



❖ 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 berth congestion, icy weather and 1 crane's being down at APM Terminal.		
	Philadelphia	0 – 1 day	Vessel waiting time is 0-1 day due to certain level of import volume and labor shortage.		
	Baltimore	0 – 1 day	Vessel waiting time is 0-1 day due to certain level of import volume, vessel bunching and construction.		
	Norfolk	4 – 8 days	Vessel waiting time is 4-8 days due to high import volume.		
	Charleston	10 - 16 days	Vessel waiting time is 10-16 days due to high import volume, low productivity, and labor shortage		
	Savannah	0 – 1 day	Vessel waiting time is 0-1 day due to certain level import volume, weather events and vessel bunching.		
	Miami	2 – 4 days	Vessel waiting time is 2-4 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	36 days	Vessel waiting time is 36 days due to high import dwell and labor shortage. TTI Terminal yard utilization is 65 % capacity.	111 %	
	Los Angeles	11 – 24 days	Vessel waiting time is 11-35 days due to yard congestion, high import dwell and labor	100 %	shortage. APM Los Angeles yard utilization is at 100 % of capacity.
	Oakland	10 – 15 days	Vessel waiting time is 10 – 15 days due to high import volume and labor shortage.		
	Seattle	3 days	Vessel waiting time is 3 days due to high import volume and labor shortage.		
Canada	Prince Rupert	14 days	Vessel waiting time is 14 days.	85 %	Yard is at 85 % of capacity.
	Vancouver	28 days	Vessel waiting time is 28 days.	106 %	Yard is at 106 % 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.	
	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.	
	NS Update	As a result of increased congestion and volume into the Norfolk Southern facility in Charleston, NS has closed for ingate at inland facilities for routes destined to Charleston. Greer is now closed for exports except for specified customers. Greer ingate closure is being evaluated by the SCSPA Weekly. Detailed allocations per lane: Huntsville to Charleston (5), Austell to Charleston (25), Memphis to Charleston (40), All Other Destinations (except Greer and Meridian) to Charleston (0), Kansas City to all destinations (190).	
Midwest	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	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.	



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Midwest	BNSF Logistics Park (Chicago)	<p>As part of ongoing efforts to provide a more efficient alternative for units that may dwell well beyond facility free time, BNSF has extended its off-site dray program at Logistics Park Chicago Intermodal Facility to generate additional parking capacity and reduce the impact of long-dwelling units on hub operations and overall efficiency. Shipments moved to off-site lot will remain visible in BNSF's inventory through customer web tools. BNSF will continue to assess and collect storage charges on shipments that have been moved off-site. Additionally, units may be grounded at offsite locations to generate greater chassis availability for the continued flow of containers. The LPC off-site lot entrance is located at 3201 CenterPoint Way, Joliet, IL 60436. Shipments arriving at this lot will be identified on notifications as being at ITSCONJOL. Units will be ground stacked which will require drivers to bring their own chassis. Lift hours at the ITS ConGlobal Joliet Depot are detailed below:</p> <ul style="list-style-type: none"> Monday thru Friday 6am – 10pm Saturday 7am – 330pm Sunday Closed 	
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.	



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West Coast	Terminal Dwell Fee	<p>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:</p> <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 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. 	<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>
	Extended Dwell Fee (ITS Terminal LGB)	<p>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,</p>	<p>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</p>
	Extended Dwell Fee (TTI Terminal, LGB)	<p>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</p>	<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

Ocean Head Office