

PORT CONTAINER DRAY OPERATIONS

NORMAL

NORMAL

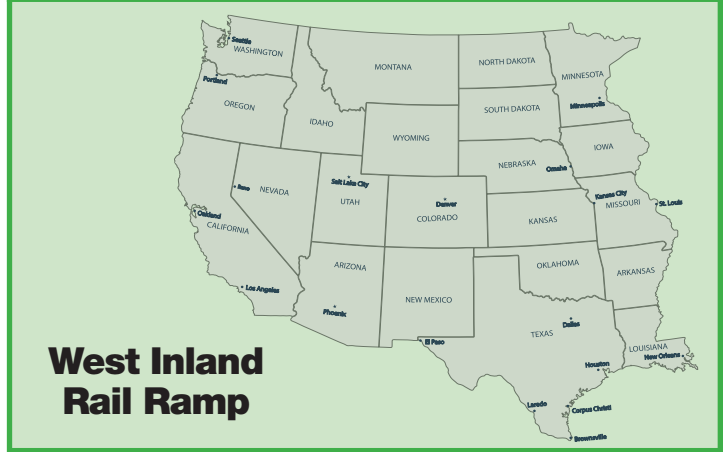


NORMAL



OCEAN/DOMESTIC CONTAINER RAIL RAMP OPERATIONS

NORMAL



West Inland Rail Ramp

MODERATE

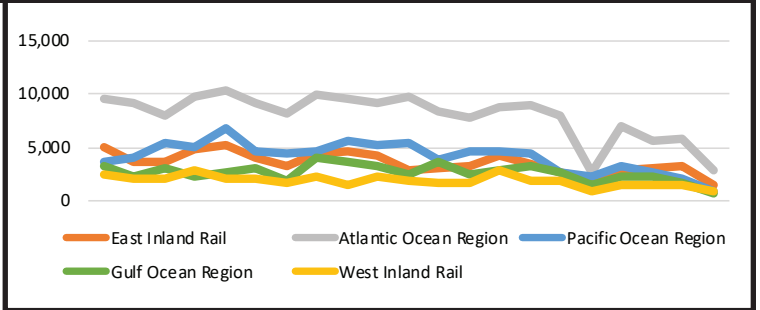
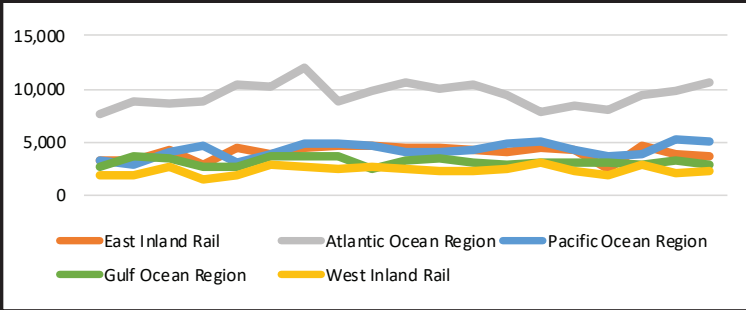


East Inland Rail Ramp

NOV. 2022

US PORT/RAIL RAMP TRUCKING DEMAND

DEC. 2022



SUMMARY – JANUARY, 2023

+ We continue to see a significant decrease in inbound container volumes and dray demand throughout the US as we head into January. Every port is at normal operations and most rail ramps are at normal operations. Forecast is for a muted Lunar New Year increase in inbound volumes. There will be a slight increase in container volumes but it should not add any significant stress to US Port operations.

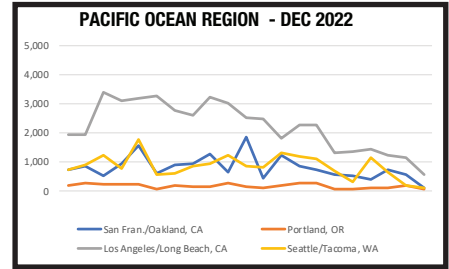
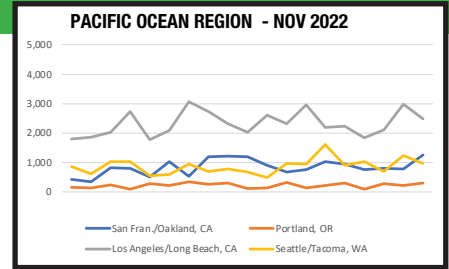
+ There are headwinds and potential issues that could cause disruption in port/rail ramp operations in January. In regard to port operations, the ILWU and Terminals have still not come to terms on a new contract. Rail operations could be affected by a lack of ocean chassis availability as more volumes move IPI and move via rail further inland since the resolution of rail labor disputes.

PACIFIC REGION – NORMAL

- + SEATAC** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + OAK** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + LA/LB** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.

OPPORTUNITY FOR OPERATIONAL EFFICIENCY – Consider longer haul intact container deliveries. SSL booking into Port of Los Angeles as Ocean Carrier rates are low and terminal and trucking operations are running smoothly.

POTENTIAL HEADWINDS – Labor disruption.

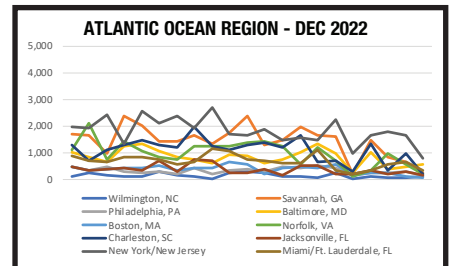
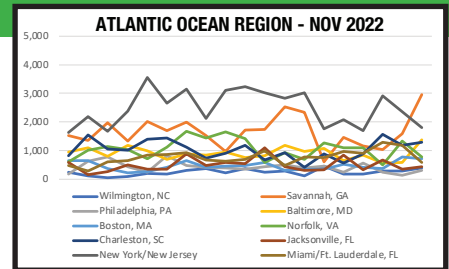


ATLANTIC REGION – NORMAL

- + NY/NJ** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + NORFOLK** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + CHARLESTON** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + SAVANNAH** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + MIAMI** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.

