# Rail & terminal news

## LA/LB railcar shortages extend inland waiting

Reported 28 October 2026; inventory observation 26 October



Port of Los Angeles rail-yard photograph, supplied on its project information page. Photo date not stated; illustrative, not a current backlog image. Photo source

FreightWaves reported roughly 35,700 containers awaiting on-dock rail at LA/LB on 26 October, including about 10,600 waiting nine days or longer. Its report identifies railcar availability and heavy import flows as constraints. This older observation provides context for the separately dated 2 November tables below.

Freight implication: For inland cargo, confirm actual train loading and departure before committing delivery; a rail release alone does not establish that the container is moving.

Read the source

# Rail & terminal news

## 7 November bridge closure: drayage detours to plan

Official project page checked 3 November; closure scheduled 7 November 2026



Vincent Thomas Bridge, Port of Los Angeles project photograph. Photo date not stated; it does not show an active closure. Photo source

The Port of Los Angeles lists a 16-month Vincent Thomas Bridge closure beginning 7 November. It expects terminals to remain open and no impact on rail cargo. Road detours may add truck travel time; the port says about 8% of complex drayage traffic uses the bridge.

Freight implication: Ask the trucker to confirm detour routing and pickup windows. Treat this as a road-access planning issue, separately from the existing railcar backlog.

Read the source

# Rail & terminal news

## PNCT reports heavy morning gate conditions

Terminal observation: 3 November 2026, 6 a.m.




Illustrative drayage photograph at Los Angeles, Port of Los Angeles. This is NOT PNCT/Newark and does not show the reported morning queue; photo date not stated. Photo source

Port Newark Container Terminal reported HEAVY gate conditions at 6 a.m. on 3 November. The same update lists active vessel work and gate hours. This is a local, time-specific congestion signal; it does not establish a terminal shutdown or portwide NY/NJ congestion.

Freight implication: Check current gate cameras, container availability and the applicable receiving cutoff before dispatch. The published alert does not quantify extra waiting hours.

Read the source

# November market update

Prepared 5 November 2026 | Market bulletin follows the original rail and terminal news with photos.

Rates, space forecasts and equipment details below are from the supplied origin bulletin. Its publication date is not stated. These are indicative source offers, not confirmed Barklays quotations; validity, charges, commodity, weight and carrier acceptance must be reconfirmed. Week labels and date ranges follow the bulletin.

## Transpacific rates trend & market information

The supplied bulletin describes slowing demand after China's Golden Week, restored sailings and weaker vessel utilization. Published November FAK levels remain high, while special spot offers and light-cargo or volume discounts are putting rates under downward pressure, especially to the U.S. East Coast.

## Indicative offers: first half of November 2026

| Lane | Source-reported USD / 40ft | Conditions |
|---|---|---|
| China → U.S./Canada West Coast | 6,700 | Lowest blended indication; subject to origin and carrier. |
| Vietnam → West Coast | 6,400 | Source blended offer; confirm applicable loading port. |
| Far East → U.S. East Coast | 8,200 / 7,600 / 7,300 | 8,200 blended; 7,600 light cargo below 10 tonnes/TEU including tare; 7,300 vessel-specific indication. |
| Far East → Chicago / main IPI | 9,500–9,600 via PSW | PNW indications USD 400–500 lower; terminal congestion constrains PSW capacity. |
| Far East → Toronto/Montreal via VAN/PRR | 8,900–9,300 | Depends on loading port and carrier. |

## Weather, origin congestion and U.S. inland risk

The bulletin attributes late-October disruption to Typhoon Champi and one-to-three-day closures at selected China/Taiwan gateways. It expects origin congestion to ease as the typhoon season ends; this is an outlook, not a confirmed recovery date.

The bulletin reports selected LA/LB rail waits of three to four weeks and forecasts prolonged congestion. It does not define a portwide average or provide a measurement date. Treat this as supplier-reported experience; retain the separately dated public rail tables in the news section. Likewise, the Malaysia desk's expectation that MSC/BNSF cargo will normalize by arrival is not a transit guarantee.

