

GlobalPortTracker

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

October 2023



in partnership with the

NRF National
Retail
Federation



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Editorial:

The Problem With Interest Rate Lag

The economy, by most accounts, is in a sustainable growth mode. Final data from the Bureau of Economic Analysis indicates that real gross domestic product increased at an annual rate of 2.1% in the second quarter following growth of 2.2% in the first quarter. This should indicate that the economy has survived both the pandemic and inflation without a recession. Meanwhile, overall inflation is generally coming down and the unemployment rate is holding mostly steady. So we should be looking forward to further growth – or should we?

Economists remain at odds over where the economy is headed. Surveys suggest that consumers do not believe inflation is falling or that government economic policies are working. Why is there a disconnect and why is there a growing belief that the economy is weakening?

Part of the answer lies in interest rates. The Federal Reserve has been steadily increasing rates over the past year. The last review in September was the second time this year where there was no increase in the benchmark rate. It is generally accepted that rising interest rates will slow down the economy but could also potentially trigger a recession if pushed too far. What is not fully agreed on is the time lag between when rates are increased and when the effect is seen. Long-term rates have been relatively low while short-term rates were creeping up. This has now reversed, and long-term rates have returned to normal but short-term rates are at a 15-year high. This is a strong signal that mortgages will rise further, increasing the pressure on the housing market, and also impacts investments. Car and grocery prices remain high, and consumers feel this directly in their pockets, causing a reduction in discretionary spending that will further reduce retail imports.

We are already seeing this in the operational decisions carriers are making. They have slowed down their ships in an attempt to cut capacity without having to take vessels out of service as new, larger ones ordered when demand was higher are delivered. Even so, ships are not sailing fully loaded, and freight rates are declining as a result. That's a further indication that no cargo growth from current levels is expected on the near-term horizon. Perhaps 2024 will be better.

-Ben Hackett



Executive Summary

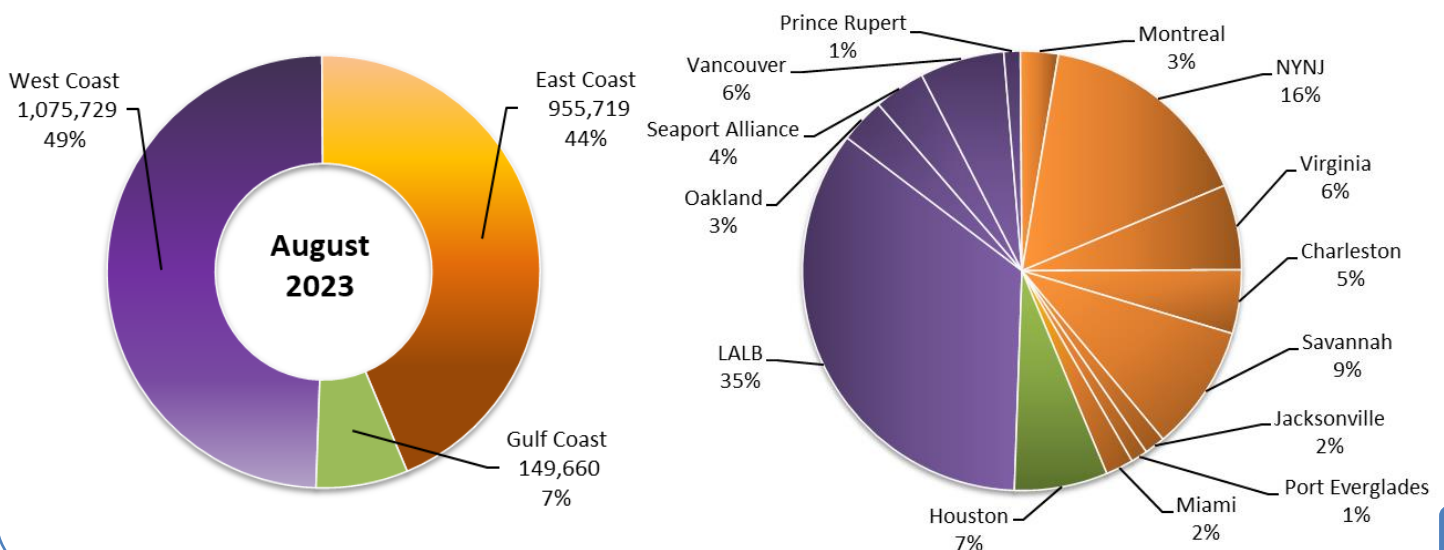
- The total volume of loaded imports at the tracked ports increased by 69,000 TEUs between July and August to 2.18 million TEUs. This represents a 3.2 percent gain over July and equates to a 15.2 percent fall year-on-year. Loaded imports are projected to decrease by 13.7 percent in 2023 to 24.75 million TEUs.
- The combined loaded import volume at the monitored West Coast ports increased by 130,000 TEUs between July and August, which equates to a 13.8 percent jump. The total loaded import volume was 1.08 million TEUs, which equated to an 11.4 percent fall from the same month of last year. The ports of Los Angeles, Long Beach, and Vancouver all posted a double-digit percentage gain over July, while the remaining locations posted a single-digit percentage decrease. From a year-on-year perspective, every port experienced a double-digit percentage drop except Los Angeles which posted a single-digit percentage increase. Loaded imports are projected to decrease by 14.6 percent in 2023 to 11.91 million TEUs.
- The combined loaded import volume at the primary monitored East Coast ports decreased by 45,000 TEUs between July and August to 1.00 million TEUs. The 4.5 percent decrease equates to an 18.9 percent drop from the same month of 2022. Monthly growth was split, with Montreal, Jacksonville,

Change in Import Volume, August 2023 versus:

		Jul-23	Aug-22	2023 YTD
West Coast	LALB	↑ 19.4%	↓ -3.7%	↓ -23.1%
	Oakland	↓ -7.2%	↓ -17.5%	↓ -22.4%
	Seaport Alliance	↓ -6.7%	↓ -19.0%	↓ -24.9%
	Vancouver	↑ 17.1%	↓ -23.9%	↓ -19.5%
	Prince Rupert	↓ -4.7%	↓ -54.5%	↓ -30.6%
	Coast Total	↑ 13.8%	↓ -11.4%	↓ -23.1%
East Coast	Montreal	↑ 10.3%	↓ -17.6%	↓ -18.1%
	NYNJ	↓ -6.2%	↓ -18.6%	↓ -21.7%
	Virginia	↓ -3.4%	↓ -14.9%	↓ -16.2%
	Charleston	↓ -5.2%	↓ -10.2%	↓ -15.3%
	Savannah	↓ -12.1%	↓ -30.4%	↓ -20.4%
	Jacksonville	↑ 37.2%	↗ 8.1%	↗ 0.4%
	Port Everglades	↗ 4.2%	↓ -21.1%	↓ -18.3%
	Miami	↗ 0.7%	↓ -3.1%	↓ -4.8%
Coast Total	↓ -4.5%	↓ -18.9%	↓ -18.4%	
Gulf	Houston	↓ -9.9%	↓ -16.9%	↓ -7.0%
GPT Total	↗ 3.2%	↓ -15.2%	↓ -20.0%	

Port Everglades, and Miami all posting gains, with double-digit percentage jumps at Montreal and Jacksonville and a double-digit percentage drop at Savannah. Every port posted a year-on-year decline except Jacksonville, and of these all posted double-digit percentage decreases except Miami. Loaded imports are projected to decrease by 13.6 percent in 2023 to 11.08 million TEUs.

- Loaded imports at Houston decreased by 9.9 percent in August (or 16,000 TEUs) to 150,000 TEUs. This equates to a 16.9 percent drop year-on-year. Loaded imports are projected to decrease by 8.1 percent in 2023 with a total of 1.76 million TEUs.



Global Economic Overview

- Alphaliner reported that, as of August 28th, the idle fleet of containerships with a capacity of 500 TEU and greater stood at 237,997 TEUs spread across 86 vessels (versus 255,712 TEUs and 81 vessels the same point of last month). There were 9 idle vessels with a capacity greater than 7,500 TEUs (versus 10 last month). The idle fleet accounts for 0.9 per cent of the total available capacity (which is unchanged from last month). A further 163 vessels with a combined capacity of 651,171 TEUs were listed as being in a shipyard for routine maintenance, repairs, retrofits, etc., including 27 vessels with a capacity of at least 7,500 TEUs).
- China's official manufacturing Purchasing Managers' Index returned to growth territory as it increased for a fourth consecutive month in September with a reading of 50.2 (versus 49.7 in August). The New Orders sub-index increased from 50.2 to 50.5.
- In the UK, the Office for National Statistics reported that retail sales volumes excluding automotive fuel increased by 0.6 percent in August and were 1.4 percent lower year-on-year. The volume was down 0.5 percent compared to the pre-pandemic reading from February 2020. The value of retail sales increased by 0.7 percent over July for a 6.4 percent gain year-on-year and a 19.0 percent jump over February 2020.
- Eurostat reported that the volume of retail sales for non-food products (except automotive fuel) in the euro area decreased by 0.9 percent between July and August, which equated to a 0.2 percent slide year-on-year. The subcategory of mail and internet orders decreased by 4.5 percent versus July for a 1.0 percent slide year-on-year. German retail sales were down 1.2 percent from July for a 2.3 percent decline year-on-year while France saw a 2.8 percent decrease from July for a 3.7 percent decline year-on-year.
- Statistics Canada reported that the value of total retail sales increased by 0.3 percent in July versus June, while the volume of sales decreased by 0.2 percent. The advance estimate for August is for total retail sales to decrease by 0.3 percent. Core retail sales, which exclude gasoline stations and motor vehicle and parts dealers, increased by 1.3 percent in July. E-commerce sales accounted for 6.0 percent of total retail sales in July. Wholesale sales (excluding petroleum products) increased by 0.2 percent in July, while the inventory-to-sales ratio decreased from 1.59 in June to 1.58 in July.
- The UN's Trade and Development Report 2023 projected that world economic growth would slow from 3.0 percent in 2022 to 2.4 percent in 2023 before strengthening to 2.5 percent in 2025. The report estimates the euro zone to increase by 0.4 percent in 2023 and 1.2 percent in 2024, and projects the US to grow by 2.0 percent and 1.9 percent in 2023 and 2024 respectively, and for Canada to grow by 1.3 percent and 1.0 percent, respectively.

Freight Rate Outlook by S&P Global Commodity Insights

Prospects for a demand and resultant rate recovery in the fourth quarter have been all but dashed, as liners have come to terms with a bleak landscape through the year-end. A brief yet material rate recovery in Q3 has borne little fruit, as key US import rates are once again headed toward loss-making territory for ocean liners.

Forward demand signals from cargo owners remain tepid, which would indicate that freight rates are likely to remain under significant pressure until at least the first quarter of 2024. Even so, carriers have continued to try and levy General Rate Increases, albeit unsuccessfully.

While logjams at the Panama Canal remain a concern for shippers, the container sector has remained largely unaffected, and Asia-USEC spot freight has continued to ease. Platts Container Rate 5 -- North Asia-US Atlantic Coast -- ended Q3 at \$2,150/FEU, down 35% in September despite canal transit slowdowns. Market sentiment suggests that Asia-East Coast North America spot rates will settle around \$2,000/FEU in Q4.

