



❖ **Port Status**

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Region	City	Vessel Wait	Issue	Yard Utilization	Other
East	New York	0 - 2 days	Vessel waiting time is 0-2 days due to certain level of import volume.	N/A	Weather issues and 1 crane being down at APM Terminal.
	Philadelphia	1 - 2 day	Vessel waiting time is 1 – 2 days due to certain level of import volume, labor shortage due to Covid.		
	Baltimore	1 – 2 days	Vessel waiting time is 1- 2 days due to high import volume.		
	Charleston	4 days	Vessel waiting time is 4 days due to high import volume, labor shortage, vessel bunching and weather events.		
	Savannah	2 days	Vessel waiting time is 2 days due to high import volume, off proforma vessels, labor shortage, holiday closures and weather events		
Gulf	Houston	2 - 6 days	Vessel waiting time is 2 - 6 days due to high import volume, labor shortage and vessel bunching.	N/A	
	Mobile	2 days	Vessel waiting time is 2 days due to vessel bunching		
West	Long Beach	38 - 44 days	Vessel waiting time is 38-44 days due to high import dwell and labor shortage.	83 %	Second shift on Jan 14 th is "Imports Only" TTI Terminal yard is at 83% of capacity.
	Los Angeles	28 days	Vessel waiting time is 28 days due to yard congestion, high import dwell and labor shortage.	86 %	APM Los Angeles yard utilization is at 86% of capacity.
	Oakland	8 days	Vessel waiting time is 8 days due to high import volume,		labor shortage and 1 berth being down.
	Seattle	10 days	Vessel waiting time is 10 days due to high import volume, labor shortage and severe	110%	weather. T18 Terminal yard utilization is at 110% of capacity.
Canada	Prince Rupert	10 days	Vessel waiting time is 10 days.	113 %	Yard is at 113 % of capacity.
	Vancouver	14 days	Vessel waiting time is 14 days.	101 %	Yard is at 101 % of capacity.



❖ Rail Status:

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	City / Rail	Issue	Other
East	Philadelphia to Kansas City Rail Routing	Intermodal service has been cancelled from Philadelphia to Kansas City, effective December 20 th , 2021	
	FEC Update	FEC Intermodal facilities in Jacksonville, Titusville, Ft. Pierce, Ft. Lauderdale and Hialeah continue to experience elevated traffic volumes	and severely increased terminal dwell time of loaded and empty containers and trailers. FEC Jacksonville (Bowden) reopened, as scheduled, on 01/06.
	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/from the rail facilities.	
	CSX Update: Export to JAX	Due to continued congestion in Jacksonville, we have observed persistent delays in train operations for cargo arriving in Jacksonville ICTF for load out of Trapac.	
	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: Charleston and Savannah	Effective Monday 12/13, all reservations (loads and empties) from ALL locations to Charleston will be reduced to 0 until backlog can be cleared. Due to the holidays and lack of available drivers, backlog of units in CHS has not yet been cleared. There is no established timeline yet defined on when origin ramps will open.	RVs are being re-evaluated every day and is entirely dependent on the congestion decreasing at CHS CSX. In the past, Charleston and Savannah allocations have been interchangeable, going forward, customers will not be able to use RV's interchangeably between the two ports; allocations will be established for each destination.
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 Chassis Shortage	Due to a shortage of available chassis in Chicago, we continue to observe extended delays in pick-ups, and deliveries.	
	Chicago Rail Ramp Congestion	Rail facilities in Chicago are experiencing severe congestion as a result of dwelling containers and chassis shortages. 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.
	BNSF Logistics Park Chicago Update	Effective January 1, 2022, BNSF Logistics Park Chicago (LPC) will be updated to a "Group 2" facility for the purpose of calculating free time. Group 2 facilities receive free time on the day of notification, plus 48 hours. For longer-dwelling containers, the applicable storage charge of \$500 per day will now	begin on the 8th day. BNSF will continue to provide a one-day storage credit for any unit out gated from LPC on weekends (Saturday or Sunday) for storage calculations. This credit will go to the party who pays or guarantees storage and may be applied to any pending or future intermodal storage.



❖ 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.	
	Terminal Dwell Fee	SSA Terminals (Pier A (LGB), OICT (OAK), T-18 (SEA)) have implemented a temporary storage charge in addition to the normal port demurrage charges on all import loaded containers discharged at facilities on the West Coast. The failure of importers to pick up containers in a timely manner has created severe congestion issues that has prevented terminal operators from properly servicing vessels destined for their terminals. Extended Dwell Time Fee will apply on a temporary basis to all loaded import containers, in addition to existing demurrage and port tariff fees:	<ul style="list-style-type: none"> • No charges for free time (up to seven (7) days after a container is available for delivery) • \$50 per day for the next five days of storage thereafter (days 1-5 after free time) • \$75 per day for the next five days of storage thereafter (days 6-10 after free time) • \$100 per day for the next five days of storage thereafter (days 11-15 after free time) • \$150 per day for any days thereafter. <p>Export loaded containers will not be subject to the Extended Dwell Time Fee. The importer of record in the shipping documents will be responsible for paying or arranging payment of the Extended Dwell Time Fee. Once the fee has been paid, the container will show as available in Operator's container tracking system. Appointments on import lanes may not be made until the fee has been paid and the container is showing as available on the Forecast website.</p>

Ocean Head Office