The bulletin's 4 November labor-negotiation reference is now historical. No current strike status is established by that statement; confirm the latest terminal and labor advisories before dispatch.

## ZIM ZX3 service — supplied announcement

The supplied bulletin announces a December ZX3 South East China express service linking Xiamen and Shanghai with Los Angeles. It lists Melina V.68E, Xiamen ETA 5 December and Shanghai ETA 8 December, with advertised transits of 15 and 12 days respectively. These schedule and service commitments require direct carrier confirmation.

Advertised expedited features include dedicated berthing; Monday LA arrival; ZIM-operated chassis and immediate availability for expedited cargo; pickup appointment exemption and a dedicated gate; expedited inland rail connections; later booking/SI cutoffs; and expedited space/equipment guarantees. Eligibility and operating terms must be confirmed for each booking.

## India → U.S. ocean market

The desk narrative reports tighter USWC allocations and rollover risk, with USEC space currently normal. Major seaport equipment is generally available but carrier/depot-specific. COSCO, OOCL and MSC Week 46 blank sailings are reported without complete vessel/date details. Rates are described as falling amid greater capacity and lower demand. The broad weekly matrix below can differ from service-specific observations.

## China space situation — bulletin weeks 46–51

| Origin | PSW | PNW | USEC | USGC |
|---|---|---|---|---|
| Yantian / Zhongshan | Tight | Normal | Normal | Normal |

Rollover / service notes: HMM PS3/MP2 roll ONE PS7/PS4/PS3/MS2 roll EMC HTW roll YML PS4 roll MSC Sentosa roll COSCO SEA roll MSK TP6 roll HMM FP2 roll YML FP2 roll ONE FP2 roll CMA CPNW roll WHL AA7 roll YML EC2/EC1 roll ONE EC4 roll YML EC4 roll

| Origin | PSW | PNW | USEC | USGC |
|---|---|---|---|---|
| Qingdao | Normal | Normal | Normal | Normal |

Rollover / service notes: MSK TP8/MSC NEW ORIENT/ONE PS8/SML CPX COSCO CPNW/ONE PN3 No Rolling No Rolling

| Origin | PSW | PNW | USEC | USGC |
|---|---|---|---|---|
| Shanghai | Tight | Tight | Normal | Normal |

Rollover / service notes: Except Matson and other expedite service like CMA EXX & ZIM. All other carriers are suffered rolling at present. All vessel are suffered rolling especially for heavy goods on vessel in PA alliance. MSK TP11/12 still have rolling risk MSK TP11/12 still have rolling risk

| Origin | PSW | PNW | USEC | USGC |
|---|---|---|---|---|
| Ningbo | Tight | Normal | Tight | Normal |

Rollover / service notes: COSCO AAC ROLLING ONE PS8/EXW ROLLING MSK TP7 ROLLING YML/HMM PS4 ROLLING ONE/YML/HMM PN1 ROLLING COSCO AWE2 ROLLING MSC EMPIRE ROLLING ZIM ZCP ROLLING YML EC1 ROLLING MSC LONE STAR ROLLING ONE EC4 ROLLING

| Origin | PSW | PNW | USEC | USGC |
|---|---|---|---|---|
| Xiamen | Normal | Normal | Normal | Normal |

Rollover / service notes: COSCO/MSC/ONE/YML rolling COSCO/HMM/ONE rolling COSCO/MSC/ONE/CMA rolling COSCO rolling

| Origin | PSW | PNW | USEC | USGC |
|---|---|---|---|---|
| Fuzhou | Normal | Normal | Tight | Normal |

Rollover / service notes: WHL Rolling No Rolling WHL Rolling No Rolling

| Origin | PSW | PNW | USEC | USGC |
|---|---|---|---|---|
| Xingang | Normal | Normal | Normal | Normal |

