



Situationen i USA & Canada

Søfragt - eksport

Der er i øjeblikket en meget speciel situation på det nordatlantiske marked, som har stor indvirkning på service, pladssituationen på skibene, bookingtider og leveringer i USA & Canada. Det giver lige nu problemer over en bred kam, og vi kan derfor kun opfordre til, at man booker i god tid for og tjekker den dagsaktuelle situation med os.

Vedlagt et notat fra USA, som forklarer lidt om baggrunden for den usædvanlige situation, der opleves i øjeblikket. Vi arbejder på at give de bedste løsninger hele tiden – men desværre ser situationen ikke ud til at løses indenfor kort tid.

I er naturligvis altid velkommen til at kontakte jeres normale ALPI-kontaktperson for yderligere info.

Dear Ladies and Gentlemen,

Given to the current circumstances we would like to inform you about the current situation of the booking volume and container on-carriages in USA and Canada.

As you have probably noticed in the last weeks, the bad availability and reliability continue.

The reasons for this situation are the result of various combinations of facts, which we would like to summarize roughly in the following:

- rapid increase of loading volume to USA since week 8 / 2019
- fundamental problems in infrastructure
- bad weather conditions (Atlantic storms and partial onsets of winter)
- railcar shortage as a result of the continuing high loading volume and the onsets of winter
- chassis shortage as a result of the continuing high loading volume
- driver shortage: not enough drivers

Noticeable consequences of these reasons as follows:

- partially fully booked vessels till End of May 2019
- partially booking breaks for certain ports in US
- rate increases from the end of May 2019 / beginning of April 2019



- congested ports and terminals
- waiting queues in front of the depots and terminals, huge delays for container pick up
- container drop-off only possible as dual transaction
- pick up times cannot be met due to the incalculable waiting times
- overbooked capacities of trucks for several weeks
- extra charges due to waiting times, Demurrage & Detention: according to the Incoterms DAP / DDP these charges are at the expense of the goods
- route changes of vessels by shipping lines, possible changes of port of destination
- delivery times cannot be guaranteed or be defined reliable
- delay of delivery to the consignee

Short-term solutions:

basically, early bookings and schedules

splitted bookings with carrier and agent (EXW – CFR-and CFR – DAP/DDP)

instead of door-door-bookings only with carrier (EXW – DAP/DDP)

higher on-carriage charges

better processes, but no guarantee to avoid delays and extra charges

depending on kind of cargo and volume we can offer you several alternatives

Current situation USA & Canada

Congestion:

Congestion occurs when e.g. a port terminal needs to handle more container than usual. This slows down all processes within the port, as a result the terminal can handle even fewer containers than in normal operation.

Dual transactions:

A return of an empty container will only be accepted if the driver is taken a full container from the depot on the same time. Often the full container is not ready for pick up in fixed time as the terminal does not get the full container on the agreed date released.

Finally, the empty container still blocks the chassis and must be stored in a yard which leads to additional charges and further delays.

**Collection times:**

Collection times must be agreed per container between driver and depots. These are fixed time slots of usually 60 minutes, during this period the driver can pick up the full container at the depot. Due to the queues and traffic jams in front of the depots and ports, these timeslots are often not adhered to and must be redefined after expiry and this further worsens the complete situation

Affected ports:

- West coast (especially Los Angeles / Long Beach and Oakland)
- Southern West coast (e.g. Houston as a passing port for the west coast)
- whole northern east coast (especially New York, New Jersey down to Norfolk,)

Examples:

- New York: transshipment for standard container from harbor to Chicago by rail: 2-4 weeks - depending on carrier
- Los Angeles/Long Beach: transshipment for standard container to rail ramp: 2-4 weeks depending on carrier.
- Norfolk: delays for rail carriages of 1-2 weeks

In this regard time we kindly ask for your understanding, trust and patience as up-to-date information is not always available as you are accustomed to.

Irrespective of the current situation we look forward to your shipments and will do our utmost in these difficult times to offer you the best possible processing and support as your known competent and professional partner.