

GlobalPortTracker

N O R T H A M E R I C A

August 2023



in partnership with the

NRF National
Retail
Federation



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Editorial:

US Consumers Defy the Federal Reserve

Recent statistics indicate that US consumer spending continues to be solid as unemployment remains low, the rate of inflation decreases and savings built up during the pandemic contributes to disposable income available to further support consumption. All of this contrasts with the latest quarter-point interest rate increase adopted by the Federal Reserve as it continues to address the pace of price increases. With inflation already down to 3%, many economists wonder if the Fed's somewhat arbitrary target of 2% is worth the risk of triggering a recession, however mild it might be.

Dollar figures for international trade show that imports remain in a year-over-year decline and cargo volume shows the same, with negative year-over-year figures almost across the board in the charts and tables in this report. The discrepancy between rising growth in sales and declining cargo volumes is happening because retailers are working their way through inventory built up over the last 12 to 18 months. Cargo growth should resume as inventories are depleted.

As the EU and China struggle to find growth, the US appears to have avoided a recession due in no small amount to economic policy focusing on growing infrastructure and on the high-tech sector of the economy. US ports have returned to normal and stress on the supply chain is significantly reduced, with goods moving normally with little or no congestion other than that caused by strikes across the border in Canada. One disruption is at the Panama Canal, where a continuing drought has led to restrictions on vessels that require deeper water than is currently available and has constrained the number of ships moving through the canal. This comes at a time when many carriers have switched capacity to the all-water route to the East Coast and has created unexpected short-term volume growth at California ports.

Carriers overall have reacted to the declining volumes by reducing capacity on the major East-West routes, shifting capacity to Asia-based regional routes and continuing their policy of skipping some voyages. Despite this, carriers are experiencing a dramatic fall in income and reduced profitability compared with the record-breaking highs seen during the pandemic. So far, no significant losses have been reported, which mark a change from previous periods when volumes fell sharply.

-Ben Hackett



Executive Summary

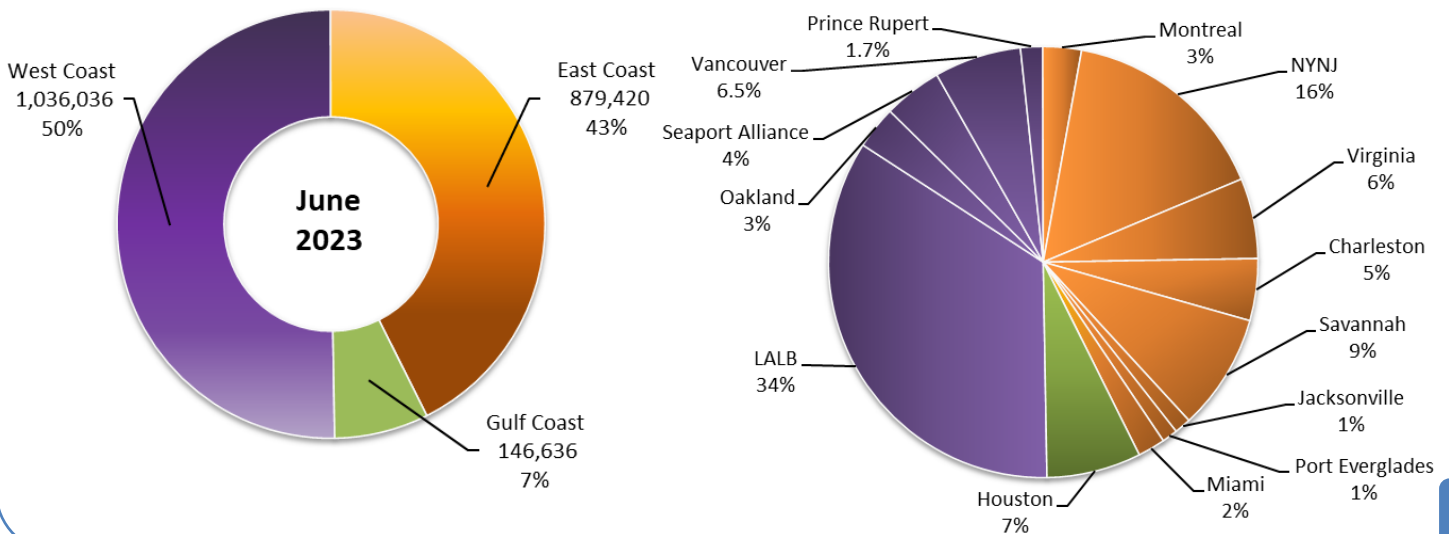
- The total volume of loaded imports at the tracked ports decreased by 119,000 TEUs between May and June to 2.06 million TEUs. This represents a 5.5 percent slide from May and equates to an 18.8 percent fall year-on-year. Loaded imports are projected to decrease by 12.8 percent in 2023 to 25.02 million TEUs.
- The combined loaded import volume at the monitored West Coast ports decreased by 69,000 TEUs between May and June, which equates to a 6.3 percent slide. The total loaded import volume was 1.04 million TEUs, which equated to a 19.2 percent fall from the same month of last year. Every location except Los Angeles and the Seaport Alliance posted a decrease from May, with a double-digit percentage gain at the Seaport Alliance and a double-digit decrease at Prince Rupert. From a year-on-year perspective, every port experienced a double-digit percentage drop except Los Angeles which posted a single-digit percentage decrease. Loaded imports are projected to decrease by 12.2 percent in 2023 to 12.26 million TEUs.
- The combined loaded import volume at the primary monitored East Coast ports decreased by 57,000 TEUs between May and June to 879,000 TEUs. The 6.1 percent slide equates to a 20.1 percent fall from the same month of 2022. Every port posted a decrease, with double-digit percentage falls at

Change in Import Volume, June 2023 versus:

		May-23	Jun-22	2023 YTD
West Coast	LALB	↓ -7.9%	↓ -17.5%	↓ -25.6%
	Oakland	↓ -6.5%	↓ -30.6%	↓ -27.7%
	Seaport Alliance	↑ 16.1%	↓ -19.9%	↓ -29.0%
	Vancouver	↓ -5.6%	↓ -19.6%	↓ -17.6%
	Prince Rupert	↓ -19.4%	↓ -23.9%	↓ -27.2%
	Coast Total	↓ -6.3%	↓ -19.2%	↓ -25.1%
East Coast	Montreal	↓ -5.1%	↓ -19.5%	↓ -18.5%
	NYNJ	↓ -7.0%	↓ -25.9%	↓ -24.5%
	Virginia	↓ -3.8%	↓ -17.9%	↓ -18.2%
	Charleston	↓ -3.3%	↑ 6.4%	↓ -18.7%
	Savannah	↓ -4.4%	↓ -23.7%	↓ -20.4%
	Jacksonville	↓ -22.4%	↓ -6.0%	↑ 0.5%
	Port Everglades	↓ -10.6%	↓ -30.0%	↓ -18.5%
	Miami	↓ -4.5%	↓ -7.2%	↓ -7.4%
Coast Total	↓ -6.1%	↓ -20.1%	↓ -20.3%	
Gulf	Houston	↑ 4.9%	↓ -7.1%	↓ -7.0%
GPT Total		↓ -5.5%	↓ -18.8%	↓ -21.9%

the ports of Jacksonville and Port Everglades. Every port posted a double-digit percentage year-on-year decline except Jacksonville and Miami, which posted single-digit decreases, and Charleston, which posted a single-digit increase. Loaded imports are projected to decrease by 14.2 percent in 2023 to 11.00 million TEUs.

- Loaded imports at Houston increased by 4.9 percent in June (or 7,000 TEUs) to 147,000 TEUs. This equates to a 7.1 percent decrease year-on-year. Loaded imports are projected to decrease by 7.8 percent in 2023 with a total of 1.77 million TEUs.



Global Economic Overview

- Alphaliner reported that, as of July 3rd, the idle fleet of containerships with a capacity of 500 TEU and greater stood at 268,492 TEUs spread across 79 vessels (versus 326,703 TEUs and 75 vessels at about the same point in June). There were 11 idle vessels with a capacity greater than 7,500 TEUs (versus 18 last month). The idle fleet accounts for 1.0 per cent of the total available capacity (down from 1.2 percent last month). A further 140 vessels with a combined capacity of 550,587 TEUs were listed as being in a shipyard for routine maintenance, repairs, retrofits, etc., including 18 vessels with a capacity of at least 7,500 TEUs).
- China's official manufacturing Purchasing Managers' Index increased again in July but remained in contraction territory with a reading of 49.3 versus 49.0 in June. The New Export Orders sub-index decreased, dipping from 46.4 to 46.3, while the New Orders sub-index increased from 48.6 to 49.5.
- In the UK, the Office for National Statistics reported that retail sales volumes excluding automotive fuel increased by 0.8 percent in June and were 0.9 percent lower year-on-year. The volume was up 0.8 percent compared to the pre-pandemic reading from February 2020. The value of retail sales increased by 1.2 percent over May and were up 7.8 percent year-on-year and 20.0 percent over February 2020.
- Eurostat reported that the volume of retail sales for non-food products (except automotive fuel) in the euro area decreased by 0.2 percent between May and June, which equated to no change year-on-year. The subcategory of mail and internet orders increased by 1.1 percent versus May for a 3.3 percent slide year-on-year. In Germany retail sales were down 0.8 percent from May for a 1.8 percent decline year-on-year while France saw a 0.4 percent gain over May for a 2.9 percent decline year-on-year.
- Statistics Canada reported that the value of total retail sales increased by 0.2 percent in May versus April, while the volume of sales increased by 0.1 percent. The advance estimate for June is for total retail sales to remain level in June. Core retail sales, which exclude gasoline stations and motor vehicle and parts dealers, were unchanged in May. E-commerce sales accounted for 5.6 percent of total retail sales in May. Wholesale sales (excluding petroleum products) increased by 3.5 percent in May, the largest increase since November 2021, while the inventory-to-sales ratio decreased from 1.58 in April to 1.54 in May.

Walking the California Tightrope by Dan Smith

Those who live, do business, move goods, or govern and plan in California are all walking a tightrope.

On one side is the nation's worst air quality, and the worst of the worst is in areas that are also hubs of truck, rail, and ocean transportation. The Ports of Long Beach, Los Angeles, and Oakland have become prime targets in the battle to reduce emissions.

On the other side is the nation's highest population and largest container cargo flows. The 39 million Californians need goods and jobs, and many of those goods and jobs are tied to those same ports. Caltrans estimates that about 900,000 people work in transportation and warehousing statewide, and expects a million by 2027. More than half of those jobs are in Southern California.

The state and the ports have tightened drayage truck emissions and model year standards with dramatic reductions in port-area pollutants. But that progress came at a cost to the transportation industry and its customers, and likely helped shift imports to other coasts. Higher construction and operating costs have also shifted logistics business and cargo away from California. The Southern California Indirect Source Rule is making large DCs responsible for reducing emissions from the trucks that serve them, adding to regional burdens.

The California Air Resources Board (CARB) has now adopted an aggressive target of converting all port drayage to Zero Emission Vehicles (ZEVs - electric or hydrogen trucks) by 2035. CARB estimates that about 35,000 new ZEV drayage trucks will be required by 2035. No one knows if that many will be commercially available, how much they will cost, if chargers will be in place, or if the state's power grid can meet the demand. CARB's fact sheet on the program mentions the expected air quality benefits, but is silent on the impacts on the drayage industry, the ports, or the million jobs at stake.

California's state and regional agencies have implicitly prioritized air quality improvements over employment, the state economy, and the movement of trade. We should not expect otherwise from agencies charged with reducing the nation's worst air pollution. But it is a delicate balance up on that tightrope, and the risks of leaning too far to either side are very real.

Dan Smith is a Principal with The Tioga Group: www.tiogagroup.com

The opinions of editorial authors are their own and may not reflect those of Global Port Tracker, the National Retail Federation, or Hackett Associates.

North America Economic Overview

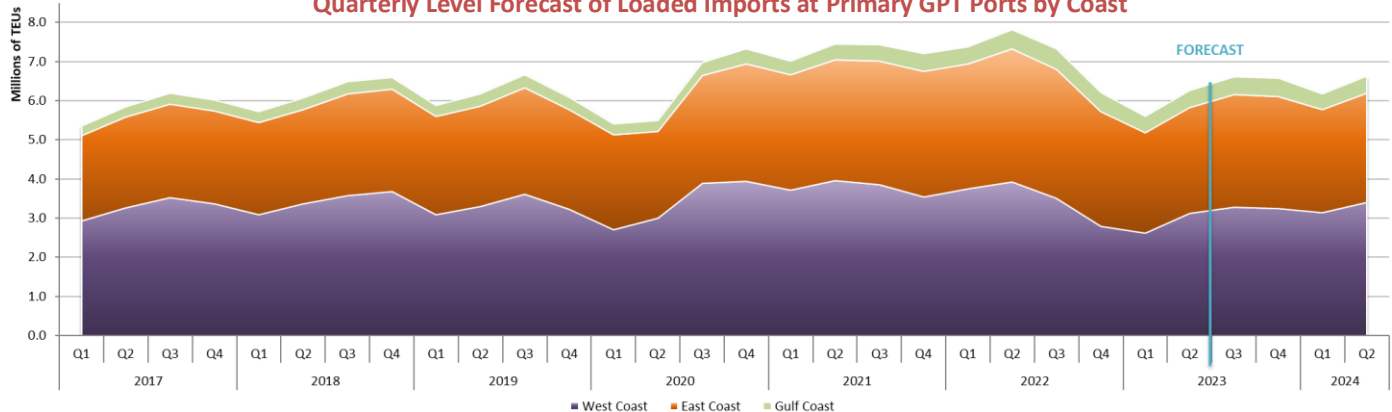
		IMPORTS			EXPORTS		
		H1 2023 vs H1 2022	H1 2023 Market Share	Share Change vs H1 2022	H1 2023 vs H1 2022	H1 2023 Market Share	Share Change vs H1 2022
West Coast	LALB	▼ -25.6%	32.7%	▼ -1.6%	▼ -4.6%	20.6%	▼ -1.0%
	Oakland	▼ -27.7%	3.3%	▼ -0.3%	▼ -10.8%	5.8%	▼ -0.7%
	Seaport Alliance	▼ -29.0%	4.2%	▼ -0.4%	▼ -4.2%	4.4%	▼ -0.2%
	Vancouver	▼ -17.6%	6.6%	▲ 0.3%	▲ 14.4%	6.4%	▲ 0.8%
	Prince Rupert	▼ -27.2%	1.7%	▼ -0.1%	▼ -10.8%	1.1%	▼ -0.1%
East Coast	Montreal	▼ -18.5%	2.9%	▲ 0.1%	▼ -2.0%	4.6%	▼ -0.1%
	NYNJ	▼ -24.5%	16.0%	▼ -0.5%	▼ -2.1%	10.5%	▼ -0.3%
	Virginia	▼ -18.2%	6.1%	▲ 0.3%	▲ 3.3%	9.0%	▲ 0.3%
	Charleston	▼ -18.7%	5.0%	▲ 0.2%	▲ 7.9%	5.8%	▲ 0.4%
	Savannah	▼ -20.4%	9.5%	▲ 0.2%	▲ 1.6%	11.0%	▲ 0.1%
	Jacksonville	▲ 0.5%	1.3%	▲ 0.3%	▼ -2.4%	4.3%	▼ -0.1%
	Everglades	▼ -18.5%	1.4%	▲ 0.1%	▼ -4.8%	3.1%	▼ -0.2%
	Miami	▼ -7.4%	2.1%	▲ 0.3%	▼ -0.2%	2.6%	▲ 0.0%
Gulf Coast	Houston	▼ -7.0%	7.2%	▲ 1.2%	▲ 11.9%	10.9%	▲ 1.1%
Coast	West	▼ -25.1%	48.5%	▼ -2.1%	▼ -3.1%	38.2%	▼ -1.3%
Totals	East	▼ -20.3%	44.4%	▲ 0.9%	▲ 0.6%	51.0%	▲ 0.2%

- The primary East Coast ports tracked by the GPT increased their market share in the first half of 2023 compared to the same period of 2022, with a 0.9 percent gain on the import side and a 0.2 percent increase on the export side, while the West Coast posted decreases of 2.1 percent and 1.3 percent respectively. The Port of Houston increased its market share more than any other primary port.
- The US Census Bureau reported that the preliminary seasonally adjusted inventories to sales ratio for retail trade excluding motor vehicles and parts remained level at 1.20 between April and May (versus 1.19 in May 2022). Furniture, home furnishings, electronics and appliance stores decreased from a downwardly revised 1.66 to 1.63 and was down from 1.68 in May 2022, while the ratio for building materials, garden equipment and supplies decreased from an upwardly revised 1.95 to 1.91 (which is level with the May 2022 reading). The inventory to sales ratio for clothing and clothing accessories stores increased from (an upwardly

revised) 2.40 in April to 2.41 in May (versus 2.31 in May 2022), while general merchandise stores decreased from an upwardly revised 1.42 to 1.41 (and was down from 1.49 in May 2022).

