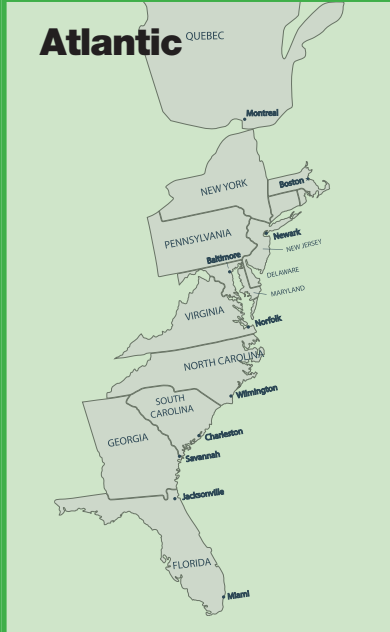


## PORT CONTAINER DRAY OPERATIONS

**NORMAL**

**NORMAL**

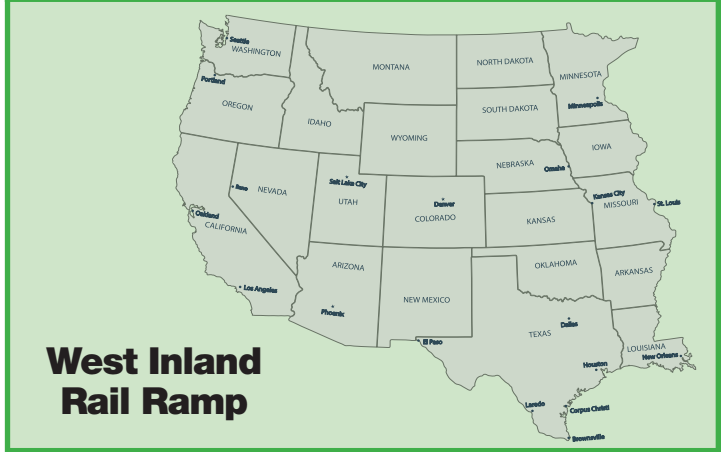


**NORMAL**

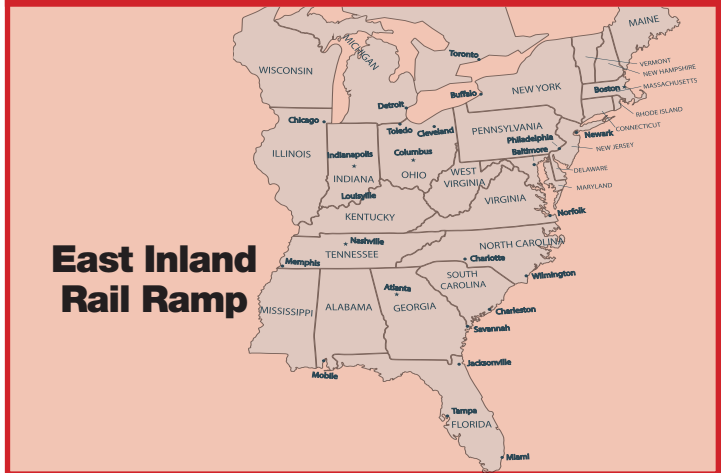


## OCEAN/DOMESTIC CONTAINER RAIL RAMP OPERATIONS

**NORMAL**



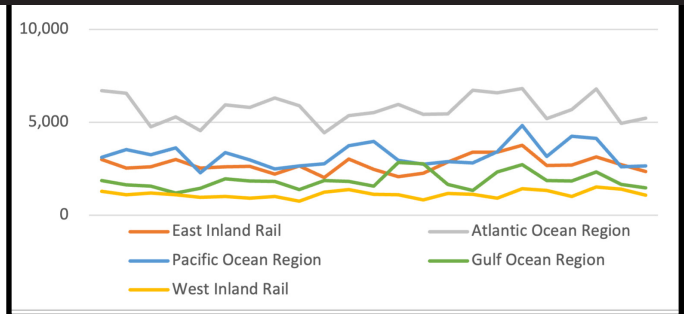
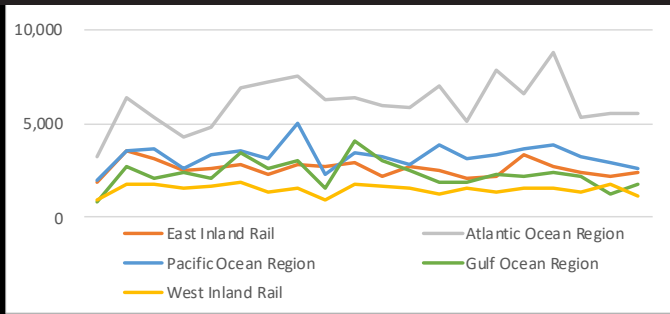
**SEVERE**



