



FDRA

FOOTWEAR DISTRIBUTORS
& RETAILERS OF AMERICA

Weekly Air Report

January 18, 2023

Presented by:

Mike Piza, Sr. Vice President,
Corporate Business Development

We Deliver Passion



CN Air Market- Week 03

CCN&SCN Market Updates :

- *Cargo volumes/demand are on the rise* because it's the last week before CNY holiday, main demands are still e-commerce.
 - Some clients are using air freight for urgent requires.
 - Demand for electronic products are down because high inventory in U.S.
- *Capacity is a bit tight* due to some charters cancelled in the market, commercial flights are running normal in CCN, meanwhile, some commercial flights are cancelled in SCN.
- *Market prices have risen by about 10%* comparing with last week, but along with the factories start to close for CNY holiday, prices will be declining from next week and the week after CNY.
- As CNY holidays are coming, *most factories have been off*
 - If any urgent pallet cargo needs to be moved before CNY holidays, please check with us case by case.
- *Many trucking companies have closed their booking desks* before CNY. We have to pay premium price to get service, so the pick-up costs are at high level this week.

Main Airport Gateway Update:

- **PVG-LAX/ORD/JFK: Yellow Flag.** Capacity is open from 24'Jan
- **CGO/CTU-ORD: Yellow Flag.** Capacity is open from 24'Jan
- **CAN/SZX/HKG: Green Flag.** Capacity is open from this weekend.

NA – Air Import Gateway

Key Gateway	Truck Availability	Airport GHA	Loose Cargo Dwell Time	PMC Dwell Time	Comments
JFK	●	●	●	●	- SF Express begins operating 2x weekly 747-400F scheduled flights from Hangzhou to JFK. Previously the route was only ad-hoc service.
LAX	●	●	✘	●	- No change for air import carriers, GHAs, or truckers this week. - Recovery time for BUP release within 18 hours and non-BUP at 24-36 hours. UA/016 BUP coload with 5Y, recovery delayed up to 2 days - Delay is expected on air carrier diverted breakdown service to 3PL, average recovery time is 2-3 days - Airport Transfer efficient stable - Air import freight availability average recovery time within ATA 24 hours on BUP - Kailita KD/272 inbound flight recovery required appointment approval from GHA-Mercury, delay recovery is expected. - PO non-BUP shipment break-down at GHA takes 4-5 day - CZ at LH warehouse loose carton break-down time 4-6 days - KE/UA cross utilized HNL as 1st port of entry and transfer to LAX, average caused 2-3 days late arrival in LAX.
LCK	●	●	●	●	- GHA decrease in business and cutting staff. - GHA BUP within 24 hours . Non-BUP up to 48 hours. - Truck availability good. - Carrier stable
ORD	●	●	●	●	- Loose cargo breakdown time starts increasing due to GHA are cutting down their manpower. Missing freight is happening more often especially for loose cartons. - All major GHA at ORD has changed free storage time to 24 hours, while at same time loose freight breakdown will still take around 24 hrs. - Long waiting time for recovery averaging 3-5 hours.



Weekly Ocean Report



Steamship Lines (Week 03)

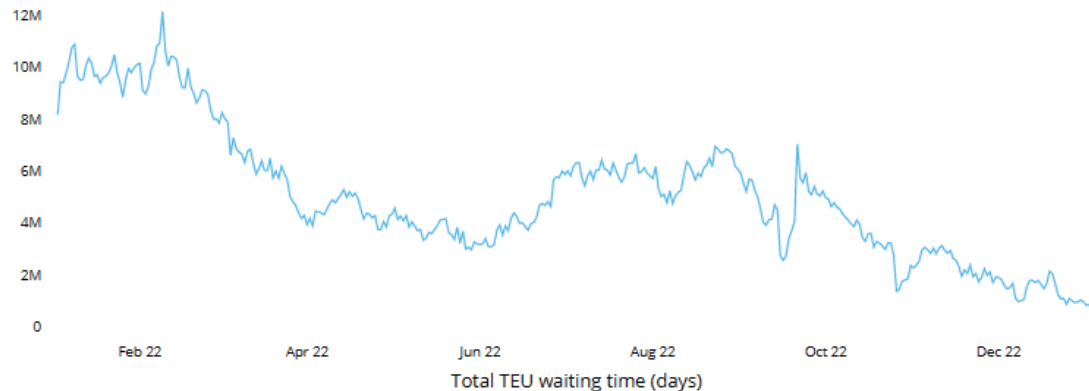
Market Rate

USWC: \$1300-1400 (No Change)

USEC: \$2700-2800 (↓100)

GULF: \$2900-3100 (↓200)

Disruption indicator



Space and Equipment Situation

Demand: Very weak for the coming 2 weeks as many factories are closed for Holiday.

