



# ACC NEWS



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## GLOBAL CONGESTION

Week 43 of 2021

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<b>Action</b>	Locating empty cans to load	Moving to export port	Booking deck space	Loading vessel	Stowage Plan	Vessel Routing	Landing at arrival port	Unloading vessel	Transloading	Intermodal	Pickup
<b>Causes</b>	<p>Global scarcity of cans</p> <p>Extra charges of up to \$2,500 per can to locate MT cans</p> <p>Reduced free days at port of arrival</p>	<p>Lack of road resources</p> <p>Severe landside congestion</p>	<p>Global scarcity of space</p> <p>Last ¼ space booked in 4/2021</p> <p>Lines charging "Peak Surcharge"</p> <p>Vessels at anchor cause extra vessel scarcity</p>	<p>Changing Stowage Plans due to changing routing and congestion</p> <p>Wharf congestion</p> <p>Wharfside warehouse capacity</p>	<p>Plans keep changing</p> <p>Routing changes lead to stowage changes</p> <p>Relocating cans on decks</p>	<p>Changing lane routes leads to increased sea days</p> <p>Increased sea days leads to changing arrival times</p>	<p>Changing arrival dates cause wharf changes = delays</p> <p>Wharf congestion leads to waiting offshore at anchor</p> <p>Offshore congestion leads to "drifting" = severe delay</p>	<p>Ports are congested</p> <p>Portside rail loops are full</p> <p>Landside equipment is scarce</p> <p>Port working shifts limited</p>	<p>Transloaders are full</p> <p>Dray operators at capacity</p> <p>Equipment scarcity</p>	<p>Intermodal traffic flow imbalance</p> <p>IM Delays across the U.S.</p> <p>Inland ramps congested</p> <p>Inland ports congested</p>	<p>Equipment shortages</p>
<b>Key</b>	Step 1 is to locate an MT can in which to load	Landside infrastructure in exporting countries is woeful	Major importers lock in final ¼ deck space early in the year	Changing stowage plans means deviating from static locating, leading to loading delays	Stowage Plan is the location plan per can across the vessel	Vessel arrival dates are scheduled - changes requires inbound ports to re-schedule	Delays in ports forces ships to anchor offshore. This is regulated and when offshore slots are full, vessels need to "drift"	Ports have limited space and require a steady movement of cans in and out	Dray needs to run efficiently failing which chokepoints arise	<ul style="list-style-type: none"> <li>Intermodal moves equally in both directions - it needs a balance of traffic</li> <li>Inland ports receive import cans from where they are distributed</li> </ul>	Similar to ocean ports, inland ports and ramps need to expedite movement to ease flow