

## Weather Conditions Not Helping Major Congestion Ahead



### Weather, COVID and infrastructure issues

COVID resurgences, weather, and infrastructure issues are back with a vengeance in the New Year. If 2021 was any indication of what the “new normal” of global shipping will look like, re-adjust and plan for worse in 2022.

At the start of the global pandemic, 2 weeks soon became a year, which is now becoming a 2+ year issue. Ports are still battling with the increased imports that were a result of growing consumer demand, but new COVID variants are emerging and highlighting a collective uncertainty about how to cope. Workers are quickly testing positive and having to self-quarantine at an alarming rate. Workers in all aspects of shipping are affected, such as dock hands, truckers, longshoremen, etc. The resulting decrease in available workforce can only have a negative impact on progress.

### Winter storms impacting logistics

To add insult to injury, the winter months bring some of the most problematic conditions for logistics. Since January, the U.S. has already encountered unprecedented snowstorms, hitting areas that are not commonly coated in snow, such as North and South Carolina. These snowstorms create a ripple effect of unanticipated problems. Where a blizzard might not directly impact the seaports, it can still very seriously hinder operations inland at the rails, storage yards, and warehouses. These are critical functions of the supply chain. If cargo cannot move freely in and out, bottlenecks are created impacting the flow elsewhere. Though the U.S. is typically quick to remedy mother nature’s impacts, the currently strained system is reacting poorly to such upsets, resulting in longer delays and further problems..

## Rails and inland issues

The rails are not only on our mind during flurries. The crumbling infrastructure is a year-round problem. Rail hubs such as Chicago were not built to accommodate the volumes that we have been seeing recently. Chicago has become such an issue that some areas cannot accept cargo at all, redirecting containers to alternative locations. Rails across the nation need time and resources to recover and rebuild, but as they are currently in use there is no room or time to fix the issues.



## The Rose Guarantee

The state of shipping is not ideal, however shipping is crucial in the modern world. As everyone around the globe is finding ways to accommodate the problems of shipping, here at Rose we are actively working on finding solutions. Our team has expanded to have dedicated desks for new LCL lanes, new FCL carriers, and new specialized commodity services. We have found that working alongside all logistics entities and providing quality service is the best way to navigate these trying times. Trust your Rose team to get it done.



## Current Conditions:

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.



### West Coast:

- LA / LB Ports: Over 120 vessels are waiting to berth. Ships are anchoring 100's of miles offshore waiting for their turn to berth. Congestion, delays, and limited capacity are prevalent. Delays can be as much as 8 weeks.
- Seattle Port: 18-day vessel wait time is to be expected due to congestion, labor shortages, and lack of trucking.
- Oakland: 2-week vessel wait time is to be expected due to congestion, labor shortages, and lack of trucking.

### East Coast:

- Philadelphia: Vessel waiting time up to 2 days due to high import volume.
- Savannah: Vessel wait time is up to 15 days due to off proforma vessels and high import volume. Carriers are advancing cut-offs with little to no notice.
- Charleston: Vessel wait time up to 4 days due to off proforma vessels and infrastructure repair.
- Port Everglades and Miami: Vessel wait time up to 10 days due to high import volume and CFS Backlog, equipment shortages, and labor shortages. Allocation and blank sailings are in effect in Miami.

### Rail/ Ramp Terminals Nationwide:

- BNSF & UP/LAX/LGB: Import rails units are facing extreme congestions with limited gate capacity, shortages, and restrictions.
- 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.
- NY/NJ: Chassis shortage causing delays.
- Philadelphia: Severe chassis shortages, extended delays in pick-ups, deliveries, and drayage.
- Charleston: Severe chassis shortages, extended delays in pick-ups, deliveries, and drayage.
- Savannah: Severe chassis shortages, extended delays in pick-ups, deliveries, and drayage. The Georgia Port Authority has planned to use inland locations as temporary emergency container yards to relieve congestion.
- 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.

### Trucking Nationwide:

- Southern California: Little to no spot trucks are available. LA/LB is experiencing the worst trucking shortage. 3-5 weeks advanced notice is needed to find service.
- Savannah: Spot trucking is grossly unavailable. Advanced notice is needed to find service.
- Florida East Coast: Trucking is limited, and advanced notice is needed to find service.