**JULY 2023**

## US PORT/RAIL RAMP TRUCKING DEMAND

**AUG 2023**









### SUMMARY – AUGUST, 2023

✦ Port terminal operations continue to run without any major congestion or equipment shortages. All ocean regions are at normal operations and should remain so through 2023. There are two potential outliers that should be taken into consideration. The Atlantic and Gulf hurricane season is being forecasted to be above normal due to the elevated water temperatures. Direct landfall of these storms around ocean terminals and ramps are not the major concern but indirect effects of significant wind, storm and flooding damage. LA/LB may see some slight congestion if shippers try to avoid the congestion in and around the Panama Canal. It should be noted that containerized cargo is not being severely impacted at this time. However, some supply chains are building in contingency planning to use LA/LB for an entry point into North America utilizing IPI to get freight further inland to the Central and East coasts of the US. This planning is to hedge both hurricane seasonal effects and the potential of worsening Panama Canal congestion, in the off chance it occurs. Seattle/Tacoma is getting additional volumes originally

destined for British Columbia as shippers avoid continuing disruption due the labor activity experienced this summer. While Seattle/Tacoma port terminals have plenty of capacity to effectively manage and process any and all volume thrown their way, there is a concern that limited rail provider equipment and capacity may cause delay in transit for IPI freight.

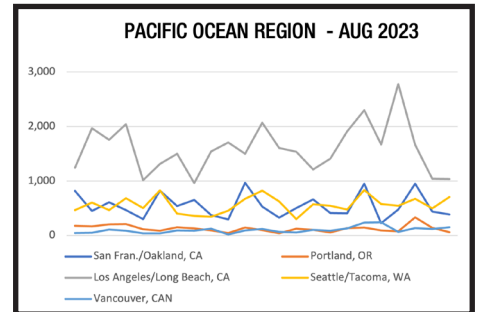
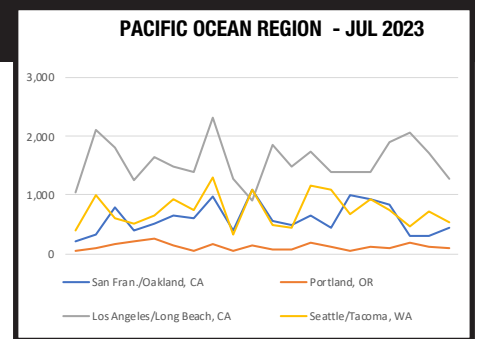
✦ The largest inland rail ramp concern continues to be in the Eastern region. Chicago area ramps are still struggling to process the wave of freight that was pent up due to West Coast Canada strike activity. As has been called out in this index since last year, ocean chassis in the ramp pools are severely lacking. Both congestion and equipment challenges are reducing driver productivity and the number of containers a driver can pull in a day. Both issues are driving rates up significantly. Though not as intense, these challenges are being reported in other inland ramps—primarily Kansas City, Omaha, Memphis and Dallas.

## PACIFIC REGION – NORMAL







	 Vessel Congestion	 Terminal Operations	 Chassis Availability	 Container Storage	 Transload Availability	 Outbound Capacity
SEATAC	●	●	●	●	●	●
OAK	●	●	●	●	●	●
LA/LB	●	●	●	●	●	●
VANCOUVER	●	●	●	●	●	●
PRINCE RUPERT	●	●	●	●	●	●

**OPPORTUNITY FOR OPERATIONAL EFFICIENCY** – Increase booking to the region if possible—operations and trucking rates are the best they have been in years.

