



December Newsletter 2022 | Volume I Issue X



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A Special Thanks from R&B

Dear R&B Customers:

Looking back at 2022 is like seeing those storm clouds in the review mirror after driving through a major storm on the highway. One might think “wow, I just drove through that!” or “I sure am glad I do not have to drive through that again!” No one wants to relive the mighty supply chain struggles of higher rates, congested ports, no trucking capacity, labor shortages, and COVID-19 shutdowns that we experienced in 2022. And hopefully, we will not see global freight markets in turmoil like this again any time soon. But as we turn with hope and anticipation to 2023 we must review this past year in all its craziness to ensure that we have learned from the struggles and difficulties faced so we are prepared for the future.

At R&B this reflection has been going on throughout the year resulting in the addition of new technologies, new processes, and expanded capabilities with more to come as we head into 2023. After all of this, we are equipped with more experience, wisdom, and unafraid to take on what may come....maybe another downpour on the highway or a clear day on a scenic road. Whichever road it is, we owe a great thanks to our customers for all the support in 2022, and next year we will continue our drive to be the best service provider and partner in the market for YOU! Happy New Year!

From your friends at Rogers & Brown



Top 5 Stories of 2022

Please tell us which was the top story affecting your business in 2022:

Port Congestion

Fuel Surcharges

Labor Issues

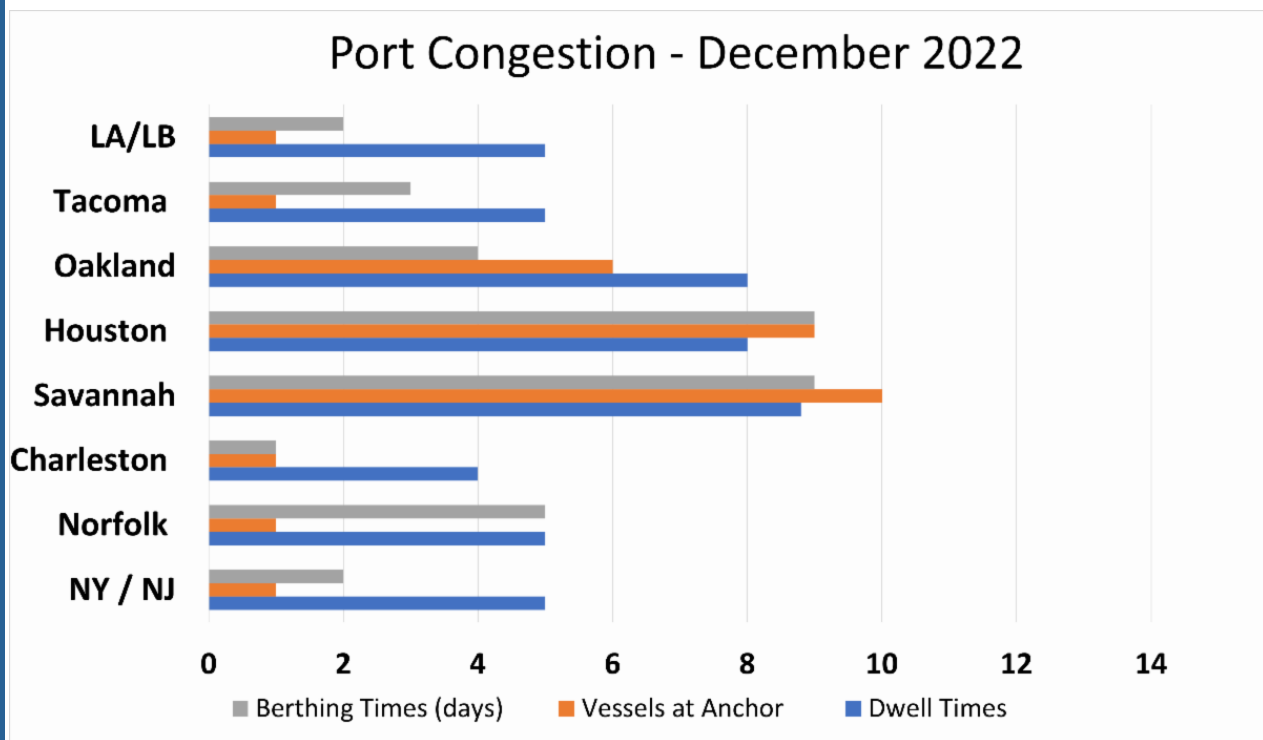
COVID-19 set backs in China

Rates at all time highs

Other

**Results will be shown in January's newsletter - keep an eye out!*

Port and Fuel News



As of December 27th, 2022

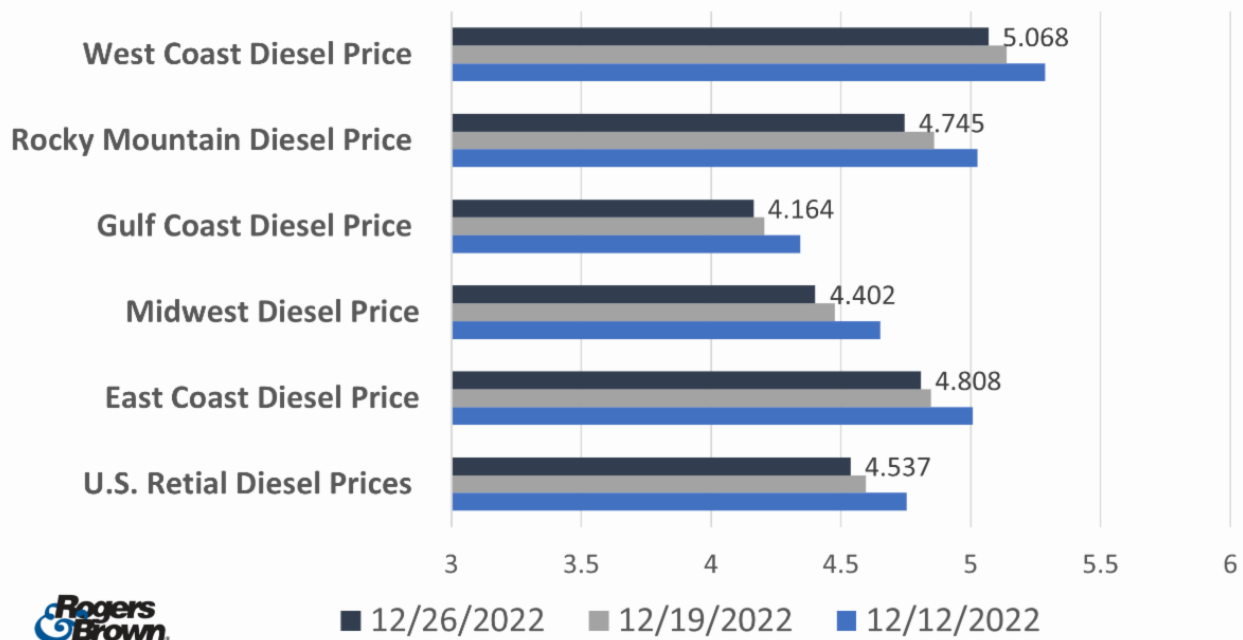
**No bar present indicates zero or information not provided.*

**Data collected from multiple sources, points may vary.*

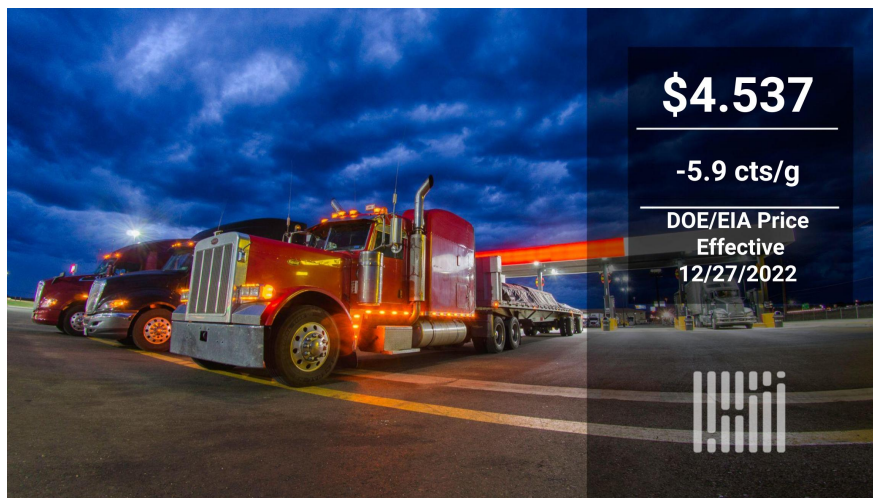
Source: [Hapag-Lloyd](#) and [Marine Traffic](#)

U.S. Retail Diesel Prices - December 2022

(Dollars per Gallon)



Source: [EIA](#)



Benchmark diesel price down again but futures price turns higher

"Retail diesel prices continued their slide as measured by the Department of Energy/Energy Information Administration, even as diesel in the futures and the wholesale market has taken a decidedly upward turn. The price published Tuesday by the DOE/EIA is the benchmark for most fuel surcharges and came in at \$4.537 a gallon, a decrease of 5.9 cents."

