



❖ Port Status

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Region	City	Vessel Wait	Issue	Yard Utilization	Other
East	New York	2 – 10 days	Vessel waiting time is 2 – 10 days due to berth congestion.		
	Philadelphia	0 – 1 day	Vessel waiting time is 0-1 day due to certain level of import volume.		
	Norfolk	2 – 3 days	Vessel waiting time is 2-3 days due to certain level of import volume, vessel bunching and construction.		
	Charleston	0-2 days	Vessel waiting time is 0- 2 days due to high import volume, low productivity.		
	Savannah	2 – 4 days	Vessel waiting time is 2-4 days due to certain level import volume and current terminal system upgrade issues.		
	Miami	2 – 3 days	Vessel waiting time is 2 - 3 days at due to high import volume and holiday closures.		
Gulf	Houston	2 – 8 days	Vessel waiting time is 2 – 8 days due to high import volume, labor shortage and vessel bunching.		
West	Long Beach	23 days	Vessel waiting time is 23 days due to high import dwell and labor shortage.		
	Los Angeles	16 days	Vessel waiting time is 16 days due to yard congestion, high import dwell and labor shortage.		
	Oakland	10 days	Vessel waiting time is 10 days due to high import volume and labor shortage.	90 %	Yard is at 90% of capacity.
	Seattle	2 days	Vessel waiting time is 2 days due to high import volume and labor shortage.		
Canada	Prince Rupert	14 days	Vessel waiting time is 14 days.	113 %	Yard is at 113 % of capacity.
	Vancouver	28 days	Vessel waiting time is 28 days.	100 %	Yard is at 100 % of capacity.



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U.S.A. Region	City / Rail	Issue	Other																																
East Coast	Spring Thaw Update	Please note the following changes to the end date for the Spring Thaw in zones 2 and 3 due to an order spring than anticipated. Revised dates are as follows: <ul style="list-style-type: none"> Zones 1 – From Monday, March 21 (00:01) to Friday, May 6 (23:59) Zones 2 – From Monday, March 28 (00:01) to Friday May 20 (23:59) Zones 3 – From Monday, March 28 (00:01) to Friday, May 20 (23:59) 																																	
	Charleston Chassis Shortage	Due to a continued shortage of available chassis in the Charleston markets (Atlanta, Charleston, Jacksonville, Nashville, and Savannah) 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 delay in train operations for cargo arriving in Jacksonville ICTF for load out if 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. There is currently an embargo for all exports units from Greer Ramp to USCHS/USNTS except for certain customers.																																	
	CSX Update – Imports to Chicago	Ramp to Chicago is changing on April 29th. Baltimore to Chicago 59th street is switching arrival facility to Bedford Park (CHI). Port Newark to Bedford Park (CHI) is switching arrival to Chicago 59th Street.																																	
	CSX Update – Exports to Chicago	Bedford Park (USCHICXBP) to port Newark (USNYCPNCT) is switching to Chicago 59 th Street Facility (USCHICX59)																																	
<table border="1"> <thead> <tr> <th colspan="8">Chicago Destination Gate change effective April 29</th> </tr> <tr> <th>Origin Terminal</th> <th>Current Destination Terminal</th> <th>New Destination Terminal</th> <th>Scheduled GCO</th> <th>New GCO</th> <th>Scheduled AVB</th> <th>New AVB</th> <th>Transit Adjustment</th> </tr> </thead> <tbody> <tr> <td>Baltimore, MD</td> <td>Chicago 59th*</td> <td>Bedford Park, IL</td> <td>1600</td> <td>No change</td> <td>2200</td> <td>No change</td> <td>No change</td> </tr> <tr> <td>Port Newark</td> <td>Bedford Park, IL</td> <td>Chicago 59th</td> <td>1400</td> <td>No change</td> <td>1000</td> <td>2300</td> <td>1 day longer</td> </tr> </tbody> </table> <p>*May 5 is the last day to pick-up containers at Chicago 59th street.</p>				Chicago Destination Gate change effective April 29								Origin Terminal	Current Destination Terminal	New Destination Terminal	Scheduled GCO	New GCO	Scheduled AVB	New AVB	Transit Adjustment	Baltimore, MD	Chicago 59 th *	Bedford Park, IL	1600	No change	2200	No change	No change	Port Newark	Bedford Park, IL	Chicago 59 th	1400	No change	1000	2300	1 day longer
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U.S.A. Region	City / Rail	Issue	Other
East Coast	NS Update (CHS)	Effective 05/09, rail traffic from all Norfolk Southern origin facilities delivering to Charleston have opened for ingate. Prior Communicated exceptions remain in effect. Greer and Meridian remain closed for exports aside from communicated exceptions. NS allocation limits are in place for Austell, Huntsville, and Rossville facilities for delivery to Charleston.	
	CSX Rail Reservations (to Charleston)	Effective 04/26. Rail reservations from all origin locations to Charleston have been restored to standard line allocation.	
	NS Jacksonville	Effective March 25th NS has embargoed units moving to Jacksonville from all the NS Inland facilities. Tranship moves are excluded from this embargo (to FEC). Import moves from NS Jacksonville are currently at ten (10) moves per day.	
	Norfolk Southern "Tier 1" facility update	NS has Announced that Detroit (Livemois), Jacksonville, and Cleveland (Maple heights) rail ramps will be adjusted from tier 1 for international storage rules.	



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Midwest	Chicago origin gate change Effective April 29 th	Effective April 29, CSX is re-aligning Chicago service to increase capacity and streamline operations. Service changes for Baltimore and Port Newark are listed in the charts below in local time. April 28 is the last day to in-gate freight at the origin terminal for these lanes.					
	Chicago Origin Gate change effective April 29th						
	Current Origin Terminal	New Origin Terminal	Destination Terminal	GCO	AVB	Transit Adjustment	
	Bedford Park, IL	Chicago 59 th	Port Newark	2359	1635	1 day longer	
	Chicago Destination Gate change effective April 29th						
Origin Terminal	Current Destination Terminal	New Destination Terminal	Scheduled GCO	New GCO	Scheduled AVB	New AVB	Transit Adjustment
Baltimore, MD	Chicago 59 th *	Bedford Park, IL	1600	No change	2200	No change	No change
Port Newark	Bedford Park, IL	Chicago 59 th	1400	No change	1000	2300	1 day longer
<i>*May 5 is the last day to pick-up containers at Chicago 59th street.</i>							
Barbours Cut and Bayport – 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 Storage	Due to shortage of available chassis in Chicago, we continue to observe extended delays in pick-ups and deliveries.						
Chicago Rail Ramp Congestion – 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.				
BNSF Logistics Park (Chicago)	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: <ul style="list-style-type: none"> ☑ Monday thru Friday 6am – 10pm ☑ Saturday 7am – 330pm ☑ Sunday Closed 				



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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 & after
	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

Ocean Head Office