Rollover / service notes: MSK Rolling Most carriers have rolling on mother vsl, MSK have rolling in XGG on PNW Cosco/HMM/ONE have rolling on mother vsl Mother vsl is congestion

| Origin | PSW | PNW | USEC | USGC |
|---|---|---|---|---|
| Dalian | Normal | Normal | Normal | Normal |

Rollover / service notes: MSK/HPL: roll risk for first leg, other carriers will roll for around 1-2 week at T/S port MSK/HPL: roll risk for first leg, other carriers will roll for around 1-2 week at T/S port MSK/HPL: roll risk for first leg, other carriers will roll for around 1-2 week at T/S port MSK/HPL: roll risk for first leg, other carriers will roll for around 1-2 week at T/S port

| Origin | PSW | PNW | USEC | USGC |
|---|---|---|---|---|
| Taiwan | Tight | Normal | Tight | Tight |

Rollover / service notes: HMM PS4 Rolling YML Rolling No Rolling YML Rolling No Rolling

| Origin | PSW | PNW | USEC | USGC |
|---|---|---|---|---|
| Nanjing | Normal | Tight | Normal | Normal |

Rollover / service notes: COSCO subject to Rolling COSCO/ZIM Rolling COSCO subject to Rolling COSCO subject to Rolling

| Origin | PSW | PNW | USEC | USGC |
|---|---|---|---|---|
| Wuhan | Normal | Tight | Normal | Tight |

Rollover / service notes: COSCO subject to rolling COSCO subject to rolling COSCO subject to rolling COSCO subject to rolling

| Origin | PSW | PNW | USEC | USGC |
|---|---|---|---|---|
| Chongqing | Normal | Tight | Normal | Tight |

Rollover / service notes: COSCO subject to rolling COSCO subject to rolling COSCO subject to rolling COSCO subject to rolling

## Southeast Asia & Korea: weekly carrier space

Each weekly cell reads WC | EC. Blank = sailing canceled; Omit = port call omitted; NA = unavailable/not specified. A Normal status does not override feeder or carrier-specific restrictions.

## Vietnam-HCM

| Carrier | W46<br>8–14 Nov | W47<br>15–21 Nov | W48<br>22–28 Nov | W49<br>29 Nov–5 Dec | W50<br>6–12 Dec | W51<br>13–19 Dec |
|---|---|---|---|---|---|---|
| CMACGM | Tight \| Tight | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| COSCO | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| OOCL | Tight \| Tight | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| EMC | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HAPAG | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ONE | Tight \| Tight | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HMM | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| YML | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ZIM | Tight \| Tight | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MSC | Tight \| Tight | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MAERSK | Tight \| Tight | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| WANHAI | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |

## Vietnam-HPH

| Carrier | W46<br>8–14 Nov | W47<br>15–21 Nov | W48<br>22–28 Nov | W49<br>29 Nov–5 Dec | W50<br>6–12 Dec | W51<br>13–19 Dec |
|---|---|---|---|---|---|---|
| CMACGM | Tight \| Tight | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| COSCO | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| OOCL | Tight \| Tight | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| EMC | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HAPAG | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ONE | Tight \| Tight | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HMM | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| YML | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ZIM | Tight \| Tight | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MSC | Blank PEARL \| Tight | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MAERSK | Tight \| Tight | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| WANHAI | Normal \| Normal | Blank AP1 \| Blank AA7 | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |

## Malaysia

| Carrier | W46<br>8–14 Nov | W47<br>15–21 Nov | W48<br>22–28 Nov | W49<br>29 Nov–5 Dec | W50<br>6–12 Dec | W51<br>13–19 Dec |
|---|---|---|---|---|---|---|
| CMACGM | Normal \| Normal | Blank MTE/PRX \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| COSCO | PGU-Tight \| PGU-Tight | PGU-Tight \| PGU-Tight | PGU-Tight \| PGU-Tight | PGU-Tight \| PGU-Tight | Normal \| Normal | Normal \| Normal |
| OOCL | PGU-Tight \| PGU-Tight | Blank SEAP \| PGU-Tight | PGU-Tight \| PGU-Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| EMC | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HAPAG | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ONE | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HMM | Normal \| PGU-Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| YML | PGU-Tight \| PGU-Tight | PGU-Tight \| PGU-Tight | PGU-Tight \| PGU-Tight | PGU-Tight \| PGU-Tight | PGU-Tight \| PGU-Tight | Normal \| Normal |
| ZIM | Normal \| Blank ZXB/Z7S-Feeder | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MSC | Normal \| EMERALD/AMBERJACK/ AMERICA/LONE STAR-Full | Normal \| AMERICA /AMBERJACK-Full; The rest is Tight | Normal \| AMERICA-Full; The rest is Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MAERSK | Normal \| Normal | Normal \| Normal | Normal \| Normal | NA \| NA | NA \| NA | NA \| NA |
| WANHAI | Normal \| AA7-PGU-Omit | PGU-Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |

Origin desk notes: PGU feeder disruptions constrain both coasts through end-November. ONE reports tight space and a cancellation fee rule after 24 hours from booking-confirmation receipt, effective 1 October. WHL mother-vessel shipments may roll 2–3 weeks; its 4 November option is already past as of preparation, while 6 November options require reconfirmation. COSCO reports at least 3 weeks at transshipment ports unless direct ex-PKL. Hapag-Lloyd FAK is allocation-controlled; QQ-Spot may be an alternative.

ZIM desk notes: Z7S Suez routing is reported from MK7 6W, ETD Singapore 3 November; verify actual departure. ZXB weight limit: 19 tonnes per 40HQ including tare. A specific PKL–Savannah ACJ 18E ZXB offer is reported at USD 7,880/20GP including OWS through 14 November; it is a 20GP exception, not part of the 40ft rate table.

## Thailand

| Carrier | W46<br>8–14 Nov | W47<br>15–21 Nov | W48<br>22–28 Nov | W49<br>29 Nov–5 Dec | W50<br>6–12 Dec | W51<br>13–19 Dec |
|---|---|---|---|---|---|---|
| CMACGM | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| COSCO | Normal \| Normal | Normal \| Blank<br>AWE4 | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| OOCL | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| EMC | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HAPAG | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ONE | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HMM | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| YML | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ZIM | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MSC | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MAERSK | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| WANHAI | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |

## Indonesia

| Carrier | W46<br>8–14 Nov | W47<br>15–21 Nov | W48<br>22–28 Nov | W49<br>29 Nov–5 Dec | W50<br>6–12 Dec | W51<br>13–19 Dec |
|---|---|---|---|---|---|---|
| CMACGM | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| COSCO | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| OOCL | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| EMC | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HAPAG | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ONE | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HMM | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| YML | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ZIM | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MSC | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MAERSK | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| WANHAI | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |

## Korea

| Carrier | W46<br>8–14 Nov | W47<br>15–21 Nov | W48<br>22–28 Nov | W49<br>29 Nov–5 Dec | W50<br>6–12 Dec | W51<br>13–19 Dec |
|---|---|---|---|---|---|---|
| CMACGM | Tight \| Normal | Tight \| Normal | Tight \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| COSCO | Full \| Full | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| OOCL | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| EMC | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HAPAG | Full \| Full | Full \| Full | Full \| Tight | Tight \| Normal | Normal \| Normal | Normal \| Normal |
| ONE | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HMM | Full \| Tight | Full \| Normal | Full \| Normal | Full \| Normal | Normal \| Normal | Normal \| Normal |
| YML | Tight \| Tight | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ZIM | NA \| Normal | NA \| Normal | NA \| Normal | NA \| Normal | NA \| Normal | NA \| Normal |
| MSC | Full \| Full | Normal \| Full | Normal \| Full | Normal \| Normal | Normal \| Normal | Normal \| Normal |