"S&P Global Commodities Insights, which houses the legacy Platts operations, reported that about 3 million barrels a day of refining capacity has been affected by the cold weather. But SPGCI quoted Rick Joswick, the head of global oil analytics, as noting that while the 3 million barrels per day is a large amount, it did not come with the power outages that put 5.6 million barrels a day of capacity offline during the February 2021 deep Texas freeze." (FreightWaves)

[Read More](#)

Source: [FreightWaves](#)

What to Expect in 2023



Calmer supply chain waters beckon in 2023

While most in the shipping and logistics industry are yearning for anything "normal", what is certain for 2023 is that the new normal is constant change.

"We're in the early stages now," Michael Pettit, CFO of trailer manufacturer Wabash National, told the Journal of Commerce. "We're not seeing things go back to the way they were, but we're seeing a more normalized trend."

Many are seeing characteristics of pre-pandemic trends such as spot rates dipping back down and seasonality kicking back in (month-to-month ups and downs of volume).

"Globally, schedule reliability in November increased in 31 of the 34 trade lanes measured by Sea-Intelligence Maritime Analysis, with 56.6 percent of vessels arriving on time overall."

[Read More](#)

Source: [JOC.com](#)



What to expect in 2023 - 4 key trends in freight forwarding

"After almost three years of unprecedented supply chain disruptions, 2023 will bring its own unique set of challenges and opportunities. The effects of the COVID-19 pandemic, the rising cost of living, and geopolitical unrest can be expected to ripple into 2023."

- **The unexpected is expected:** "Agility, flexibility, and visibility – often facilitated by digitalization - are all key to riding out a storm. With the right technology and ability to collect and analyze data, freight forwarders can improve efficiency. They are also better equipped to capitalize on opportunities outside of periods of disruption. According to a [McKinsey survey](#), 90% of supply chain leaders reported investing in digital supply chain management technology since 2021, with 80% expecting to continue to invest in 2023 and beyond, often to support advanced planning."
- **Economic uncertainty and the rise of protectionism:** "More and more countries are implementing, or considering implementing, protectionist strategies to stem exports and protect domestic needs. As a result of the Ukraine-Russia crisis alone, the International Food Policy Research Institute's [food trade policy tracker](#) showed 29 countries put export bans for food in place, equivalent to over 18% of the world's total calories. The Chartered Institute of Procurement and Supply (CIPS) [says](#) the trend is one of global concern. It has identified food and oil as common targets for protectionist schemes, but that the range of product categories affected is expanding. These schemes are intended to offer protection during a crisis, but the continuing rise in their adoption can have a huge impact on the freight forwarding industry."
- **Sustainability as the watchword:** The [Sustainable Freight Buyers](#)

Alliance says that freight transport accounts for 8% of global CO2 emissions, with a predicted increase to 42% by 2050. Freight forwarders hold important procurement power and can support the transition to a more sustainable logistics industry. By asking and opting for sustainable transport products, they can help shift the dial and reduce emissions. They can also be advocates for digitalization, which can help identify pain points and efficiencies in the supply chain to improve sustainability.

- **Digital freight forwarders have many strengths, including:** Greater ability to measure and meet supply and demand. Opportunities to improve efficiency. Increased ability to centralize and analyze data. Automation and simplification of tasks.

[Read More](#)

Source: [SupplyChainBrain](#)

R&B Service Highlight



As we enter into the New Year, please let us know how we can support your business. **It is a good time to revisit ocean rates, drayage, truckload, and warehouse rates too.**

R&B is ready to help your team find efficiencies and cost savings where possible. Just send us a note and we will get started as soon as possible!

[Contact Us](#)

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- 😊 - was ok. Needs improving
- Not interesting to me. Please let us know why!



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