



## More U.S. Locations Experiencing Congestion

The outlook on U.S. logistics is grim to say the least. Despite efforts to help ease congestion and increase workflow, the volume that ports, rails, and warehouses are dealing with is unprecedented. The infamous congestion seen at Los Angeles and Long Beach has yet to be dampened, and now the list of nearly impossible



ports has grown with the addition of Houston and Charleston. Along the East Coast trucking insufficiencies are mounting and rates are soaring. International importers are scrambling to use alternate ports to avoid the mayhem at the mega hubs, however this activity is rerouting truckers and creating equipment imbalances, prolonged timelines, and increased rates. Needless to say, there has yet to be improvement in recovering from the aftermath of the logistic nightmare since the onset of COVID in early 2020.

## Updates in Southern California



LA/LGB are still facing extreme congestion and related issues. Vessels wait weeks for appointments to berth, and truckers are typically booked for 5-7 weeks in advance. It is not uncommon for trucking companies to turn down new requests even with ample advanced notice due to a lack of resources. As of Friday, LA/LGB

port began assessing yet another new fee to help encourage clean trucking. The new \$10/TEU fee is not intended to deter shippers from the port, but rather use the funds to help build a better, cleaner process. Though efforts are in place to build a brighter future, it adds yet another layer of expense to an already over-inflated and costly endeavor for the necessity of removing containers from the port.

## Gulf State Delays



In early 2022, Gulf states boasted less-congested ports and the ability to alleviate the volume seen in SoCal's ports. However, perhaps the efforts to reroute cargo have been too popular, as now Houston is a hotspot for congestion, lack of trucking, and extended timelines. Imports were 40% of business in Houston, but in Q1 it was closer to 70%. The shift in operations is causing equipment imbalances with not enough chassis to match container need; this means that cargo waits longer, trucking gets backed up, and the whole system starts to see a bullwhip effect of inefficiencies.

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## U.S. East Coast Information

Charleston is no stranger to the same trend seen in Houston, as this East Coast port, like its peer in Norfolk, Savannah, and Baltimore are experiencing an increase in import demand and lack of infrastructure and processes to appropriately handle the volume. The American Trucking Association claims 70% of U.S. freight is moved by trucks. With a number this high, it is clear why rates have become extremely volatile and subject to the supply and demand curve more than other shipping modes. The recent rise in fuel cost also impacts the ever-growing trucking rates, as the world is still reeling in the Ukraine / Russian War, as well as other global events wreaking havoc on the global supply chain.



Our team at Rose is always monitoring shipping conditions and seeking new options to better suit our clients' and partners' needs. Rose has recently developed a relationship with CMA to offer new services and lanes to territory not previously covered. Our staff is constantly working to improve our long-standing relationships as well find new sources to be able to accept and service every request we receive. The current condition of shipping is delicate and laden with problems and issues that are still new to even well-seasoned workers in the industry. However, our goal is to provide the best service with the most competitive rates. Contact a Rose representative today to see how we can help ease the stressors of shipping.

Please see below the most up-to-date information on delays, congestion, and logistic updates

**West Coast:**

- LA / LB Ports: Over 95 vessels are waiting to berth; congestion, delays, and limited capacity are prevalent. Delays can be as much as 6 weeks.
- Seattle Port: 2 - day vessel wait time is to be expected due to congestion, labor shortages. Containers are dwelling for up to 6 weeks in the terminal before trucking is available.
- Oakland: 17 - 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: 14 – day vessel wait time is to be expected due to fog conditions, congestion, labor shortages, and lack of trucking

**East Coast:**

- NY/NJ Ports: 2 – day vessel wait time due to increased import volume
- Norfolk: 4 – day vessel wait time due to berth congestion and high import volume
- Savannah: Vessel wait time is up to 11 days
- Charleston: Vessel wait time is up to 16 days due to terminal system upgrades, labor shortages and increased import volume
- Port Everglades and Miami: 2 – day vessel wait time due to increased import volume

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**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 2 to 3 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.

#### **Canadian Pacific Railroad:**

- There has been an on-going worker strike which has affected rail service to and from the U.S. and has delayed vessel operations

#### **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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