



JOC Supply Chain Analysis

Presented by

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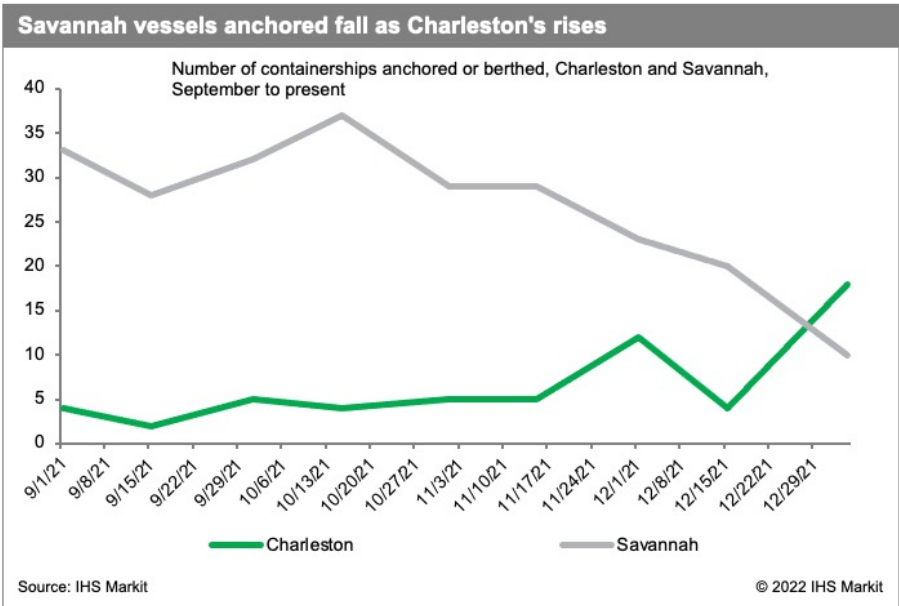
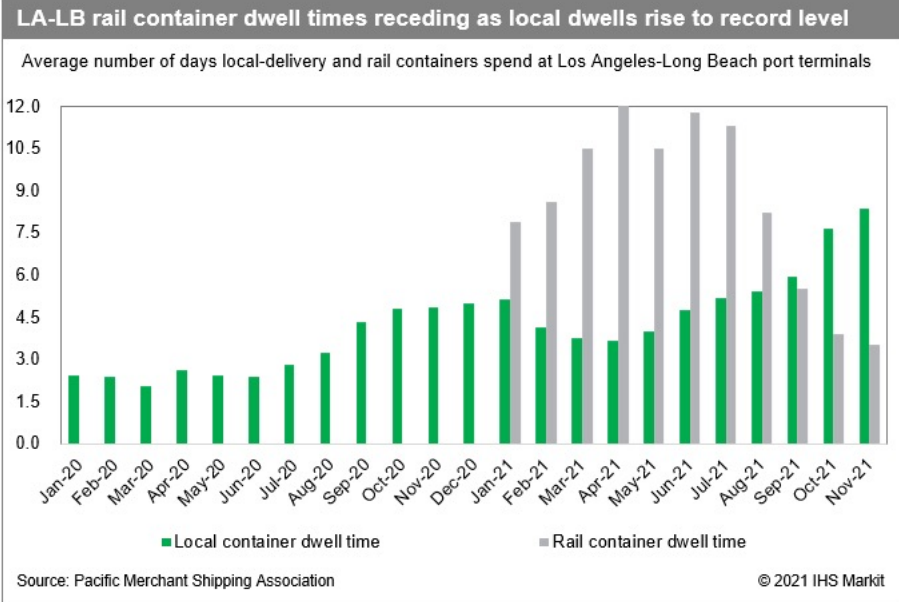
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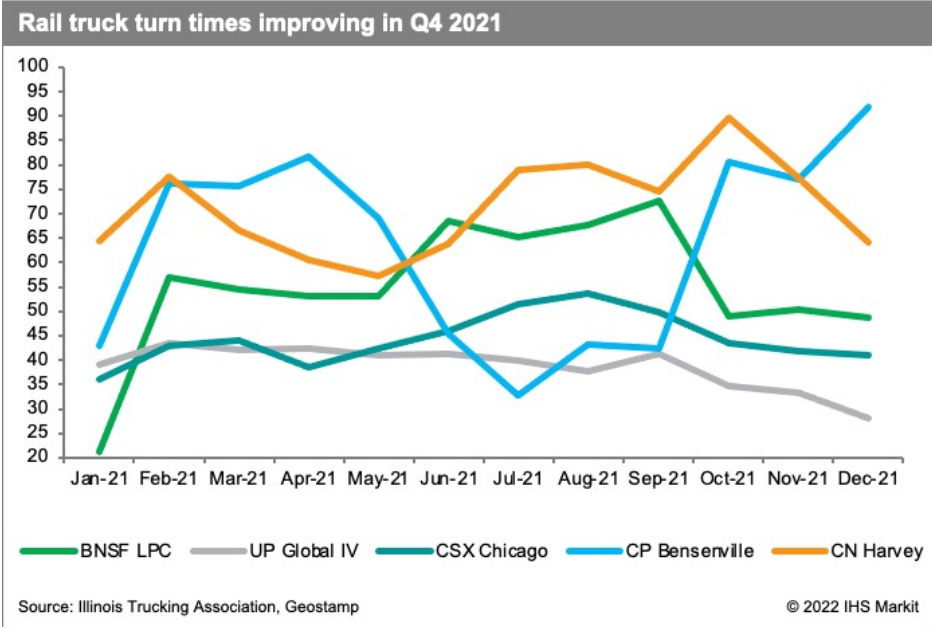
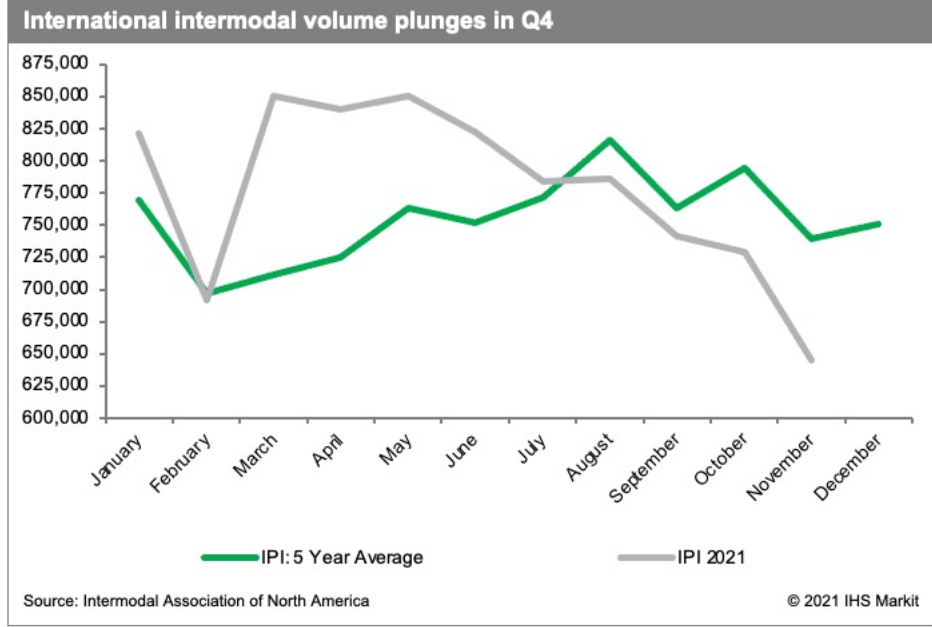
Port Congestion