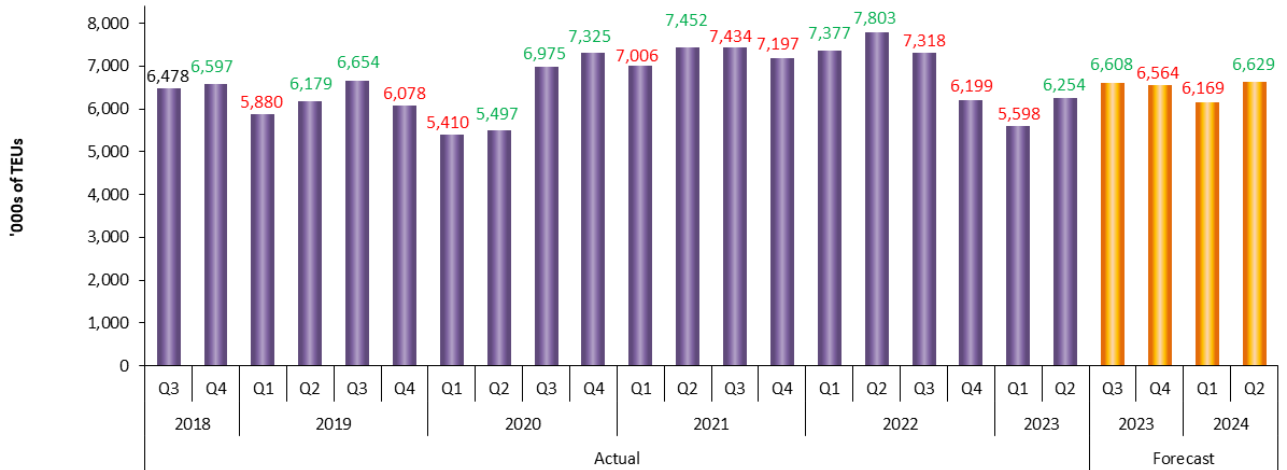
- The advance estimate of seasonally adjusted retail sales and food services excluding motor vehicle and parts dealers and gasoline stations for June increased by 0.3 percent over May and grew by 3.9 percent year-on-year, according to data from the US Census Bureau. Clothing and clothing accessories store sales increased by 0.6 percent between May and June (for a 0.7 percent gain year-on-year), while sales at furniture and home furnishing stores were up 1.4 percent over May (for a 4.6 percent slide year-on-year), and electronics and appliance stores increased by 1.1 percent (for a 0.9 percent gain year-on-year). Sales at general merchandise stores dipped by 0.1 percent month-on-month for a 0.5 percent gain year-on-year, while sales at non-store retailers increased by 1.9 percent over May (for a 9.4 percent gain year-on-year).

Quarterly Level Forecast of Loaded Imports at Primary GPT Ports by Coast



Global Port Tracker Overview

Quarterly Import Volumes



Quarterly Change

	Year	Quarter	Percent Change	
			vs Prior Quarter	vs Prior Year
ACTUAL	2021	Q1	↘ -4.4%	↗ 29.5%
		Q2	↗ 6.4%	↗ 35.6%
		Q3	↘ -0.2%	↗ 6.6%
		Q4	↘ -3.2%	↘ -1.8%
	2022	Q1	↗ 2.5%	↗ 5.3%
		Q2	↗ 5.8%	↗ 4.7%
		Q3	↘ -6.2%	↘ -1.6%
		Q4	↘ -15.3%	↘ -13.9%
2023	Q1	↘ -9.7%	↘ -24.1%	
	Q2	↗ 11.7%	↘ -19.9%	
FORECAST	2023	Q3	↗ 5.7%	↘ -9.7%
		Q4	↘ -0.7%	↗ 5.9%
	2024	Q1	↘ -6.0%	↗ 10.2%
		Q2	↗ 7.5%	↗ 6.0%

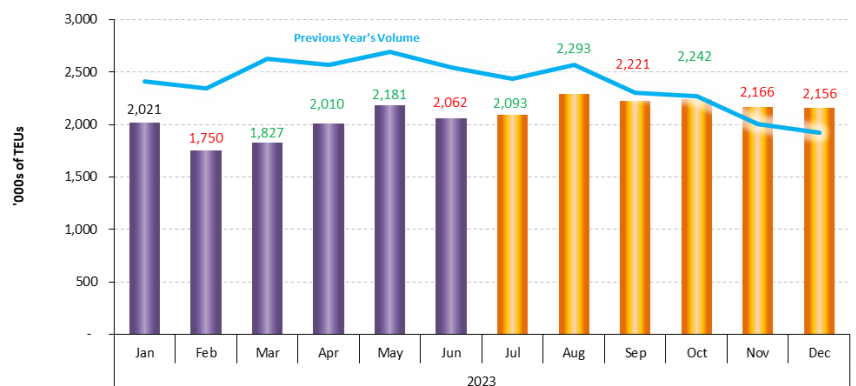
Headlines

- Imports to the primary ports tracked by the North American edition of the Global Port Tracker decreased by 5.5 percent in June. The 119,000 TEU slide to 2.06 million TEUs equated to an 18.8 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 135.3. This is 31.4 points lower than the 166.7 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 11.85 million TEUs for a 21.9 percent drop year-on-year (which is up versus last month's 22.5 percent fall).
- The forecast projects an 11.1 percent increase in imports between July and December versus the past six months (January through June), compared to a 11.0 percent slide between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 2.6 percent versus the equivalent period of 2022, with 13.17 million TEUs.
- The import volume in the first half of 2024 is forecast to increase by 8.0 percent versus the equivalent period of 2023, with 12.80 million TEUs.
- The forecast import volume for 2023 is 25.02 million TEUs, which would be a 12.8 percent decrease from 2022.

Monthly Change

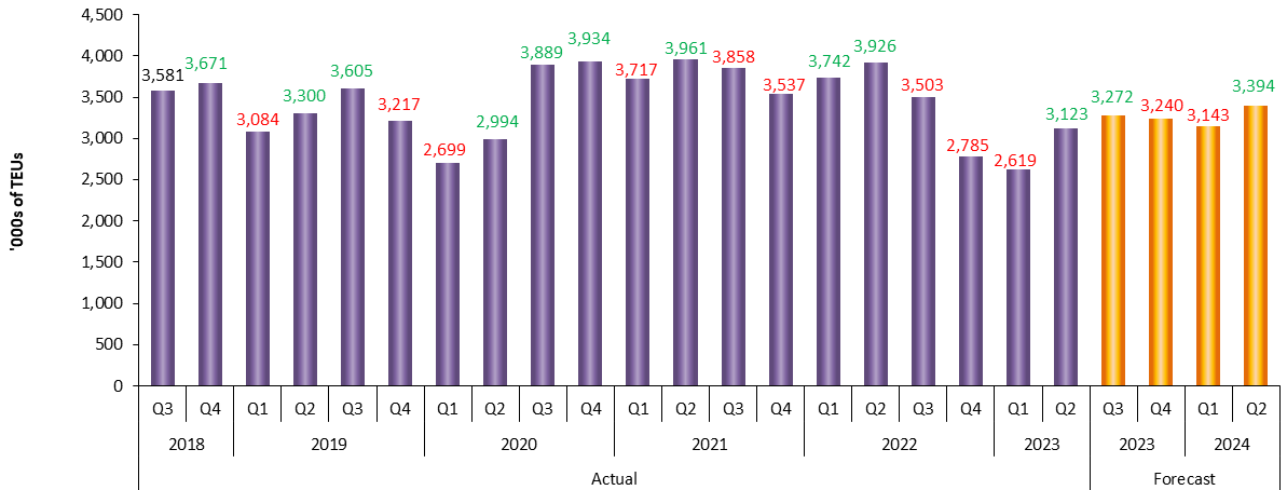
	Year	Month	Percent Change		
			vs Prior Month	vs Prior Year	
ACTUAL	2022	May	↗ 4.6%	↗ 1.9%	
		Jun	↘ -5.6%	↗ 6.0%	
		Jul	↘ -4.0%	↘ -0.9%	
		Aug	↗ 5.5%	↗ 0.5%	
		Sep	↘ -10.4%	↘ -4.4%	
		Oct	↘ -1.7%	↘ -9.4%	
		Nov	↘ -11.4%	↘ -14.3%	
		Dec	↘ -4.2%	↘ -18.1%	
		2023	Jan	↗ 5.0%	↘ -16.1%
			Feb	↘ -13.4%	↘ -25.3%
			Mar	↗ 4.4%	↘ -30.4%
			Apr	↗ 10.0%	↘ -21.8%
May	↗ 8.5%		↘ -18.9%		
Jun	↘ -5.5%		↘ -18.8%		
FORECAST	2023	Jul	↗ 1.5%	↘ -14.2%	
		Aug	↗ 9.6%	↘ -10.9%	
		Sep	↘ -3.2%	↘ -3.6%	
		Oct	↗ 1.0%	↘ -1.1%	
		Nov	↘ -3.4%	↗ 7.9%	
		Dec	↘ -0.5%	↗ 12.0%	

Monthly Import Volumes



West Coast Port Activity

Quarterly Import Volumes



Quarterly Change

	Quarter	Percent Change	
		vs Prior Quarter	vs Prior Year
ACTUAL	2021 Q1	↘ -5.5%	↗ 37.7%
	2021 Q2	↘ 6.6%	↗ 32.3%
	2021 Q3	↘ -2.6%	↘ -0.8%
	2021 Q4	↘ -8.3%	↘ -10.1%
ACTUAL	2022 Q1	↘ 5.8%	↘ 0.7%
	2022 Q2	↘ 4.9%	↘ -0.9%
	2022 Q3	↘ -10.8%	↘ -9.2%
	2022 Q4	↘ -20.5%	↘ -21.3%
FORECAST	2023 Q1	↘ -5.9%	↘ -30.0%
	2023 Q2	↗ 19.2%	↘ -20.5%
FORECAST	2023 Q3	↘ 4.8%	↘ -6.6%
	2023 Q4	↘ -1.0%	↗ 16.3%
FORECAST	2024 Q1	↘ -3.0%	↗ 20.0%
	2024 Q2	↘ 8.0%	↘ 8.7%

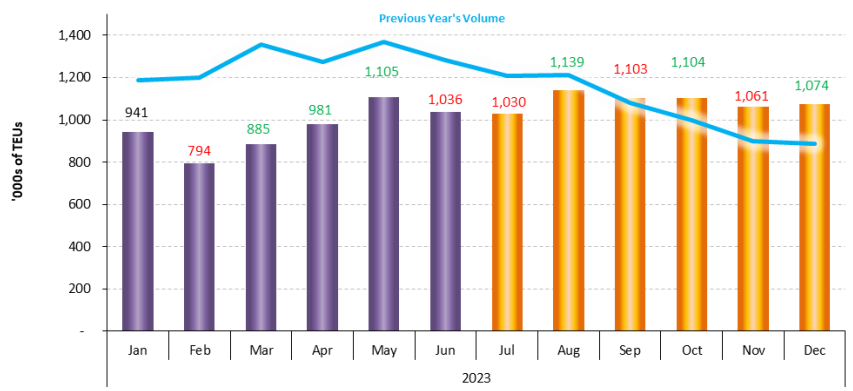
Headlines

- Imports to the west coast ports tracked by the GPT decreased by 6.3 percent in June to 1.04 million TEUs. The 69,000 TEU slide resulted in a 19.2 percent drop from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 113.5. This is 27.0 points lower than the 140.5 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 5.74 million TEUs for a 25.1 percent drop year-on-year (which is up versus last month's 26.3 percent fall).
- The forecast projects a 13.4 percent increase in imports between July and December versus the past six months (January through June), compared to an 18.0 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to increase by 3.6 percent versus the equivalent period of 2022, with 6.51 million TEUs.
- The import volume in the first half of 2024 is forecast to increase by 13.8 percent versus the equivalent period of 2023, with 6.54 million TEUs.
- The forecast import volume for 2023 is 12.26 million TEUs, which would be a 12.2 percent decrease from 2022.

Monthly Change

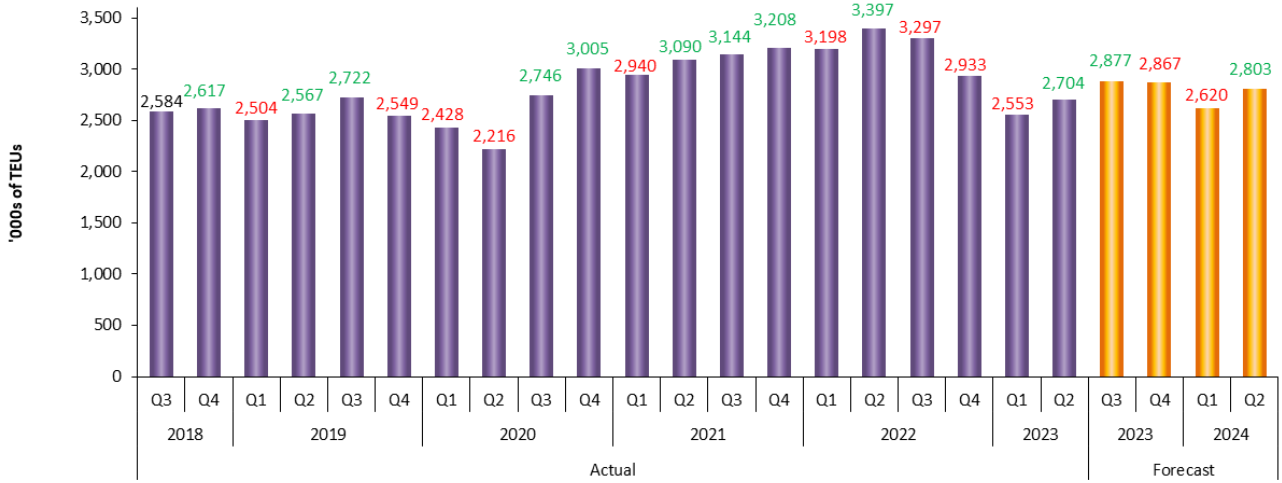
	Month	Percent Change		
		vs Prior Month	vs Prior Year	
ACTUAL	2022 May	↘ 7.5%	↘ -5.4%	
	2022 Jun	↘ -6.4%	↘ 4.0%	
	2022 Jul	↘ -5.8%	↘ -4.9%	
	2022 Aug	↘ 0.5%	↘ -8.7%	
	2022 Sep	↘ -11.0%	↘ -14.1%	
	2022 Oct	↘ -7.5%	↘ -21.8%	
	2022 Nov	↘ -10.1%	↘ -20.8%	
	2022 Dec	↘ -1.4%	↘ -21.1%	
	ACTUAL	2023 Jan	↘ 6.2%	↘ -20.7%
		2023 Feb	↘ -15.7%	↘ -33.9%
		2023 Mar	↗ 11.5%	↘ -34.7%
		2023 Apr	↗ 10.9%	↘ -23.0%
2023 May		↗ 12.6%	↘ -19.3%	
2023 Jun		↘ -6.3%	↘ -19.2%	
FORECAST	2023 Jul	↘ -0.6%	↘ -14.8%	
	2023 Aug	↗ 10.6%	↘ -6.1%	
	2023 Sep	↘ -3.2%	↘ 2.1%	
	2023 Oct	↘ 0.1%	↗ 10.4%	
	2023 Nov	↘ -3.9%	↗ 18.1%	
	2023 Dec	↘ 1.2%	↗ 21.2%	

Monthly Import Volumes



East Coast Port Activity

Quarterly Import Volumes



Quarterly Change

	Quarter	Percent Change		
		vs Prior Quarter	vs Prior Year	
ACTUAL	2021	Q1	-2.2%	21.1%
		Q2	5.1%	39.4%
		Q3	1.7%	14.5%
		Q4	2.0%	6.7%
	2022	Q1	-0.3%	8.7%
		Q2	6.2%	9.9%
		Q3	-3.0%	4.9%
		Q4	-11.0%	-8.6%
2023	Q1	-12.9%	-20.2%	
	Q2	5.9%	-20.4%	
FORECAST	2023	Q3	6.4%	-12.7%
		Q4	-0.4%	-2.2%
	2024	Q1	-8.6%	2.6%
		Q2	7.0%	3.7%

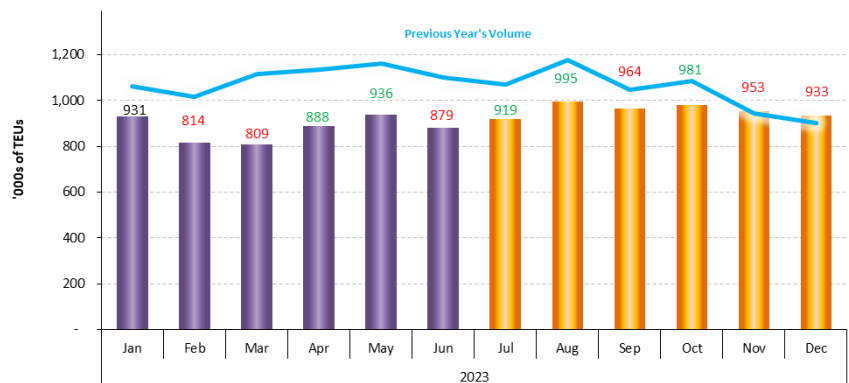
Headlines

- Imports to the primary east coast ports tracked by the GPT decreased by 6.1 percent or 57,000 TEU in June to 879,000 TEUs. This equates to a 20.1 percent drop from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 156.6. This is 39.5 points lower than the 196.1 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 5.26 million TEUs for a 20.3 percent drop year-on-year (which is unchanged from last month).
- The forecast projects a 9.3 percent increase in imports between July and December versus the past six months (January through June), compared to a 5.5 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 7.8 percent versus equivalent period of 2022, with 5.74 million TEUs.
- The import volume in the first half of 2024 is forecast to increase by 3.2 percent versus the equivalent period of 2023, with 5.42 million TEUs.
- The forecast import volume for 2023 is 11.00 million TEUs, which would be a 14.2 percent decrease from 2022.