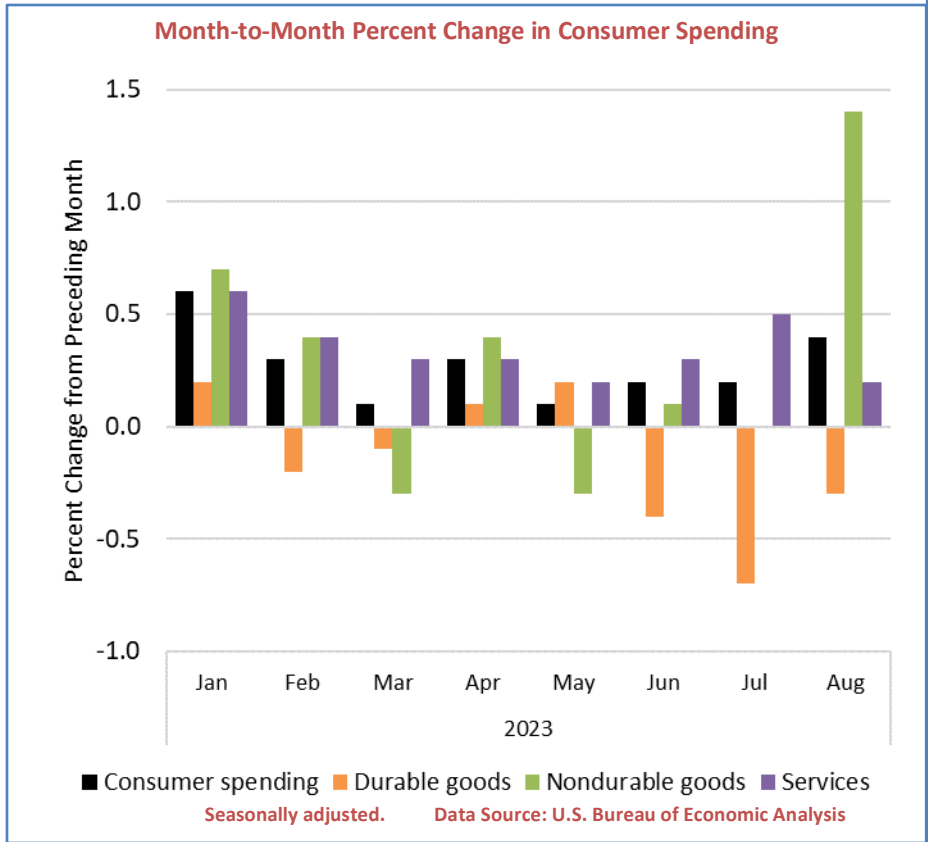
The differential between East/West Coast discharges has narrowed, and began the fourth quarter at \$550/FEU, the tightest spread seen this year. As waning appetite for bookings into the US East Coast left vessels underutilized, carriers were prompted to offer lower rates in the market.

2024-25 volume contracts are already being discussed by top-tier cargo owners. Most of the owners indicated rates for upcoming contracts are not yet clear, but that they could be at parity with prior-year levels should demand fail to increase before tender season in the spring.

Contact the S&P Global container freight team at Containers@spglobal.com

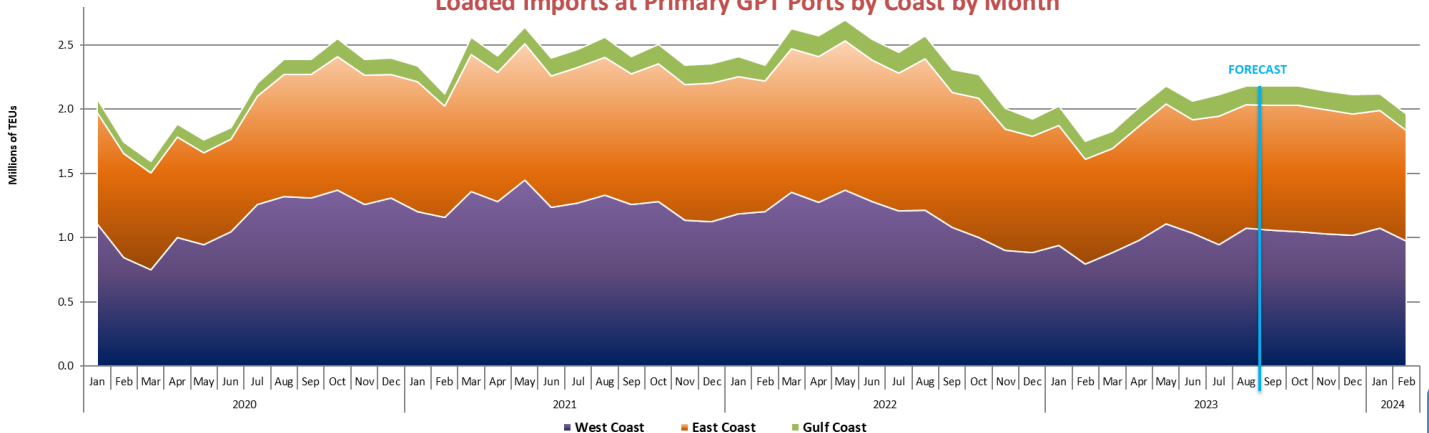
North America Economic Overview

- The U.S. Bureau of Economic Analysis reported that personal income and consumer spending increased by 0.4 percent between July and August. Spending on durable goods decreased by 0.3 percent in August while spending on non-durable goods increased by 1.4 percent. The BEA noted that “current-dollar personal income in August primarily reflected increases in compensation, personal income receipts on assets, rental income of persons, and proprietors’ income”.
- The US Census Bureau reported that the preliminary seasonally adjusted inventories to sales ratio for retail trade excluding motor vehicles and parts decreased from 1.20 in June to 1.19 in July (and was down from 1.21 in July 2022). Furniture, home furnishings, electronics and appliance stores remained level at 1.59 and was down from 1.71 in July 2022, while the ratio for building materials, garden equipment and supplies decreased from 1.93 to 1.92 (and was down from the July 2022 reading of 1.96). The inventory to sales ratio for clothing and clothing accessories stores decreased from (a downwardly revised) 2.38 in June to 2.37 in July (versus 2.40 in July 2022), while general merchandise stores decreased from 1.42 to 1.41 (and was down from 1.50 in July 2022).
- The advance estimate of seasonally adjusted retail sales and food services excluding motor vehicle and parts dealers and gasoline stations for August increased by 0.2 percent over July and grew by 3.6 percent year-on-year, according to data from the US Census Bureau. Clothing and clothing accessories



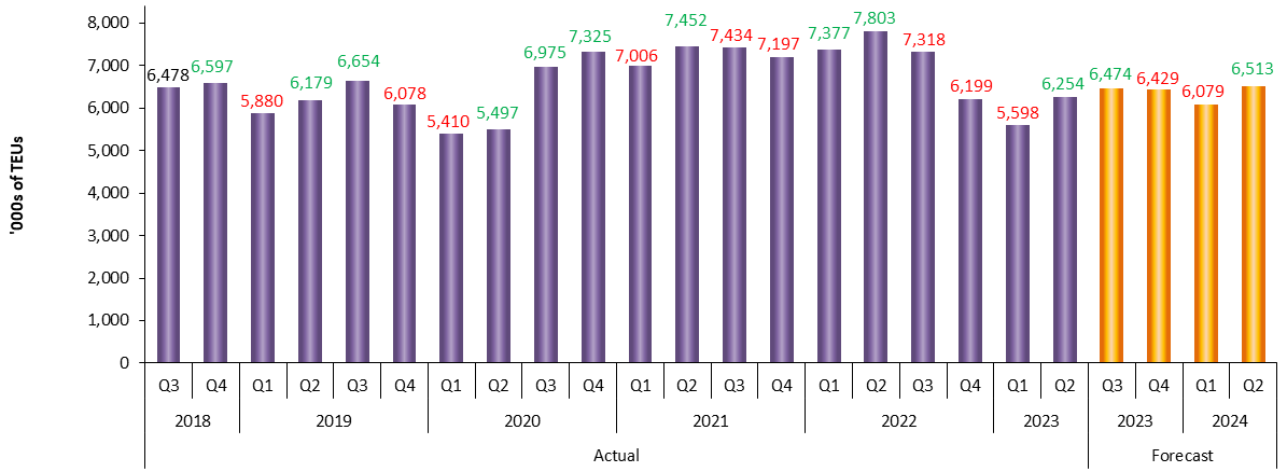
store sales increased by 0.9 percent between July and August (for a 1.3 percent gain year-on-year), while sales at furniture and home furnishing stores were down 1.0 percent from July (for a 7.8 percent slide year-on-year), and electronics and appliance stores increased by 0.7 percent (for a 1.8 percent decrease year-on-year). Sales at general merchandise stores increased by 0.3 percent month-on-month for a 2.0 percent gain year-on-year, while sales at non-store retailers remained level between July and August (which equated to a 7.2 percent increase year-on-year).

Loaded Imports at Primary GPT Ports by Coast by Month



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%	↘ -19.8%	
	FORECAST	2023	Q3	↗ 3.5%	↘ -11.5%
			Q4	↘ -0.7%	↗ 3.7%
2024		Q1	↘ -5.4%	↗ 8.6%	
		Q2	↗ 7.1%	↘ 4.1%	

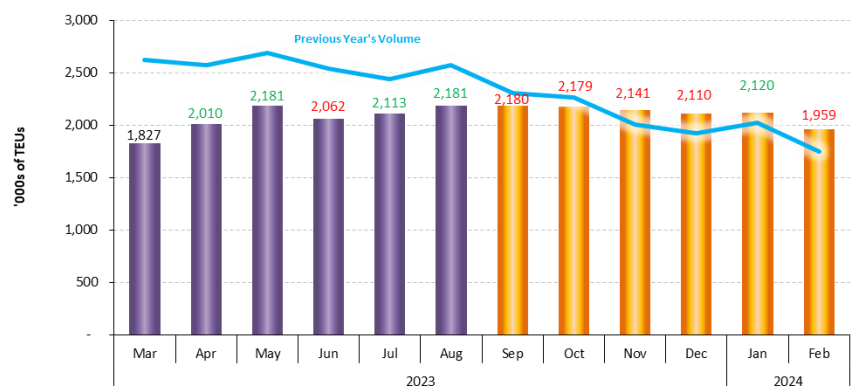
Headlines

- Imports to the primary ports tracked by the North American edition of the Global Port Tracker increased by 3.2 percent in August. The 69,000 TEU gain to 2.18 million TEUs equated to a 15.2 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 143.1. This is 25.7 points lower than the 168.8 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 16.15 million TEUs for a 20.0 percent drop year-on-year (which is up versus last month's 20.7 percent fall).
- The forecast projects a 2.5 percent increase in imports between September and February versus the past six months (March through August), compared to a 20.5 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 4.5 percent versus the equivalent period of 2022, with 12.90 million TEUs.
- The import volume in the first half of 2024 is forecast to increase by 6.2 percent versus the equivalent period of 2023, with 12.59 million TEUs.
- The forecast import volume for 2023 is 24.75 million TEUs, which would be a 13.7 percent decrease from 2022.

