposed to via IPI rail to avoid chassis issues in Dallas.*

**POTENTIAL HEADWINDS** – *Receiving capacity at DC's serving Houston containerized freight.*

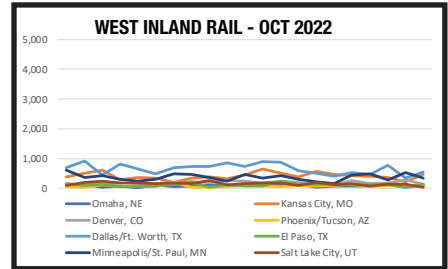
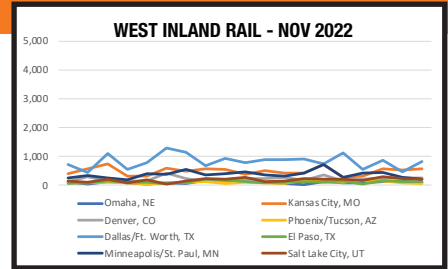


## WEST INLAND RAIL RAMP REGION – MODERATE

- + **SLC** – Congestion low. Ramps at normal operations. Chassis availability low. Container storage normal. Container availability normal.
- + **DENVER** – Congestion low. Ramps at normal operations. Chassis availability normal. Container storage normal. Container availability normal.
- + **DALLAS** – Congestion low. Ramps at normal operations. Chassis availability low. Container storage normal. Container availability normal.

**OPPORTUNITY FOR OPERATIONAL EFFICIENCY** – *Work with a dray provider that has container grounding operations to keep ocean chassis moving effectively.*

**POTENTIAL HEADWINDS** – *Ocean chassis availability.*

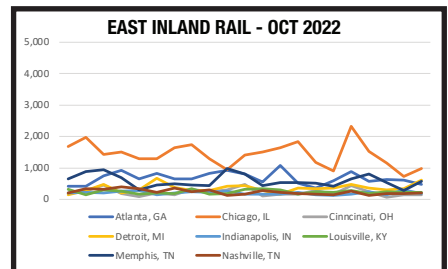
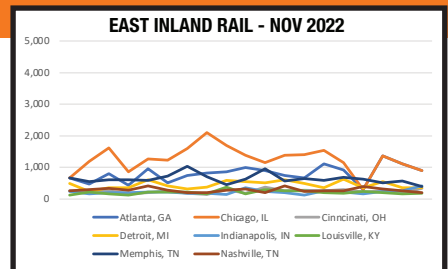


## EAST INLAND RAIL RAMP REGION – MODERATE

- + **CHICAGO** – Congestion normal. Ramps at normal operations. Chassis availability low. Container storage normal. Container availability normal.
- + **MEMPHIS** – Congestion moderate. Ramps at normal operations. Chassis availability low. Container storage low. Container availability normal.
- + **NASHVILLE** – Congestion moderate. Ramps at normal operations. Chassis availability low. Container storage low. Container availability normal.
- + **CHARLOTTE** – Congestion moderate. Ramps at normal operations. Chassis availability low. Container storage low. Container availability normal.
- + **ATLANTA** – Congestion moderate. Ramps at normal operations. Chassis availability low. Container storage low. Container availability normal.
- + **COLUMBUS** – Congestion moderate. Ramps at normal operations. Chassis availability low. Container storage low. Container availability normal.

**OPPORTUNITY FOR OPERATIONAL EFFICIENCY** – *Work with a dray provider that has container grounding operations to keep ocean chassis moving effectively.*

**POTENTIAL HEADWINDS** – *Ocean chassis availability.*



## AND NOW THE GOOD NEWS FOR DECEMBER!

- + We close 2022 far removed from where we began. Rates for container bookings, drayage and trucking are exponentially lower than early this year, or this time last year. Operations for those services are also for the most part at normal operations.
- + The lessons learned from the significant headwinds of late 2021 through 2022 have fostered important discussions, policies and operations that will improve terminal and ramp operations and equipment for future challenges that effect this mode of transportation.