Monthly Change

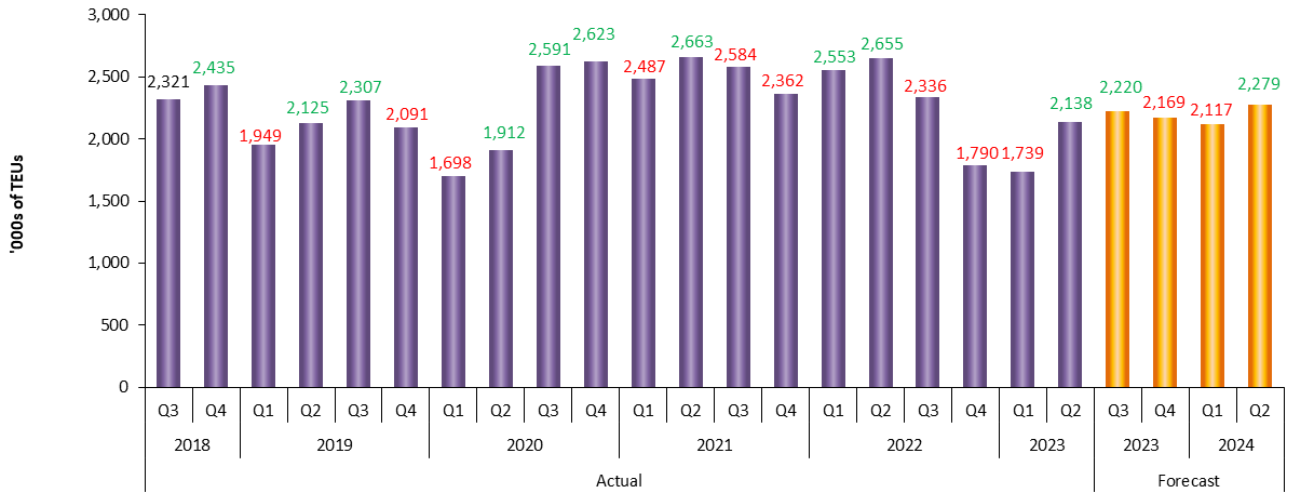
	Month	Percent Change			
		vs Prior Month	vs Prior Year		
ACTUAL	2022	May	2.5%	9.7%	
		Jun	-5.3%	7.5%	
		Jul	-2.7%	1.6%	
		Aug	10.0%	10.0%	
		Sep	-11.2%	2.8%	
		Oct	3.7%	1.2%	
		Nov	-12.9%	-10.5%	
		Dec	-4.5%	-16.4%	
		2023	Jan	3.1%	-12.5%
			Feb	-12.5%	-20.0%
			Mar	-0.7%	-27.6%
			Apr	9.8%	-21.7%
May	5.4%		-19.5%		
Jun	-6.1%		-20.1%		
FORECAST	2023	Jul	4.5%	-14.2%	
		Aug	8.3%	-15.6%	
		Sep	-3.2%	-7.9%	
		Oct	1.8%	-9.6%	
		Nov	-2.9%	0.8%	
		Dec	-2.1%	3.4%	

Monthly Import Volumes



Ports of Los Angeles and Long Beach

Quarterly Import Volumes



Quarterly Change

	Year	Quarter	Percent Change	
			vs Prior Quarter	vs Prior Year
ACTUAL	2021	Q1	↘ -5.2%	↗ 46.4%
		Q2	↗ 7.1%	↗ 39.2%
		Q3	↘ -3.0%	↘ -0.3%
		Q4	↘ -8.6%	↘ -10.0%
	2022	Q1	↗ 8.1%	↗ 2.7%
		Q2	↘ 4.0%	↘ -0.3%
		Q3	↘ -12.0%	↘ -9.6%
		Q4	↘ -23.4%	↘ -24.2%
2023	Q1	↘ -2.9%	↘ -31.9%	
	Q2	↗ 22.9%	↘ -19.5%	
FORECAST	2023	Q3	↗ 3.9%	↘ -5.0%
		Q4	↘ -2.3%	↗ 21.1%
	2024	Q1	↘ -2.4%	↗ 21.8%
		Q2	↗ 7.6%	↗ 6.6%

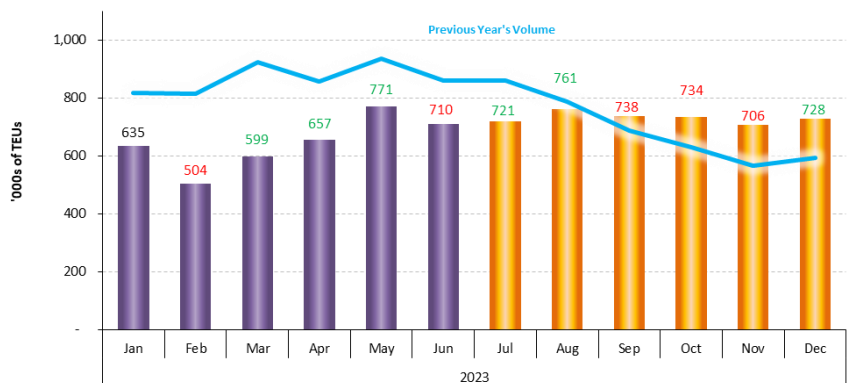
Headlines

- Imports decreased by 7.9 percent in June to 710,000 TEUs. The 61,000 TEU slide resulted in a 17.5 percent fall from the same month of 2022.
- Imports at the Port of Los Angeles increased by 6.4 percent in June, while the volume at the Port of Long Beach fell by 24.1 percent. In terms of year-on-year change, the two ports experienced a 2.1 percent slide and a 34.0 percent fall, respectively.
- Compared to the 100-point base year of 2012, the Import Index for June is 119.0. This is 25.3 points lower than the 144.3 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 3.88 million TEUs for a 25.6 percent drop year-on-year (which is up versus last month's 27.2 percent fall).
- The forecast projects a 13.2 percent increase in imports between July and December versus the past six months (January through June), compared to a 20.8 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to increase by 6.4 percent versus the equivalent period of 2022, with 4.39 million TEUs.
- The forecast import volume for 2023 is 8.27 million TEUs, which would be an 11.5 percent decrease from 2022.

Monthly Change

	Year	Month	Percent Change		
			vs Prior Month	vs Prior Year	
ACTUAL	2022	May	↗ 9.3%	↘ -4.4%	
		Jun	↘ -8.2%	↗ 4.3%	
		Jul	↗ 0.1%	↗ 1.1%	
		Aug	↘ -8.5%	↘ -11.8%	
		Sep	↘ -12.9%	↘ -18.2%	
		Oct	↘ -8.1%	↘ -26.1%	
		Nov	↘ -10.1%	↘ -26.0%	
		Dec	↗ 4.8%	↘ -20.2%	
		2023	Jan	↗ 7.0%	↘ -22.2%
			Feb	↘ -20.6%	↘ -38.1%
			Mar	↗ 18.8%	↘ -35.1%
			Apr	↗ 9.7%	↘ -23.4%
May	↗ 17.3%		↘ -17.7%		
Jun	↘ -7.9%		↘ -17.5%		
FORECAST	2023	Jul	↗ 1.6%	↘ -16.4%	
		Aug	↗ 5.6%	↘ -3.5%	
		Sep	↘ -3.0%	↗ 7.6%	
		Oct	↘ -0.5%	↗ 16.5%	
		Nov	↘ -3.8%	↗ 24.7%	
		Dec	↗ 3.1%	↗ 22.6%	

Monthly Import Volumes



Port of Oakland

Quarterly Import Volumes



Quarterly Change

	Year	Quarter	Percent Change	
			vs Prior Quarter	vs Prior Year
ACTUAL	2021	Q1	↔ 0.0%	↑ 16.8%
		Q2	↑ 13.5%	↑ 22.7%
		Q3	↓ -5.1%	↓ -4.1%
		Q4	↓ -13.9%	↓ -7.2%
	2022	Q1	↑ 11.5%	↔ 3.4%
		Q2	↓ 5.6%	↓ -3.8%
		Q3	↓ -15.6%	↓ -14.4%
		Q4	↓ -9.1%	↓ -9.7%
2023	Q1	↓ -13.4%	↓ -29.9%	
	Q2	↑ 12.0%	↓ -25.6%	
FORECAST	2023	Q3	↔ 9.0%	↓ -3.9%
		Q4	↔ -1.9%	↔ 3.7%
	2024	Q1	↔ -4.9%	↑ 13.9%
		Q2	↔ 8.0%	↔ 9.7%

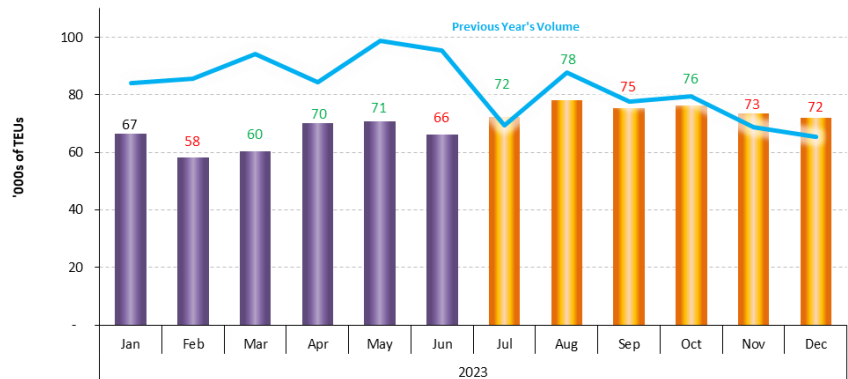
Headlines

- Imports decreased by 6.5 percent in June to 66,000 TEUs. The 5,000 TEU slide resulted in a 30.6 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 100.5. This is 44.3 points lower than the 144.8 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 392,000 TEUs for a 27.7 percent drop year-on-year (which is down versus last month's 27.0 percent fall).
- The forecast projects a 14.1 percent increase in imports between July and December versus the past six months (January through June), compared to a 17.3 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 0.3 percent versus the equivalent period of 2022, with 448,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 11.7 percent versus the equivalent period of 2023, with 438,000 TEUs.
- The forecast import volume for 2023 is 840,000 TEUs, which would be a 15.3 percent decrease from 2022.

Monthly Change

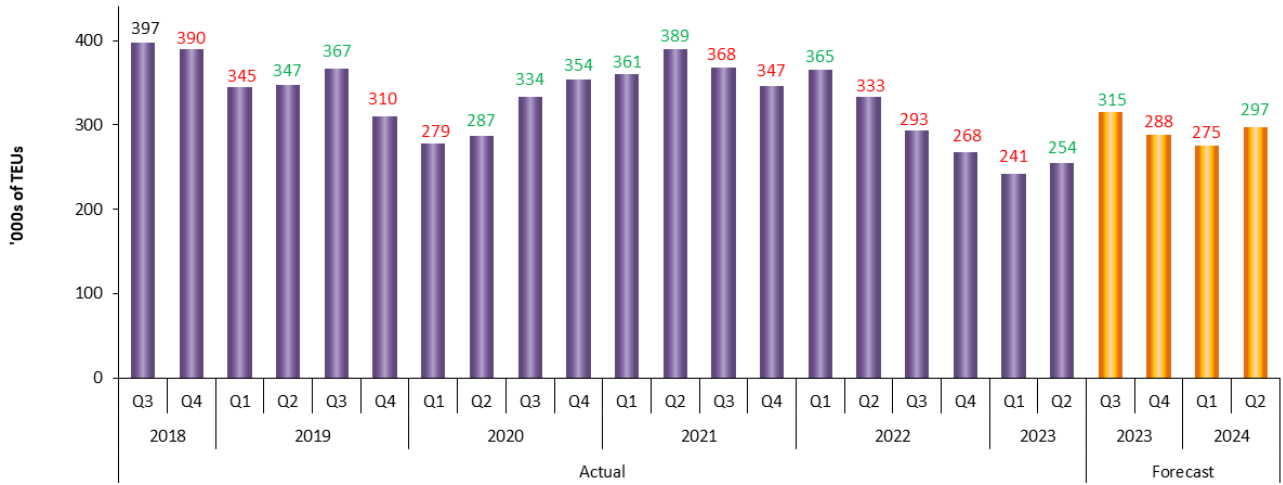
	Year	Month	Percent Change	
			vs Prior Month	vs Prior Year
ACTUAL	2022	May	↑ 17.2%	↔ 6.7%
		Jun	↓ -3.3%	↔ 0.5%
		Jul	↓ -27.3%	↓ -26.7%
		Aug	↑ 26.5%	↓ -10.2%
		Sep	↓ -11.4%	↔ -5.3%
		Oct	↔ 2.1%	↔ 6.8%
	2023	Nov	↓ -13.6%	↓ -17.4%
		Dec	↔ -4.5%	↓ -17.1%
		Jan	↔ 1.6%	↓ -20.7%
		Feb	↓ -12.9%	↓ -32.1%
		Mar	↔ 3.9%	↓ -36.0%
		Apr	↑ 16.3%	↓ -16.8%
FORECAST	2023	May	↔ 1.1%	↓ -28.2%
		Jun	↔ -6.5%	↓ -30.6%
	2023	Jul	↔ 9.3%	↔ 4.3%
		Aug	↔ 7.9%	↓ -11.0%
		Sep	↔ -3.6%	↔ -3.2%
		Oct	↔ 1.1%	↔ -4.1%
Nov	↔ -3.6%	↔ 7.0%		
Dec	↔ -2.0%	↔ 9.8%		

Monthly Import Volumes



NW Seaport Alliance (Tacoma & Seattle)

Quarterly Import Volumes



Quarterly Change

	Year	Quarter	Percent Change		
			vs Prior Quarter	vs Prior Year	
ACTUAL	2021	Q1	↗ 1.8%	↕ 29.5%	
		Q2	↗ 8.0%	↕ 35.6%	
		Q3	↘ -5.5%	↕ 10.3%	
		Q4	↘ -5.9%	↘ -2.2%	
	2022	Q1	↘ 5.4%	↘ 1.2%	
		Q2	↘ -8.7%	↘ -14.4%	
		Q3	↘ -12.1%	↘ -20.4%	
		Q4	↘ -8.6%	↘ -22.8%	
	2023	Q1	↘ -9.8%	↘ -33.9%	
		Q2	↘ 5.3%	↘ -23.7%	
	FORECAST	2023	Q3	↗ 24.0%	↘ 7.6%
			Q4	↘ -8.7%	↘ 7.6%
2024		Q1	↘ -4.4%	↗ 13.9%	
		Q2	↗ 8.1%	↗ 17.0%	

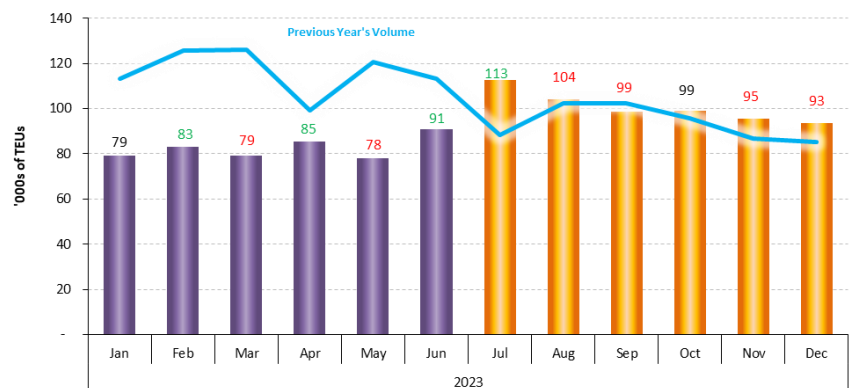
Headlines

- Imports surged by 16.1 percent in June to 91,000 TEUs. The 13,000 TEU jump resulted in a 19.9 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 81.0. This is 20.1 points lower than the 101.1 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 496,000 TEUs for a 29.0 percent drop year-on-year (which is up versus last month's 30.8 percent fall).
- The forecast projects a 21.7 percent increase in imports between July and December versus the past six months (January through June), compared to a 19.8 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to increase by 7.6 percent versus the equivalent period of 2022, with 603,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 15.5 percent versus the equivalent period of 2023, with 572,000 TEUs.
- The forecast import volume for 2023 is 1.10 million TEUs, which would be a 12.7 percent decrease from 2022.

