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Oct. 9, 2014

## West Coast Port Congestion and Delays

According to trade industry publication the Journal of Commerce congestion at the ports of Los Angeles and Long Beach grew worse over the weekend, with no relief in sight as late peak-season container volumes descend on the largest U.S. port complex.

"The vessels keep arriving and the trucks keep arriving," said John Cushing, president of PierPass Inc., which manages the extended gates program for the 13 container terminals in the port complex.



Cushing said terminal operators are spending millions of dollars and taking extraordinary steps, including running very costly "hoot owl" shifts from 3 a.m. to 8 a.m. to relieve congestion in their container yards. But the cargo keeps building up at the terminals. According to the individual ports, combined container throughput in 2014 through August at the Ports of Los Angeles and Long Beach are 4.5 percent higher than the same period in 2013.

As a reminder to Cargo Services customers, we are advising clients to avoid Los Angeles/Long Beach by utilizing Seattle/Tacoma and Prince Rupert. Also Vancouver is slowly clearing out congestion, so container dwell days are declining to 3 to 5 days making this port a good option.

This congestion is the ripple effect of brutal winter weather in the eastern half of the continent, congestion and rail car shortages on the rail networks, truck and driver shortages and chassis dislocations that are

## Export Compliance Supports Postive Cash Flow

This is the season clients are typically budgeting for the New Year. As a reminder, export compliance is critical to your cash flow. Cargo Services co-owner Will Batton has key tips to help customers.

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## Books for Youth Fans Break Game Day Records



The Cargo Services Books for Youth game day scored for Hoosier foster youth. The Sunday, Sept. 28 book drive at the Indianapolis Colts Game collected record numbers of books and cash donations. Books for Youth is an Indiana program that provides 25 age-appropriate books in Colts backpacks to foster youth.

well documented. In Southern California, truckers and terminal operators point to chassis being in short supply, in the wrong place at the wrong time or chassis being out-of-service as being the main culprit.

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Cargo Services Inc.  
7640 Miles Dr.  
Indianapolis, Indiana 46231  
USA

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