



❖ Port Status

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Region	City	Vessel Wait	Issue	Yard Utilization	Other
East	New York	1 – 3 days	Vessel waiting time is 1 – 3 days due to berth congestion, icy weather and 1 crane's being down at APM Terminal.	N/A	
	Philadelphia	0 – 1 day	Vessel waiting time is 0 – 1 day due to certain level of import volume, labor shortage due to Covid, which has been getting better		
	Baltimore	0 – 1 day	Vessel waiting time is 0 – 1 day due to certain level of import volume, vessel bunching and construction.		
	Norfolk	5 – 9 days	Vessel waiting time is 5-9 days due to certain level of import volume, vessel bunching and construction. Saturday gate		hours at VIG and NIT and supporting facilities will remain in effect exclusively for import load pick-up through November 2022.
	Charleston	6 – 11 days	Vessel waiting time is 6 – 11 days due to high import volume, weather events & vessel bunching		
	Savannah	0 – 1 day	Vessel waiting time is 0-1 day due to certain level import volume, weather events & vessel bunching		
	Miami	3 – 5 days	Vessel waiting time is 3 – 5 days at POMTOC Terminal due to high import volume.		
Gulf	Houston	2 – 10 days	Vessel waiting time is 2 – 10 days due to high import volume, labor shortage and vessel bunching.		
West	Long Beach	38 – 42 days	Vessel waiting time is 38-42 days due to high import dwell and labor shortage. TTI Terminal yard utilization	68 %	Is at 68% of capacity
	Los Angeles	25 – 35 days	Vessel waiting time is 25-35 days due to yard congestion, high import dwell and labor	62 %	shortage. APM Los Angeles yard utilization is at 62 % of capacity.
	Oakland	10 – 12 days	Vessel waiting time is 10 – 12 days due to high import volume, labor shortage and 1 berth being down.		
	Seattle	7 days	Vessel waiting time is 7 days due to high import volume and labor shortage.		
Canada	Prince Rupert	14 days	Vessel waiting time is 14 days.	115 %	Yard is at 115 % of capacity.
	Vancouver	28 days	Vessel waiting time is 28 days.	107 %	Yard is at 107 % of capacity.



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U.S.A. Region	City / Rail	Issue	Other
East Coast	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.
	Bridge Outage (Norfolk)	Between 03/04 at 1900 and 03/06 at 2300, there will be a planned bridge outage that will delay inbound and outbound trains between Norfolk Terminals (NIT and VIG) and NS network. Ingates at the following origin facilities will be restricted during the following windows :	
	Appliance Park	03/03 at 1731 - 03/07 at 0601, Chicago Landers: 03/03 at 1601 – 03/04 at 1701, Cleveland: 03/02 at 1801 – 03/05 at 0701, Columbus: 03/04 at 0101 – 03/05 at 0101, Greensboro: 03/02 at 1401 - 03/04 at 1401,	
	Kansas City	03/01 at 1301 – 03/03 at 1301, Sharonville: 03/03 at 1701 – 03/07 at 0601, St. Louis: 02/28 at 1701 – 3/2 at 1701	
	South Carolina Ports Authority	Due to increased volume for Import and Export cargo into Charleston, SCSPA is reporting a delay in operations between the terminals and railroads.	
	CSX Update	Charleston and Savannah 01/17 Update: CSX has opened rail reservations from all inland origin facilities transiting to Charleston and Savannah. Changes to RV allocation: 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.	
	NS Update	As a result of increased congestion and volume into the Norfolk Southern facility in Charleston, beginning Week 3, NS has closed ingates at inland facilities for routes destined to Charleston. Gate closures are intermittent, evaluated on a day-to-day basis. Greer is now closed for exports except for specified customers. Detailed	allocations per lane: Huntsville to Charleston (10), Austell to Charleston (25), Memphis to Charleston (40), All Other Destinations (except Greer and Meridian) to Charleston (0), Kansas City to all destinations (190).



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Midwest	CSX Cleveland Update	On Jan 31st, Cleveland will be transitioned to a grounded facility for International freight, increasing container capacity.	
	Barbours Cut and Bayport,	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.	
	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 because 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.	
	Bedford Park	CSX Railroad has advised that congestion remains an operational concern at the Bedford Park Facility in Chicago area and is requesting further assistance in arranging pick up of dwelling units. In an attempt to manage the number of units on terminal, a reduced amount of rail reservations is available, per destination, for Export cargo.	
	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.



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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: *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 storage thereafter (days 1-5 days 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. 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.
	Extended Dwell Fee (ITS Terminal LGB)	Effective Monday, January 10, 2022, ITS will be implementing a Temporary Storage Charge in addition to the normal port demurrage/storage charges on all loaded import containers due to severe congestion issues. The intent of this Temporary Storage Charge is to encourage cargo interests to pick up their containers timely, which will allow for a return to a more normalized vessel operation schedule. Once this has been accomplished, ITS intends to rescind the additional charge. The following, cumulative, fees will apply to all loaded import containers	at the rates, and for the temporary effective period: \$48 per day commencing on the first day after expiration of free time, for up to five days (e.g., days 1-5 after free time); \$72 per day thereafter, for up to five additional days (e.g., days 6-10 after free time); \$96 per day thereafter, for up to five additional days (e.g., days 11-15 after free time), and \$165 per day for any days thereafter (e.g., all days from day 16 and after). Extended Dwell Fee (TTI Terminal, LGB) - Effective Monday January
	Extended Dwell Fee (TTI Terminal, LGB)	Effective Monday January 10, 2022, in an effort to reduce excessive terminal congestion, Total Terminals International LLC (TTI) will implement the following, cumulative, Extended. On-Terminal Storage/Terminal Congestion Fee for all inbound loaded containers that remain in TTI's Long Beach marine terminal more than eight calendar days following the date of discharge	<ul style="list-style-type: none"> No Extended On-Terminal Storage/Terminal Congestion Fee for calendar storage days 1 through 8 the container is on terminal and available for delivery. \$100 per day for days 9 through 14; \$150 per day for all days thereafter

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