Monthly Change

	Year	Month	Percent Change		
			vs Prior Month	vs Prior Year	
ACTUAL	2022	May	↗ 21.5%	↘ -10.1%	
		Jun	↘ -6.1%	↘ -15.4%	
		Jul	↘ -21.9%	↘ -30.4%	
		Aug	↗ 15.4%	↘ -11.1%	
		Sep	↔ 0.0%	↘ -18.9%	
		Oct	↘ -6.4%	↘ -22.5%	
		Nov	↘ -9.3%	↘ -31.1%	
		Dec	↘ -1.8%	↘ -12.4%	
		2023	Jan	↘ -7.2%	↘ -30.0%
			Feb	↗ 5.1%	↘ -34.0%
			Mar	↘ -4.6%	↘ -37.2%
			Apr	↗ 7.7%	↘ -14.1%
May	↘ -8.4%		↘ -35.2%		
Jun	↗ 16.1%		↘ -19.9%		
FORECAST	2023	Jul	↗ 24.0%	↗ 27.2%	
		Aug	↘ -7.6%	↘ 1.9%	
		Sep	↘ -5.3%	↘ -3.5%	
		Oct	↔ 0.5%	↗ 3.5%	
		Nov	↘ -3.6%	↗ 10.1%	
		Dec	↘ -2.1%	↗ 9.7%	

Monthly Import Volumes



Port of Vancouver

Quarterly Import Volumes



Quarterly Change

	Quarter	Percent Change	
		vs Prior Quarter	vs Prior Year
ACTUAL	2021 Q1	-8.8%	29.2%
	2021 Q2	6.1%	20.2%
	2021 Q3	-4.4%	0.0%
	2021 Q4	-8.8%	-15.6%
ACTUAL	2022 Q1	-2.3%	-9.5%
	2022 Q2	19.5%	1.8%
	2022 Q3	-2.9%	3.4%
	2022 Q4	-22.6%	-12.3%
FORECAST	2023 Q1	-6.7%	-16.3%
	2023 Q2	15.9%	-18.8%
FORECAST	2023 Q3	-3.9%	-19.6%
	2023 Q4	10.1%	14.5%
FORECAST	2024 Q1	-5.6%	15.9%
	2024 Q2	9.4%	9.4%

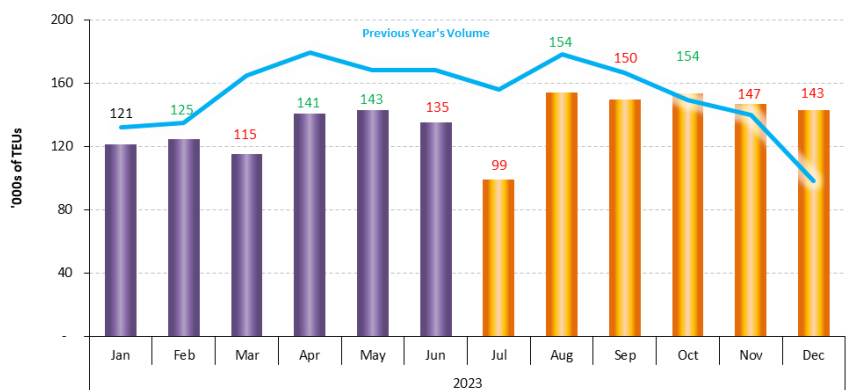
Headlines

- Imports decreased by 5.6 percent in June to 135,000 TEUs. The 8,000 TEU slide resulted in a 19.6 percent drop from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 120.1. This is 29.3 points lower than the 149.4 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 780,000 TEUs for a 17.6 percent fall year-on-year (which is down versus last month's 17.2 percent drop).
- The forecast projects an 8.4 percent increase in imports between July and December versus the past six months (January through June), compared to a 6.2 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 4.8 percent versus the equivalent period of 2022, with 846,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 12.4 percent versus the equivalent period of 2023, with 877,000 TEUs.
- The forecast import volume for 2023 is 1.63 million TEUs, which would be an 11.4 percent decrease from 2022.

Monthly Change

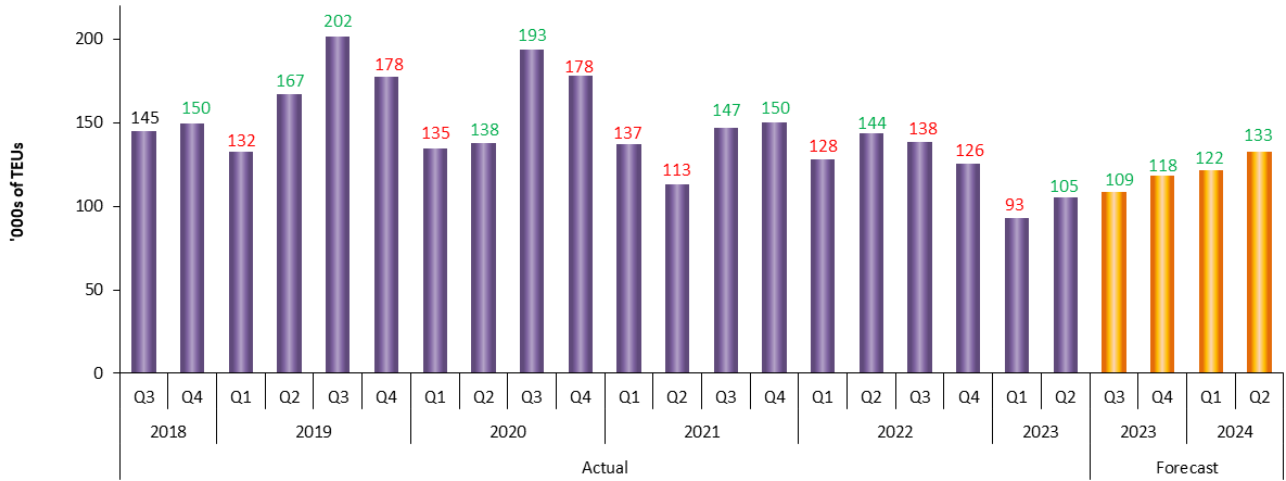
	Month	Percent Change		
		vs Prior Month	vs Prior Year	
ACTUAL	2022 May	-6.4%	-8.4%	
	2022 Jun	0.0%	11.2%	
	2022 Jul	-7.2%	12.5%	
	2022 Aug	14.2%	-1.5%	
	2022 Sep	-6.3%	1.3%	
	2022 Oct	-10.6%	-12.9%	
	2022 Nov	-6.3%	11.8%	
	2022 Dec	-29.6%	-32.3%	
	ACTUAL	2023 Jan	23.0%	-8.2%
		2023 Feb	3.1%	-7.6%
		2023 Mar	-7.6%	-29.9%
		2023 Apr	22.0%	-21.6%
2023 May		1.6%	-14.9%	
2023 Jun		-5.6%	-19.6%	
FORECAST	2023 Jul	-26.8%	-36.6%	
	2023 Aug	55.9%	-13.5%	
	2023 Sep	-2.9%	-10.3%	
	2023 Oct	2.6%	3.0%	
	2023 Nov	-4.3%	5.1%	
	2023 Dec	-2.8%	45.1%	

Monthly Import Volumes



Port of Prince Rupert

Quarterly Import Volumes



Quarterly Change

	Year	Quarter	Percent Change		
			vs Prior Quarter	vs Prior Year	
ACTUAL	2021	Q1	↓ -22.9%	↔ 1.9%	
		Q2	↓ -17.9%	↓ -18.0%	
		Q3	↑ 30.3%	↓ -24.0%	
		Q4	↔ 2.0%	↓ -15.8%	
	2022	Q1	↓ -14.6%	↓ -6.7%	
		Q2	↑ 12.2%	↑ 27.4%	
		Q3	↔ -3.7%	↔ -5.8%	
		Q4	↔ -9.3%	↓ -16.2%	
	2023	Q1	↓ -26.1%	↓ -27.5%	
		Q2	↑ 13.1%	↓ -27.0%	
	FORECAST	2023	Q3	↔ 3.7%	↓ -21.4%
			Q4	↔ 8.8%	↔ -5.8%
2024		Q1	↔ 2.7%	↑ 31.0%	
		Q2	↔ 9.2%	↑ 26.4%	

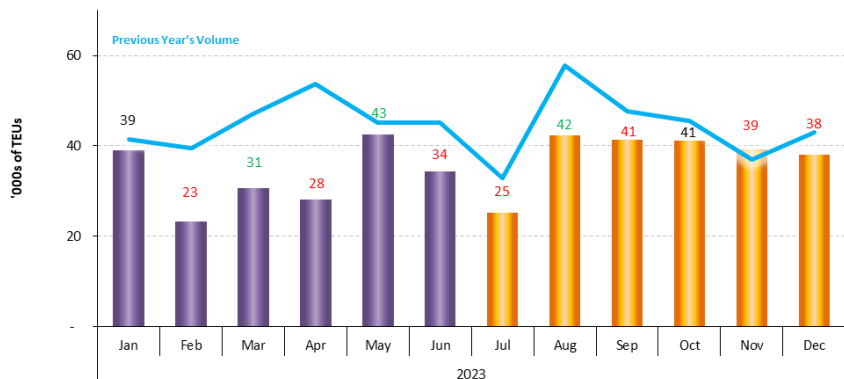
Headlines

- Imports fell by 19.4 percent in June to 34,000 TEUs. The 8,000 TEU drop resulted in a 23.9 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 129.4. This is 40.6 points lower than the 170.0 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 198,000 TEUs for a 27.2 percent drop year-on-year (which is up versus last month's 27.9 percent fall).
- The forecast projects a 14.9 percent increase in imports between July and December versus the past six months (January through June), compared to a 2.8 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 14.0 percent versus the equivalent period of 2022 with 227,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 28.6 percent versus the equivalent period of 2023, with 254,000 TEUs.
- The forecast import volume for 2023 is 425,000 TEUs, which would be a 20.7 percent decrease from 2022.

Monthly Change

	Year	Month	Percent Change		
			vs Prior Month	vs Prior Year	
ACTUAL	2022	May	↓ -16.0%	↓ -20.5%	
		Jun	↔ 0.0%	↑ 60.8%	
		Jul	↓ -26.9%	↓ -43.0%	
		Aug	↑ 75.6%	↑ 35.2%	
		Sep	↓ -17.5%	↔ 2.8%	
		Oct	↔ -4.5%	↓ -21.2%	
		Nov	↓ -18.8%	↔ 7.6%	
		Dec	↑ 16.2%	↓ -25.3%	
		2023	Jan	↔ -9.4%	↔ -5.9%
			Feb	↓ -40.4%	↓ -41.2%
			Mar	↑ 31.5%	↓ -35.0%
			Apr	↔ -8.0%	↓ -47.6%
May	↑ 51.4%		↔ -5.5%		
Jun	↓ -19.4%		↓ -23.9%		
FORECAST	2023	Jul	↓ -26.4%	↓ -23.3%	
		Aug	↑ 67.5%	↓ -26.9%	
		Sep	↔ -2.4%	↓ -13.5%	
		Oct	↔ -0.3%	↔ -9.8%	
		Nov	↔ -4.6%	↔ 6.0%	
		Dec	↔ -3.2%	↓ -11.8%	

Monthly Import Volumes



Port of Montreal

Quarterly Import Volumes



Quarterly Change

	Year	Quarter	Percent Change		
			vs Prior Quarter	vs Prior Year	
ACTUAL	2021	Q1	↘ -4.2%	↘ -3.5%	
		Q2	↗ 4.4%	↗ 7.4%	
		Q3	↘ -1.5%	↗ 16.9%	
		Q4	↘ -2.7%	↘ -4.2%	
	2022	Q1	↗ 1.1%	↗ 1.1%	
		Q2	↗ 17.5%	↗ 13.8%	
		Q3	↘ -13.6%	↘ -0.1%	
		Q4	↘ -12.4%	↘ -10.0%	
	2023	Q1	↘ -5.8%	↘ -16.2%	
		Q2	↗ 11.7%	↘ -20.4%	
	FORECAST	2023	Q3	↗ 1.6%	↘ -6.4%
			Q4	↘ -1.8%	↗ 4.9%
2024		Q1	↘ -4.9%	↗ 6.0%	
		Q2	↗ 9.1%	↗ 3.5%	

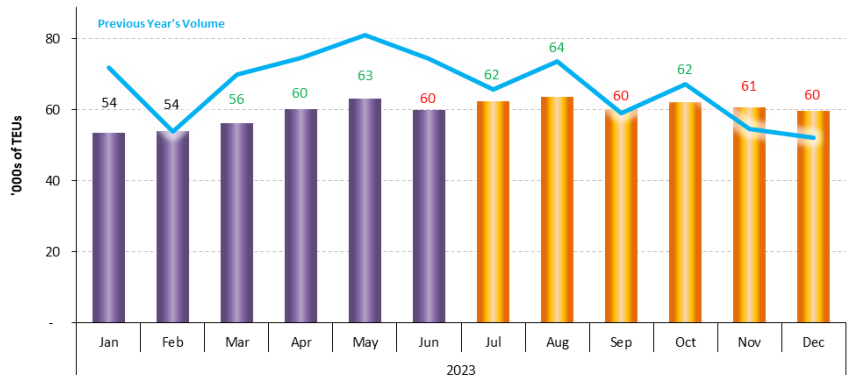
Headlines

- Imports decreased by 5.1 percent in June to 60,000 TEUs. The 3,000 TEU slide resulted in a 19.5 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 123.2. This is 29.8 points lower than the 153.0 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 347,000 TEUs for an 18.5 percent drop year-on-year (which is down versus last month's 18.2 percent fall).
- The forecast projects a 6.2 percent increase in imports between July and December versus the past six months (January through June), compared to a 12.4 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 1.1 percent versus the equivalent period of 2022, with 369,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 4.7 percent versus the equivalent period of 2023, with 364,000 TEUs.
- The forecast import volume for 2023 is 716,000 TEUs, which would be a 10.4 percent decrease from 2022.

