



U.S. Rails Causing Delays

This year and the last it was nothing but port congestion and trucking shortages. The newest (if it is even considered new) are the issues growing at the rails. Rails play a crucial role in U.S. shipping, as they act as a POD for inland locations. For containers to hitch a ride on the rail, they require marine chassis; chassis which are in very short supply. This is restricting the number of containers that can be moved between the ports and inland. Seeing as imports are outweighing exports by nearly 20%, this limitation has created too many long dwelling containers at the port. This eventually leads to a slew of problems impacting the flow of export / import.



LA Rails - Major Issues



In LA the average rail dwell time is 10 days, which has increased by 3 days since last month. This timeline is more than 3X the amount required for proper port efficiency and has made the situation at the LAX port even more congested (if that is even possible). Oakland and Seattle are no better. Dwell time is anywhere between 10 and 13 days. The West Coast has been

wrought with problems since the onset of COVID as imports flooded the area for Asia. Though periods of relief have been recorded, China has mostly reopened since their last nasty round of COVID closures, which means production and distribution will be in full swing. This means heavy congestion is bound for the West Coast yet again.

FSC Increases Impacts Trucking

In addition to the issues at the rails, trucking concerns continue to negatively impact the cost of shipping. Fuel has increased to a new all-time high, and truckers are passing the increases on to their customers. Fuel service charges (FSC) can range between 40% to 65% (of drayage cost) depending on the area in the U.S. This increase has a drastic effect on the cost of drayage. Another issue faced by the trucking industry is the limited ability to handle special cargo such as dangerous goods, refrigerated goods, and open top containers to name a few. The reason for the lack of availability is because these types of requests can only be carried out by properly licensed and insured entities. With the demand for trucking being so great, there



are even less resources allocated to handle special cargo.

Trusting Rose

Though shipping has seen its share of challenges in recent years, there is still hope that things will begin to level out as shippers begin to adapt and make changes to accommodate the new flow. Slower sails across the pacific help vessels save on fuel and can spend less time dwelling at anchorages. Advanced booking for spot rate trucking allows companies to plan and make sure the proper manpower is in place. Understanding where the pain points are can help the government and shipping alliances work together to find ways to help make the process more efficient. Our team at Rose is always seeking new ways to make our services as streamlined and simple as possible while offering competitive prices and quality customer service. Our team has been led by our faithful leader, Neal, and we to this day embody a family run operation while offering all the services that a big corporation offers. Our personal touch makes the craziness of shipping a little less hectic, and a little happier. Please see below for the current state of shipping throughout the U.S.



Updates & Info

For a listing of current port conditions please see below:

West Coast:

- LA / LB Ports: Over 60 vessels are waiting to berth; congestion, delays, and limited capacity are prevalent. Delays can be as much as 4 weeks.
- Seattle Port: 6 - day vessel wait time is to be expected due to congestion and labor shortages. Containers are dwelling for up to 4 weeks in the terminal before trucking is available.
- Oakland: 15 - day vessel wait time is to be expected due to congestion, labor shortages, and lack of trucking. Empty containers are creating the largest delays as they wait to return to Aisa

Gulf Coast:

- Houston: 24 – day vessel wait time is to be expected due to fog conditions, congestion, labor shortages, and lack of trucking

East Coast:

- NY/NJ Ports: 5 – day vessel wait time due to increased import volume
- Norfolk: 15 – day vessel wait time due to berth congestion and high import volume
- Savannah: Vessel wait time is up to 20 days
- Charleston: Vessel wait time is up to 24 days due to terminal system upgrades, labor shortages and increased import volume
- Port Everglades and Miami: 3 – day vessel wait time due to increased import volume

Chassis issues are prevalent throughout the U.S. due to the division of the intermodal system, Covid-19 related issues, and the lack of additional capacity at different levels of the supply chain.

Rail/ Ramp Terminals & Trucking Nationwide:

- BNSF & UP/LAX/LGB: Import rails units are facing extreme congestion with limited gate capacity, shortages, and restrictions
- NS: (Norfolk Southern Rail): Service has been suspended to Jacksonville
- Chicago Rail Ramp: Experiencing severe congestion due to dwelling containers and chassis shortages. Only 10 spots open daily. Chicago's issues are affecting most other major rails, as equipment is imbalanced and scarce.
- CSX Bedford: Limited gate reservations
- NY/NJ: Chassis shortage is causing delays. Truckers are booked nearly 3 weeks in advance.
- Philadelphia: Severe chassis shortages, extended delays in pick-ups, deliveries, and drayage.
- Charleston: Severe chassis shortages, extended delays in pick-ups, deliveries, and drayage. Truckers are booked nearly 4 weeks in advance.
- Savannah: Severe chassis shortages, extended delays in pick-ups, deliveries, and drayage. Truckers are booked 3 to 4 weeks in advance.
- Jacksonville and Miami: The rail congestion in Chicago is affecting services out of Miami. The shortage of equipment in Florida can create delays up to 2 weeks.
- Seattle: Up to 10 days delay for cargo going to Chicago. Limited trucker capacity, most truckers are booked 2 weeks or more in advance. Long waiting line for export/import.
- Houston/Dallas: There is a severe chassis shortage and ongoing congestion. Truckers are booked up to 3 weeks in advance.
- Los Angeles / Long Beach: Trucking continues to be backlogged, with some reports of up to 6 weeks of truckers being booked in advance.

Equipment Shortages:

There is national shortage of chassis throughout the U.S. negatively impacting timelines. The areas of the worst chassis shortages are as follows:

- Los Angeles/Long Beach, New York, Philadelphia, St. Louis, Columbus, Cleveland, Chicago, Memphis, Atlanta, Nashville, and Louisville

General equipment shortages are common, and are the most impacted in the following locations:

- Atlanta, Chicago, Cincinnati, Columbus, Detroit, Kansas City, Minneapolis, Memphis, Nashville, Omaha, St. Louis, South Florida, and Seattle



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