

ONE View – North America Customer Newsletter

August 5th, 2021



General Overview

Equipment Alert: Historic volumes and increased dwell times on the street have stretched available capacity everywhere. It is critical for all customers to expedite the unloading of containers at local DC's and that all empty containers are returned as quickly as possible to improve chassis velocity. Peak season is upon us, expecting an increased spike of 30% (by all Carriers) in import volume arriving in Port of Los Angeles and Long Beach. To protect our Shippers from more significant delays via rail, ONE is limiting the volume of our inbound bookings via Los Angeles/Long Beach/Oakland to all IPI points until further notice. The labor shortage for Los Angeles/Long Beach, Oakland, and Houston is becoming more problematic since the peak season began. About 18-20% of labor requested for LA/LB is not filled, followed by Oakland with 8-9%.

Truck Capacity: Due to continued huge volumes, New York, Norfolk, Savannah, Atlanta, Dallas, Houston, Salt Lake City, Chicago, Charleston, and Charlotte are currently most negatively impacted by Truck capacity with 14 - 20 days waiting.

Chassis Constraints: This week's most affected locations by the Chassis constraints are Tacoma, Houston, Chicago, Joliet, Detroit, Charleston, Atlanta, Charlotte, and Pittsburgh. You can scroll to the bottom to "ONE North America's Resources" and click the links for details.

Terminal Conditions for USA/CANADA

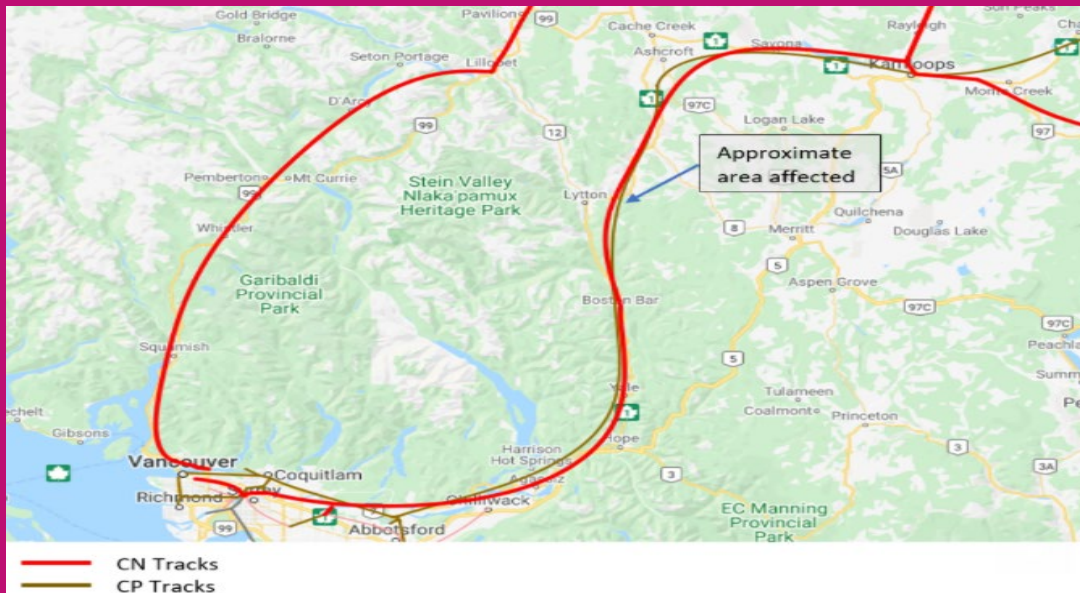
- **Pacific North West** – Current average dwell time as follows: WUT **18 days** rail dwell time average. Husky Terminal, **4 days** rail dwell average. Seattle T18, **12 days** rail dwell average. Almost all of ONE's decked rail imports are at WUT terminal. Due to the Wildfire near Lytton, BC (near Vancouver) last month, we are still experiencing delays up to 5 days. Backlog of rail containers should be clear-up in 2 to 3 weeks. Prince Rupert terminal is currently fluid but expecting more cargo volume from other Carriers.
- **Port of Oakland** – OCIT and Trapac both terminals averaging **6 days** rail dwell time. Carriers continue to stay away from Oakland, there has been a reduction of 7 vessels waiting to berth.
- **Port of Los Angeles/Long Beach** – All terminals are averaging from **14 to 18 days** of rail dwell. Majority of our decked units are at YTI, and Trapac terminals. The number of vessels waiting to berth keeps increasing caused by vessels omitting Oakland and additional volume because of peak season. We anticipate the situation the become more serious (in few weeks).
- **East Coast & Gulf** – The main difficulties facing the terminals are: GCT-BAYONNE (New Jersey) **rail dwell of 5 days**, GCT (New York) **rail dwell of 5 days**, GPA (Savannah) is enduring some berth construction, which currently has 12 vessels waiting for berth, NIT/VIG (Norfolk) **rai dwell of 7 days**. We anticipate the bunching of vessels waiting in Savannah to continue next several weeks. **Houston is facing multiple areas of problems.** Aside from the heavy congestion, chassis constraints (caused by huge import volume), and shortage of labor (crane operators), Terminal had to closed its gates last week for 2 and a half days restore its software. Houston will be the main pain-point for the next several weeks in the Gulf & East Coast.