Monthly Change

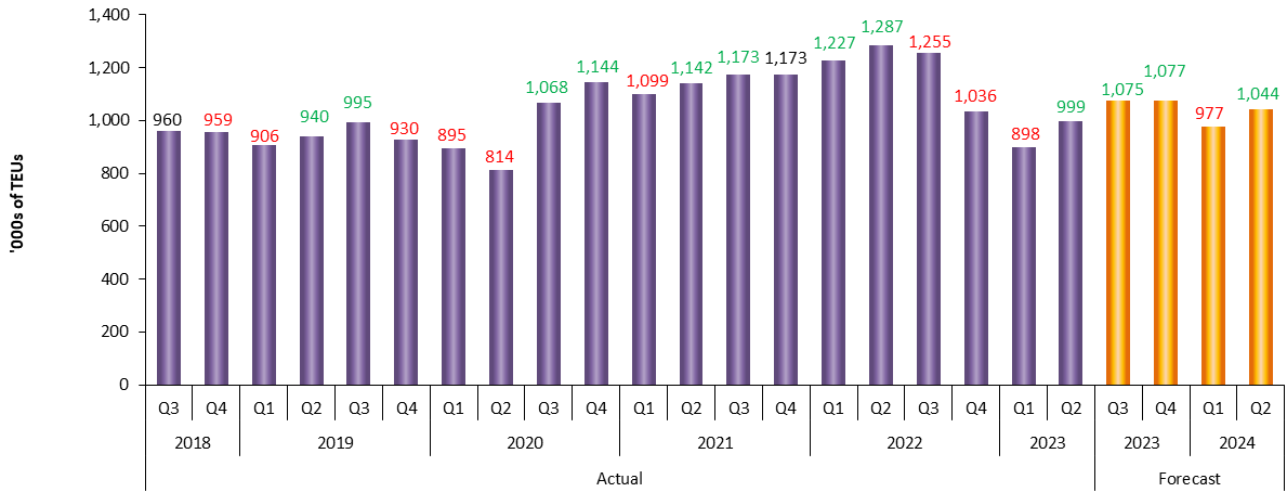
	Year	Month	Percent Change		
			vs Prior Month	vs Prior Year	
ACTUAL	2022	May	↗ 8.9%	↗ 22.0%	
		Jun	↘ -8.4%	↘ 8.1%	
		Jul	↘ -11.5%	↘ -10.0%	
		Aug	↗ 12.0%	↗ 12.7%	
		Sep	↘ -19.8%	↘ -2.1%	
		Oct	↗ 13.9%	↗ 7.5%	
		Nov	↘ -18.9%	↘ -23.8%	
		Dec	↘ -4.4%	↘ -11.9%	
		2023	Jan	↗ 2.8%	↘ -25.4%
			Feb	↗ 0.8%	↗ 0.4%
			Mar	↗ 4.1%	↘ -19.5%
			Apr	↗ 7.0%	↘ -19.2%
May	↗ 4.7%		↘ -22.3%		
Jun	↘ -5.1%		↘ -19.5%		
FORECAST	2023	Jul	↗ 4.2%	↘ -5.3%	
		Aug	↗ 2.0%	↘ -13.7%	
		Sep	↘ -5.5%	↗ 1.6%	
		Oct	↗ 3.6%	↘ -7.5%	
		Nov	↘ -2.5%	↗ 11.2%	
		Dec	↘ -1.7%	↗ 14.3%	

Monthly Import Volumes



Ports of New York and New Jersey

Quarterly Import Volumes



Quarterly Change

	Quarter	Percent Change		
		vs Prior Quarter	vs Prior Year	
ACTUAL	2021	Q1	↘ -4.0%	↗ 22.8%
	2021	Q2	↗ 4.0%	↗ 40.3%
	2021	Q3	↗ 2.7%	↘ 9.9%
	2021	Q4	↔ 0.0%	↘ 2.5%
ACTUAL	2022	Q1	↗ 4.6%	↗ 11.7%
	2022	Q2	↗ 4.9%	↗ 12.6%
	2022	Q3	↘ -2.5%	↘ 7.0%
	2022	Q4	↘ -17.5%	↘ -11.7%
FORECAST	2023	Q1	↘ -13.3%	↘ -26.8%
	2023	Q2	↗ 11.2%	↘ -22.4%
FORECAST	2023	Q3	↗ 7.6%	↘ -14.3%
	2023	Q4	↗ 0.1%	↗ 3.9%
FORECAST	2024	Q1	↘ -9.3%	↗ 8.7%
	2024	Q2	↗ 6.8%	↗ 4.5%

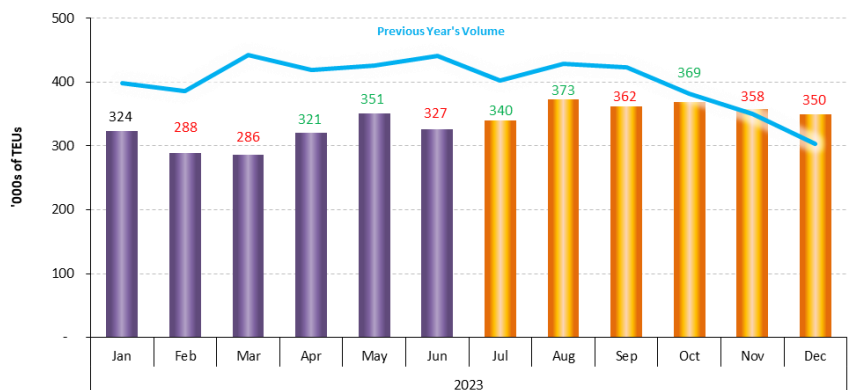
Headlines

- Imports decreased by 7.0 percent in June, with a 25,000 TEU slide to 327,000 TEUs. This equates to a 25.9 percent drop from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 142.6. This is 49.8 points lower than the 192.4 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 1.90 million TEUs for a 24.5 percent drop year-on-year (which is down versus last month's 24.2 percent fall).
- The forecast projects a 13.4 percent increase in imports between July and December versus the past six months (January through June), compared to an 8.9 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 6.1 percent versus the equivalent period of 2022, with 2.15 million TEUs.
- The import volume in the first half of 2024 is forecast to increase by 6.5 percent versus the equivalent period of 2023, with 2.02 million TEUs.
- The forecast import volume for 2023 is 4.05 million TEUs, which would be a 15.7 percent decrease from 2022.

Monthly Change

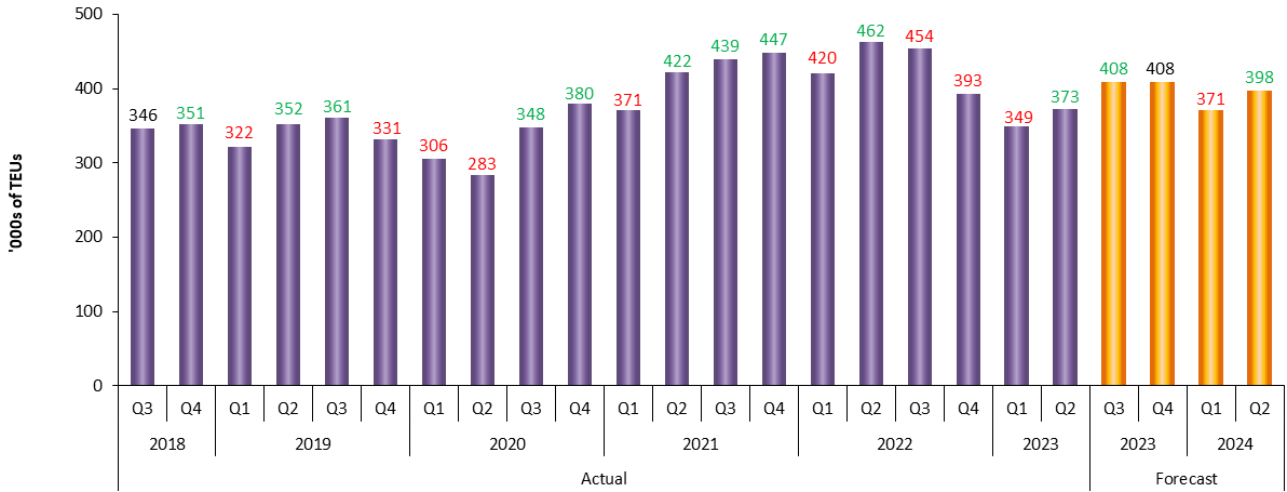
	Month	Percent Change			
		vs Prior Month	vs Prior Year		
ACTUAL	2022	May	↗ 1.6%	↗ 7.6%	
	2022	Jun	↗ 3.4%	↗ 14.0%	
	2022	Jul	↘ -8.6%	↗ 2.3%	
	2022	Aug	↗ 6.4%	↗ 7.3%	
	2022	Sep	↘ -1.2%	↗ 11.7%	
	2022	Oct	↘ -9.7%	↘ -4.0%	
	2022	Nov	↘ -8.6%	↘ -8.5%	
	2022	Dec	↘ -13.2%	↘ -22.6%	
	ACTUAL	2023	Jan	↗ 6.7%	↘ -18.6%
		2023	Feb	↘ -11.0%	↘ -25.2%
		2023	Mar	↘ -0.8%	↘ -35.4%
		2023	Apr	↗ 12.2%	↘ -23.5%
2023		May	↗ 9.5%	↘ -17.6%	
2023		Jun	↘ -7.0%	↘ -25.9%	
FORECAST	2023	Jul	↗ 4.1%	↘ -15.6%	
	2023	Aug	↗ 9.6%	↘ -13.0%	
	2023	Sep	↘ -3.0%	↘ -14.5%	
	2023	Oct	↗ 1.8%	↘ -3.6%	
	2023	Nov	↘ -2.8%	↗ 2.4%	
	2023	Dec	↘ -2.3%	↗ 15.3%	

Monthly Import Volumes



Port of Virginia

Quarterly Import Volumes



Quarterly Change

	Quarter	Percent Change	
		vs Prior Quarter	vs Prior Year
ACTUAL	2021 Q1	↘ -2.4%	↗ 21.4%
	2021 Q2	↗ 13.6%	↗ 48.7%
	2021 Q3	↘ 4.2%	↗ 26.4%
	2021 Q4	↘ 1.8%	↗ 17.7%
ACTUAL	2022 Q1	↘ -6.1%	↗ 13.2%
	2022 Q2	↗ 10.0%	↘ 9.6%
	2022 Q3	↘ -1.8%	↘ 3.3%
	2022 Q4	↘ -13.4%	↘ -12.2%
FORECAST	2023 Q1	↘ -11.3%	↘ -17.0%
	2023 Q2	↘ 6.8%	↘ -19.4%
FORECAST	2023 Q3	↘ 9.7%	↘ -10.0%
	2023 Q4	↘ 0.0%	↘ 3.9%
FORECAST	2024 Q1	↘ -9.2%	↘ 6.3%
	2024 Q2	↘ 7.3%	↘ 6.8%

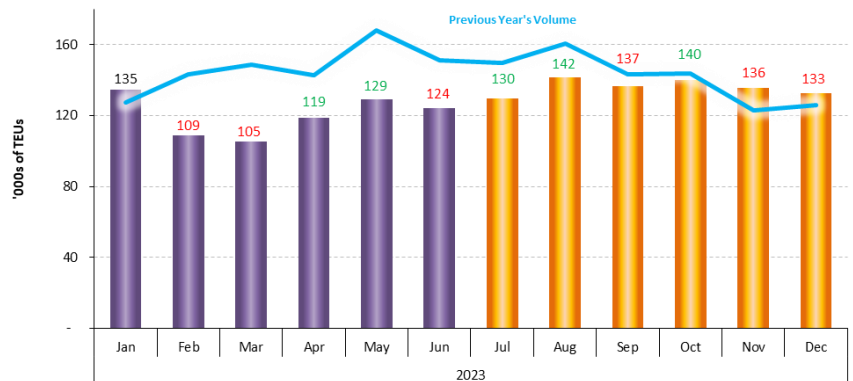
Headlines

- Imports decreased by 3.8 percent in June to 124,000 TEUs (a 5,000 TEU slide). This equates to a 17.9 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 171.4. This is 37.3 points lower than the 208.7 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 721,000 TEUs for an 18.2 percent drop year-on-year (which is up versus last month's 18.3 percent fall).
- The forecast projects a 13.2 percent increase in imports between July and December versus the past six months (January through June), compared to a 4.0 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 3.6 percent versus the equivalent period of 2022, with 817,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 6.5 percent versus the equivalent period of 2023, with 768,000 TEUs.
- The forecast import volume for 2023 is 1.54 million TEUs, which would be an 11.0 percent decrease from 2022.

Monthly Change

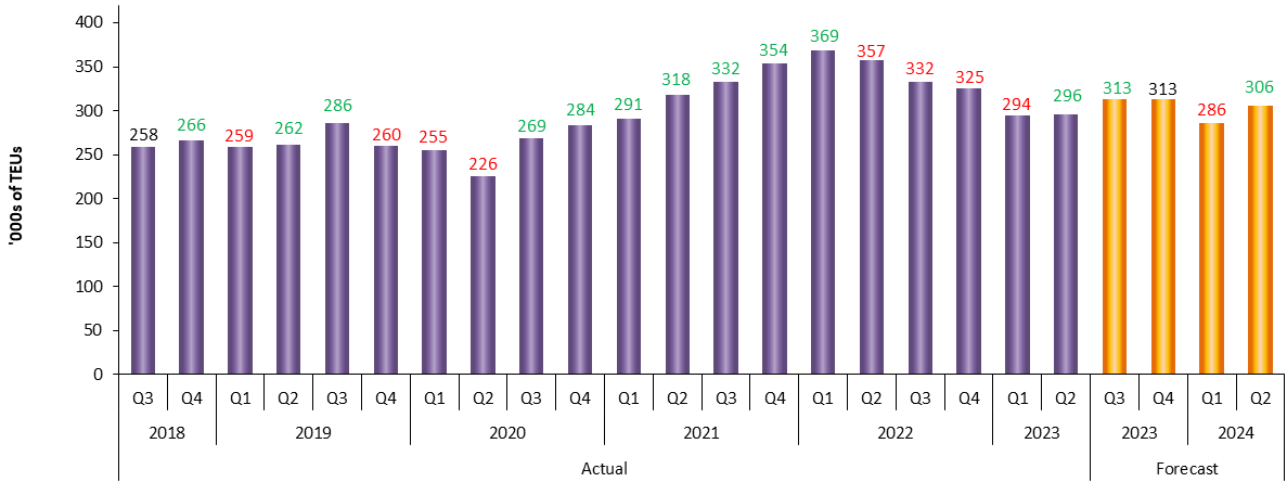
	Month	Percent Change		
		vs Prior Month	vs Prior Year	
ACTUAL	2022 May	↗ 17.8%	↗ 15.9%	
	2022 Jun	↘ -9.9%	↘ 9.1%	
	2022 Jul	↘ -1.0%	↘ 4.8%	
	2022 Aug	↗ 7.2%	↗ 11.4%	
	2022 Sep	↘ -10.7%	↘ -5.8%	
	2022 Oct	↘ 0.4%	↘ -2.8%	
	2022 Nov	↘ -14.5%	↘ -13.0%	
	2022 Dec	↘ 2.1%	↘ -20.2%	
	ACTUAL	2023 Jan	↘ 7.1%	↘ 5.5%
		2023 Feb	↘ -19.2%	↘ -24.2%
		2023 Mar	↘ -3.2%	↘ -29.3%
		2023 Apr	↗ 13.0%	↘ -16.6%
2023 May		↘ 8.6%	↘ -23.1%	
2023 Jun		↘ -3.8%	↘ -17.9%	
FORECAST	2023 Jul	↘ 4.4%	↘ -13.3%	
	2023 Aug	↘ 9.2%	↘ -11.8%	
	2023 Sep	↘ -3.4%	↘ -4.6%	
	2023 Oct	↘ 2.3%	↘ -2.8%	
	2023 Nov	↘ -3.0%	↗ 10.2%	
	2023 Dec	↘ -2.4%	↘ 5.4%	

Monthly Import Volumes



Port of Charleston

Quarterly Import Volumes



Quarterly Change

	Year	Quarter	Percent Change	
			vs Prior Quarter	vs Prior Year
ACTUAL	2021	Q1	↗ 2.7%	↗ 14.3%
		Q2	↗ 9.1%	↗ 40.8%
		Q3	↘ 4.6%	↗ 23.6%
		Q4	↘ 6.4%	↗ 24.7%
	2022	Q1	↘ 4.4%	↗ 26.7%
		Q2	↘ -3.2%	↗ 12.4%
		Q3	↘ -6.9%	↔ 0.0%
		Q4	↘ -2.2%	↘ -8.1%
2023	Q1	↘ -9.5%	↘ -20.2%	
	Q2	↘ 0.6%	↘ -17.1%	
FORECAST	2023	Q3	↘ 5.8%	↘ -5.8%
		Q4	↘ 0.1%	↘ -3.6%
	2024	Q1	↘ -8.8%	↘ -2.9%
		Q2	↘ 7.1%	↘ 3.4%

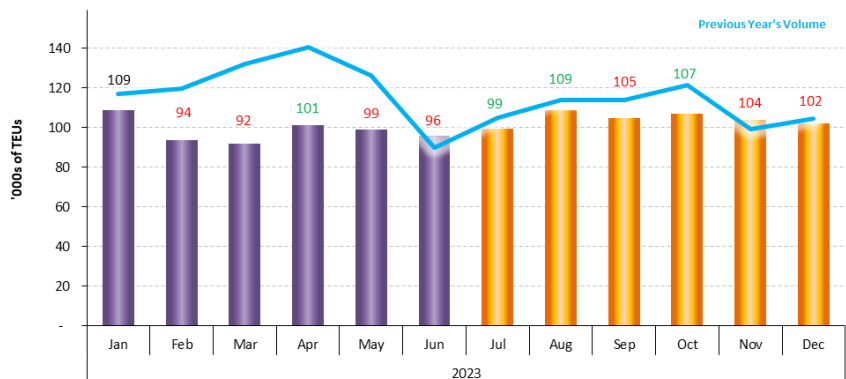
Headlines

- Imports decreased by 3.3 percent in June to 96,000 TEUs. The 3,000 TEU slide resulted in a 6.4 percent gain over the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 177.7. This is 10.6 points higher than the 167.1 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 590,000 TEUs for an 18.7 percent drop year-on-year (which is up versus last month's 22.3 percent fall).
- The forecast projects a 6.1 percent increase in imports between July and December versus the past six months (January through June), compared to a 9.5 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 4.7 percent versus the equivalent period of 2022, with 626,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 0.2 percent versus the equivalent period of 2023, with 592,000 TEUs.
- The forecast import volume for 2023 is 1.22 million TEUs, which would be a 12.1 percent decrease from 2022.

