



ORIENT STAR  
GROUP  
*your online logistics provider*

# ORIENTSTAR SHIPPING TIMES

A Weekly Newsletter for You by Orient Star, Your Trustful Partner

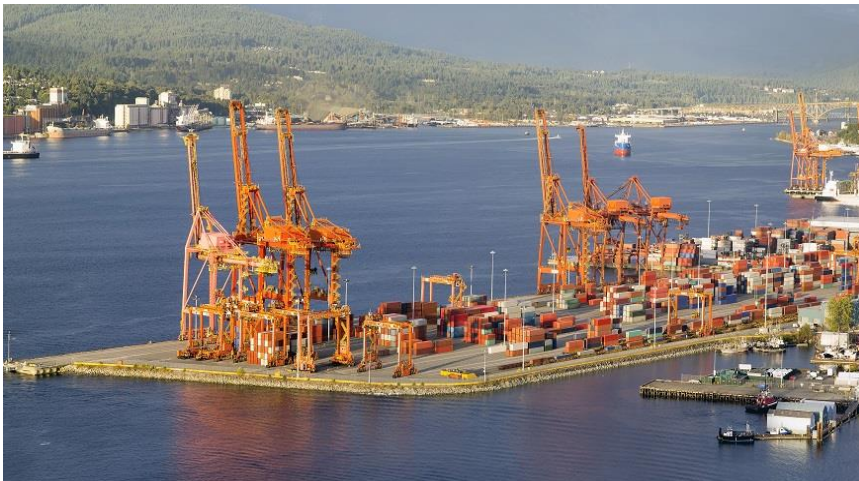
Issue #74

## *Delayed Shippers Hope Vancouver Rail Improvements Accelerate*

Cargo owners and forwarders shipping through CAVAN hope the spring thaw will accelerate recent improvements in rail service issues that have contributed to delays of 6~8 days. Degradation of intermodal rail service, including reduced train speeds, increased container dwell times, and a shortage of rail cars, create congestion at marine terminals that can back up throughout the rail network. CAVAN's rail problems also affected vessel operations because GCT (Global Container Terminals) would not allow vessels to dock until the cargo discharged from the previous week's vessel call was cleared up.

Weather played a role in CAVAN's congestion, with heavy snow storms in BC State and frigid temperatures throughout western Canada and the US, forcing the railroads to run shorter trains — in effect almost doubling the number of trains needed to move the same amount of freight.

Record container volumes have also played a role. CAVAN reported an increase of 11% in total container volume and 10% increase in imports. Volume in CAPRR surged 28% last year over 2016. CAPRR has grappled with congestion problems and rail service issues since last autumn.



Click [HERE](https://www.joc.com/) for more details. Source: <https://www.joc.com/>

## *Trans-Pac Capacity Injection to Outpace Growth Forecast*

Trans-Pac importers should expect an injection of 8~ 9% of E/B capacity, outpacing demand forecasts of about 5~6%, even as the 19% week-to-week drop in spot rates following LNY suggests carriers are already struggling to manage capacity. The increased capacity will result from new services planned by APL (EXX) & SML (PNS) as well as vessel upgrades by the carrier alliances. A cascading effect of vessels of 10,000 to 15,000 Teu capacity will be triggered, some of which will end up in Asia to USWC and USEC trades.

Two messages are seen coming from the increased capacity in the T/P trade. When ship sizes take a quantum leap in capacity, terminal operations can be severely stressed, with accompanying congestion, an occasional need to hold vessels at anchor for several days while the terminal operator clears its container yard from the previous vessel arrival, and a shortage of rail cars, power, and crew.

Click [HERE](https://www.joc.com/) for more details. Source: <https://www.joc.com/>

**Interesting Facts:** There are approximately 55,000 merchant ships carrying cargo around the world.