



# MARKET INSIGHTS

*November 8, 2022*



# TRANS-PACIFIC — Asia — North America



## PORT SITUATION

The situation globally is stable on both East and West Coast with the following exceptions. Vancouver continues to have high WFB due to terminal congestion driven from lack of westbound rail car supply coupled with Montreal & Toronto inland ramp restrictions. Savannah congestion remains flat with 31 vessels at anchor & 14 days of dwell. Houston vessels dwell remains high despite to new virtual marker.

### PSW

The number of vessels in the queue in Los Angeles increased to 10, while factoring in slow steaming vessels from Asia (49 total vessels).. Oakland WFB is flat week over week at 9 vessels at anchor with dwell decreased to 10 days for all vessels in harbor. Vancouver WFB improved to 12+ days with some increase in berth velocity.

### USEC

NYC vessel dwell is stable but can reach up to 7+ days. Norfolk Vessels at Anchor are stable at 5. Savannah's berth congestion remains flat with 31 vessels at Anchor with dwell flat at 14 days.

### USGC

Vessels in Houston at anchor increased slightly to 13 with several vessels taking advantage of new virtual marker system.

### New "VIRTUAL MARKER"

Process implemented by the Port of Houston

PEX3 vessels can perform operations in MSY and MOB, while queuing virtually to get berth in HOU.



## RAIL AND INLAND SITUATION

### LA/LB

On dock rail average dwell is flat at 14 days. Off dock rail dwell remains high at 24 days. Railroads have gained fluidity and restrictions are beginning to lessen. Volume of import containers departed increased by 6% week over week.

### VAS SP Reach & Rail Flash

Space is available! Please contact your CMA Sales Rep to inquire.

#### Expedited vs Standard Rail Performance (in days)

Wk 39 - 42	MEM	KCK	DAL	CHI
Standard	14	32	27	23
Reach	8	-	4	7
Rail Flash	6	5	6	8

### Inland

Congestion is persistent and frequently driven by extended chassis usage days and utilization. Multiple locations reporting chassis deficit including Dallas and St Louis.

All customers are encouraged to pick up and return equipment as quickly as possible.

# CMA CGM

#### INDUSTRY DATA

RANGE	PORT	Vessels At anchor	vs Last Week	Waiting Time	vs Last Week
PNW	VANCOUVER	0	-	12	-7
PNW	SEATTLE	0	-	0	-
PSW	OAKLAND	9	-	10	-4
PSW	LA/LB	10	+6	1	-
USEC	NEW YORK	4	+1	9	+1
USEC	NORFOLK	5	+1	2	-
USEC	CHARLESTON	0	-	0	-
USEC	SAVANNAH	31	+1	14	-
USGC	MIAMI	0	-	0	-
USGC	HOUSTON	13	+2	15	-

# Air cargo market braces for turbulent 2023



**JOC.com**  
The Journal of Commerce online

Greg Knowler, Senior Europe Editor | Nov 04, 2022 10:15AM EDT

- Air cargo is flying into a subdued 2023 with rising inflation across major markets cutting demand from Asia, capacity flooding in as long-haul passenger routes reactivate, and abundant supply from ocean carriers competing with air for non-urgent shipments.
- “The global impact on domestic finances of high inflation, high energy costs, higher housing costs, and the fear of job insecurity is causing consumers to become defensive and very cautious,” - Glyn Hughes, director general of The International Air Cargo Association (TIACA)
- “I see very few signals that would support an increase in general airfreight in 2023 - Niall van de Wouw, chief airfreight officer @ Xeneta
- since the summer months, and in the absence of an ocean peak season, easing port congestion has released capacity into the market, rate levels have plummeted, and schedule reliability is steadily improving.
- “We are six weeks away from Christmas, and there is no indication there will be a peak,” said van de Wouw.
- Spot rate levels soared to record levels last December but have fallen steadily through 2022. Average rates from Shanghai to North Europe of \$5.66/kg this week were down 63 percent compared with December 2021, according to the Baltic Air Index (BAI). Rates from Shanghai to North America are currently 2.5 times lower than those recorded last December.
- “If airlines and cargo handling companies continue to struggle to hire people and remain short-staffed, then the bottlenecks will create upward pressure on rates because it will be difficult to get your goods through the value chain,” - Glyn Hughes

[https://www.joc.com/air-cargo/air-cargo-market-braces-turbulent-2023\\_20221104.html](https://www.joc.com/air-cargo/air-cargo-market-braces-turbulent-2023_20221104.html)

# New haulier strike called in Spain: What you need to know

Truck drivers in Spain will start an indefinite strike on Monday which may threaten the supply of food and goods ahead of Black Friday and Christmas. Here's how the stoppage could affect you based on what happened the last time.