Monthly Change

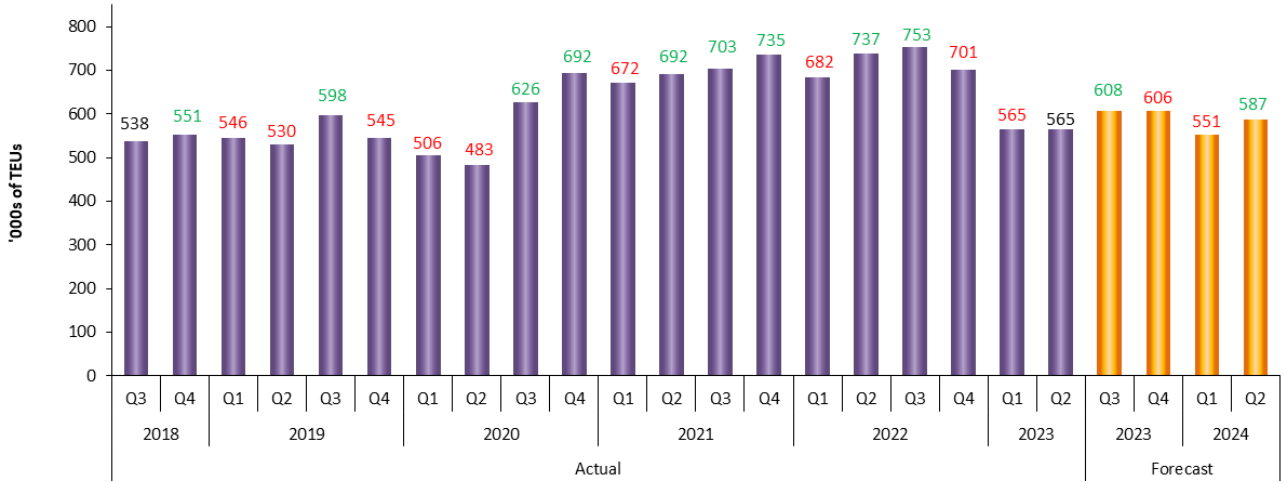
	Year	Month	Percent Change		
			vs Prior Month	vs Prior Year	
ACTUAL	2022	May	↘ -10.2%	↗ 18.0%	
		Jun	↘ -28.7%	↘ -14.7%	
		Jul	↗ 16.4%	↘ -12.2%	
		Aug	↘ 8.6%	↘ -0.7%	
		Sep	↘ -0.2%	↗ 15.7%	
		Oct	↘ 6.7%	↗ 12.6%	
		Nov	↘ -18.1%	↘ -21.8%	
		Dec	↘ 5.0%	↘ -12.1%	
		2023	Jan	↘ 4.3%	↘ -7.2%
			Feb	↘ -13.8%	↘ -21.6%
			Mar	↘ -2.2%	↘ -30.6%
			Apr	↗ 10.2%	↘ -28.2%
May	↘ -1.9%		↘ -21.5%		
Jun	↘ -3.3%		↗ 6.4%		
FORECAST	2023	Jul	↘ 3.7%	↘ -5.3%	
		Aug	↘ 9.5%	↘ -4.5%	
		Sep	↘ -3.5%	↘ -7.7%	
		Oct	↘ 2.0%	↘ -11.8%	
		Nov	↘ -2.7%	↗ 4.7%	
		Dec	↘ -1.9%	↘ -2.1%	

Monthly Import Volumes



Port of Savannah

Quarterly Import Volumes



Quarterly Change

	Quarter	Percent Change	
		vs Prior Quarter	vs Prior Year
ACTUAL	2021 Q1	↘ -3.0%	↗ 32.8%
	2021 Q2	↗ 3.0%	↗ 43.3%
	2021 Q3	↘ 1.6%	↗ 12.4%
	2021 Q4	↘ 4.5%	↘ 6.1%
ACTUAL	2022 Q1	↘ -7.1%	↘ 1.6%
	2022 Q2	↗ 8.0%	↘ 6.5%
	2022 Q3	↘ 2.2%	↘ 7.1%
	2022 Q4	↘ -7.0%	↘ -4.6%
FORECAST	2023 Q1	↘ -19.3%	↘ -17.2%
	2023 Q2	↘ -0.1%	↘ -23.4%
FORECAST	2023 Q3	↗ 7.6%	↘ -19.3%
	2023 Q4	↘ -0.3%	↘ -13.5%
FORECAST	2024 Q1	↘ -9.0%	↘ -2.5%
	2024 Q2	↗ 6.4%	↗ 3.9%

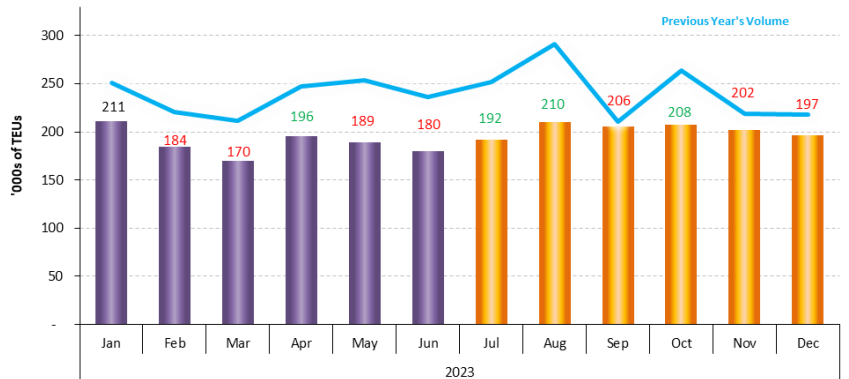
Headlines

- Imports decreased by 4.4 percent in June to 180,000 TEUs. The 8,000 TEU slide resulted in a 23.7 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 198.9. This is 61.9 points lower than the 260.8 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 1.13 million TEUs for a 20.4 percent drop year-on-year (which is down versus last month's 19.7percent fall).
- The forecast projects a 7.4 percent increase in imports between July and December versus the past six months (January through June), compared to a 2.4 percent gain between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 16.5 percent versus the equivalent period of 2022, with 1.21 million TEUs.
- The import volume in the first half of 2024 is forecast to increase by 0.7 percent versus the equivalent period of 2023, with 1.14 million TEUs.
- The forecast import volume for 2023 is 2.34 million TEUs, which would be an 18.4 percent decrease from 2022.

Monthly Change

	Month	Percent Change		
		vs Prior Month	vs Prior Year	
ACTUAL	2022 May	↗ 2.6%	↗ 7.6%	
	2022 Jun	↘ -6.7%	↗ 7.6%	
	2022 Jul	↗ 6.5%	↗ 10.5%	
	2022 Aug	↗ 15.6%	↗ 20.4%	
	2022 Sep	↘ -27.7%	↘ -9.8%	
	2022 Oct	↗ 25.4%	↘ 1.7%	
	2022 Nov	↘ -17.0%	↘ -7.6%	
	2022 Dec	↘ -0.7%	↘ -8.7%	
	ACTUAL	2023 Jan	↘ -3.1%	↘ -15.9%
		2023 Feb	↘ -12.6%	↘ -16.4%
		2023 Mar	↘ -7.5%	↘ -19.4%
		2023 Apr	↗ 14.9%	↘ -20.8%
2023 May		↘ -3.6%	↘ -25.6%	
2023 Jun		↘ -4.4%	↘ -23.7%	
FORECAST	2023 Jul	↗ 6.3%	↘ -23.8%	
	2023 Aug	↗ 9.8%	↘ -27.7%	
	2023 Sep	↘ -2.2%	↘ -2.2%	
	2023 Oct	↗ 1.0%	↘ -21.2%	
	2023 Nov	↘ -2.9%	↘ -7.9%	
	2023 Dec	↘ -2.6%	↘ -9.7%	

Monthly Import Volumes



Port of Jacksonville

Quarterly Import Volumes



Figures are for the public seaport terminals only

Quarterly Change

	Quarter	Percent Change	
		vs Prior Quarter	vs Prior Year
ACTUAL	2021 Q1	↔ -0.5%	↕ 13.6%
	2021 Q2	↔ -0.9%	↕ 18.5%
	2021 Q3	↘ -16.1%	↘ -15.4%
	2021 Q4	↘ 5.1%	↘ -13.0%
ACTUAL	2022 Q1	↘ -1.6%	↘ -14.0%
	2022 Q2	↘ 9.0%	↘ -5.4%
	2022 Q3	↘ 4.1%	↕ 17.4%
	2022 Q4	↘ 0.0%	↕ 11.7%
FORECAST	2023 Q1	↘ -15.0%	↘ -3.4%
	2023 Q2	↕ 17.6%	↘ 4.1%
FORECAST	2023 Q3	↘ -4.8%	↘ -4.8%
	2023 Q4	↘ -2.5%	↘ -7.2%
FORECAST	2024 Q1	↘ -9.0%	↘ -0.7%
	2024 Q2	↘ 5.6%	↘ -10.8%

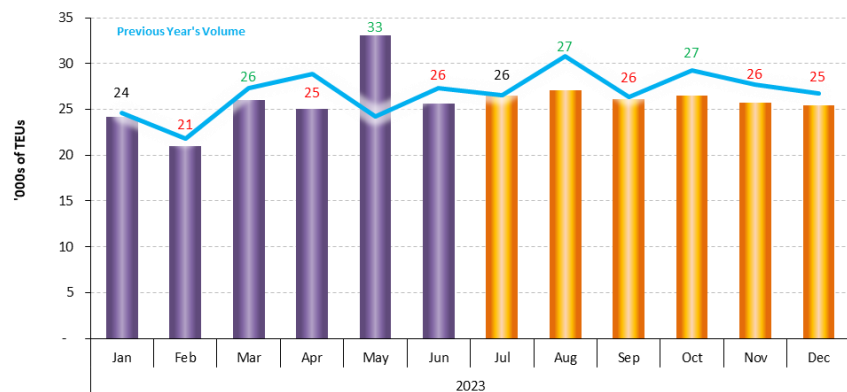
Headlines

- Imports fell by 7,000 TEUs to 26,000 TEUs in June. The 22.4 percent drop from May equated to a 6.0 percent slide from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 160.1. This is 10.3 points lower than the 170.4 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 155,000 TEUs for a 0.5 percent gain year-on-year (which is down versus last month's 1.9 percent increase).
- The forecast projects a 1.6 percent increase in imports between July and December versus the past six months (January through June), compared to an 8.6 percent gain between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 6.0 percent versus the equivalent period of 2022, with 157,000 TEUs.
- The import volume in the first half of 2024 is forecast to decrease by 6.2 percent versus the equivalent period of 2023, with 145,000 TEUs.
- The forecast import volume for 2023 is 312,000 TEUs, which would be a 2.9 percent decrease from 2022.

Monthly Change

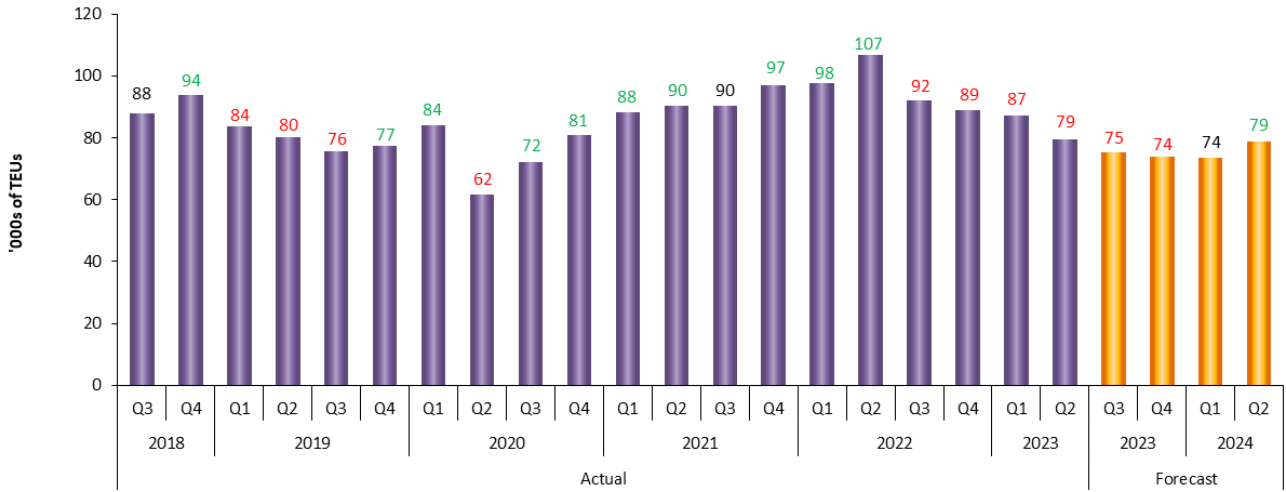
	Month	Percent Change		
		vs Prior Month	vs Prior Year	
ACTUAL	2022 May	↘ -16.3%	↘ -28.7%	
	2022 Jun	↕ 12.8%	↘ 1.8%	
	2022 Jul	↘ -2.7%	↕ 21.7%	
	2022 Aug	↕ 15.8%	↕ 25.6%	
	2022 Sep	↘ -14.2%	↘ 5.5%	
	2022 Oct	↕ 10.7%	↕ 40.1%	
	2022 Nov	↘ -5.2%	↕ 13.2%	
	2022 Dec	↘ -3.3%	↘ -9.5%	
	ACTUAL	2023 Jan	↘ -9.6%	↘ -1.5%
		2023 Feb	↘ -13.2%	↘ -3.7%
		2023 Mar	↕ 23.6%	↘ -5.0%
		2023 Apr	↘ -3.7%	↘ -13.5%
2023 May		↕ 32.2%	↕ 36.7%	
2023 Jun		↘ -22.4%	↘ -6.0%	
FORECAST	2023 Jul	↘ 3.2%	↘ -0.3%	
	2023 Aug	↘ 2.2%	↘ -12.0%	
	2023 Sep	↘ -3.3%	↘ -0.9%	
	2023 Oct	↘ 1.3%	↘ -9.3%	
	2023 Nov	↘ -3.0%	↘ -7.1%	
	2023 Dec	↘ -1.0%	↘ -4.9%	

Monthly Import Volumes



Port Everglades

Quarterly Import Volumes



Quarterly Change

	Year	Quarter	Percent Change		
			vs Prior Quarter	vs Prior Year	
ACTUAL	2021	Q1	↗ 8.7%	↗ 4.8%	
		Q2	↘ 2.5%	↕ 46.1%	
		Q3	↘ 0.1%	↕ 25.4%	
		Q4	↘ 7.1%	↕ 19.5%	
	2022	Q1	↘ 1.0%	↕ 11.1%	
		Q2	↘ 9.2%	↕ 18.3%	
		Q3	↘ -13.8%	↘ 1.9%	
		Q4	↘ -3.4%	↘ -8.1%	
	2023	Q1	↘ -1.9%	↘ -10.7%	
		Q2	↘ -9.1%	↘ -25.7%	
	FORECAST	2023	Q3	↘ -5.1%	↘ -18.2%
			Q4	↘ -1.7%	↘ -16.8%
2024		Q1	↘ -0.7%	↘ -15.8%	
		Q2	↘ 7.2%	↘ -0.8%	

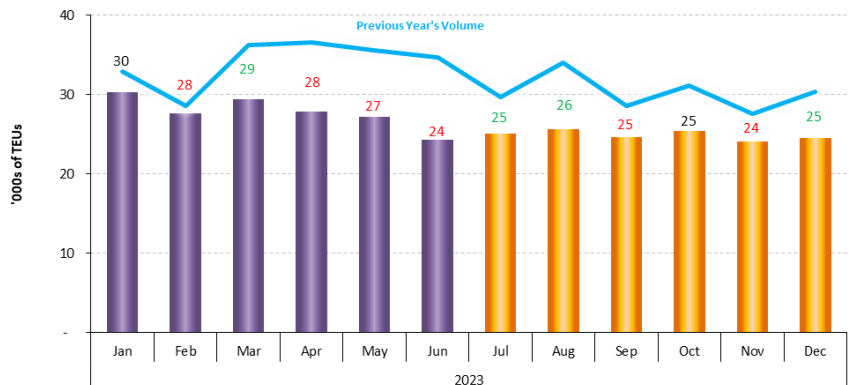
Headlines

- Imports fell by 3,000 TEUs to 24,000 TEUs in June. The 10.6 percent drop from May equated to a 30.0 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 112.1. This is 48.1 points lower than the 160.2 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 167,000 TEUs for an 18.5 percent drop year-on-year (which is down versus last month's 16.2 percent fall).
- The forecast projects a 10.4 percent decrease in imports between July and December versus the past six months (January through June), compared to an 11.5 percent slide between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 17.5 percent versus the equivalent period of 2022, with 149,000 TEUs.
- The import volume in the first half of 2024 is forecast to decrease by 8.7 percent versus the equivalent period of 2023, with 152,000 TEUs.
- The forecast import volume for 2023 is 316,000 TEUs, which would be an 18.1 percent decrease from 2022.

