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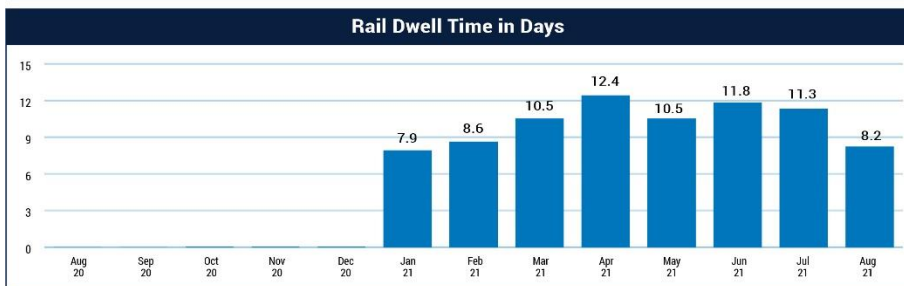
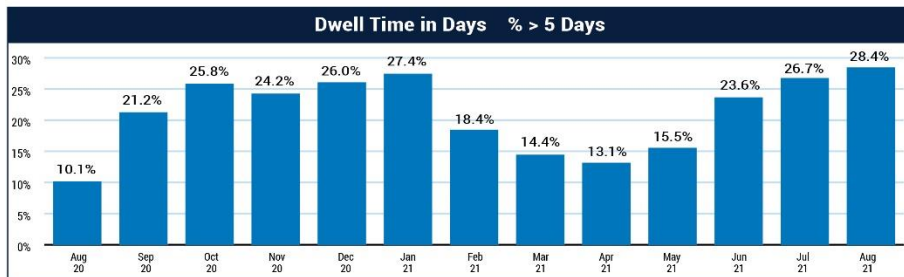
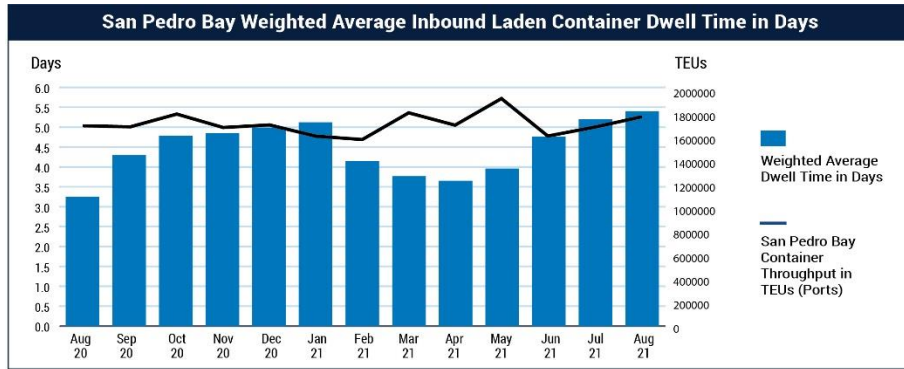
Import dwell time trends upward; rail dwell time is down

Record volumes of incoming cargo continue to trend upward at the San Pedro Bay ports, and so has the average container dwell time, the amount of time a container stays at a marine terminal after it is unloaded from an ocean carrier. The heightened dwell time is a result of pandemic-related congestion throughout the supply chain, including the lack of warehouse space, missed appointments by trucking companies, rail capacity, and equipment shortages.

For the month of August, the average container dwell time for containers slated to leave on trucks was 5.4 days, up from 5.2 days in July. The proportion of truck-bound containers that remained on terminals for more than 5 days rose from 26.7% in July to 28.4% in August. “The increasing dwell time has been consistent with the pandemic related surge that has affected the entire supply chain, and will continue to remain high if containers continue to be left on terminals for long periods at a time,” explained Jessica Alvarenga, Manager of Government Affairs at the Pacific Merchant Shipping Association.

Dwell time in August for containers leaving via rail was down compared to the month before. The railroads worked hard to drop the average dwell time for containers leaving via rail to 8.2 days, down from 11.3 days in July. 42.7% of containers leaving on rail remained on terminals for more than 5 days, also down from 53.4% the month before.

The long container dwell times are a result of the high volumes and supply chain-wide congestion. “There are multiple factors affecting the speed of container flow both in and out of terminals. Despite the longer than usual container dwell times and supply chain congestion, our terminal operators have been handling record volumes and doing their part to get consumers their goods,” shared Alvarenga.



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About the Pacific Merchant Shipping Association (PMSA). The Pacific Merchant Shipping Association (PMSA) is an independent, not-for-profit association focused on global trade. PMSA operates offices in Oakland, Long Beach and Seattle, and represents owners and operators of marine terminals and U.S. and foreign vessels operating throughout the world.