Space:

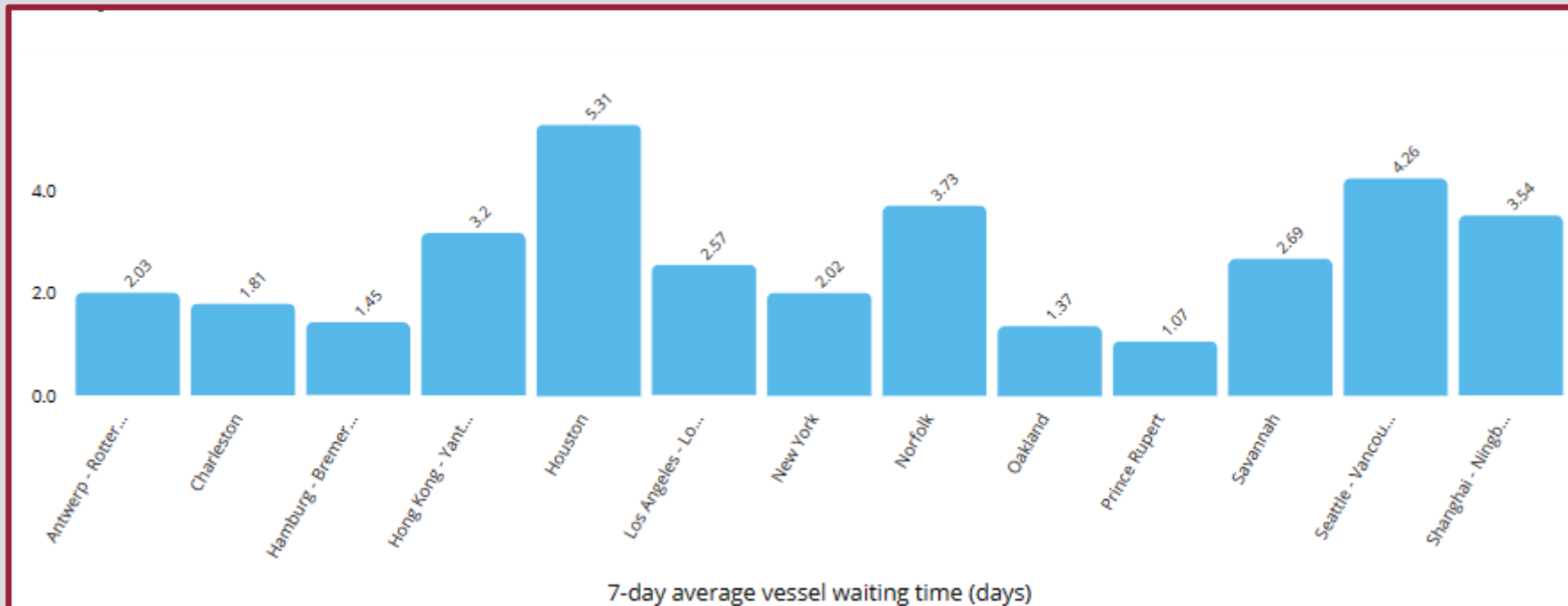
PSW/PNW/USEC/GULF: Open for all lanes and roll over is expected. Some cargo will roll over for more than a week de to blank sailings in the coming 2 weeks

Equipment Shortage: No equipment issue is reported.

Blank Sailing: Blank sailing ratio - PSW: 41%, PNW: 53%, USEC: 65%.

Global Ports Hot Spots (Week 03)

Containerships' Waiting Days to Berth



4

ships waiting WC =
(SAME count as last week)



West Coast Inbound Ocean Highlights

Los Angeles/Long Beach:

- Average vessel waiting time is 1.81 days. Average truck availability is 5 days for drys.
- *West Coast Port Labor:* ILWU & the PMA still have not reached agreement on new contract. Talks have resumed after a dispute over work assignment in Seattle between competing unions brought the talks to a standstill.