Monthly Change

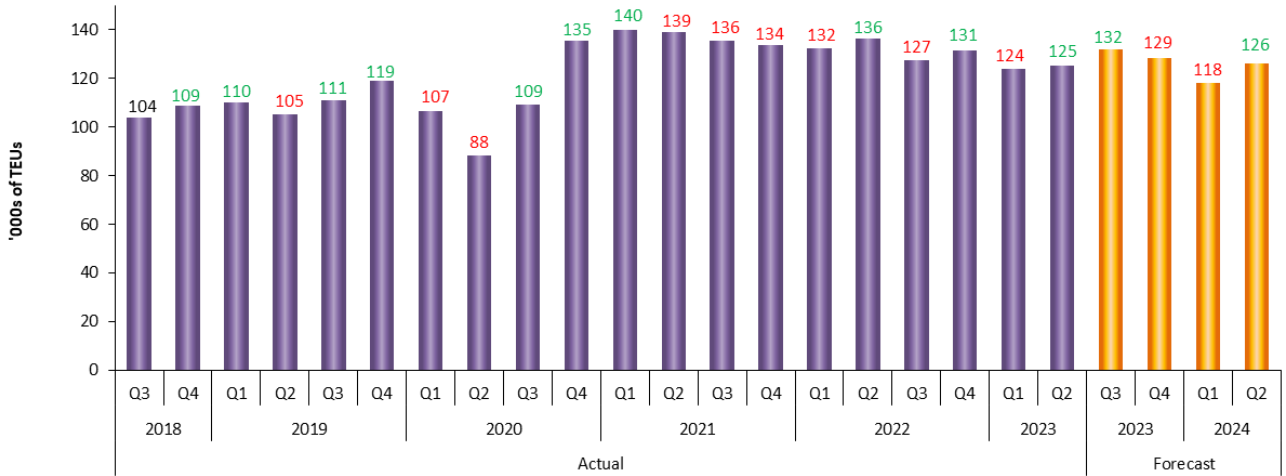
	Year	Month	Percent Change		
			vs Prior Month	vs Prior Year	
ACTUAL	2022	May	↘ -2.7%	↕ 16.9%	
		Jun	↘ -2.4%	↕ 12.4%	
		Jul	↘ -14.6%	↘ -3.8%	
		Aug	↕ 14.6%	↘ 4.7%	
		Sep	↘ -16.0%	↘ 5.2%	
		Oct	↘ 9.3%	↘ 4.2%	
		Nov	↘ -11.6%	↘ -19.5%	
		Dec	↕ 10.0%	↘ -7.3%	
		2023	Jan	↔ 0.0%	↘ -8.0%
			Feb	↘ -8.9%	↘ -3.5%
			Mar	↘ 6.6%	↘ -18.9%
			Apr	↘ -5.2%	↘ -23.7%
May	↘ -2.5%		↘ -23.5%		
Jun	↘ -10.6%		↘ -30.0%		
FORECAST	2023	Jul	↘ 3.2%	↘ -15.4%	
		Aug	↘ 2.0%	↘ -24.7%	
		Sep	↘ -3.6%	↘ -13.5%	
		Oct	↘ 2.9%	↘ -18.6%	
		Nov	↘ -5.1%	↘ -12.6%	
		Dec	↘ 1.9%	↘ -19.0%	

Monthly Import Volumes



Port Miami

Quarterly Import Volumes



Quarterly Change

	Year	Quarter	Percent Change	
			vs Prior Quarter	vs Prior Year
ACTUAL	2021	Q1	↗ 3.6%	↗ 31.3%
		Q2	↘ -0.8%	↗ 57.6%
		Q3	↘ -2.5%	↗ 24.1%
		Q4	↘ -1.3%	↘ -1.1%
	2022	Q1	↘ -1.1%	↘ -5.6%
		Q2	↗ 3.2%	↘ -1.9%
		Q3	↘ -6.6%	↘ -5.9%
		Q4	↗ 3.1%	↘ -1.7%
2023	Q1	↘ -5.8%	↘ -6.4%	
	Q2	↗ 1.0%	↘ -8.4%	
FORECAST	2023	Q3	↗ 5.4%	↗ 3.3%
		Q4	↘ -2.4%	↘ -2.2%
	2024	Q1	↘ -8.2%	↘ -4.7%
		Q2	↗ 6.7%	↗ 0.7%

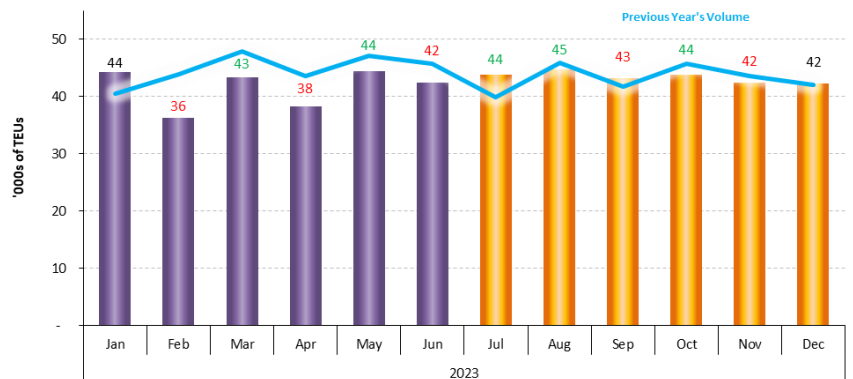
Headlines

- Imports decreased by 4.5 percent in June to 42,000 TEUs. The 2,000 TEU slide resulted in a 7.2 percent decrease from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 146.8. This is 11.4 points lower than the 158.2 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 249,000 TEUs for a 7.4 percent decrease year-on-year (which is unchanged from last month).
- The forecast projects a 4.6 percent increase in imports between July and December versus the past six months (January through June), compared to a 3.6 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to increase by 0.5 percent versus the equivalent period of 2022, with 260,000 TEUs.
- The import volume in the first half of 2024 is forecast to decrease by 2.0 percent versus the equivalent period of 2023, with 244,000 TEUs.
- The forecast import volume for 2023 is 509,000 TEUs, which would be a 3.5 percent decrease from 2022.

Monthly Change

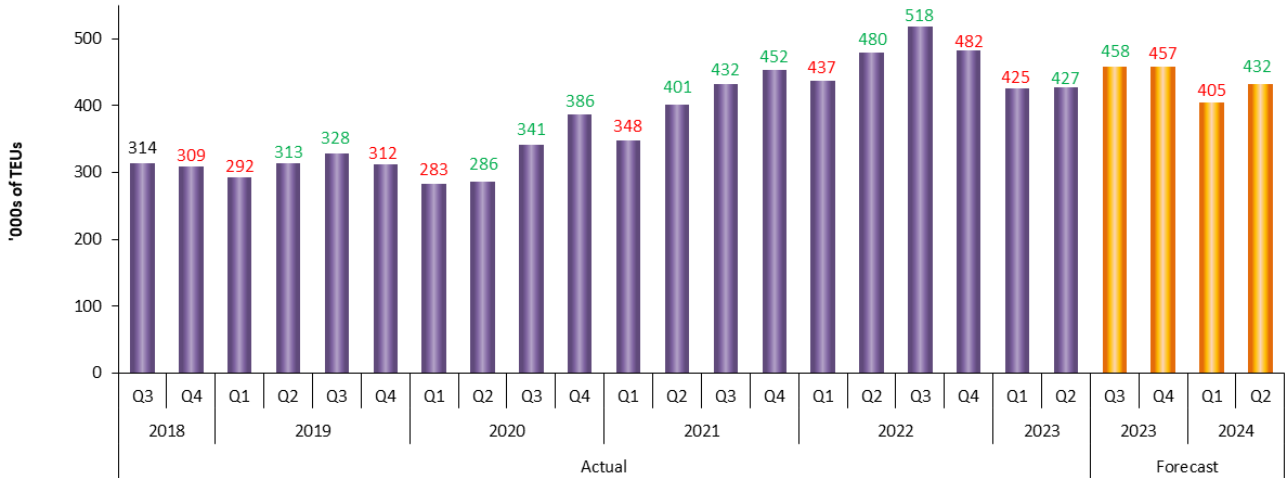
	Year	Month	Percent Change		
			vs Prior Month	vs Prior Year	
ACTUAL	2022	May	↗ 8.0%	↗ 5.5%	
		Jun	↘ -3.1%	↘ -2.3%	
		Jul	↘ -12.7%	↘ -10.2%	
		Aug	↗ 15.3%	↘ -6.2%	
		Sep	↘ -9.3%	↘ -1.2%	
		Oct	↗ 9.8%	↗ 2.6%	
		Nov	↘ -4.8%	↗ 14.9%	
		Dec	↘ -3.5%	↘ -17.7%	
		2023	Jan	↗ 5.1%	↗ 9.4%
			Feb	↘ -18.2%	↘ -17.6%
			Mar	↗ 19.8%	↘ -9.4%
			Apr	↘ -11.8%	↘ -12.3%
May	↗ 15.9%		↘ -5.9%		
Jun	↘ -4.5%		↘ -7.2%		
FORECAST	2023	Jul	↗ 3.4%	↗ 9.9%	
		Aug	↗ 2.3%	↘ -2.5%	
		Sep	↘ -3.7%	↗ 3.4%	
		Oct	↗ 1.7%	↘ -4.3%	
		Nov	↘ -3.2%	↘ -2.7%	
		Dec	↘ -0.3%	↗ 0.5%	

Monthly Import Volumes



Port Houston

Quarterly Import Volumes



Quarterly Change

	Quarter	Percent Change	
		vs Prior Quarter	vs Prior Year
ACTUAL	2021 Q1	↘ -9.8%	↗ 22.9%
	2021 Q2	↗ 15.2%	↗ 40.0%
	2021 Q3	↗ 7.8%	↗ 27.0%
	2021 Q4	↘ 4.6%	↗ 17.1%
ACTUAL	2022 Q1	↘ -3.3%	↗ 25.5%
	2022 Q2	↗ 9.7%	↗ 19.5%
	2022 Q3	↗ 8.0%	↗ 19.8%
	2022 Q4	↘ -7.0%	↘ 6.6%
FORECAST	2023 Q1	↘ -11.8%	↘ -2.7%
	2023 Q2	↗ 0.4%	↘ -10.9%
FORECAST	2023 Q3	↗ 7.3%	↘ -11.6%
	2023 Q4	↘ -0.2%	↘ -5.1%
FORECAST	2024 Q1	↘ -11.4%	↘ -4.8%
	2024 Q2	↗ 6.6%	↗ 1.1%

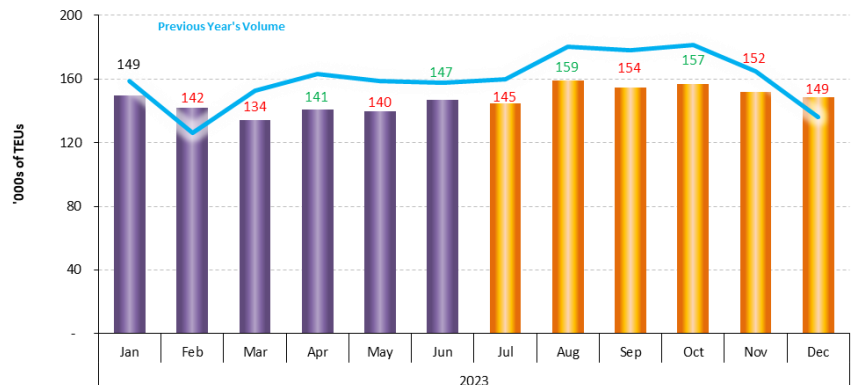
Headlines

- Imports increased by 4.9 percent in June to 147,000 TEUs. The 7,000 TEU gain equated to a 7.1 percent decrease versus the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 291.9. This is 22.2 points lower than the 314.1 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 852,000 TEUs for a 7.0 percent decrease year-on-year (which is unchanged from last month).
- The forecast projects a 7.4 percent increase in imports between July and December versus the past six months (January through June), compared to a 9.1 percent gain between the same two periods of last year.
- The import volume in the first half of 2024 is forecast to decrease by 8.5 percent versus the equivalent period of 2023, with 915,000 TEUs.
- The import volume in the first half of 2024 is forecast to decrease by 1.8 percent versus the equivalent period of 2023, with 837,000 TEUs.
- The forecast import volume for 2023 is 1.77 million TEUs, which would be a 7.8 percent decrease from 2022.

Monthly Change

	Month	Percent Change		
		vs Prior Month	vs Prior Year	
ACTUAL	2022 May	↘ -2.6%	↗ 19.5%	
	2022 Jun	↘ -0.6%	↗ 13.1%	
	2022 Jul	↗ 1.3%	↗ 16.5%	
	2022 Aug	↗ 12.7%	↗ 12.7%	
	2022 Sep	↘ -1.2%	↗ 31.5%	
	2022 Oct	↗ 1.9%	↗ 19.7%	
	2022 Nov	↘ -9.2%	↗ 7.9%	
	2022 Dec	↘ -17.4%	↘ -8.3%	
	ACTUAL	2023 Jan	↗ 9.8%	↘ -5.8%
		2023 Feb	↘ -5.0%	↗ 12.7%
		2023 Mar	↘ -5.7%	↘ -12.2%
		2023 Apr	↗ 5.1%	↘ -13.7%
2023 May		↘ -0.7%	↘ -12.0%	
2023 Jun		↗ 4.9%	↘ -7.1%	
FORECAST	2023 Jul	↘ -1.3%	↘ -9.5%	
	2023 Aug	↗ 9.8%	↘ -11.8%	
	2023 Sep	↘ -2.8%	↘ -13.2%	
	2023 Oct	↗ 1.4%	↘ -13.6%	
	2023 Nov	↘ -3.1%	↘ -7.8%	
	2023 Dec	↘ -2.0%	↗ 9.4%	

Monthly Import Volumes



Spot FAK Container Rates

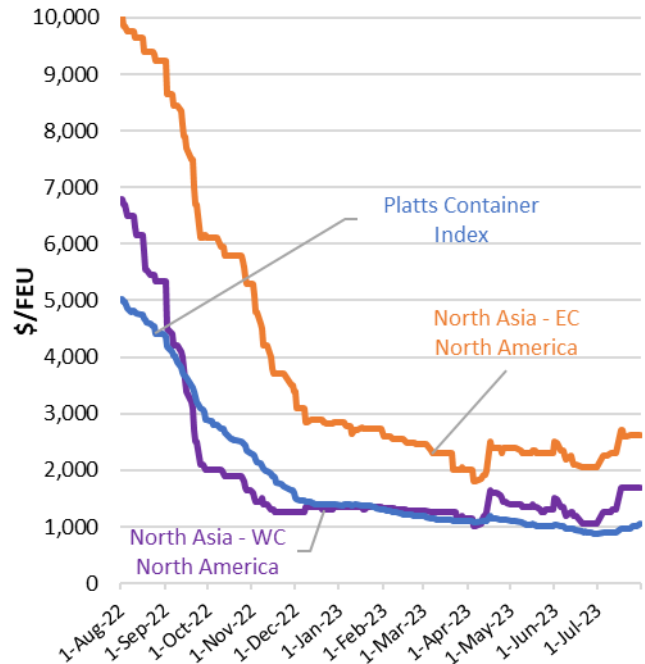
The Platts Container Rates by S&P Global Commodity Insights are independent spot freight rate assessments providing the container market with better tools for managing exposure to volatility in container freight markets. The Container Index is a weighted average of key global assessments, offering a view to the global marketplace.