**OPERATIONAL INTERRUPTION** – IPI congestion slightly possible for LA/LB. Expect IPI transit delays due to rail provider challenges in Seattle/Tacoma.

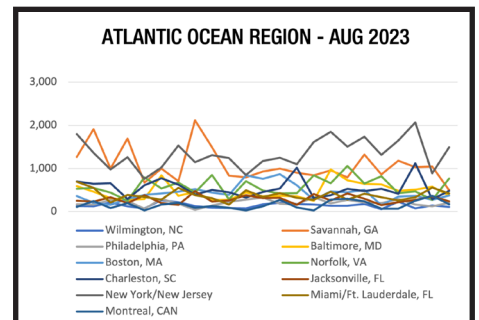
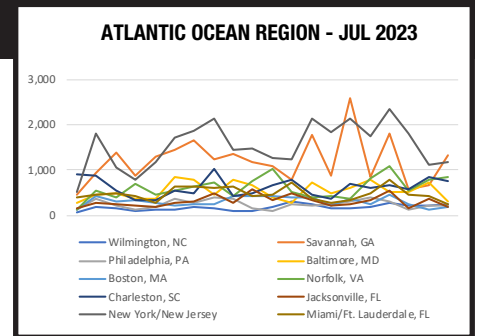


## ATLANTIC REGION – NORMAL







	 Vessel Congestion	 Terminal Operations	 Chassis Availability	 Container Storage	 Transload Availability	 Outbound Capacity
NY/NJ	●	●	●	●	●	●
NORFOLK	●	●	●	●	●	●
CHARLESTON	●	●	●	●	●	●
SAVANNAH	●	●	●	●	●	●
JACKSONVILLE	●	●	●	●	●	●
MIAMI	●	●	●	●	●	●
MONTREAL	●	●	●	●	●	●

**OPPORTUNITY FOR OPERATIONAL EFFICIENCY** – Create and vet carrier storm contingency SOPs.

**OPERATIONAL INTERRUPTION** – Possible elevated hurricane season direct and indirect effects.

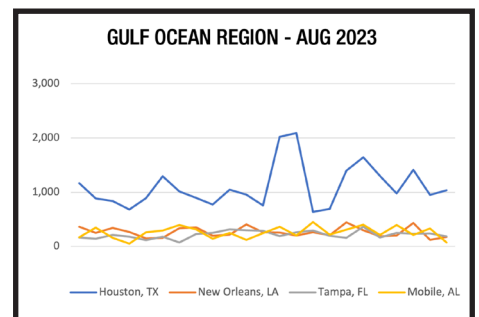
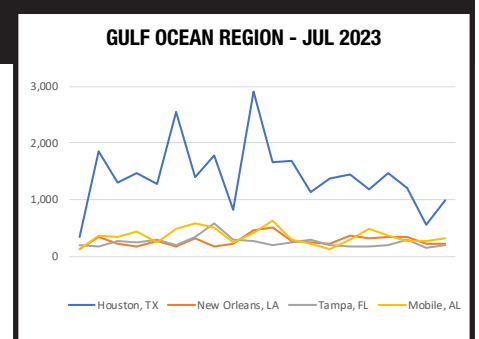


## GULF REGION – NORMAL

	 Vessel Congestion	 Terminal Operations	 Chassis Availability	 Container Storage	 Transload Availability	 Outbound Capacity
TAMPA	●	●	●	●	●	●
MOBILE	●	●	●	●	●	●
NEW ORLEANS	●	●	●	●	●	●
HOUSTON	●	●	●	●	●	●