Anchor and Berth at Select Ports

Port Location	Total Vessels (all Lines)	Days Waiting
Los Angeles/Long Beach, CA	26	0-5 days
Oakland, CA	7	8-20 days
Seattle/Tacoma, WA	11	3-6 days
Vancouver, BC (Canada)	1	5-15 days
Savannah, GA	12	0-2 days

Interior Service Disruption CN-Rail Vancouver (B.C.)

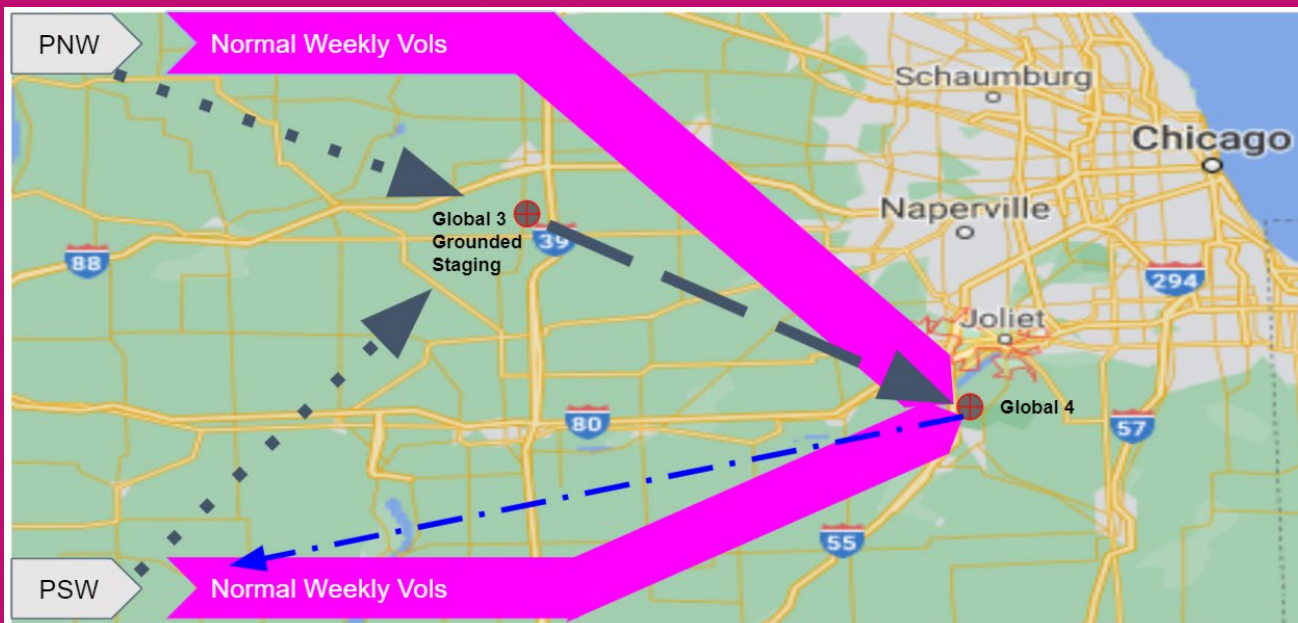
The Wildfire that disrupted the CNR rail line beginning of July resumed service two weeks ago. Rail delays continue to reduce. Last week we had rail delays averaging **8 days**. This week it's down to **5 days delay** in and out of Vancouver (from the U.S. midwest). We are anticipating this backlog of rail containers to be clear up in 2 to 3 weeks. However, due to the dry-hot season, we hope no more major fires will erupt, putting lives in danger and disrupting the rail service again.