## Philippines

| Carrier | W46<br>8–14 Nov | W47<br>15–21 Nov | W48<br>22–28 Nov | W49<br>29 Nov–5 Dec | W50<br>6–12 Dec | W51<br>13–19 Dec |
|---|---|---|---|---|---|---|
| CMACGM | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| COSCO | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| OOCL | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| EMC | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HAPAG | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ONE | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HMM | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| YML | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ZIM | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MSC | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MAERSK | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| WANHAI | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |

The undated desk report describes Manila vessel waits of 2–3 days, yard use of 80–85%, import dwell of 8 days and constrained empty returns. These are source-reported observations with no measurement date, not independently verified current portwide readings. An MSC MAKALU III HU645R omission is reported; affected dates/ports require confirmation. The bulletin’s undated live-weather paragraph is omitted because it cannot establish today’s storm conditions.

## Cambodia

| Carrier | W46<br>8–14 Nov | W47<br>15–21 Nov | W48<br>22–28 Nov | W49<br>29 Nov–5 Dec | W50<br>6–12 Dec | W51<br>13–19 Dec |
|---|---|---|---|---|---|---|
| CMACGM | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| COSCO | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| OOCL | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| EMC | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HAPAG | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ONE | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HMM | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| YML | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ZIM | Tight \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MSC | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MAERSK | Full \| Full | Full \| Full | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| WANHAI | Normal \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |

Desk notes: Maersk USEC is fully booked in weeks 46–47; COSCO reports feeder constraints at Sihanoukville; WHL is tight to both coasts in week 46 with week 47 case-by-case. A ZIM week-45 statement in the source is historical and is not treated as current.

## Singapore

| Carrier | W46<br>8–14 Nov | W47<br>15–21 Nov | W48<br>22–28 Nov | W49<br>29 Nov–5 Dec | W50<br>6–12 Dec | W51<br>13–19 Dec |
|---|---|---|---|---|---|---|
| COSCO | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HMM | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ZIM | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MSC | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |

## India

| Carrier | W46<br>8–14 Nov | W47<br>15–21 Nov | W48<br>22–28 Nov | W49<br>29 Nov–5 Dec | W50<br>6–12 Dec | W51<br>13–19 Dec |
|---|---|---|---|---|---|---|
| CMACGM | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| COSCO | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| OOCL | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| EMC | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HAPAG | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| ONE | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| HMM | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| YML | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MSC | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| MAERSK | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |
| WANHAI | Tight \| Tight | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal | Normal \| Normal |

## Equipment situation — China origins

| Origin | 20GP | 40GP | 40HC | 45HC | Special |
|---|---|---|---|---|---|
| Shanghai | Normal | Normal | Normal | YML/HMM lack of 45HC strictly Others Need to check case by case | Need to check case by case |
| Ningbo | CMA Tight | Normal | CMA/YML Tight | Need to check case by case | Need to check case by case |
| Nanjing | Normal | COSCO/YML/ZIM Tight | Normal | Need to check case by case | Need to check case by case |
| Wuhan | Normal | All Tight | Normal | Need to check case by case | Need to check case by case |
| Chongqing | Normal | All Tight | Normal | Need to check case by case | Need to check case by case |
| Fuzhou | Normal | Normal | Normal | Need to check case by case | Need to check case by case |
| Xiamen | Normal | CMA/MSC Tight | COSCO/HMM Tight | Need to check case by case | Need to check case by case |
| Shenzhen | Normal | HMM/HPL/ZIM Tight | Normal | Need to check case by case | Need to check case by case |
| Pearl River Delta | Normal | Normal | CMA Tight | Need to check case by case | Need to check case by case |
| Qingdao | Normal | Normal | Normal | Need to check case by case | Need to check case by case |
| Tianjin | Normal | Normal | Normal | Need to check case by case | Need to check case by case |
| Dalian | Normal | Normal | Normal | Need to check case by case | Need to check case by case |
| Taiwan | Normal | Normal | Normal | Need to check case by case | Need to check case by case |