Published: 8 November 2022 17:20 CET

- Spain's National Platform for the Defence of Transport has called an indefinite strike from Monday November 14th, for which it received support from 86 percent of its associated companies.
- Small transport companies and self-employed truckers have criticised that agreements reached in the spring and ratified in August by the Spanish government have not been complied with.
- Experts don't know exactly yet what damage the strike will be this time, but last March losses amounted to €600 million, with the supply of basic products and raw materials seriously affected.
- In the worst-case scenario, a prolonged trucker strike that continues into December, could mean that anyone doing their Christmas shopping finds that certain items are not available, that they have to pay more for them or wait longer to get them.

<https://www.thelocal.es/20221108/new-haulier-strike-called-in-spain-what-you-need-to-know/>



# No joy for carriers as spot rates look set to drop below pre-pandemic levels

By Nick Sawides 04/11/2022

- Container spot rates on the Asia-Europe and transpacific tradelanes are on course to dip below pre-pandemic levels before the end of the year.
- However, ocean carriers' operating costs are significantly higher than they were in 2019, which could force more exposed lines back into the red in the first quarter of 2023.
- Container imports at the ports of Long Beach and Los Angeles are down substantially after the withdrawal of transpacific ad-hoc and newbie services, with the port of Los Angeles' *Signal* data recording volumes 26% down this week, on the same week of last year, and showing 27% off for next week.
- However, for the US east coast, carriers have been able to keep a brake on the spot rate erosion, supported by the shift of extra volumes from the west coast and the effect of persistent port congestion.
- This week's FBX North Europe to US east coast component edged up slightly, to \$7,102 per 40ft, compared with a reading in the same week two years ago of just \$1,800.

<https://theloadstar.com/no-joy-for-carriers-as-spot-rates-look-set-to-drop-below-pre-pandemic-levels/>

# Oakland port disruption underpins support for West Coast cargo shift

Bill Mongelluzzo, Senior Editor | Nov 02, 2022 4:16PM EDT



**JOC.com**  
The Journal of Commerce online

- Cargo-handling operations were disrupted at the Port of Oakland Wednesday, providing fresh vindication for importers who are diverting growing volumes of cargo to the East and Gulf coasts amid contentious longshore contract talks on the West Coast. That shift is likely to continue until a labor deal is reached, [which some believe won't happen anytime soon](#).
- marine clerks from the International Longshore & Warehouse Union (ILWU) picketed at Oakland over a travel pay issue for dockworkers who come into the port from outlying locations. That forced three of Oakland's four container terminals to halt operations for Wednesday's first shift
- Customers are saying they will continue to ship as much of their discretionary cargo as possible through ports on the East and Gulf coasts.
- West Coast terminal operators told JOC.com they have been canceling shifts over the past several weeks even when there are no work stoppages or slowdowns because cargo volumes moving through the ports are declining rapidly.
- Ongoing [uncertainties over railroad contract negotiations with labor unions](#) have also motivated retailers to avoid West Coast ports. And congested rail ramps in Chicago, Memphis, and Dallas and rail containers that dwell too long at West Coast ports have likewise put those ports at a disadvantage, an industry consultant said

[https://www.joc.com/port-news/longshoreman-labor/oakland-port-disruption-underpins-support-west-coast-cargo-shift-20221102.html?utm\\_source=Eloqua&utm\\_medium=email&utm\\_campaign=CL\\_JOC%20Daily%2011%2F3%2F22%20non-sub%20\\_PC015255\\_e-production\\_E-147626\\_SA\\_1103\\_0617](https://www.joc.com/port-news/longshoreman-labor/oakland-port-disruption-underpins-support-west-coast-cargo-shift-20221102.html?utm_source=Eloqua&utm_medium=email&utm_campaign=CL_JOC%20Daily%2011%2F3%2F22%20non-sub%20_PC015255_e-production_E-147626_SA_1103_0617)

# Mainfreight's "Did You Know?" – by Mark Neumann, Director of Customs / Compliance

## TOPICS:

- Cotton Fees Changin'!
- The Internal Revenue Tax assessment for craft beverages under CBMA changes soon!
- FDA Food facility re-registrations for 2023-2024 continue!
- Importing de minimus goods subject to FDA reporting
- US Customs offers importers and exporters a free website to track all your shipments.