Monthly Change

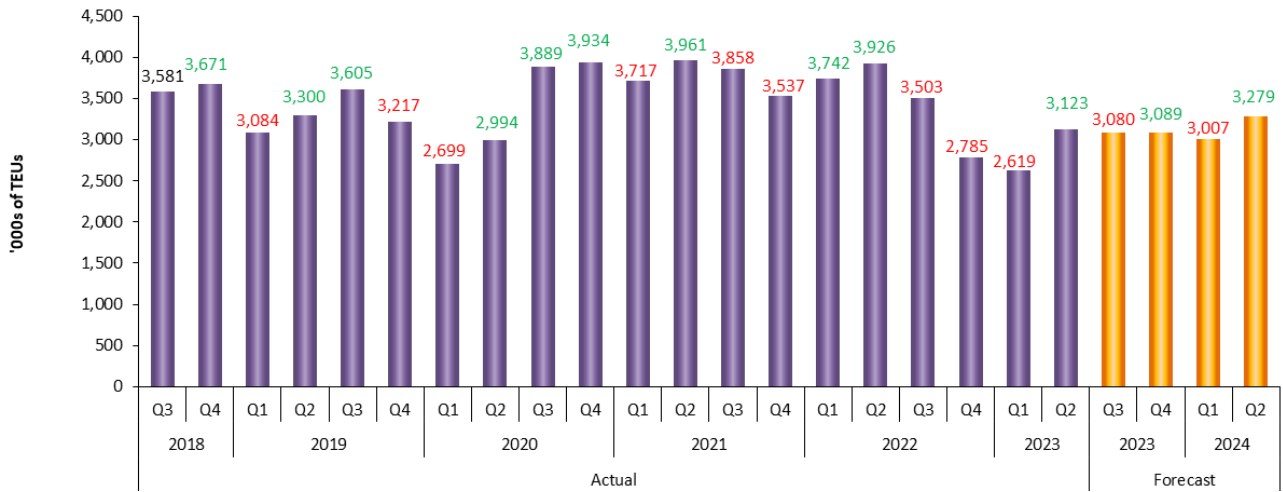
	Year	Month	Percent Change	
			vs Prior Month	vs Prior Year
ACTUAL	2022	Jul	↘ -4.0%	↘ -0.9%
		Aug	↗ 5.5%	↘ 0.5%
		Sep	↘ -10.4%	↘ -4.4%
		Oct	↘ -1.7%	↘ -9.4%
		Nov	↘ -11.4%	↘ -14.3%
		Dec	↘ -4.2%	↘ -18.1%
	2023	Jan	↗ 5.0%	↘ -16.1%
		Feb	↘ -13.4%	↘ -25.3%
		Mar	↗ 4.4%	↘ -30.4%
		Apr	↗ 10.0%	↘ -21.8%
		May	↗ 8.5%	↘ -18.9%
		Jun	↘ -5.5%	↘ -18.8%
Jul		↗ 2.4%	↘ -13.4%	
Aug		↗ 3.2%	↘ -15.2%	
FORECAST	2023	Sep	↔ 0.0%	↘ -5.4%
		Oct	↘ -0.1%	↘ -3.9%
		Nov	↘ -1.7%	↗ 6.6%
	2024	Dec	↘ -1.4%	↗ 9.6%
		Jan	↗ 0.5%	↗ 4.9%
		Feb	↘ -7.6%	↗ 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%	↘ -20.4%
FORECAST	2023 Q3	↘ -1.4%	↘ -12.1%
	2023 Q4	↗ 0.3%	↗ 10.9%
FORECAST	2024 Q1	↘ -2.7%	↗ 14.8%
	2024 Q2	↗ 9.0%	↗ 5.0%

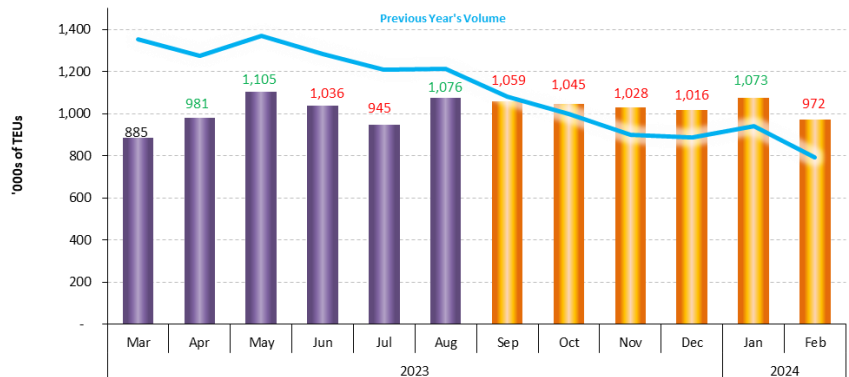
Headlines

- Imports to the west coast ports tracked by the GPT surged by 13.8 percent in August to 1.08 million TEUs. The 130,000 TEU jump resulted in an 11.4 percent drop from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 117.8. This is 15.2 points lower than the 133.0 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 7.76 million TEUs for a 23.1 percent drop year-on-year (which is up versus last month's 24.7 percent fall).
- The forecast projects a 2.7 percent increase in imports between September and February versus the past six months (March through August), compared to a 27.3 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 1.9 percent versus the equivalent period of 2022, with 6.17 million TEUs.
- The import volume in the first half of 2024 is forecast to increase by 9.5 percent versus the equivalent period of 2023, with 6.29 million TEUs.
- The forecast import volume for 2023 is 11.91 million TEUs, which would be a 14.6 percent decrease from 2022.

Monthly Change

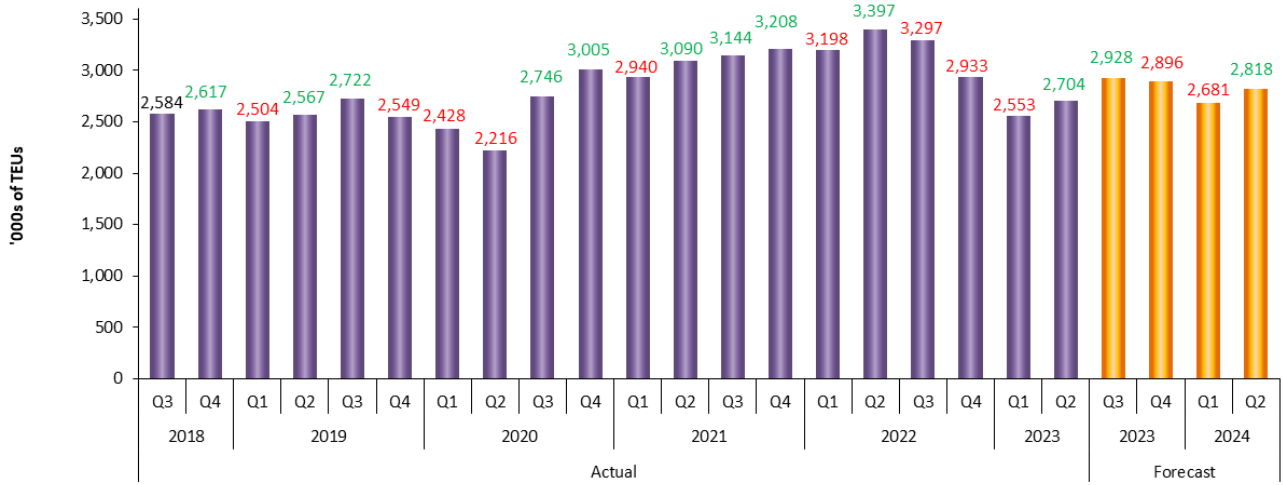
	Month	Percent Change	
		vs Prior Month	vs Prior Year
ACTUAL	2022 Jul	↘ -5.8%	↘ -4.9%
	2022 Aug	↗ 0.5%	↘ -8.7%
	2022 Sep	↘ -11.0%	↘ -14.1%
	2022 Oct	↘ -7.5%	↘ -21.8%
	2022 Nov	↘ -10.1%	↘ -20.8%
	2022 Dec	↘ -1.4%	↘ -21.1%
ACTUAL	2023 Jan	↗ 6.2%	↘ -20.7%
	2023 Feb	↘ -15.7%	↘ -33.9%
	2023 Mar	↗ 11.5%	↘ -34.7%
	2023 Apr	↗ 10.9%	↘ -23.0%
	2023 May	↗ 12.6%	↘ -19.3%
	2023 Jun	↘ -6.2%	↘ -19.2%
ACTUAL	2023 Jul	↘ -8.8%	↘ -21.8%
	2023 Aug	↗ 13.8%	↘ -11.4%
FORECAST	2023 Sep	↘ -1.6%	↘ -2.0%
	2023 Oct	↘ -1.3%	↗ 4.5%
	2023 Nov	↘ -1.7%	↗ 14.4%
FORECAST	2023 Dec	↘ -1.1%	↗ 14.7%
	2024 Jan	↗ 5.6%	↗ 14.0%
2024 Feb	↘ -9.5%	↗ 22.4%	

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%	
	Q3	8.3%	-11.2%	
	Q4	-1.1%	-1.3%	
FORECAST	2024	Q1	-7.4%	5.0%
		Q2	5.1%	4.2%

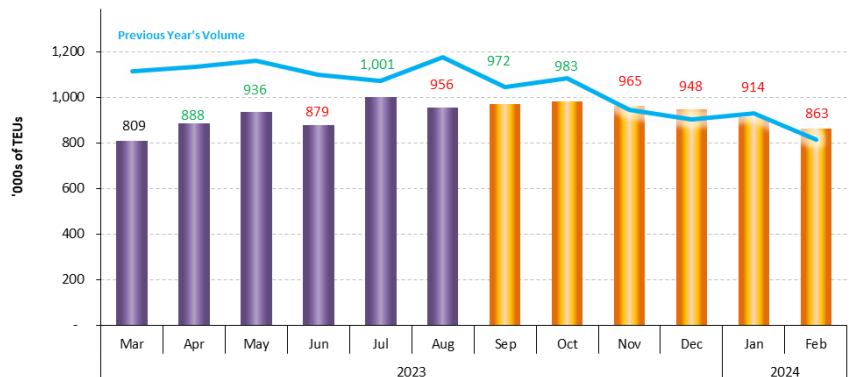
Headlines

- Imports to the primary east coast ports tracked by the GPT decreased by 4.5 percent or 45,000 TEU in August to 956,000 TEUs. This equates to an 18.9 percent drop from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 170.2. This is 39.7 points lower than the 209.9 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 7.21 million TEUs for an 18.4 percent drop year-on-year (which is unchanged versus last month).
- The forecast projects a 3.2 percent increase in imports between September and February versus the past six months (March through August), compared to a 15.4 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 6.5 percent versus equivalent period of 2022, with 5.82 million TEUs.
- The import volume in the first half of 2024 is forecast to increase by 4.6 percent versus the equivalent period of 2023, with 5.50 million TEUs.
- The forecast import volume for 2023 is 11.08 million TEUs, which would be a 13.6 percent decrease from 2022.

Monthly Change

	Month	Percent Change		
		vs Prior Month	vs Prior Year	
ACTUAL	2022	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	13.8%	-6.6%
		Aug	-4.5%	-18.9%
	2023	Sep	1.7%	-7.2%
		Oct	1.1%	-9.4%
		Nov	-1.8%	2.1%
	2024	Dec	-1.7%	5.0%
Jan		-3.5%	-1.7%	
Feb	-5.7%	6.0%		

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	↘ -1.2%	↘ -9.6%
			Q4	↘ -0.8%	↗ 16.9%
2024		Q1	↘ -2.3%	↗ 17.6%	
		Q2	↗ 8.8%	↘ 4.1%	

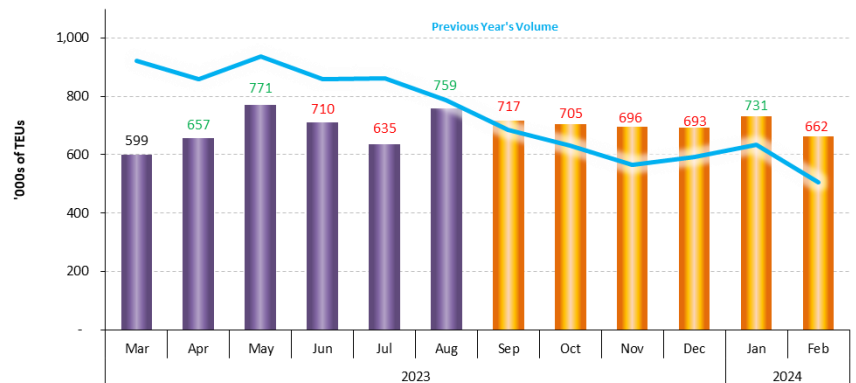
Headlines

- Imports surged by 19.4 percent in August to 759,000 TEUs. The 123,000 TEU jump resulted in a 3.7 percent slide from the same month of 2022.
- Imports at the Port of Los Angeles surged by 18.9 percent in August, while the volume at the Port of Long Beach surged by 20.0 percent. In terms of year-on-year change, the two ports experienced a 7.3 percent gain and a 15.4 percent fall, respectively.
- Compared to the 100-point base year of 2012, the Import Index for August is 127.2. This is 5.0 points lower than the 132.2 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 5.27 million TEUs for a 23.1 percent drop year-on-year (which is up versus last month's 25.7 percent fall).
- The forecast projects a 1.8 percent increase in imports between September and February versus the past six months (March through August), compared to a 30.8 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to increase by 1.9 percent versus the equivalent period of 2022, with 4.20 million TEUs.
- The forecast import volume for 2023 is 8.08 million TEUs, which would be a 13.4 percent decrease from 2022.

