



❖ Port Status

Region	City	Vessel Wait	Issue	Yard Utilization	Other
East	New York	1 day	Vessel waiting time is 1 day due to certain level of import volume.	N/A	3 cranes are down at APM Terminal and 2 cranes are expected to be back on December 7th.
	Philadelphia	1 day	Vessel waiting time is 1 days due to certain level of import volume.		
	Charleston	3 – 4 days	Vessel waiting time is 3-4 days due to high import volume and labor shortage.		
	Savannah	6 -7 days	Vessel waiting time is 6-7 days due to high import volume, off proforma vessels		weather events, labor shortage
	Mobile	1 day	Vessel waiting time is 1 day due to yard congestion.		
Gulf	Houston	2 - 8 days	Vessel waiting time is 2 - 8 days due to high import volume, labor shortage and vessel bunching.	N/A	
West	Long Beach	26 - 30 days	Vessel waiting time is 26-30 days due to high import dwell and labor shortage. On Friday December 3 <sup>rd</sup> second shift.	65 %	Pier A Terminal will be open for 'Import Pick-up Only'. TTI Terminal yard utilization is at 65% of capacity.
	Los Angeles	26 - 30 days	Vessel waiting time is 26-30 days due to yard congestion, high import dwell and labor shortage.	106 %	APM Los Angeles yard utilization is at 106% of capacity.
	Oakland	2 – 5 days	Vessel waiting time is 2-5 days due to high import volume, labor shortage and 1 berth being down.		
	Seattle	18 days	Vessel waiting time is 18 days due to high import volume and labor shortage.	100%	T18 Terminal yard utilization is at 100% of capacity.
Canada	Prince Rupert	5 days	Vessel waiting time is 5 days.	100 %	Yard is at 100 % of capacity.
	Vancouver	10 days	Vessel waiting time is 10 days.	100 %	Yard is at 100 % of capacity.
	Flooding in Western Canada		We are currently experiencing delayed rail operations in the region north of Seattle. Substantial backlog of traffic accumulated due to multiple		track outages caused by significant rainfall in British Columbia, impacting interchange operations with Canadian carriers.



❖ Rail Status:

	City / Rail	Issue	Other
East	Philadelphia Chassis Shortage	Due to a continued shortage of available chassis in the Philadelphia market, we are experiencing	extended delays in pick-ups, deliveries and drayage to and from the rail facilities.
	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 to and from the rail facilities.
	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
	South Carolina Ports Authority	Due to increased volume for Import and Export cargo into Charleston.	SCSPA is reporting delay in operations between the terminals and railroads.
	CSX Update: Nashville	Due to a shortage of available chassis at CSX Nashville, we are experiencing extended delays in pick-ups from the facility.	
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.	
	Kansas City to Houston	Effective 11/01, BNSF will no longer service the Kansas City to Houston lane.	
	Norfolk Southern Pricing Update	Effective December 1, 2021 the NS heavyweight container fee will adjust from \$80 to \$120 and will be effective for all traffic originating from NS International intermodal served locations.	<p><i>Note:</i></p> <ul style="list-style-type: none"> <li>• The fee does not apply to Iso-Tanks, will be applied as follows:</li> <li>• 20ft boxes: over 44,000lb lading up to a maximum of 52,900lb gross weight</li> <li>• 40ft boxes: over 52,000lb lading up to a maximum of 67,200lb gross weight</li> </ul>



❖ Rail Status:

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U.S.A. Region	City / Rail	Issue	Other
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