**\*\*FULL DETAILS IN EMAIL\*\***





# Asia Market Updates

*As of November 2022*





# Port Export Updates

## Japan & Korea

**Japan:** • Normal operation, but ETD is a couple of delays. Intra-Asia is almost normal.

**Korea:** • Normal operation, But some schedule for US, AU and NZ are blank sailing. ETD is delay about 5-7 days.

## North China

**Qingdao:** • Normal operation. ETD delay 3-5 days normally.

**Tianjin:** • Departure date always delay 5-7 days, other issues remained as normal.

## Central China

**Ningbo:** • Normal operation. ETD delay around 3-7 days.

**Shanghai:** • Normal operation. ETD delay around 3-5 days.

## Taiwan

**Taiwan:** • ETD delays about 5-10 days.

## South China

**Guangzhou:** • Normal operation. ETD is delay 3days

**Hong Kong:** • No issues with capacity only vessel delays with 5-7 days

**Shenzhen:** • Normal operation. ETD is delay over 7days

**Xiamen:** • Normal operation, ETD is delay 3days

## Southeast Asia

**Malaysia:** • Normal Operation

**Singapore:** • Normal operation. ETD delayed 1-3 days from Original Schedule

**Thailand:** • Normal operation, ETD still delay around 3-5days & Rolled at T/S port.

**Vietnam:** • Normal Operation

**Indonesia:** • ETD Delay due to delay in ETA. ETD delay around 3-7 days

## ... Local Port Conditions



	Ocean Import	Ocean Export	Additional Remarks
Korea	Normal operation, but ETA is delay 3-5 days from the original schedule. Unloading time: 2-3 days	Normal operation, But some schedule for US, AU and NZ are blank sailing. ETD is delay about 5-7 days.	Space and equipments are still tigh/limited. all the Korean terminals can only allow containers being dropped of 3 days prior to the vessel departure. The rail transport strike is going on informally.
Japan	Normal Operation, but ETA is a couple of days for Direcet service, and several weeks delays for trans-ship service.	Normal operation, but ETD is a couple of delays. Intra-Asia is almost normal.	No congestions in all JBPs.
Tianjin	Arrival date aways delay 5-7days , other issues remained as normal.	Departure date aways delay 5-7 days , other issues remained as normal.	Some carriers are lack of 40GP equipment , such as MSC/CMA.
Qingdao	Normal operation but ETA is delay 3-5 days. Unloading time: 2 days	Normal operation. ETD delay 3-5 days normally.	Shipping lines announce many blank sailing in Dec so the vsI schedule is unstable.
Shanghai	Normal operation, ETA delay around 3-5days, unloading time around 2days.	Normal operation. ETD delay around 3-5 days.	No port congestion issue, carrier euquipments are all ok recently.
Ningbo	Normal operation, ETA delay around 2-5 days, unloading time around 1-2 days.	Normal operation. ETD delay around 3-7days.	Space and equipment are better now, no port congestion issue
Xiamen	Normal operation, ETA delay around 3-5days.	Normal operation, ETD is delay 3days.	Space and equipment are better now.
Shenzhen	Normal operation but ETA is delay around 5days	Normal operation. ETD is delay over 7days	Space and equipment are better now ,but CMA has some EQ shoratge.
Guangzhou	Normal operation but ETA is delay around 5days	Normal operation. ETD is delay 3days	Space and equipment are better now ,but CMA has some EQ shoratge
Hong Kong	Normal operation with vessel delay as well as extended waiting times for berthing 2-4 days	No issues with capacity only vessel delays with 5-7 days	Space is readily available, but schedule reliability is a little bit affected
Taiwan	ETA usually delay about 3 - 7 days	ETD delays about 5-10 days	No port congestion issue
Vietnam	Normal Operation	Normal Operation	
Thailand	Normal operation, but ETA is delay 3-5 days from the original schedule. Unloading time: 2-3 days	Normal operation, ETD still delay around 3-5days & Rolled at T/S port.	Space and equipment are avaiable ,but CMA, ANL, CNC has some EQ shoratge
Malaysia	Normal Operation	Normal Operation	No port congestion issue
Singapore	Normal operation. ETA delayed 1-3 days from Original Schedule	Normal operation. ETD delayed 1-3 days from Original Schedule	No port congestion issue
Indonesia	Delay in ETA : 2-4 days	Delay in ETD : 2-4 days	Space and equipment are fine

## ... Local Airport Conditions



	Air Import	Air Export	Additional Remarks
Korea	Normal Operation	Normal Operation	
Japan	Normal Operation	Normal Operation	Cargo volume getting down by 20% compared with year-on-year.
Tianjin	Normal Operation	Normal Operation	
Qingdao	Normal Operation	Normal Operation	
Shanghai	1. Normal operations at air terminals & PVG bonded warehouses. 2. Normal operations for DG & Frozen & perishable goods shipment	Normal Operations at Air terminals & PVG warehouses.	Normal Operations on LTL & FTL service
Ningbo	Normal Operations at Air terminal station	Normal Operations at Air terminal station	
Xiamen	Normal Operation	Normal Operation	
Shenzhen	Normal Operation	Normal Operation	
Guangzhou	Normal Operation	Normal Operation	
Hong Kong	Normal Operation	Normal Operation	Extra 1-2 days for cross-border delivery is expected
Taiwan	Normal Operation	Normal Operation	
Vietnam	Normal Operation	Normal Operation	
Thailand	Normal Operation	Normal Operation	The overall for both import and export volume continue to be soft and airfreight cost can negotiate for dense or high volume.
Malaysia	Normal Operation	Normal Operation	
Singapore	Normal Operation	Normal Operation	
Indonesia	Airline terminal operate as normal	Airline terminal operate as normal	Cargo terminal storage fee will increase end of this year / new year 2023





# Thank you!

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