



Newsletter July 2022 | Volume I Issue V

Rogers & Brown Monthly Newsletter



Headquarters- Ladson, SC conference room

Inside this Issue:

- Regulatory Developments
- International Freight Market
- Domestic Freight Market
- Port News



Regulatory Developments

CSMS #52290094 - Transmission of the Unique Identifier for FDA's Foreign Supplier Verification Programs

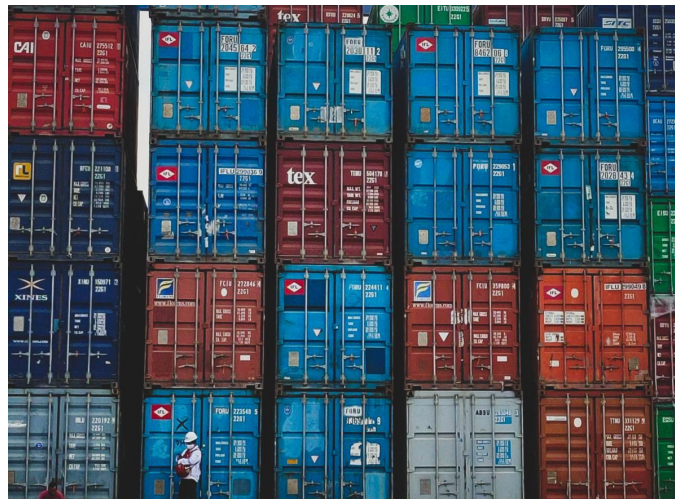
Attention food importers: As of July 24th, 2022 all Foreign Supplier Verification Program Importers (FSV) will be required to provide a DUNS number to CBP at the time of entry. All entries without a valid DUNS number will be rejected.

The FSVP Importer is the U.S. owner or consignee of the food or the U.S. party who has purchased or agreed to purchase the food.

- If you already have a DUNS number please forward it to regina_chapman@rogers-brown.com. If you do not have one, please follow the link below to the CSMS message on how to obtain a DUNS number.

[CSMS Message](#)

International Freight Market



Complaints flowing in after FMC adjusts submission process

"Shippers have already filed a handful of charge complaints against ocean carriers now that new ocean shipping reform provides them an easier path to get the US Federal Maritime Commission (FMC) to investigate accusations of inaccurate or unfair container storage and usage fees, rolled bookings, and more." (JOC.com)

"Lori Fellmer, vice president of logistics and carrier management at BassTech International and chair of the National Industrial Transportation League's (NITL's) ocean transportation committee..." states that changing the process for shippers to file a complaint was crucial. As most of the acquisitions are factual not "who can withstand the argument longer and spend the most money on a lawyer " (Fellmer).

Before the revisions of OSRA-22, shippers had to spend hundreds of thousands of dollars on investigations and legal fees to take nearly 3 years for a possible win. If the shipper did not win they have to pay even more legal fees to the winning party.

FMC is still panning out how these complaints will be reviewed and the [hiring process for these investigations](#) is still underway.

[Read More](#)

Source: [Industrial](#)

Domestic Freight Market

Weekly DOE/EIA diesel price decline is biggest since 2008

"The wild oil and diesel market of 2022 continues to deliver comparisons with numbers not seen for a long time. In the latest weekly average retail diesel price posted Monday by the Department of Energy's Energy Information Administration, the 16.4-cent decline to \$5.268 a gallon marks the biggest one-week drop since the fall of 2008." (FreightWaves)

[Read More](#)

Source: [Freight Waves](#)

Port News



Congestion Shifts to US East Coast Ports

Currently, Houston and New York are experiencing the same amount of container ships as the Port of Long Beach and Los Angeles combined. As for Savannah on July 19th, 2022 42 shipping vessels were reported waiting to berth, leaving a 14-day wait time at anchor.

The great shift is a result in shipping lines trying to avoid the delay on the U.S. west coast by re-routing to the U.S. east coast. Shipping lines were trying to dodge the current state of congestion and the ILWU contract that now is expired

[Read More](#)

Source: [SeasTradeMaritimeNews](#)



US Ports: Georgia, South Carolina ports urge ocean carriers to end port skipping

"Officials in Savannah and Charleston want carriers to stop changing port calls because unexpectedly discharging containers in the other's port causes landside woes and disrupts the overall supply chain." (JOC.com)

While not only does skipping cause a backlog, skipping draws away from local deliveries requiring truckers to delay shipment times.