- Port of L.A.-Long Beach: Port authority penalties for not picking up containers quickly enough have been delayed week after week after week. SSA Marine has been charging penalties in their terminals.
- Where have all the empties gone? When importers empty their containers, terminals won't accept the empties. Then the chassis shortages begin.
- Port of New York and New Jersey: More than a dozen vessels anchored as of Jan. 3 in the Atlantic Ocean on Long Island awaiting a berth.
- Tramps: Don't Put on the Red Light!
- Port of Savannah and Charleston: Number of vessels anchored outside harbor dropping in Savannah, fluctuating in Charleston.



Inland Rail Congestion

- First half of 2021: A terrible, horrible, no good, very bad day.
- Chicago: Union Pacific charged huge storage fees in Global IV. BNSF was unable to move ocean containers in Logistics Park Chicago for months.
- Memphis: Drivers waiting 6+ hours in BNSF Memphis ramp. NS strictly caps how many export loads accepted.
- Ohio Valley, Kansas City: Chassis shortages as importers take too long to empty containers at warehouses with labor shortages.
- Second half of 2021: International intermodal volume plunges, fluidity improves in Chicago, Memphis, Kansas City, Ohio Valley.
- Is it normal again? No. But better than it was.



What are the solutions?

- 1) Start at the end, not at the beginning: The solution begins with the importers and exporters.
- 2) Build more chassis and inject them.
- 3) Find more space for empties and ground containers. Don't tie up chassis unnecessarily.
- 4) Find a balance between international intermodal and longhaul trucking for inland moves.
- 5) Do you get déjà vu?

