



❖ Port Status

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Region	City	Vessel Wait	Issue	Yard Utilization	Other
East	Philadelphia	1 – 2 days	Vessel waiting time is 1 - 2 days due to high import volume.	N/A	
	Charleston	0 - 1 day	Vessel waiting time is 0 - 1 day due to off proforma vessels.		
	Savannah	8 - 9 days	Vessel waiting time is 8 - 9 days due to off proforma vessels and high import volume.		
Gulf	Houston	2 - 4 days	Vessel waiting time is 2 - 4 days due to high import volume, labor shortage and vessel bunching.	N/A	
	Mobile	1 day	Vessel waiting time is 1 day due to yard congestion.		
West	Long Beach	20 days	Vessel waiting time is 20 days due to high import dwell and labor shortage. On Friday Nov 5th second shift, Pier A Terminal will be open for 'Import Pick-up Only'.	NA	
	Los Angeles	20 days	Vessel waiting time is 20 days due to yard congestion, high import dwell and labor shortage. APM Los Angeles yard utilization is at 90 % of capacity	82 %	
	Oakland	0 - 2 days	Vessel waiting time is 0 - 2 days due to certain level of import volume and labor shortage.		
	Seattle	21 days	Vessel waiting time is 21 days due to high import volume and labor shortage. T18 Terminal yard utilization is at 100% of capacity.		
Canada	Prince Rupert	0 - 4 days	Vessel waiting time is 0-4 days. Yard is at 107 % of capacity.	104 %	
	Vancouver	5 - 7 days	Vessel waiting time is 5 - 7 days. Yard is at 85 % of capacity.	88 %	



❖ Rail Status:

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U.S.A. Region	City / Rail	Issue	Other
East	Philadelphia Chassis Shortage	Due to a continued, severe shortage of available chassis in the Philadelphia market, we are experiencing extended delays in pick-ups, deliveries, and drayage over to the rail facilities due to lack of chassis.	
	Norfolk to Louisville	Effective October 4, the Louisville Buechel Intermodal Terminal will open for inbound traffic from Norfolk International Terminals	and Portsmouth APMT (Virginia International Gateway). Eastbound, export, traffic will remain at Louisville Appliance Park facility.
	Charleston Chassis Shortage	Due to a continued shortage of available chassis in the Charleston market,	we are experiencing extended delays in pick-ups, deliveries, and drayage over to the rail facilities due to the lack of chassis.
	Atlanta Overflow Yard	The Fairburn, GA terminal is utilizing provisional container yard services for international freight to ensure safe and efficient operations at this facility due to persistent congestion. Below are the specifics for the Fairburn container yard:	*First Coast Depot Services – 7645 Bishop Road, Fairburn, GA 30213 *Hours of Operation: 1625 EST Mon to Friday, Closed on Saturday and Sunday
	CSX Update; CHS/SAV TO JAX	Rail cargo delivering to Jacksonville from Charleston and Savannah will now be routed to Jacksonville ICTF	for pickup, effective October 11. This is a grounded facility located at New Berlin Rd, Jacksonville, FL 32226.
Midwest	Houston Chassis Shortage	Chassis deficits continue to be reported on a weekly basis due to ongoing congestion in the area.	TRAC chassis can be utilized as our approved secondary provider.
	Chicago Rail Ramp Congestion	Rail facilities in Chicago are experiencing severe congestion because of dwelling containers, and chassis shortages. Some vendors have begun closing facilities for multiple days, implementing gate restrictions, or lane suspensions to reduce the congestion. Carriers have started moving cargo to secondary yards to attempt to mitigate.	We need further assistance to ensure containers are picked-up from the rail timely to avoid causing further congestion and facility closures. Prompt pick-up of shipments will help improve traffic flows, reduce lot congestion, and provide the space needed for processing inbound freight as expeditiously as possible.
	Chicago Chassis Shortage	Due to a shortage of available chassis in Chicago, we continue to observe extended delays in pick-ups, and deliveries.	



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U.S.A. Region	City / Rail	Issue	Other
Midwest	Cross-Town Trucking Delays (Chicago)	We have been impacted by severe delays for units interchanging between rail lines 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.
	CN Adjustment to Pick up Facility	CN has started to move pre-advised units to Integrated Services (281 E. 156th Street, Harvey, IL) to mitigate congestion at CN Harvey Ramp. Customers should trace incoming units prior to dispatching a pick-up, in case of	any changes with location or if the unit is still at Harvey. Truckers need to arrive with a chassis for pickup since the depot is a grounded operation.
	CHI TO LONG BEACH	BNSF has halted receiving at Logistics Park Chicago for units destined for Pier A in Long Beach due to accumulation of cargo at destination ramp, caused by severe chassis shortage and vessel delays.	Embargo for receiving cargo in CHI has been extended through November 5 th .
	Kansas City to Houston	Effective 11/05, BNSF will no longer service the Kansas City to Houston lane.	
West Coast	Increased Dwell for Import Rail Cargo (SEA)	Due to severe terminal congestion, we continue to observe operational delays, resulting in extended dwell time.	
	Increased Dwell for Import Rail Cargo (LAX/LGB)	Due to gate capacity restrictions, limited reservations (RVs), rail car shortages and daily ingate restrictions at our major rail facilities in LAX/LGB (BNSF & UP), import rail units (both on-dock and off-dock) are experiencing increased delays.	
	Chassis Shortage Santa Teresa	Availability of DCLI equipment continues to be extremely limited. TRAC chassis should be utilized as an approved secondary provider; inventory has been observed to be very low, as well.	

Ocean Head Office