

Terminal Congestion in the Pacific Northwest

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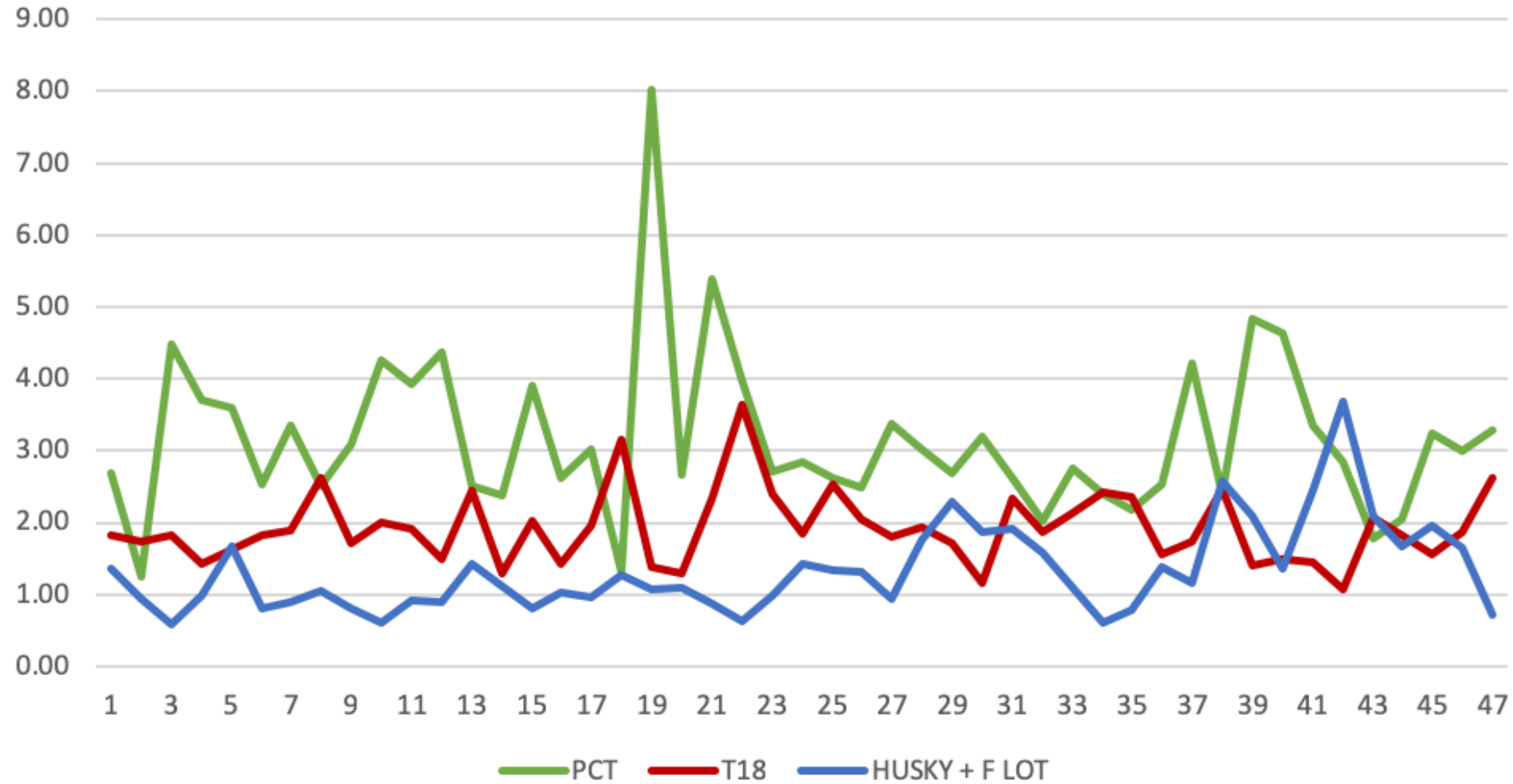