Monthly Change

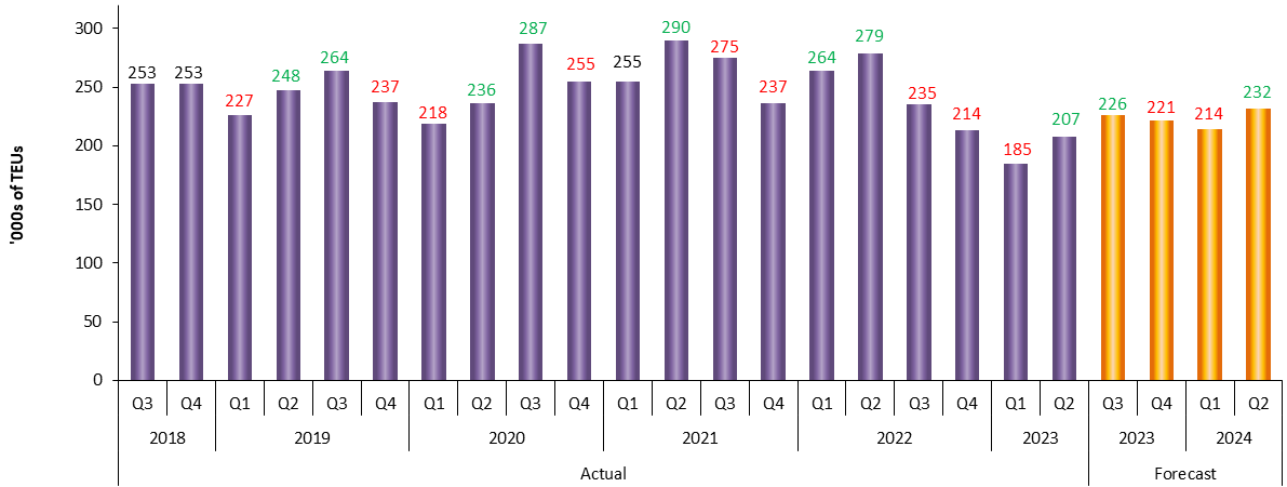
	Year	Month	Percent Change	
			vs Prior Month	vs Prior Year
ACTUAL	2022	Jul	↗ 0.1%	↗ 1.1%
		Aug	↘ -8.5%	↘ -11.8%
		Sep	↘ -12.9%	↘ -18.2%
		Oct	↘ -8.1%	↘ -26.1%
		Nov	↘ -10.1%	↘ -26.0%
		Dec	↗ 4.8%	↘ -20.2%
	2023	Jan	↗ 7.0%	↘ -22.2%
		Feb	↘ -20.6%	↘ -38.1%
		Mar	↗ 18.8%	↘ -35.1%
		Apr	↗ 9.7%	↘ -23.4%
		May	↗ 17.3%	↘ -17.7%
		Jun	↘ -7.9%	↘ -17.5%
FORECAST	2023	Jul	↘ -10.5%	↘ -26.3%
		Aug	↗ 19.4%	↘ -3.7%
	2024	Sep	↘ -5.5%	↗ 4.5%
		Oct	↘ -1.7%	↗ 11.8%
		Nov	↘ -1.3%	↗ 22.8%
		Dec	↘ -0.4%	↗ 16.8%
2024	Jan	↗ 5.5%	↗ 15.1%	
	Feb	↘ -9.6%	↗ 31.2%	

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	-2.0%	3.6%
	2024	Q1	-3.3%	15.8%
		Q2	8.3%	11.9%

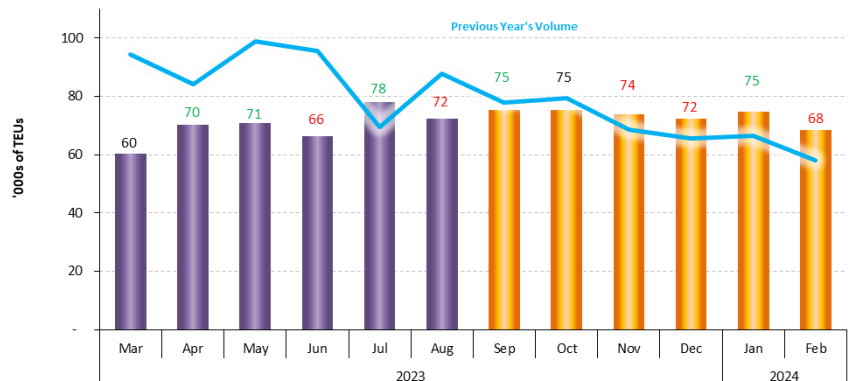
Headlines

- Imports decreased by 7.2 percent in August to 72,000 TEUs. The 6,000 TEU slide resulted in a 17.5 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 109.9. This is 23.3 points lower than the 133.2 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 543,000 TEUs for a 22.4 percent drop year-on-year (which is up versus last month's 23.1 percent fall).
- The forecast projects a 5.2 percent increase in imports between September and February versus the past six months (March through August), compared to a 21.5 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 0.3 percent versus the equivalent period of 2022, with 447,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 13.7 percent versus the equivalent period of 2023, with 446,000 TEUs.
- The forecast import volume for 2023 is 840,000 TEUs, which would be a 15.3 percent decrease from 2022.

Monthly Change

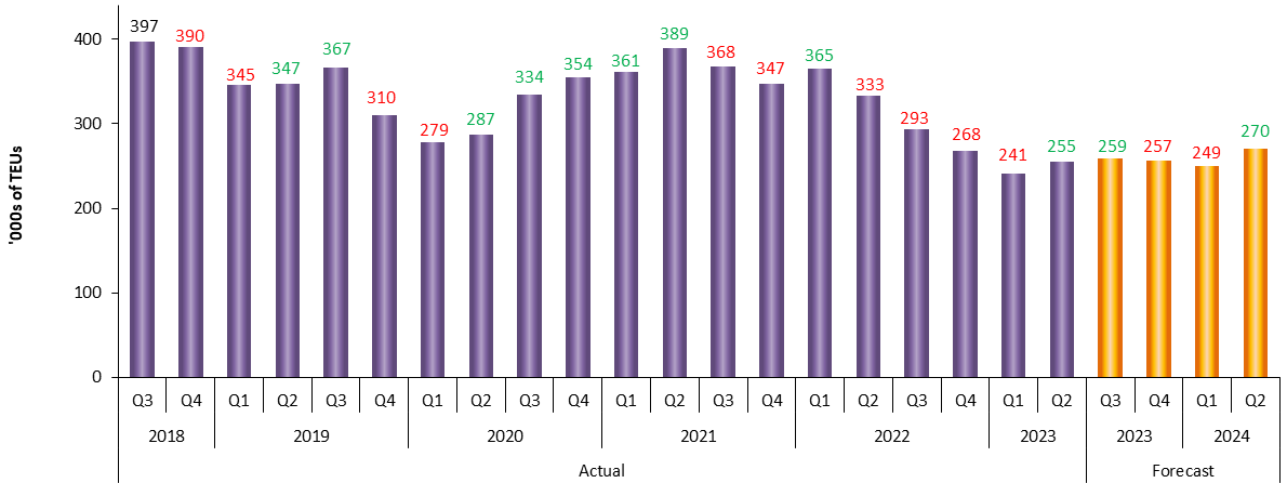
	Year	Month	Percent Change	
			vs Prior Month	vs Prior Year
ACTUAL	2022	Jul	-27.3%	-26.7%
		Aug	26.5%	-10.2%
		Sep	-11.4%	-5.3%
		Oct	2.1%	6.8%
		Nov	-13.6%	-17.4%
		Dec	-4.5%	-17.1%
	2023	Jan	1.6%	-20.7%
		Feb	-12.9%	-32.1%
		Mar	3.9%	-36.0%
		Apr	16.3%	-16.8%
		May	1.1%	-28.2%
		Jun	-6.5%	-30.6%
FORECAST	2023	Jul	17.8%	12.5%
		Aug	-7.2%	-17.5%
	2024	Sep	3.9%	-3.2%
		Oct	0.2%	-5.1%
		Nov	-2.2%	7.5%
		Dec	-2.1%	10.2%
2024	Jan	3.6%	12.3%	
	Feb	-8.6%	17.8%	

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	↘ 5.4%	↘ -23.6%	
	FORECAST	2023	Q3	↗ 1.9%	↘ -11.4%
			Q4	↘ -0.9%	↘ -4.0%
2024		Q1	↘ -3.0%	↗ 3.2%	
		Q2	↗ 8.3%	↗ 6.0%	

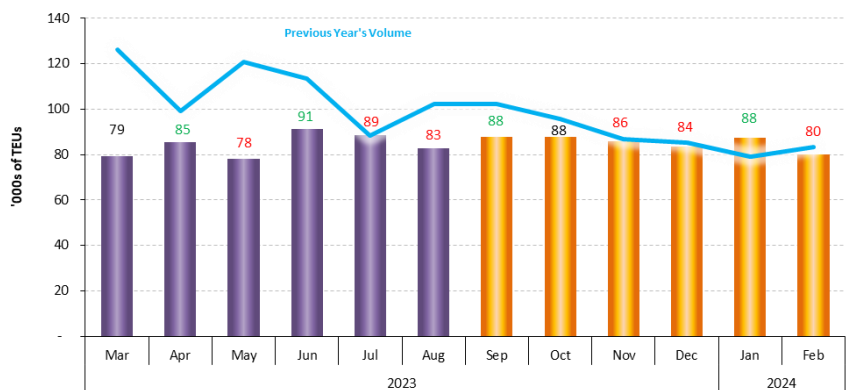
Headlines

- Imports decreased by 6.7 percent in August to 83,000 TEUs. The 6,000 TEU slide resulted in a 19.0 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 73.8. This is 17.3 points lower than the 91.1 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 667,000 TEUs for a 24.9 percent drop year-on-year (which is up versus last month's 25.7 percent fall).
- The forecast projects a 1.3 percent increase in imports between September and February versus the past six months (March through August), compared to an 18.2 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 7.9 percent versus the equivalent period of 2022, with 516,000 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 519,000 TEUs.
- The forecast import volume for 2023 is 1.01 million TEUs, which would be a 19.6 percent decrease from 2022.