Oakland:

- Average vessel waiting time is 2.50 days.
- Average truck availability is 3 days for dry and 7 days for reefers,
- Persistent chassis shortages.
- New gate hours for TraPac top allow union to disinfect between shifts; some drivers are waiting all day to pull loads or terminate empties. Wait times up to 6 hrs.

Tacoma/Seattle:

- Vessel waiting time is 1 day.
- Average truck availability is 3 days.

Vancouver/Prince Rupert:

VAN – Average vessel waiting time at 3.30 days. Yards remain heavily congested. Dwell time for rail containers remains about two weeks before moving inland. Average truck availability improves slightly; now taking 10 days to secure a trucker.

PRP – Vessel waiting time 3.67 days. Rail car shortage. Average rail dwell a bit worse this week; averaging 16 days.

Port	Port & Terminal Congestion	Trucker Availability	Trucker Dwell Time	Chassis
LA/LB				
Oakland				
Seattle/Tacoma				
Prince Rupert				
Vancouver				

Port	Port & Terminal Congestion	Trucker Availability	Trucker Dwell Time	Chassis
Baltimore	Yellow	Yellow	Yellow	Yellow
Charleston	Green	Yellow	Green	Red
Houston	Yellow	Yellow	Yellow	Yellow
New York	Yellow	Yellow	Yellow	Yellow
Norfolk	Green	Yellow	Yellow	Yellow
Savannah	Yellow	Green	Green	Yellow

East Coast Inbound Ocean Highlights

Baltimore:

- Average vessel waiting time is only 1 days.
- 4 containership waiting to berth
- Average trucking availability is 4 days for dry containers and 5 for reefers.

Charleston:

- Average vessel waiting time is around 1 day.
- 1 containership waiting to berth.
- Average truck availability is 10-12 days for dry containers and 14 days for reefers.
- Some rail congestion.

Houston:

- 7-day average vessel waiting time becomes worse this week; now about 5.07 days.
- 4 containerships waiting to berth.
- Average truck availability is 5 days.
- After a software implementation delay in December that postponed the new fee over, the POH's new Sustained Import Dwell Fee will begin in earnest on Feb 1, 2023. The \$45 fee will be charged per unit per day starting on the eighth day after the expiration of free time. This fee is in addition to the demurrage charges for loaded import containers provided for in those subrules and does not replace those charges. Containers will be on hold until all terminal fees are reconciled; payment of such fees will be the responsibility of the cargo owner. A job-aid has been provided by the port to its customers: https://www.porthouston.com/wp-content/uploads/2023/01/Payment-Guide_Import-Dwell-Fee_Final.pdf

New York:

- Average vessel waiting time 1.42 day.
- Average truck availability is 4-6 days depending on terminal/ramp of call.

Norfolk:

- Average vessel waiting time degrades slightly this week; now averaging 2.84 days.
- 3 containerships awaiting berthing.
- Chassis shortages continue.
- Average trucking availability is 5 days.

Savannah:

- Average vessel waiting time continues to improve. This week 3.76 days vessels must linger before berthing.
- 8 containerships awaiting berthing assignment
- Yard is slightly congested.
- Some rail congestion.
- Average 3 days required to secure a drayman.



34

Ships waiting EC/Gulf
(UP 2 from last week)

Intermodal Transport

Intermodal/Rail

U.S. intermodal volumes end 2022 with declines

Data issued this week by the Association of American Railroads (AAR) reported intermodal container volume for 2022 of 900,213 units represented a 5.2% drop from 2021 volumes.

Truck Dispatch Lead Time (days) to Secure a Dray

0-3 days: ATM, BHM, CHS, DEN, DFW, DEN, DTW, ELP, HSV, IND, LZC, LRD, MCI, MIA, MOB, MSP, OAK, OMA, PDX, SAV, SEA/TAC, STL, TPA, VER, YYZ

4-7 days: ATL (5 days), BWI (4 days), BOS, CHI (4 days), CVG (6 days), CLE(5 days), CLT (5 days), CMH (5 days), ESE (5 days), HOU (5 days), JAX, LAX/LGB (4 days), NFK (5 days), NOLA (4 days), NYC (4 days), PIT (4 days), PHL (4 days), SLC (4 days), ILM (5 days), PRP, , SDF (5 days), YUL , ZLO (6 days)

8-14 days: BNA (12 days), MEM (12 days), YVR (10 DAYS), Greer, SC - SCIP (8 days)

> 14 days: none



Thank You



We Deliver Passion