**THE NORTHWEST
SEAPORT ALLIANCE**



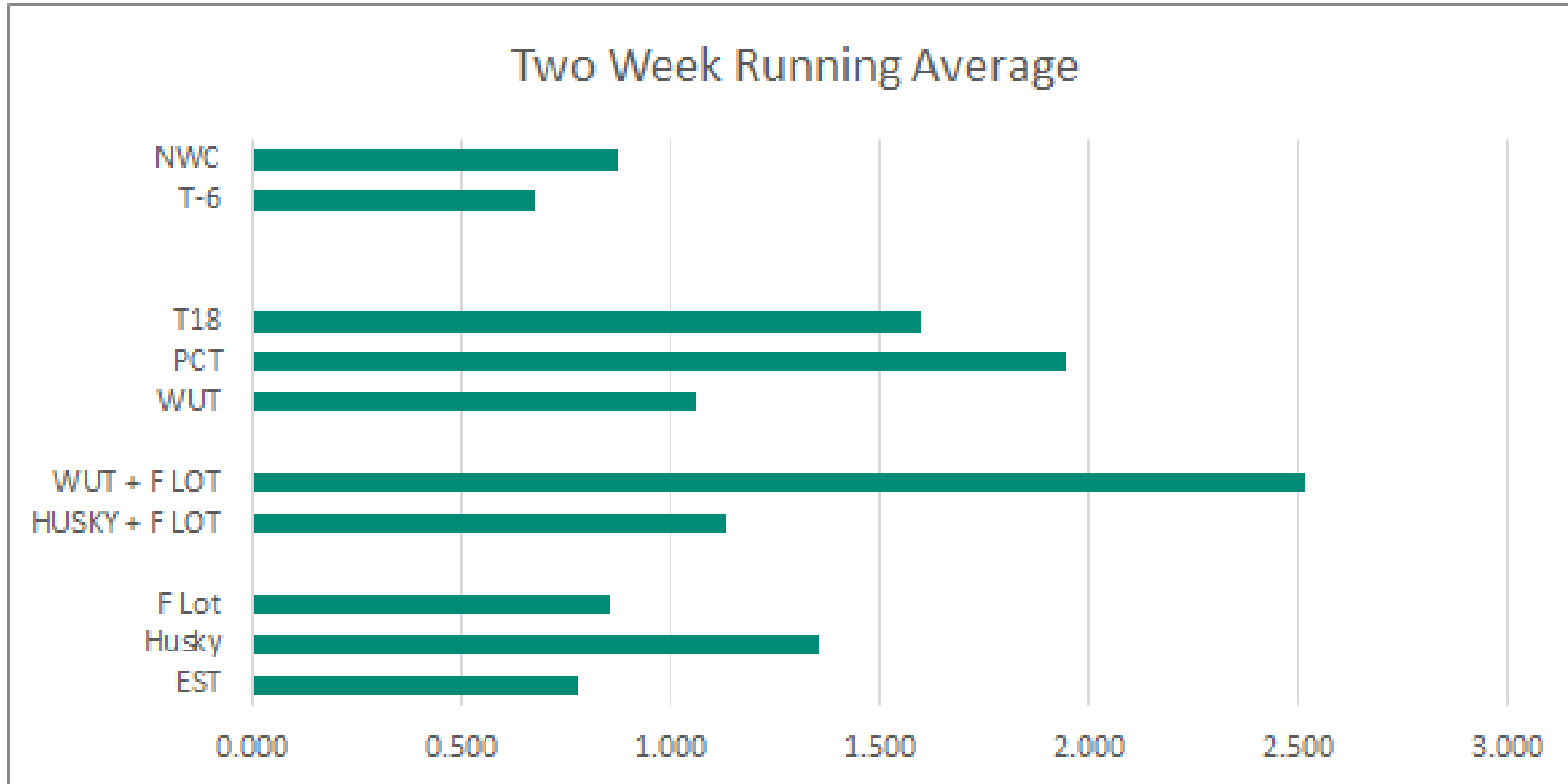
2018 Terminal Turn Time Week 1 - 47





Port Congestion 2019

Avg. Dwell 5/17 - 5/30





The Northwest Seaport Alliance 5-Year Cargo Volume History:

CONTAINERIZED VOLUME (TEUs)									
	2013	2014	2015	2016	2017	2018	Feb 18 YTD	Feb 19 YTD	% Change Y-O-Y
Int'l Import full TEUs	1,238,892	1,217,664	1,308,214	1,391,590	1,380,785	1,452,623	211,041	228,284	8.2%
Int'l Export full TEUs	983,869	908,083	871,522	984,274	964,067	953,495	143,659	138,469	-3.6%
Int'l Empty TEUs	412,541	431,655	581,072	482,951	650,459	705,114	92,030	132,351	43.8%
Total International TEUs	2,635,301	2,557,402	2,760,808	2,858,815	2,995,311	3,111,232	446,730	499,104	11.7%
Total Domestic TEUs	820,855	836,685	768,633	756,938	706,863	686,394	90,219	96,323	6.8%
Grand Total TEUs	3,456,156	3,394,087	3,529,441	3,615,752	3,702,174	3,797,626	536,949	595,426	10.9%
CARGO VOLUME (METRIC TONS)									
Container Cargo	26,346,987	25,145,870	24,965,859	26,766,258	26,105,730	28,869,249	3,903,784	4,530,854	16.1%
Breakbulk	250,124	253,378	235,476	181,372	210,725	248,933	32,601	37,667	15.5%
Autos	226,397	252,325	270,744	246,421	224,864	228,295	33,195	49,606	49.4%
Logs	389,040	276,628	236,557	176,928	278,078	116,790	0	19,293	0.0%
Petroleum	788,419	997,976	815,380	612,224	715,546	665,670	98,025	84,822	-13.5%
Molasses	48,240	49,912	43,731	43,666	35,980	45,686	5,000	11,980	139.6%
Grand Total (Metric Tons)	28,049,207	26,976,089	26,567,747	28,026,869	27,570,924	30,174,623	4,072,605	4,734,222	16.2%
Vessel Calls	2,227	2,121	2,043	1,995	1,946	1,930	283	269	-4.9%
Autos (Units)	160,419	175,802	183,305	165,687	146,885	141,143	21,763	27,705	27.3%

Auto unit count does not include new auto facility

Concerns

- Because appointments can only be made once a container is discharged and fully cleared, in many cases one day of free time may be lost to the appointment scheduling requirement.
 - Example: Vessel discharges on the weekend, containers become available on the following Monday, first appointment practical and likely possible is Tuesday, though the on-dock clock would have started Monday.
 - It will be critical to making sure all possible measures are taken so your container(s) clear as quickly as possible so as not to create additional delays.
- If a container goes into demurrage, demurrage will have to be paid through the first available appointment slot. This could be several days.
 - SSA Terminal 18 has stated extenuating circumstances may be grounds for review on a case by case basis. However, this does not mean a special exemption will be granted.
- If a truck is in line and does not make it in the gate by the end of the 45min. grace window, regardless of the reason, the appointment will be canceled and the truck turned away.
- Getting same day appointments may become very difficult if not impossible.
- A 2.5 hr. window is very tight given the current and recent historical turn times of many of the large terminals in the Puget Sound gateway. This narrow window may force additional fees or charges if trucks are regularly not able to hit their single transaction appointment window at T-18 due to sluggish operations either at Terminal 18 or other terminals in the gateway.
- There is a strong incentive for trucking companies to book many more slots than needed, blocking out others from making appointments. These can be just canceled if they don't use them with no stated repercussions.



SUMMARY ~

- **Certain terminals continue to have extreme congestion with little end in sight**
- **Charges for terminal detention time can range from \$75/hr. (over 2 hrs) to flat fees up to \$275 per trip**
- **Truckers ask for bookings with carriers to avoid congested terminals to speed up turns for the trucks**
- **ILWU continues its slower work pace than other terminals and with “solidarity” excuses that add to congestion**
- **Importers face the same congestion issues due to competing for trucks & space in lines**