Monthly Change

	Year	Month	Percent Change	
			vs Prior Month	vs Prior Year
ACTUAL	2022	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	↗ 16.6%	↘ -19.6%
FORECAST	2023	Jul	↘ -2.6%	↗ 0.2%
		Aug	↘ -6.7%	↘ -19.0%
	2023	Sep	↗ 6.1%	↘ -14.0%
		Oct	↘ -0.3%	↘ -8.4%
		Nov	↘ -2.2%	↘ -1.2%
		Dec	↘ -2.5%	↘ -1.9%
	2024	Jan	↗ 4.7%	↗ 10.7%
		Feb	↘ -8.8%	↘ -4.0%

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%
		Q2	6.1%	20.2%
		Q3	-4.4%	0.0%
		Q4	-8.8%	-15.6%
	2022	Q1	-2.3%	-9.5%
		Q2	19.5%	1.8%
		Q3	-2.9%	3.4%
		Q4	-22.6%	-12.3%
2023	Q1	-6.7%	-16.3%	
	Q2	15.9%	-18.8%	
FORECAST	2023	Q3	-6.3%	-21.6%
		Q4	4.5%	5.9%
	2024	Q1	-4.3%	8.7%
		Q2	10.7%	3.7%

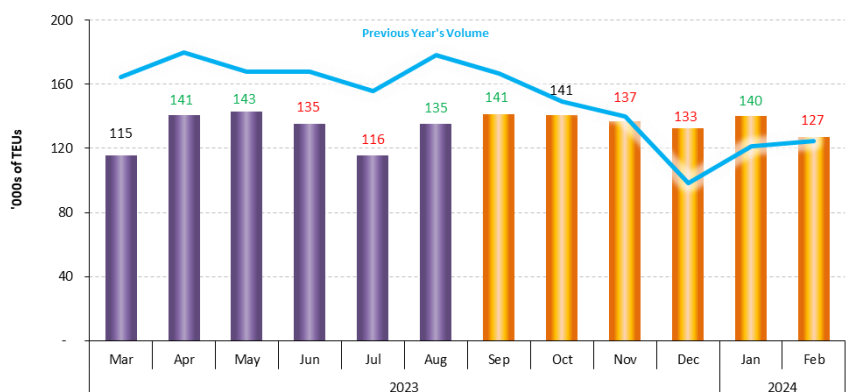
Headlines

- Imports surged by 17.1 percent in August to 135,000 TEUs. The 20,000 TEU jump 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 August is 120.5. This is 37.9 points lower than the 158.4 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 1.03 million TEUs for a 19.5 percent fall year-on-year (which is down versus last month's 18.8 percent drop).
- The forecast projects a 4.2 percent increase in imports between September and February versus the past six months (March through August), compared to a 21.1 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 9.6 percent versus the equivalent period of 2022, with 803,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 6.0 percent versus the equivalent period of 2023, with 827,000 TEUs.
- The forecast import volume for 2023 is 1.58 million TEUs, which would be a 13.8 percent decrease from 2022.

Monthly Change

	Month	Percent Change		
		vs Prior Month	vs Prior Year	
ACTUAL	2022	Jul	-7.2%	12.5%
		Aug	14.2%	-1.5%
		Sep	-6.3%	1.3%
		Oct	-10.6%	-12.9%
		Nov	-6.3%	11.8%
		Dec	-29.6%	-32.3%
	2023	Jan	23.0%	-8.2%
		Feb	3.1%	-7.6%
		Mar	-7.6%	-29.9%
		Apr	22.0%	-21.6%
		May	1.6%	-14.9%
		Jun	-5.6%	-19.6%
FORECAST	2023	Jul	-14.3%	-25.8%
		Aug	17.1%	-23.9%
	2024	Sep	4.2%	-15.3%
		Oct	-0.4%	-5.7%
		Nov	-2.7%	-2.1%
		Dec	-3.0%	34.8%
2024	Jan	5.7%	15.9%	
	Feb	-9.5%	1.7%	

Monthly Import Volumes



Port of Prince Rupert

Quarterly Import Volumes



Quarterly Change

	Quarter	Percent Change	
		vs Prior Quarter	vs Prior Year
ACTUAL	2021 Q1	↓ -22.9%	↘ 1.9%
	2021 Q2	↓ -17.9%	↓ -18.0%
	2021 Q3	↑ 30.3%	↓ -24.0%
	2021 Q4	↘ 2.0%	↘ -15.8%
	2022 Q1	↓ -14.6%	↘ -6.7%
	2022 Q2	↑ 12.2%	↑ 27.4%
	2022 Q3	↘ -3.7%	↘ -5.8%
	2022 Q4	↘ -9.3%	↓ -16.2%
FORECAST	2023 Q1	↓ -26.1%	↓ -27.5%
	2023 Q2	↑ 13.1%	↓ -27.0%
	2023 Q3	↓ -13.2%	↓ -34.2%
	2023 Q4	↑ 17.6%	↓ -14.7%
	2024 Q1	↘ -0.6%	↑ 14.8%
	2024 Q2	↑ 10.9%	↑ 12.6%

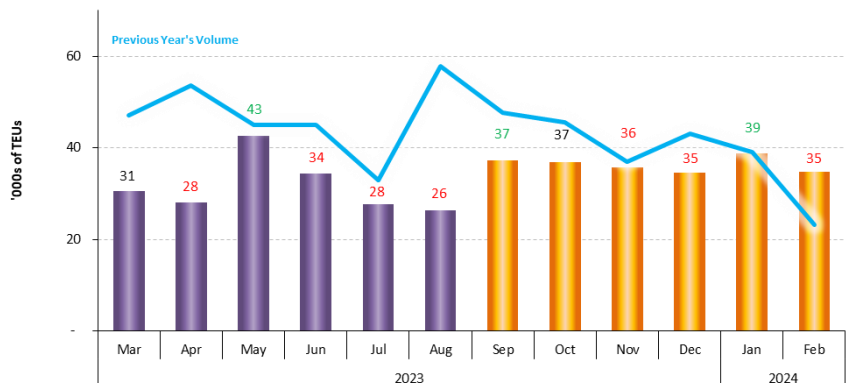
Headlines

- Imports decreased by 4.7 percent in August to 26,000 TEUs. The 1,000 TEU slide resulted in a 54.5 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 99.3. This is 118.9 points lower than the 218.2 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 252,000 TEUs for a 30.6 percent drop year-on-year (which is down versus last month's 26.0 percent fall).
- The forecast projects a 15.1 percent increase in imports between September and February versus the past six months (March through August), compared to a 16.3 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 24.9 percent versus the equivalent period of 2022 with 198,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 13.7 percent versus the equivalent period of 2023, with 225,000 TEUs.
- The forecast import volume for 2023 is 396,000 TEUs, which would be a 26.1 percent decrease from 2022.

Monthly Change

	Month	Percent Change	
		vs Prior Month	vs Prior Year
ACTUAL	2022 Jul	↓ -26.9%	↓ -43.0%
	2022 Aug	↑ 75.6%	↑ 35.2%
	2022 Sep	↓ -17.5%	↘ 2.8%
	2022 Oct	↘ -4.5%	↓ -21.2%
	2022 Nov	↓ -18.8%	↘ 7.6%
	2022 Dec	↑ 16.2%	↓ -25.3%
	2023 Jan	↘ -9.4%	↘ -5.9%
	2023 Feb	↓ -40.4%	↓ -41.2%
	2023 Mar	↑ 31.5%	↓ -35.0%
	2023 Apr	↘ -8.0%	↓ -47.6%
	2023 May	↑ 51.4%	↘ -5.5%
	2023 Jun	↓ -19.4%	↓ -23.9%
FORECAST	2023 Jul	↓ -19.4%	↓ -16.1%
	2023 Aug	↘ -4.7%	↓ -54.5%
	2023 Sep	↑ 41.3%	↓ -22.1%
	2023 Oct	↘ -0.9%	↓ -19.2%
	2023 Nov	↘ -2.9%	↘ -3.4%
	2023 Dec	↘ -3.4%	↓ -19.7%
2024	2024 Jan	↑ 12.3%	↘ -0.5%
	2024 Feb	↓ -10.3%	↑ 49.8%

Monthly Import Volumes



Port of Montreal

Quarterly Import Volumes



Quarterly Change

	Quarter	Percent Change	
		vs Prior Quarter	vs Prior Year
ACTUAL	2021 Q1	↘ -4.2%	↘ -3.5%
	2021 Q2	↗ 4.4%	↗ 7.4%
	2021 Q3	↘ -1.5%	↗ 16.9%
	2021 Q4	↘ -2.7%	↘ -4.2%
ACTUAL	2022 Q1	↗ 1.1%	↗ 1.1%
	2022 Q2	↗ 17.5%	↗ 13.8%
	2022 Q3	↘ -13.6%	↘ -0.1%
	2022 Q4	↘ -12.4%	↘ -10.0%
FORECAST	2023 Q1	↘ -5.8%	↘ -16.2%
	2023 Q2	↗ 11.7%	↘ -20.4%
FORECAST	2023 Q3	↘ -5.1%	↘ -12.6%
	2023 Q4	↗ 1.7%	↗ 1.4%
FORECAST	2024 Q1	↘ -2.8%	↗ 4.6%
	2024 Q2	↗ 8.9%	↗ 2.0%

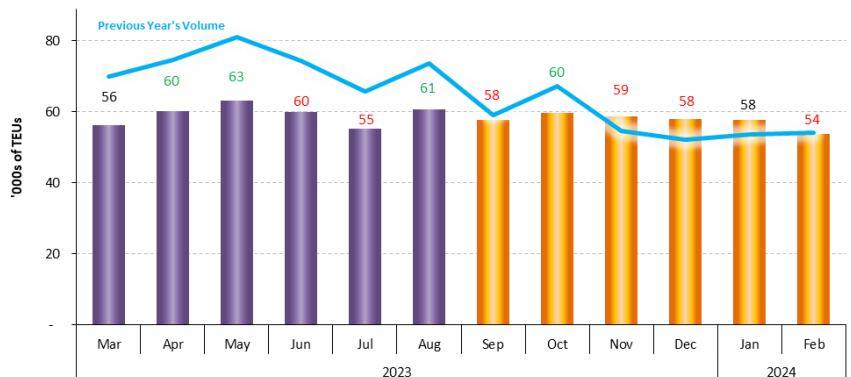
Headlines

- Imports surged by 10.3 percent in August to 61,000 TEUs. The 6,000 TEU jump resulted in a 17.6 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 125.1. This is 26.7 points lower than the 151.8 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 463,000 TEUs for an 18.1 percent drop year-on-year (which is up versus last month's 18.2 percent fall).
- The forecast projects a 2.7 percent decrease in imports between September and February versus the past six months (March through August), compared to a 22.4 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 6.1 percent versus the equivalent period of 2022, with 350,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 3.3 percent versus the equivalent period of 2023, with 359,000 TEUs.
- The forecast import volume for 2023 is 698,000 TEUs, which would be a 12.7 percent decrease from 2022.