## Equipment situation — other Asia origins

| Origin | 20GP | 40GP | 40HC | 45HC | Special |
|---|---|---|---|---|---|
| Vietnam | HPH: CMA/MSK/COSCO/HPL Tight | WHL/CMA/ZIM/MSK Tight | HPH: HPL/MSK Tight | Need to check case by case | Need to check case by case |
| Vietnam — second source row (origin not specified) | Normal | WHL/HPL/EMC/HMM/CMA/MSK Tight | Normal | Need to check case by case | Need to check case by case |
| Thailand | Normal | HMM Tight | Normal | Need to check case by case | Need to check case by case |
| Malaysia | Normal | Normal | PGU: MSC/HMM Tight TPP: MSC Tight PEN: HMM Tight | Need to check case by case | Need to check case by case |
| Indonesia | Normal | Normal | Normal | Need to check case by case | Need to check case by case |
| India | Normal | Normal | Normal | Need to check case by case | Need to check case by case |
| Cambodia | All Tight | All Tight | All Tight | Need to check case by case | Need to check case by case |
| Korea | Normal | Normal | Normal | Need to check case by case | Need to check case by case |
| Philippines | Normal | * Tight of 40ft classA /foodstuff in CEB/Davao *Normal for all other carriers | Normal | N/A | Need to check case by case |
| Singapore | Normal | Normal | Normal | Need to check case by case | Need to check case by case |

Abbreviations: PSW = Pacific Southwest; PNW = Pacific Northwest; USWC/USEC/USGC = U.S. West/East/Gulf Coast; IPI = inland-point intermodal; VAN/PRR = Vancouver/Prince Rupert; PKL/PGU = Port Klang/Pasir Gudang. Preserve original weight, validity and commodity conditions when requesting a quote.

# Rail & port operations

Report dates: railroad/terminal snapshot 2 Nov; port estimates 3 Nov 2026.

| Port / railroad | Awaiting rail | 9+ days | 9+ share* |
|---|---|---|---|
| LA / BNSF | 17,875 | 5,776 | 32.3% |
| LA / UP | 9,143 | 3,007 | 32.9% |
| LB / BNSF | 18,508 | 2,988 | 16.1% |
| LB / UP | 4,007 | 1,443 | 36.0% |

BNSF has the larger waiting volume. Aging is almost equal at LA; UP has the older backlog proportion at LB. There is no universal faster railroad. *Shares calculated from published counts.

Sources: Rail snapshot

## Port ranking by reported rail dwell

| Reported rail dwell | Ports — longest to shortest |
|---|---|
| 13 days | Miami |
| 10 / 9 days | Long Beach / Los Angeles |
| 8 days | Jacksonville; Wilmington (state not specified) |
| 7 days | Oakland; Port Everglades |
| 6 days | Houston; Baltimore |
| 5 days | Seattle; Tacoma |
| 4 days | New York; Norfolk |
| 3 days | Newark; Charleston; Philadelphia; New Orleans |
| 2 days | Savannah; Mobile |

Sources: Port operational update, 3 Nov

Dwell is waiting time, not necessarily extra days beyond quoted transit. These are port-level estimates, not vessel queues or ocean-carrier guarantees. New York and Newark are reported separately. No reliable current public dwell split for each ocean carrier was verified.

# Terminal watch

2 November 2026 • Ranked by share of rail-bound containers waiting 9+ days.

| Terminal | Port | 9+ day share |
|---|---|---|
| Pier A | LB | 53.8% |
| TraPac | LA | 46.5% |
| FMS / Fenix | LA | 42.8% |
| ETS / Everport | LA | 37.0% |
| ITS | LB | 30.4% |
| WBCT | LA | 26.1% |
| YTI | LA | 20.8% |
| LBCT | LB | 20.6% |
| APMT | LA | 20.5% |
| PCT | LB | 14.7% |
| TTI | LB | 12.1% |

Sources: Rail snapshot

Pier A and TraPac have the highest aging shares. FMS has the largest aged count: 4,405 containers. Lower percentages do not establish normal gates or vessel operations.