RAIL NETWORK in G3 & G4 Chicago, IL

Since (early June) ONE has been railing 40' import containers from Tacoma and Long Beach to G3 (to be decked) and later shuttled to G4 for containers to be picked up on wheels. This has been a successful program that ONE's Rail folks have put together. However, we need your support. Early this week, there were a total of **849 import units** sitting on wheels and **111 of those units** sitting for more than a week. We need the units (on wheels) picked up immediately to continue supporting this type of operation and to avoid units being decked. Thank you

RAIL NETWORK in G3 & G4 Chicago, IL (Reference Map)



Average Rail Transit Times of 1st half of July 2021

(Does not include Port Rail Dwell Times)

From Los Angeles/Long Beach	From Seattle/Tacoma/Vancouver
Atlanta, GA – 20.5 Days	Atlanta, GA – 22.2 Days
Chicago, IL – 16.6 Days	Chicago, IL – 24.9 Days
Cleveland, OH – 22.6 Days	Cleveland, OH – 20.2 Days
Columbus, OH – 23.7 Days	Columbus, OH – 18.8 Days
Dallas, TX – 14.9 Days	Detroit, MI – 17 Days
Detroit, MI – 23.1 Days	Kansas City, KS – 20.5 Days
Houston, TX – 21.3 Days	St. Louis, MO – 16.5 Days
Kansas City, KS – 19.4 Days	Memphis, TN – 16 Days
St. Louis, MO – 17.8 Days	New York, NY – 32 Days
Memphis, TN – 21.5 Days	
New York, NY – 30.2 Days	

Off Dock Rail Ops Port LA/LB

Union Pacific Railroad's (UPRR) 7-day pause (U.S. West Coast to Chicago) two weeks ago allowed them to focus on the backlog of imports in other areas. Total Rail Import units dropped **7%** at the ICTF rail facility this past week and **28%** from three weeks ago. The main destinations most affected are Salt Lake City (Ut), New Orleans (La), Denver (Co), Omaha (Ne), El Paso (Tx), and San Antonio (Tx).

NEW EC6 SERVICE COMMENCE (Direct service from Asia to Gulf)

The vessel ONE Modern 056E has called Houston, Tx on June 13th, the next port of call is Mobile, Al 17th, and New Orleans on the 20th. Following vessel will be the ONE Matrix 061E call Houston, Tx July 9th. Following are the links to the schedule and the service shown below.

[Click Here for Service Maps](#)

[Click Here for Schedule](#)

ASIA – NORTH AMERICA | EC6: East Coast 6

Last update : 6-May-2021

For more information, please click [here](#)

PORT ROTATION (Terminals are subject to change)

ORIGIN	ETA/ETD	TERMINAL
Kaohsiung	SUN/SUN	Kao Ming Container Terminal (KMCT)
Hongkong	TUE/TUE	Hong Kong Seaport Alliance (HKSPA)
Yantian	WED/THU	Yantian International Container Terminal (YICT)
Ningbo	SAT/SUN	Ningbo Port Beilun Second Container Terminal (NBSC2)
Shanghai	SUN/MON	SIPG Yangshan Phase IV
Pusan	TUE/WED	TBN
Houston	SAT/MON	Barbours Cut Terminal (BCT)
Mobile	TUE/WED	APMT
New Orleans	FRI/SAT	Napoleon Avenue Terminal
Kaohsiung	SUN/SUN	Kao Ming Container Terminal (KMCT)

Turnaround days: 70

NOTE: Transit times and port rotation are as of now and subject to change

TPWB	HOU	MOB	MSY	TPWB	KHH	HKG	YTN	NGB	YSA	PUS
KHH	34	37	40	HOU	34	36	37	40	41	43
HKG	32	35	38	MOB	32	34	35	38	39	41
YTN	30	33	36	MSY	29	31	32	35	36	38
NGB	27	30	33							
YSA	26	29	32							
PUS	24	27	30							

KEY TRANSIT TABLE - UNLOCODE PORT NAME & COUNTRY NAME

KHH: Kaohsiung, Taiwan | HKG: Hongkong, China | YTN: Yantian, China | NGB: Ningbo, China | YSA: Yangshan, China | PUS: Pusan, Korea | HOU: Houston, USA | MOB: Mobile, USA | MSY: New Orleans, USA