Monthly Change

	Month	Percent Change		
		vs Prior Month	vs Prior Year	
ACTUAL	2022 Jul	↘ -11.5%	↘ -10.0%	
	2022 Aug	↗ 12.0%	↗ 12.7%	
	2022 Sep	↘ -19.8%	↘ -2.1%	
	2022 Oct	↗ 13.9%	↗ 7.5%	
	2022 Nov	↘ -18.9%	↘ -23.8%	
	2022 Dec	↘ -4.4%	↘ -11.9%	
	ACTUAL	2023 Jan	↗ 2.8%	↘ -25.4%
		2023 Feb	↗ 0.8%	↗ 0.4%
		2023 Mar	↗ 4.1%	↘ -19.5%
		2023 Apr	↗ 7.0%	↘ -19.2%
		2023 May	↗ 4.7%	↘ -22.3%
		2023 Jun	↘ -5.1%	↘ -19.5%
2023 Jul		↘ -7.9%	↘ -16.3%	
2023 Aug		↗ 10.3%	↘ -17.6%	
FORECAST	2023 Sep	↘ -4.9%	↘ -2.3%	
	2023 Oct	↗ 3.5%	↘ -11.2%	
	2023 Nov	↘ -1.7%	↗ 7.7%	
	2023 Dec	↘ -1.4%	↗ 11.1%	
FORECAST	2024 Jan	↘ -0.4%	↗ 7.7%	
	2024 Feb	↘ -7.1%	↘ -0.7%	

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	↗ 7.9%	↘ -14.1%
	2023 Q4	↘ -1.3%	↗ 2.8%
FORECAST	2024 Q1	↘ -8.7%	↗ 8.2%
	2024 Q2	↗ 3.3%	↗ 0.4%

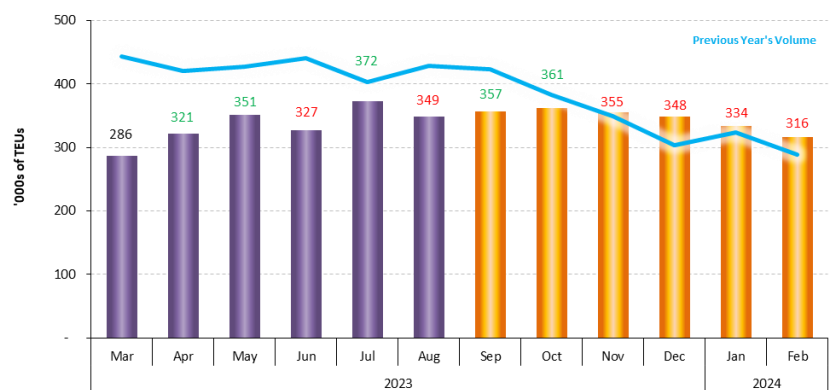
Headlines

- Imports decreased by 6.2 percent in August, with a 23,000 TEU slide to 349,000 TEUs. This equates to an 18.6 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 152.3. This is 34.8 points lower than the 187.1 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 2.62 million TEUs for a 21.7 percent drop year-on-year (which is up versus last month's 22.2 percent fall).
- The forecast projects a 3.2 percent increase in imports between September and February versus the past six months (March through August), compared to a 19.1 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 6.5 percent versus the equivalent period of 2022, with 2.14 million TEUs.
- The import volume in the first half of 2024 is forecast to increase by 4.1 percent versus the equivalent period of 2023, with 1.97 million TEUs.
- The forecast import volume for 2023 is 4.04 million TEUs, which would be a 15.9 percent decrease from 2022.

Monthly Change

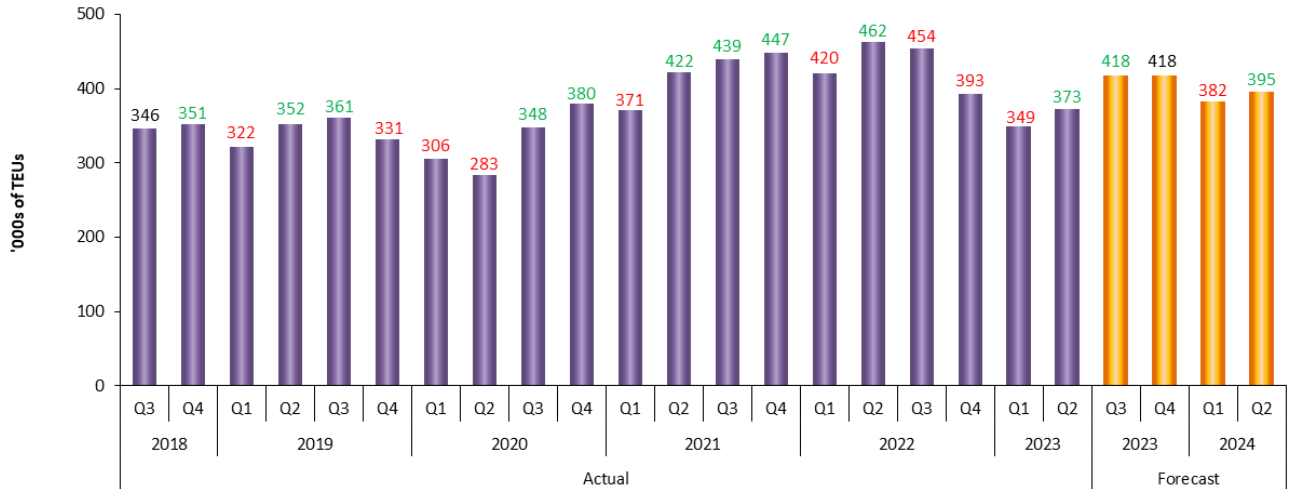
	Month	Percent Change	
		vs Prior Month	vs Prior Year
ACTUAL	2022 Jul	↘ -8.6%	↗ 2.3%
	2022 Aug	↗ 6.4%	↗ 7.3%
	2022 Sep	↘ -1.2%	↗ 11.7%
	2022 Oct	↘ -9.7%	↘ -4.0%
	2022 Nov	↘ -8.6%	↘ -8.5%
	2022 Dec	↘ -13.2%	↘ -22.6%
ACTUAL	2023 Jan	↘ 6.7%	↘ -18.6%
	2023 Feb	↘ -11.0%	↘ -25.2%
	2023 Mar	↘ -0.8%	↘ -35.4%
	2023 Apr	↗ 12.2%	↘ -23.5%
	2023 May	↗ 9.5%	↘ -17.6%
	2023 Jun	↘ -7.0%	↘ -25.9%
ACTUAL	2023 Jul	↗ 13.9%	↘ -7.7%
	2023 Aug	↘ -6.2%	↘ -18.6%
FORECAST	2023 Sep	↗ 2.3%	↘ -15.7%
	2023 Oct	↗ 1.2%	↘ -5.5%
	2023 Nov	↘ -1.8%	↗ 1.5%
	2023 Dec	↘ -1.9%	↗ 14.7%
FORECAST	2024 Jan	↘ -4.0%	↗ 3.2%
	2024 Feb	↘ -5.5%	↗ 9.6%

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%
		Q2	13.6%	48.7%
		Q3	4.2%	26.4%
		Q4	1.8%	17.7%
	2022	Q1	-6.1%	13.2%
		Q2	10.0%	9.6%
		Q3	-1.8%	3.3%
		Q4	-13.4%	-12.2%
2023	Q1	-11.3%	-17.0%	
	Q2	6.8%	-19.4%	
	Q3	12.2%	-7.9%	
	Q4	0.0%	6.3%	
FORECAST	2024	Q1	-8.5%	9.6%
		Q2	3.4%	6.1%

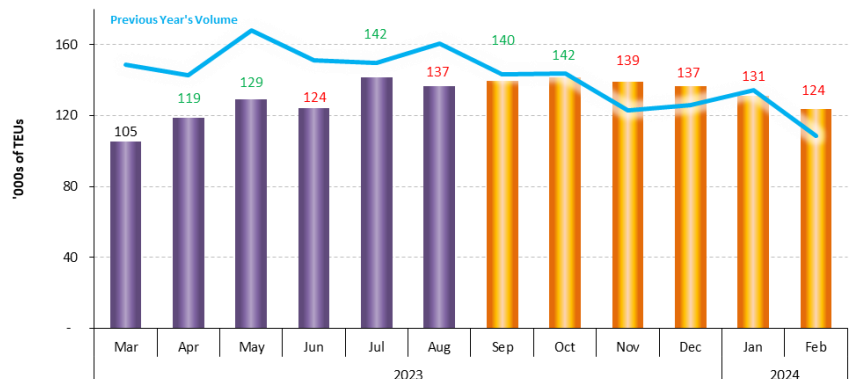
Headlines

- Imports decreased by 3.4 percent in August to 137,000 TEUs (a 5,000 TEU slide). This equates to a 14.9 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 188.6. This is 32.9 points lower than the 221.5 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 1.00 million TEUs for a 16.2 percent drop year-on-year (which is up versus last month's 16.4 percent fall).
- The forecast projects a 7.4 percent increase in imports between September and February versus the past six months (March through August), compared to a 15.4 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 1.3 percent versus the equivalent period of 2022, with 836,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 7.8 percent versus the equivalent period of 2023, with 778,000 TEUs.
- The forecast import volume for 2023 is 1.56 million TEUs, which would be a 9.9 percent decrease from 2022.

Monthly Change

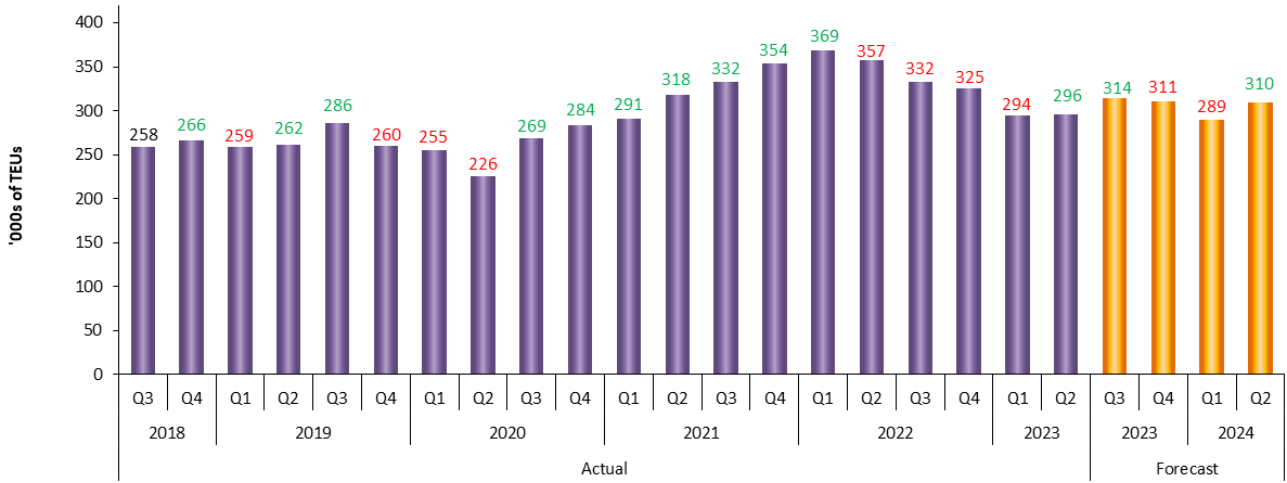
	Month	Percent Change		
		vs Prior Month	vs Prior Year	
ACTUAL	2022	Jul	-1.0%	4.8%
		Aug	7.2%	11.4%
		Sep	-10.7%	-5.8%
		Oct	0.4%	-2.8%
		Nov	-14.5%	-13.0%
		Dec	2.1%	-20.2%
	2023	Jan	7.1%	5.5%
		Feb	-19.2%	-24.2%
		Mar	-3.2%	-29.3%
		Apr	13.0%	-16.6%
		May	8.6%	-23.1%
		Jun	-3.8%	-17.9%
FORECAST	2023	Jul	13.9%	-5.5%
		Aug	-3.4%	-14.9%
	2024	Sep	2.0%	-2.7%
		Oct	1.7%	-1.5%
		Nov	-1.8%	13.1%
		Dec	-1.8%	8.8%
2024	Jan	-4.2%	-2.6%	
	Feb	-5.5%	13.8%	

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	↘ 6.1%	↘ -5.5%
		Q4	↘ -1.0%	↘ -4.3%
	2024	Q1	↘ -6.9%	↘ -1.7%
		Q2	↘ 7.1%	↘ 4.7%

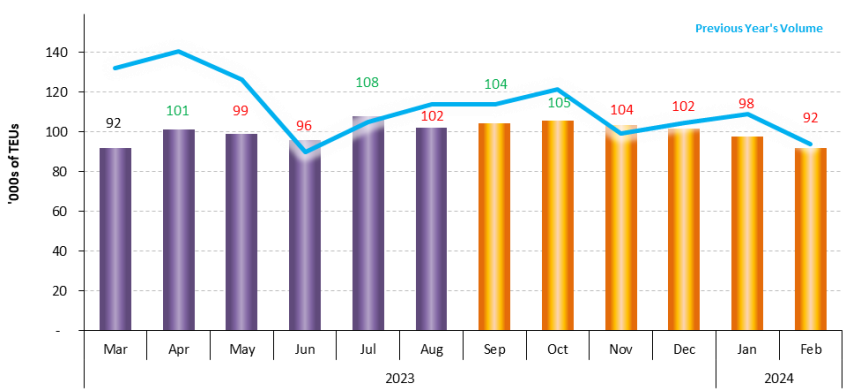
Headlines

- Imports decreased by 5.2 percent in August to 102,000 TEUs. The 6,000 TEU slide resulted in a 10.2 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 189.6. This is 21.6 points lower than the 211.2 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 800,000 TEUs for a 15.3 percent drop year-on-year (which is up versus last month's 16.0 percent fall).
- The forecast projects a 1.2 percent increase in imports between September and February versus the past six months (March through August), compared to a 9.4 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 4.9 percent versus the equivalent period of 2022, with 625,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 1.5 percent versus the equivalent period of 2023, with 599,000 TEUs.
- The forecast import volume for 2023 is 1.22 million TEUs, which would be a 12.2 percent decrease from 2022.