## Other gateways

PNCT, Newark reported HEAVY gate conditions at 6 a.m. on 3 November while listing active vessel and gate operations. This is a local observation, not a portwide closure.

Sources: PNCT daily update

Equally current terminal-specific conditions were not verified for Bayport/Barbours Cut, Garden City, Wando Welch, NIT/VIG or other gateways. Use the port-level dwell table as a screening tool and confirm the actual terminal before routing.

# Barklays Group｜简体中文市场摘要

## 市场概况与价格参考

以下为用户提供的原产地市场通报，原文未注明发布日期；此摘要编于2026年11月5日。报价为来源方参考水平，并非Barklays确认报价。请重新核实有效期、附加费、货类、重量、航次与舱位。

## 跨太平洋运价

通报表示，中国黄金周后需求转弱，恢复航班增加运力，美东现货价格下行压力较大。11月上半月每40英尺箱参考：中国产地至美西／加拿大西岸约6,700美元；越南至西岸约6,400美元；美东混合价约8,200美元，轻货特价约7,600美元（每TEU含箱重不足10吨），特定航次可至7,300美元。

## 内陆与加拿大

芝加哥及主要内陆点经美西南航线参考9,500至9,600美元／40英尺箱；经美西北可低400至500美元。经温哥华／鲁珀特王子港至多伦多／蒙特利尔参考8,900至9,300美元，视装港和船公司而定。

## 铁路与码头拥堵

通报提到部分洛杉矶／长滩铁路货物等待三至四周，但没有说明统计日期或全港平均口径，应视为来源方的个别观察。不要将其与11月2日待运箱库存或11月3日港口平均滞留表直接等同。对MSC／BNSF未来恢复正常的判断也并非运输保证。11月4日劳资谈判期限属于历史信息，派车前须核实最新公告。

## 亚洲舱位及设备

周46至51表格保留原通报周次和日期。上海、宁波等港口存在航线特定甩柜风险；越南多家船公司周46至48偏紧，周49后表格较宽松。马来西亚PGU支线问题可能持续至11月底；柬埔寨Maersk美东周46至47满舱。韩国、菲律宾、印度及其他产地详情以英文逐船公司表格为准。普通箱供应与指定船公司、堆场及箱型限制必须分别确认。

## 新航线与操作提示

通报称ZIM计划12月开设ZX3，厦门及上海连接洛杉矶；首航、12至15天时效与加急服务条件须向船公司核实。通报没有日期的实时风暴描述未作为当前天气发布。原新闻附图及来源保持不变；部分照片仅作示意，并非当日拥堵现场。

铁路及码头新闻｜简体中文

洛杉矶／长滩铁路设备短缺延长内陆等待：FreightWaves于10月28日报道，10月26日约有35,700箱等待码头铁路运输，其中约10,600箱已等待至少9天。报道指出，铁路车辆供应与高进口量形成压力。此为较早的背景资料，不能冒充11月2日库存。确认实际装车和发车后再承诺交期。

Source

11月7日桥梁封闭与拖车绕行：洛杉矶港官网列示，Vincent Thomas大桥将于11月7日起封闭约16个月。港方预计码头保持开放，铁路货运不受影响；道路绕行可能增加卡车时间。约8%的港区拖车交通使用该桥。请车队确认绕行路线和提箱时间，不要将此项目直接解释为铁路关闭。

Source

PNCT清晨闸口繁忙：纽瓦克PNCT码头11月3日早上6时将闸口状态标为繁忙，同时列有船舶作业与闸口开放时间。这是单一码头、特定时点的信号，不能视作纽约／新泽西全港拥堵或码头停工。派车前确认实时摄像头、可提箱状态与截止时间；公告未提供额外排队小时数。

Source

配图为洛杉矶港官方资料照片，拍摄日期未注明，仅作示意；PNCT新闻所配照片并非纽瓦克码头或本次排队现场。