Pricing Key Takeaways

- Rates for trans-Pacific imports into both North American coasts soared during July, with rates into the Pacific Coast reaching \$1,700/FEU and Atlantic imports landing at \$2,625/FEU by month's end.
- Carriers successfully implemented two General Rate Increases during July with the support of several market factors, including tightened capacity conditions, Canadian labor disruptions, slight seasonal volume increases, and Panama Canal drought regulations.
- The global container index climbed almost 19% during July to reach \$1,063.62/FEU -- the rate's highest level since mid-April.

Supply and Demand Review

- Carriers' efforts to manage capacity throughout spring materialized in July as many sources cited a decrease in space availability.
- While sources did report marginal volume upticks, market participants attribute most of the rate support to blanked sailings, shifted services and other capacity reductions.
- Despite low demand overall, market participants cited seasonal patterns as causation for mild volume upticks throughout the month.



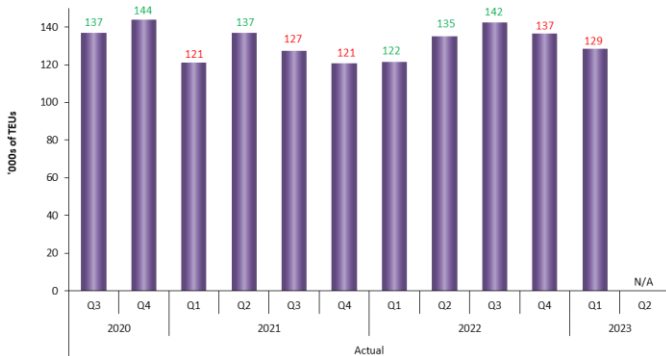
Provided by S&P Global Commodity Insights

Additional Ports

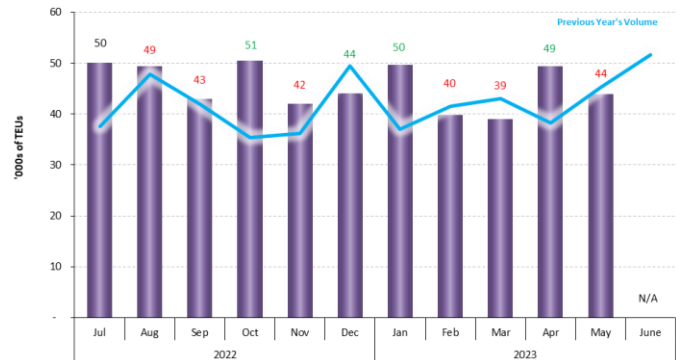
Loaded import volumes for the following three ports are not included in the GPT's summary tables/charts.

Port of Baltimore

Quarterly Import Volumes



Monthly Import Volumes



Monthly Change

	Month	Percent Change		
		vs Prior Month	vs Prior Year	
ACTUAL	2022	Jul	↓ -3.0%	↑ 33.0%
		Aug	↓ -1.2%	↔ 3.4%
		Sep	↓ -13.0%	↔ 2.4%
		Oct	↑ 17.6%	↑ 43.1%
		Nov	↓ -16.8%	↑ 16.3%
		Dec	↑ 4.9%	↓ -10.8%
	2023	Jan	↑ 12.6%	↑ 34.2%
		Feb	↓ -19.7%	↓ -4.0%
		Mar	↓ -2.3%	↓ -9.4%
		Apr	↑ 26.6%	↑ 28.8%
		May	↓ -11.1%	↓ -2.9%
		Jun	N/A	N/A

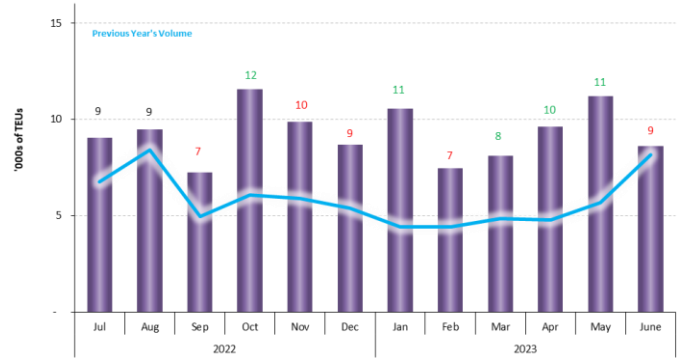
- June data for the Port of Baltimore was not available at the time of publication.

Port of Boston

Quarterly Import Volumes



Monthly Import Volumes



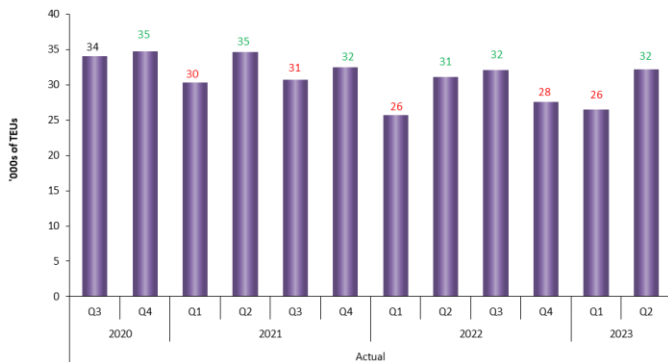
Monthly Change

Year	Month	Percent Change	
		vs Prior Month	vs Prior Year
2022	Jul	↑ 10.7%	↑ 33.8%
	Aug	↔ 5.0%	↑ 12.7%
	Sep	↓ -23.5%	↑ 46.4%
	Oct	↓ 59.2%	↑ 90.0%
	Nov	↓ -14.4%	↑ 68.1%
	Dec	↓ -12.4%	↑ 60.5%
2023	Jan	↑ 21.9%	↑ 139.7%
	Feb	↓ -29.3%	↑ 69.9%
	Mar	↔ 8.6%	↑ 66.8%
	Apr	↑ 18.6%	↑ 101.9%
	May	↑ 16.5%	↑ 97.9%
	Jun	↓ -23.1%	↔ 5.6%

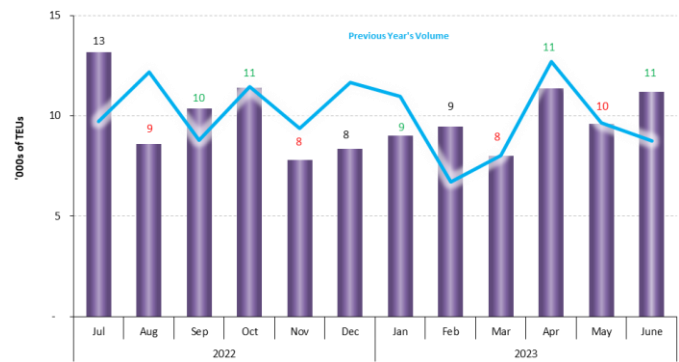
- Imports fell by 3,000 TEU or 23.1 percent in June to 9,000 TEUs, which equates to a 5.6 percent gain over the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 110.0. This is 5.8 points higher than the 104.2 recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 56,000 TEUs for a 72.3 percent jump year-on-year.

Port of New Orleans

Quarterly Import Volumes



Monthly Import Volumes



Monthly Change

Year	Month	Percent Change	
		vs Prior Month	vs Prior Year
2022	Jul	↑ 50.3%	↑ 35.7%
	Aug	↓ -34.7%	↓ -29.4%
	Sep	↑ 20.5%	↑ 17.8%
	Oct	↑ 10.2%	↔ -0.3%
	Nov	↓ -31.7%	↓ -16.7%
	Dec	↔ 7.1%	↓ -28.3%
2023	Jan	↔ 7.8%	↓ -17.9%
	Feb	↓ 5.0%	↑ 41.2%
	Mar	↓ -15.4%	↔ -0.3%
	Apr	↑ 42.3%	↓ -10.3%
	May	↓ -15.7%	↔ -0.5%
	Jun	↑ 16.8%	↑ 27.9%

- Imports jumped by 16.8 percent in June to 11,000 TEUs. The 2,000 TEU gain resulted in a 27.9 percent surge over the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for June is 161.5. This is 35.2 points higher than the 126.3 recorded in the same month of 2022.
- The year-to-date volume imported through the first half of 2023 totals 59,000 TEUs for a 3.3 percent gain year-on-year.

Year to Date Import Totals

Values are Import Full TEUs. Purple indicates reported numbers, orange indicates forecast numbers.
The totals cover through June.

	West Coast	East Coast	All Ports (incl. Gulf)
2022	7,667,964	6,594,726	15,179,318
2023	5,742,348	5,256,767	11,851,474
Percent Change	-25.1%	-20.3%	-21.9%

	LA&LB	Oakland	NW Seaport Alliance	Vancouver	Prince Rupert
2022	5,208,192	542,448	698,298	947,224	271,802
2023	3,876,497	392,315	495,693	780,082	197,761
Percent Change	-25.6%	-27.7%	-29.0%	-17.6%	-27.2%

	Montreal	NYNJ	Virginia	Charleston	Savannah
2022	425,992	2,513,615	882,047	726,106	1,419,515
2023	347,323	1,897,496	721,217	590,245	1,130,064
Percent Change	-18.5%	-24.5%	-18.2%	-18.7%	-20.4%

	Jacksonville	Port Everglades	Port Miami	Port Houston
2022	154,109	204,744	268,598	916,628
2023	154,878	166,777	248,767	852,359
Percent Change	0.5%	-18.5%	-7.4%	-7.0%

Year to Date Export Totals

Values are Export Full TEUs. Purple indicates reported numbers, orange indicates forecast numbers.
The totals cover through June.

	West Coast	East Coast	All Ports (incl. Gulf)
2022	2,442,491	3,141,326	6,185,483
2023	2,367,830	3,159,550	6,200,607
Percent Change	-3.1%	0.6%	0.2%

	LA&LB	Oakland	NW Seaport Alliance	Vancouver	Prince Rupert
2022	1,337,424	403,189	282,579	345,471	73,828
2023	1,276,491	359,461	270,734	395,269	65,875
Percent Change	-4.6%	-10.8%	-4.2%	14.4%	-10.8%

	Montreal	NYNJ	Virginia	Charleston	Savannah
2022	293,319	665,624	537,366	331,605	673,897
2023	287,352	651,332	555,232	357,932	684,806
Percent Change	-2.0%	-2.1%	3.3%	7.9%	1.6%

	Jacksonville	Port Everglades	Port Miami	Port Houston
2022	273,902	204,023	161,590	601,667
2023	267,398	194,219	161,279	673,228
Percent Change	-2.4%	-4.8%	-0.2%	11.9%

Raw Monthly Import Data

Values are Import Full TEUs. Purple indicates reported numbers, orange indicates forecast numbers.

		LA&LB	Oakland	NW Seaport		Prince Rupert	Montreal	NYNJ
				Alliance	Vancouver			
2022	Jul	861,627	69,463	88,502	155,914	32,925	65,877	402,969
	Aug	788,132	87,844	102,157	178,072	57,831	73,772	428,721
	Sep	686,133	77,803	102,148	166,819	47,725	59,168	423,424
	Oct	630,231	79,459	95,637	149,174	45,592	67,373	382,453
	Nov	566,522	68,646	86,708	139,767	37,030	54,639	349,658
	Dec	593,689	65,566	85,183	98,438	43,045	52,230	303,596
2023	Jan	635,434	66,637	79,067	121,081	39,012	53,668	323,981
	Feb	504,377	58,073	83,104	124,831	23,244	54,110	288,314
	Mar	599,110	60,311	79,264	115,375	30,556	56,319	286,142
	Apr	657,133	70,112	85,339	140,744	28,103	60,248	320,948
	May	770,811	70,887	78,151	142,999	42,557	63,100	351,430
	Jun	709,632	66,295	90,768	135,052	34,289	59,878	326,681
	Jul	720,666	72,457	112,597	98,860	25,244	62,377	340,202
	Aug	760,903	78,145	104,054	154,121	42,275	63,630	372,997
	Sep	738,394	75,313	98,525	149,634	41,276	60,140	361,935
	Oct	734,354	76,177	98,992	153,598	41,142	62,311	368,551
	Nov	706,261	73,422	95,445	146,957	39,234	60,753	358,152
	Dec	727,992	71,988	93,414	142,816	37,964	59,694	349,900

		Virginia	Charleston	Savannah	Jacksonville	Port Everglades	Port Miami	Port Houston
2022	Jul	149,829	104,846	251,761	26,552	29,664	39,838	159,881
	Aug	160,673	113,864	290,915	30,758	33,981	45,939	180,132
	Sep	143,416	113,654	210,367	26,394	28,536	41,682	177,979
	Oct	144,043	121,305	263,828	29,228	31,189	45,785	181,292
	Nov	123,179	99,380	219,089	27,694	27,560	43,593	164,619
	Dec	125,725	104,336	217,628	26,776	30,316	42,075	136,055
2023	Jan	134,589	108,786	210,804	24,205	30,320	44,234	149,400
	Feb	108,808	93,780	184,189	21,005	27,609	36,196	141,946
	Mar	105,315	91,694	170,295	25,972	29,424	43,363	133,912
	Apr	118,964	101,024	195,679	25,001	27,903	38,255	140,720
	May	129,203	99,130	188,728	33,053	27,205	44,354	139,745
	Jun	124,338	95,831	180,369	25,642	24,316	42,365	146,636
	Jul	129,860	99,334	191,719	26,473	25,106	43,798	144,734
	Aug	141,744	108,731	210,427	27,056	25,604	44,784	158,906
	Sep	136,855	104,946	205,725	26,150	24,676	43,107	154,445
	Oct	139,992	106,998	207,768	26,502	25,401	43,820	156,641
	Nov	135,750	104,073	201,742	25,719	24,100	42,419	151,855
	Dec	132,530	102,116	196,589	25,457	24,568	42,271	148,787

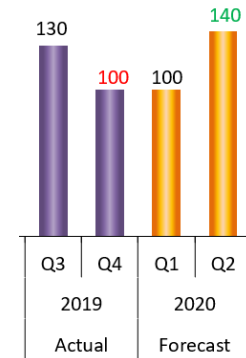
How to Read the Tables and Charts

The North American edition of the Global Port Tracker provides details on import volumes at ports at the monthly and quarterly level. Each of the primary tracked ports is examined on a separate page, with information on actual and forecast import volumes, key pieces of news, and an analysis of any trends. Furthermore, a table and graphs that depict detailed information accompany each port page.

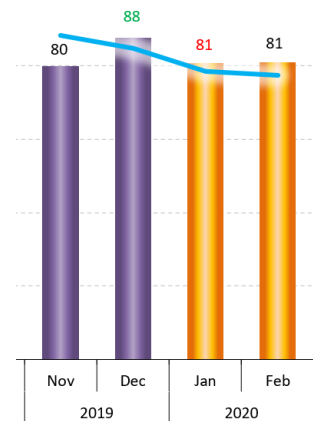
Quarterly and annual change for each port is indicated in a table. In addition to the actual percentage changes, a series of icons are included to help make trends apparent. A quarter or year with a 10 percent decrease or more has a downward red arrow; between negative ten and zero a downward yellow arrow; between zero and positive ten an upward yellow arrow; and an increase greater than 10 percent has an upward green arrow. A horizontal yellow arrow indicates no significant change.

	Percent Change			
	vs Prior Quarter		vs Prior Year	
Q1	↓	-10.0%	↔	-1.0%
Q2	↘	-5.0%	→	0.0%
Q3	↗	5.0%	→	0.0%
Q4	↑	10.0%	↗	1.0%

A quarterly bar chart depicts actual and forecast import levels for each port at the quarterly level, measured in thousands of TEUs. The chart depicts historical data with a purple bar and forecast data with an orange bar.



The volume of trade each quarter is indicated above each bar in thousands of TEUs, and is color coded to assist in viewing trends in the data. A green number indicates an increase from the prior quarter, while a red number indicates a decrease. A black value is used either for the first quarter's data or to reflect no change from the previous month.



The monthly bar chart depicts actual and forecast import levels for each port at the monthly level, measured in thousands of TEUs. The chart details one year of activity. As with the quarterly chart, each bar represents the volume of imports, with a purple bar for actual data and an orange bar for forecast data.

The volume of trade each month is indicated above each bar in thousands of TEUs and is again color coded to assist in viewing trends in the data. The blue line indicates the volume of trade in the same month one year earlier.

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