Monthly Change

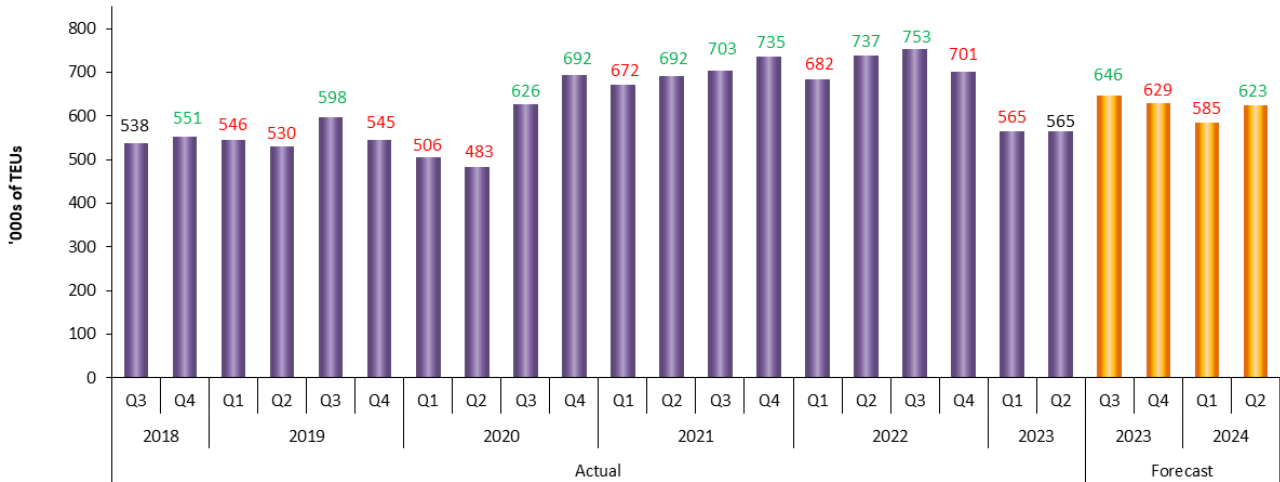
	Year	Month	Percent Change	
			vs Prior Month	vs Prior Year
ACTUAL	2022	Jul	↗ 16.4%	↘ -12.2%
		Aug	↘ 8.6%	↘ -0.7%
		Sep	↘ -0.2%	↗ 15.7%
		Oct	↗ 6.7%	↗ 12.6%
		Nov	↘ -18.1%	↘ -21.8%
		Dec	↗ 5.0%	↘ -12.1%
	2023	Jan	↘ 4.3%	↘ -7.2%
		Feb	↘ -13.8%	↘ -21.6%
		Mar	↘ -2.2%	↘ -30.6%
		Apr	↗ 10.2%	↘ -28.2%
		May	↘ -1.9%	↘ -21.5%
		Jun	↘ -3.3%	↗ 6.4%
FORECAST	2023	Jul	↗ 12.5%	↗ 2.8%
		Aug	↘ -5.2%	↘ -10.2%
	2024	Sep	↘ 1.9%	↘ -8.4%
		Oct	↘ 1.3%	↘ -13.1%
		Nov	↘ -1.7%	↗ 4.3%
		Dec	↘ -1.7%	↘ -2.4%
2024	Jan	↘ -4.2%	↘ -10.3%	
	Feb	↘ -5.6%	↘ -1.8%	

Monthly Import Volumes



Port of Savannah

Quarterly Import Volumes



Quarterly Change

	Year	Quarter	Percent Change		
			vs Prior Quarter	vs Prior Year	
ACTUAL	2021	Q1	↘ -3.0%	↗ 32.8%	
		Q2	↗ 3.0%	↗ 43.3%	
		Q3	↘ 1.6%	↗ 12.4%	
		Q4	↘ 4.5%	↘ 6.1%	
	2022	Q1	↘ -7.1%	↘ 1.6%	
		Q2	↗ 8.0%	↘ 6.5%	
		Q3	↘ 2.2%	↘ 7.1%	
		Q4	↘ -7.0%	↘ -4.6%	
	2023	Q1	↘ -19.3%	↘ -17.2%	
		Q2	↘ -0.1%	↘ -23.4%	
	FORECAST	2023	Q3	↗ 14.3%	↘ -14.3%
			Q4	↘ -2.6%	↘ -10.2%
2024		Q1	↘ -7.0%	↗ 3.5%	
		Q2	↗ 6.5%	↗ 10.3%	

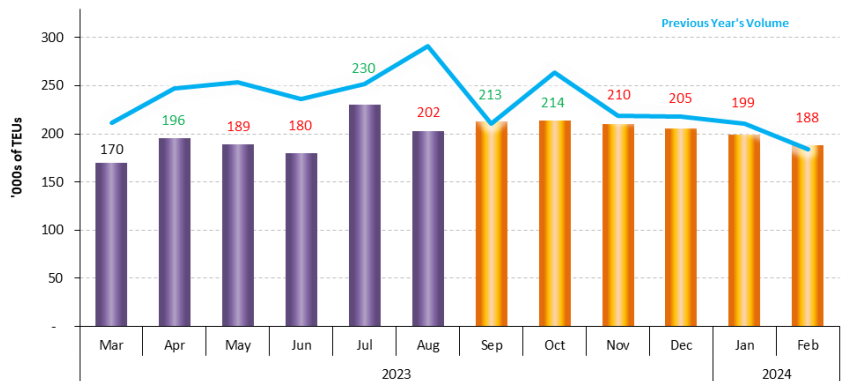
Headlines

- Imports fell by 12.1 percent in August to 202,000 TEUs. The 28,000 TEU drop resulted in a 30.4 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 223.2. This is 97.6 points lower than the 320.8 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 1.56 million TEUs for a 20.4 percent drop year-on-year (which is down versus last month's 18.6 percent fall).
- The forecast projects a 5.3 percent increase in imports between September and February versus the past six months (March through August), 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 12.3 percent versus the equivalent period of 2022, with 1.27 million TEUs.
- The import volume in the first half of 2024 is forecast to increase by 6.9 percent versus the equivalent period of 2023, with 1.21 million TEUs.
- The forecast import volume for 2023 is 2.40 million TEUs, which would be a 16.3 percent decrease from 2022.

Monthly Change

	Year	Month	Percent Change	
			vs Prior Month	vs Prior Year
ACTUAL	2022	Jul	↗ 6.5%	↗ 10.5%
		Aug	↗ 15.6%	↗ 20.4%
		Sep	↘ -27.7%	↘ -9.8%
		Oct	↗ 25.4%	↘ 1.7%
		Nov	↘ -17.0%	↘ -7.6%
		Dec	↘ -0.7%	↘ -8.7%
	2023	Jan	↘ -3.1%	↘ -15.9%
		Feb	↘ -12.6%	↘ -16.4%
		Mar	↘ -7.5%	↘ -19.4%
		Apr	↗ 14.9%	↘ -20.8%
		May	↘ -3.6%	↘ -25.6%
		Jun	↘ -4.4%	↘ -23.7%
2023	Jul	↗ 27.6%	↘ -8.6%	
	Aug	↘ -12.1%	↘ -30.4%	
FORECAST	2023	Sep	↗ 5.3%	↗ 1.3%
		Oct	↘ 0.3%	↘ -19.0%
	Nov	↘ -1.8%	↘ -4.2%	
	Dec	↘ -2.2%	↘ -5.7%	
2024	Jan	↘ -3.1%	↘ -5.6%	
	Feb	↘ -5.3%	↗ 2.2%	

Monthly Import Volumes



Port of Jacksonville

Quarterly Import Volumes



Figures are for the public seaport terminals only

Quarterly Change

	Year	Quarter	Percent Change	
			vs Prior Quarter	vs Prior Year
ACTUAL	2021	Q1	↔ -0.5%	↕ 13.6%
		Q2	↘ -0.9%	↕ 18.5%
		Q3	↘ -16.1%	↘ -15.4%
		Q4	↘ 5.1%	↘ -13.0%
	2022	Q1	↘ -1.6%	↘ -14.0%
		Q2	↘ 9.0%	↘ -5.4%
		Q3	↘ 4.1%	↕ 17.4%
		Q4	↘ 0.0%	↕ 11.7%
FORECAST	2023	Q1	↘ -15.0%	↘ -3.4%
		Q2	↕ 17.6%	↘ 4.1%
	2024	Q3	↘ 5.5%	↘ 5.5%
		Q4	↘ 2.7%	↘ 8.4%

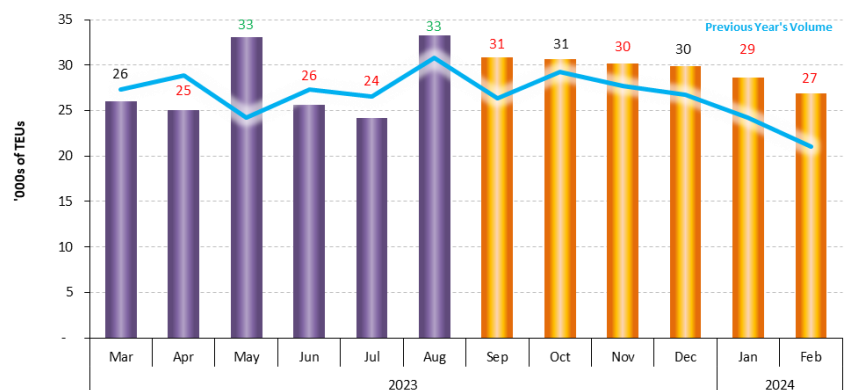
Headlines

- Imports jumped by 9,000 TEUs to 33,000 TEUs in August, a record high for the month. The 37.2 percent surge over July equated to an 8.1 percent gain over the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 207.6. This is 15.5 points higher than the 192.1 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 212,000 TEUs for a 0.4 percent increase year-on-year (which is up versus last month's 0.9 percent decrease).
- The forecast projects a 5.9 percent increase in imports between September and February versus the past six months (March through August), compared to a 5.9 percent decrease between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to increase by 6.9 percent versus the equivalent period of 2022, with 179,000 TEUs.
- The import volume in the first half of 2024 is forecast to increase by 11.6 percent versus the equivalent period of 2023, with 173,000 TEUs.
- The forecast import volume for 2023 is 334,000 TEUs, which would be a 3.8 percent increase over 2022.

