

November 20<sup>th</sup> - 2020

# DSV Special Release Market update

Seafreight / US Inland



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# US Imports at record high

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- The performance of the US import market continues at **unprecedented** levels.
  - US imports flooded into the country **since July** as several states resumed economic activity that had been suspended during COVID lockdowns.
  - U.S. imports of containerized freight jumped **16.8%** year over year in October to reach a record high.
  - Record levels of demand on **TPEB** trade are carrying through November and most likely end of the year.

*Source: Seabury*

# Terminal congestion

Terminals are receiving more cargo that they could handle



- Terminals have less employees due layoffs and/or furloughs
- Social distancing rules limit full crew capacity
- Unexpected increase in volume
- LAX/LGB terminals:
  - Vessel wait time: Average 5 days
  - Yard utilization: 73-89%
- Other areas experiencing high congestion are New York, Charleston, Savannah, and all major rail facilities.



Photo Credit: JOC



# Rail congestion

## Railcar shortages



- Shortage of railcars initially affected the inland transportation transit time to all main inland ramps.
- This situation has not fully improved, they are still congested, and the on-dock rail performance is still not optimal.
- The off-dock ramp is heavily congested and there are still containers stacked (some ramps have had units in the stack for weeks).
- Several measures have been adopted including:
  - increasing train length to the maximum permitted on the network
  - increased number of trains per week
  - expanding receiving windows for weekend train departures
- Although measures have eased some of the backlog as the demand continues to increase these past weeks, customers and shipping lines are having a difficult time securing reservations.
- Ramp dwell times vary from: 4-5 days up to + 10 days



# Trucking Availability

## Capacity remains tight



Overall capacity in North America remains tight and short in face of overall influx of volumes, resulting in pick up and deliveries delays.

This has also caused a spike in trucking rates across the country.

Below please find main markets, and estimate lead-time to secure capacity:

- Markets Average +7 days:
  - Los Angeles, CA. Long Beach, CA. Memphis, TN. Baltimore, MD. & Norfolk, VA.
- Markets Average 5-7 days:
  - Charleston, SC. Savannah, GA. & Atlanta, GA.
- Markets Average 3-5 days:
  - Buffalo, NY. New York, NY. Chicago, IL. Cincinnati, OH. Columbus, OH. Philadelphia, PA. Washington D.C. Denver, CO. Laredo, TX. Dallas, TX. Salt Lake City, UT. Minneapolis, MN. Alabama & Arkansas

# Chassis Availability

## Excessive equipment dwell times



*Photo Credit: JOC*

Low productivity at warehouses due labor shortages, social distancing requirements and the fact they need to accommodate more volume than they have room for has caused excessive equipment dwell times at the warehouses and transloading facilities throughout the region. With these “street chassis” dwell times increasing, there is a Chassis shortage at the terminals causing difficulties in delivering loaded import containers and returning empties to the terminals.

Chassis dwell has increased from under 4 days to over 7 days.

- Main chassis availability issues are:
  - Long Beach/Los Angeles
  - New York
  - Philadelphia
  - Cleveland
  - Columbus
  - Louisville
  - Nashville
  - Atlanta

However, as chassis from surplus areas are being repositioned to deficit, the issue will spread across the country.





Thank you. Please contact your local DSV representative for support.