**OPPORTUNITY FOR OPERATIONAL EFFICIENCY** – Create and vet carrier storm contingency SOPs.

**OPERATIONAL INTERRUPTION** – Possible elevated hurricane season direct and indirect effects.



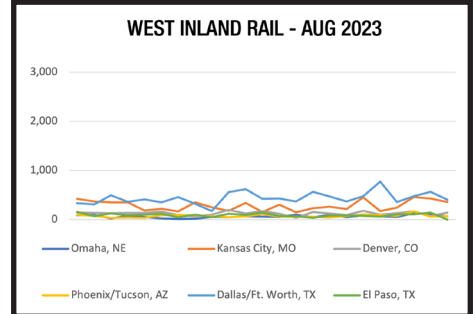
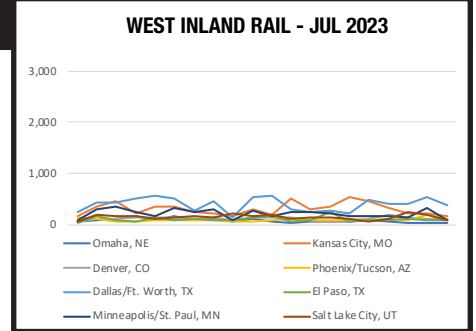
LEVEL OF CONCERN	● Normal	● Elevated	● Severe
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## WEST INLAND RAIL RAMP REGION – NORMAL







	 Ramp Congestion	 Ramp Operations	 Chassis Availability	 Container Storage	 Transload Availability	 Outbound Capacity
SLC	●	●	●	●	●	●
DENVER	●	●	●	●	●	●
DALLAS	●	●	●	●	●	●

**OPPORTUNITY FOR OPERATIONAL EFFICIENCY** – Onboard dray providers with access to private ocean chassis.

**OPERATIONAL INTERRUPTION** – Lack of ocean chassis equipment and increased volumes will potentially cause operational issues and additional costs.

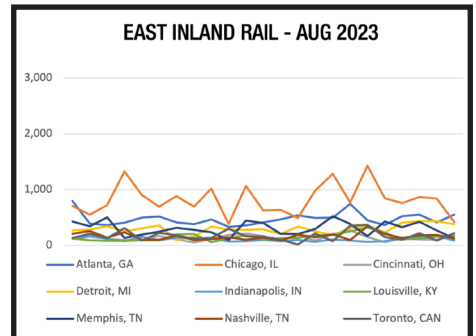
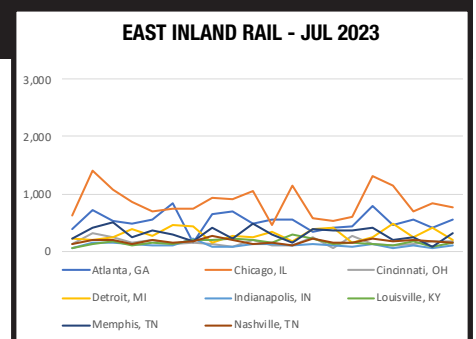


## EAST INLAND RAIL RAMP REGION – SEVERE

	 Ramp Congestion	 Ramp Operations	 Chassis Availability	 Container Storage	 Transload Availability	 Outbound Capacity
CHICAGO	●	●	●	●	●	●
MEMPHIS	●	●	●	●	●	●
NASHVILLE	●	●	●	●	●	●
CHARLOTTE	●	●	●	●	●	●
ATLANTA	●	●	●	●	●	●
COLUMBUS	●	●	●	●	●	●
TORONTO	●	●	●	●	●	●

**OPPORTUNITY FOR OPERATIONAL EFFICIENCY** – Onboard dray providers with access to private ocean chassis.

**OPERATIONAL INTERRUPTION** – Lack of ocean chassis equipment and increased volumes will continue to cause significant operational issues and additional costs.



LEVEL OF CONCERN	● Normal	● Elevated	● Severe
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## ITS INSIDER ADVANTAGE FOR AUGUST

Implement contingency planning for hurricane season on the East and Gulf Coasts. This would include vetting current dray provider storm procedures for loaded containers, as well as procuring container storage yards that are located in areas that are not in wind or flooding prone areas. Be mindful of proximity to waterfront or river locations. There are also restrictive rules coming to California trucking capacity in the near future. Continue to stay close to policy being created in Sacramento that will negatively impact trucking capacity.