OPPORTUNITY FOR OPERATIONAL EFFICIENCY – Consider longer haul intact container deliveries.

POTENTIAL HEADWINDS – Higher than normal Lunar New Year volumes.

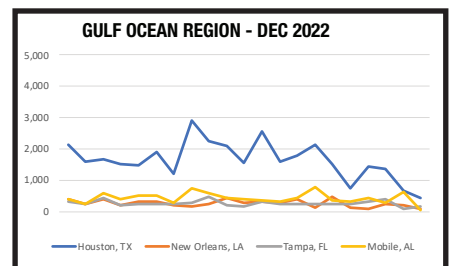
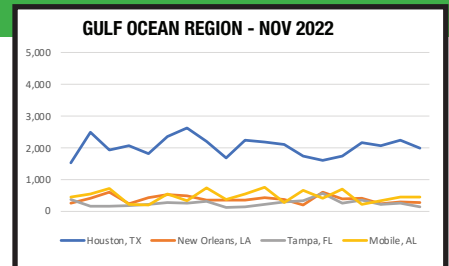


GULF REGION – NORMAL

- + TAMPA** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + MOBILE** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + NEW ORLEANS** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.
- + HOUSTON** – Vessel congestion low. Terminals at normal operations. Chassis readily available. Container storage availability normal. Transload availability normal. Outbound domestic capacity availability normal.

OPPORTUNITY FOR OPERATIONAL EFFICIENCY – Consider longer haul intact container deliveries.

POTENTIAL HEADWINDS – Higher than normal Lunar New Year volumes.

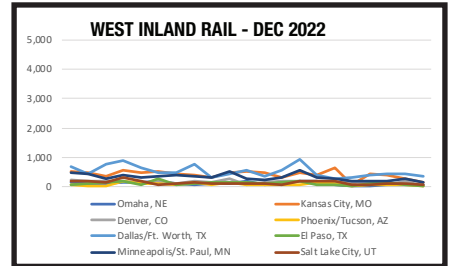
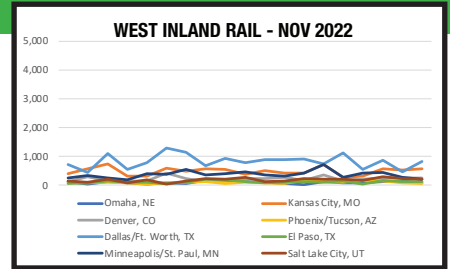


WEST INLAND RAIL RAMP REGION – NORMAL

- + **SLC** – Congestion low. Ramps at normal operations. Chassis availability normal. Container storage normal. Container availability normal.
- + **DENVER** – Congestion low. Ramps at normal operations. Chassis availability normal. Container storage normal. Container availability normal.
- + **DALLAS** – Congestion low. Ramps at normal operations. Chassis availability low. Container storage normal. Container availability normal.

OPPORTUNITY FOR OPERATIONAL EFFICIENCY – *Book containers to rail ramps closer to delivery locations inland to reduce dray/transportation costs.*

POTENTIAL HEADWINDS – *Ocean chassis availability.*

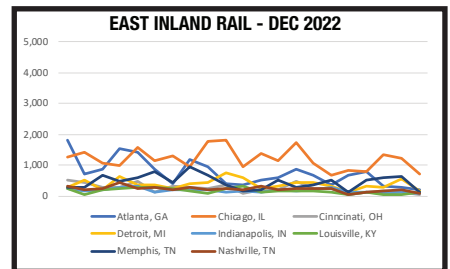
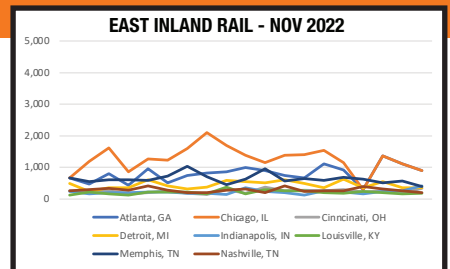


EAST INLAND RAIL RAMP REGION – MODERATE

- + **CHICAGO** – Congestion moderate. Ramps at normal operations. Chassis availability low. Container storage normal. Container availability normal.
- + **MEMPHIS** – Congestion moderate. Ramps at normal operations. Chassis availability low. Container storage normal. Container availability normal.
- + **NASHVILLE** – Congestion moderate. Ramps at normal operations. Chassis availability low. Container storage normal. Container availability normal.
- + **CHARLOTTE** – Congestion moderate. Ramps at normal operations. Chassis availability low. Container storage normal. Container availability normal.
- + **ATLANTA** – Congestion moderate. Ramps at normal operations. Chassis availability low. Container storage normal. Container availability normal.
- + **COLUMBUS** – Congestion moderate. Ramps at normal operations. Chassis availability low. Container storage normal. Container availability normal.

OPPORTUNITY FOR OPERATIONAL EFFICIENCY – *Book containers to rail ramps closer to delivery locations inland to reduce dray/transportation costs.*

POTENTIAL HEADWINDS – *Ocean chassis availability.*



AND NOW THE GOOD NEWS FOR JANUARY!

- + It is getting close to ocean contract negotiation season and rates will be lower! Consider two items during this time. Add dray providers with a nationwide footprint to add flexibility to your ports/ramps of entry and book to the CY (port/ramp) to have more control of your inland transportation.