With that being said, Savannah should not be skipped due to congestion, as this will cause the 'ping-pong' effect. If shipments are diverted to the Port of Charleston the same issue will emerge

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Source: [JOC.com](https://www.joc.com)



Striking Truckers Halt Container Movement at the Port of Oakland

"Independent truck drivers have essentially brought the Port of Oakland, California to a halt as their protest grows over a pending state law that they say will make it harder for them to continue as independent owner-operators of their trucks." (Maritime Executive)

Peak season is here and the halt of the third busiest port in the nation can only mean more supply chain chaos. In the AB5 (Assembly Bill 5), truckers are forced into full-time employment or to leave independent trucking altogether. Truckers fear the drastic increase in insurance and the ample new permits required.

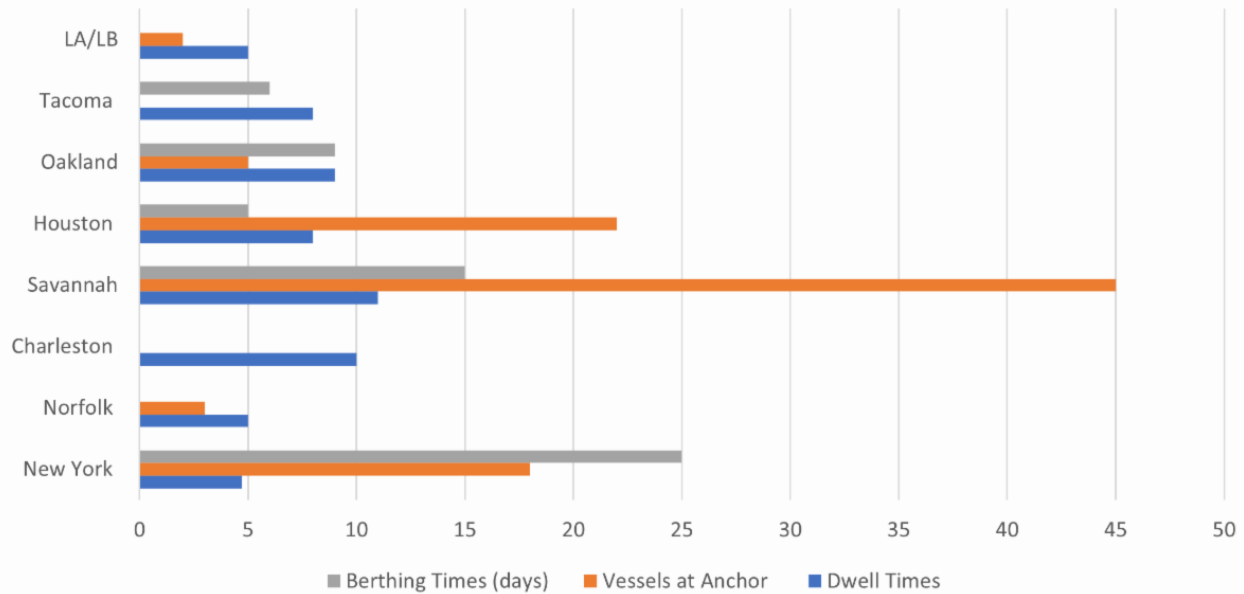
If this protest does not disburse soon, many fear that vessels will divert to other ports, resulting in more port congestion that is unnecessary. The Port of Oakland currently has no more space within its terminal until these trucks start moving once again

As of July 22, 2022, the protesters are no longer blocking the terminal.

[Read More](#)

Source: [The Maritime Executive](https://www.maritime-executive.com)

Port Congestion 07/29/22



Source: [Hapag-Lloyd](#)

Shifting into quarter three, a major transition is seen in port congestion. The U.S. East Coast holds the majority of the backlog, with the Port of Savannah reporting about 45 vessels anchored off its coast. GPA's CEO Griff Lynch states "It would be a mistake [for ocean carriers] to overreact, especially if the volumes naturally come down in the next four months, and this will self-correct," (Lynch to JOC) urging ocean carriers not to skip to the Port of Charleston as this will just create a 'ping-pong effect.'

Our Services



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- 😊 - was ok.
- Not interesting to me.



Rogers & Brown | 9550 Hamburg Road, Ladson, SC 29456

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