Monthly Change

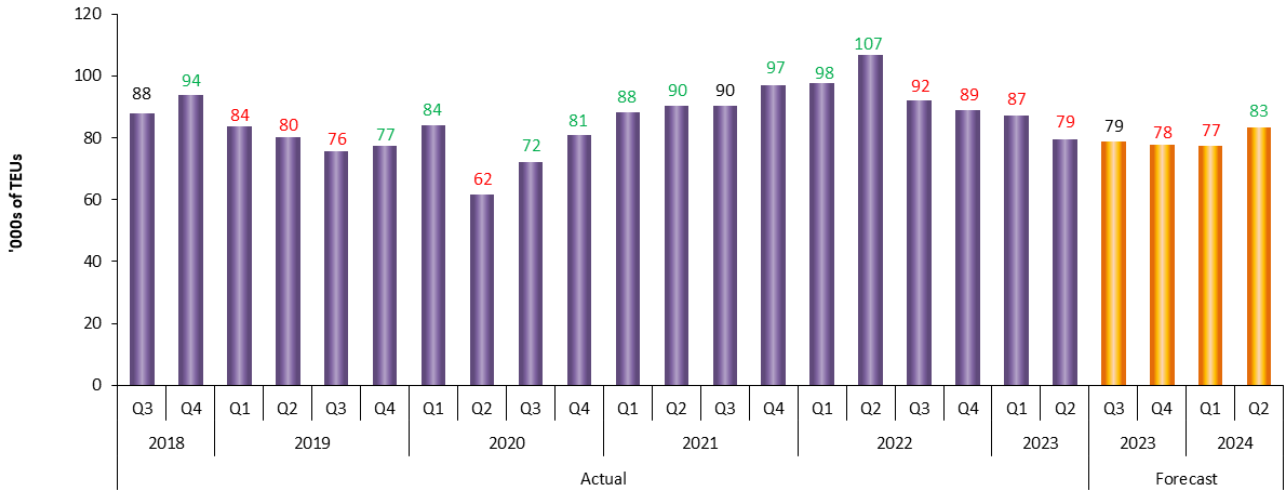
	Year	Month	Percent Change	
			vs Prior Month	vs Prior Year
ACTUAL	2022	Jul	↘ -2.7%	↕ 21.7%
		Aug	↕ 15.8%	↕ 25.6%
		Sep	↘ -14.2%	↘ 5.5%
		Oct	↕ 10.7%	↕ 40.1%
		Nov	↘ -5.2%	↕ 13.2%
		Dec	↘ -3.3%	↘ -9.5%
	2023	Jan	↘ -9.6%	↘ -1.5%
		Feb	↘ -13.2%	↘ -3.7%
		Mar	↕ 23.6%	↘ -5.0%
		Apr	↘ -3.7%	↘ -13.5%
		May	↕ 32.2%	↕ 36.7%
		Jun	↘ -22.4%	↘ -6.0%
FORECAST	2023	Jul	↘ -5.5%	↘ -8.8%
		Aug	↕ 37.2%	↕ 8.1%
		Sep	↘ -7.3%	↕ 16.8%
	2024	Oct	↘ -0.4%	↘ 5.0%
		Nov	↘ -1.8%	↘ 8.8%
		Dec	↘ -0.9%	↕ 11.5%

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	↘ -0.9%	↘ -14.6%
			Q4	↘ -1.1%	↘ -12.5%
2024		Q1	↘ -0.8%	↘ -11.6%	
		Q2	↘ 7.8%	↘ 4.9%	

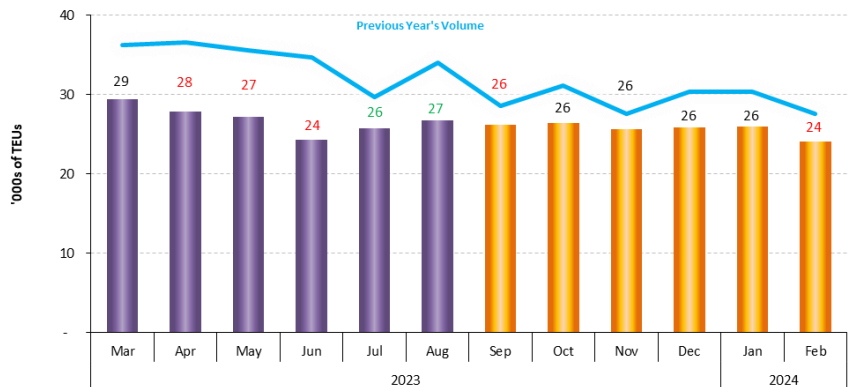
Headlines

- Imports increased by 1,000 TEUs to 27,000 TEUs in August. The 4.2 percent gain over July equated to a 21.1 percent fall from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 123.6. This is 33.1 points lower than the 156.7 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 219,000 TEUs for an 18.3 percent drop year-on-year (which is down versus last month's 17.9 percent fall).
- The forecast projects a 4.5 percent decrease in imports between September and February versus the past six months (March through August), compared to a 15.1 percent slide between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to decrease by 13.6 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 3.7 percent versus the equivalent period of 2023, with 161,000 TEUs.
- The forecast import volume for 2023 is 323,000 TEUs, which would be a 16.2 percent decrease from 2022.

Monthly Change

	Year	Month	Percent Change	
			vs Prior Month	vs Prior Year
ACTUAL	2022	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	↘ 5.7%	↘ -13.3%
		Aug	↘ 4.2%	↘ -21.1%
	2024	Sep	↘ -2.2%	↘ -8.1%
		Oct	↘ 0.6%	↘ -15.4%
		Nov	↘ -2.6%	↘ -6.8%
		Dec	↘ 0.6%	↘ -14.8%
2024	Jan	↘ 0.4%	↘ -14.5%	
	Feb	↘ -7.2%	↘ -12.8%	

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	↗ 5.6%	↗ 3.6%
			Q4	↘ -2.7%	↘ -2.2%
2024	Q1	↘ -7.2%	↘ -3.6%		
	Q2	↗ 7.0%	↗ 2.1%		

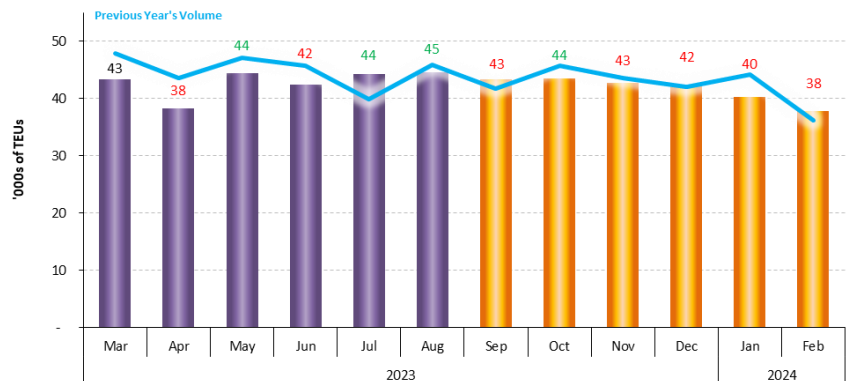
Headlines

- Imports increased by 0.7 percent in August to 45,000 TEUs. The less than 500 TEU gain resulted in a 3.1 percent decrease from the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 154.3. This is 4.9 points lower than the 159.2 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 337,000 TEUs for a 4.8 percent decrease year-on-year (which is up versus last month's 5.0 percent slide)
- The forecast projects a 2.8 percent decrease in imports between September and February versus the past six months (March through August), compared to a 6.1 percent slide between the same two periods of last year.
- The import volume in the second half of 2023 is forecast to increase by 0.6 percent versus the equivalent period of 2022, with 261,000 TEUs.
- The import volume in the first half of 2024 is forecast to decrease by 0.8 percent versus the equivalent period of 2023, with 247,000 TEUs.
- The forecast import volume for 2023 is 509,000 TEUs, which would be a 3.5 percent decrease from 2022.

Monthly Change

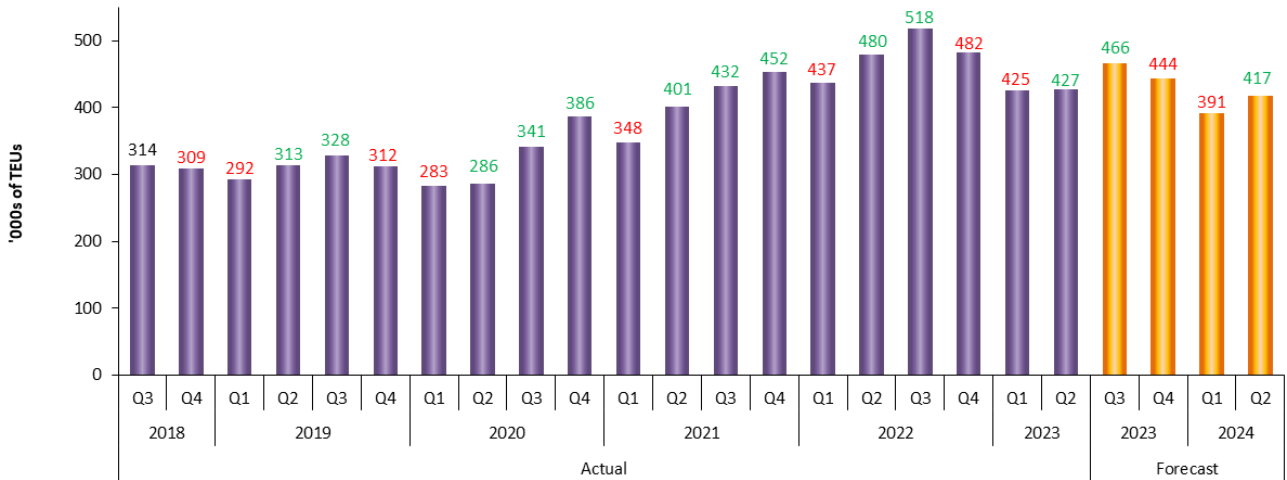
	Year	Month	Percent Change	
			vs Prior Month	vs Prior Year
ACTUAL	2022	Jul	↘ -12.7%	↘ -10.2%
		Aug	↗ 15.3%	↘ -6.2%
		Sep	↘ -9.3%	↘ -1.2%
		Oct	↗ 9.8%	↗ 2.6%
		Nov	↘ -4.8%	↗ 14.9%
		Dec	↘ -3.5%	↘ -17.7%
	2023	Jan	↗ 5.1%	↗ 9.4%
		Feb	↘ -18.2%	↘ -17.6%
		Mar	↗ 19.8%	↘ -9.4%
		Apr	↘ -11.8%	↘ -12.3%
		May	↗ 15.9%	↘ -5.9%
		Jun	↘ -4.5%	↘ -7.2%
FORECAST	2023	Jul	↗ 4.3%	↗ 11.0%
		Aug	↗ 0.7%	↘ -3.1%
	2023	Sep	↘ -2.7%	↗ 3.9%
		Oct	↗ 0.5%	↘ -5.0%
		Nov	↘ -1.9%	↘ -2.1%
	2024	Dec	↘ -0.9%	↗ 0.6%
Jan		↘ -5.0%	↘ -9.1%	
Feb	↘ -6.0%	↗ 4.4%		

Monthly Import Volumes



Port Houston

Quarterly Import Volumes



Quarterly Change

	Year	Quarter	Percent Change	
			vs Prior Quarter	vs Prior Year
ACTUAL	2021	Q1	↘ -9.8%	↗ 22.9%
		Q2	↗ 15.2%	↗ 40.0%
		Q3	↘ 7.8%	↗ 27.0%
		Q4	↘ 4.6%	↗ 17.1%
	2022	Q1	↘ -3.3%	↗ 25.5%
		Q2	↘ 9.7%	↗ 19.5%
		Q3	↘ 8.0%	↗ 19.8%
		Q4	↘ -7.0%	↘ 6.6%
2023	Q1	↘ -11.8%	↘ -2.7%	
	Q2	↘ 0.4%	↘ -10.9%	
FORECAST	2023	Q3	↘ 9.0%	↘ -10.1%
		Q4	↘ -4.7%	↘ -7.9%
	2024	Q1	↘ -12.0%	↘ -8.1%
		Q2	↘ 6.6%	↘ -2.4%

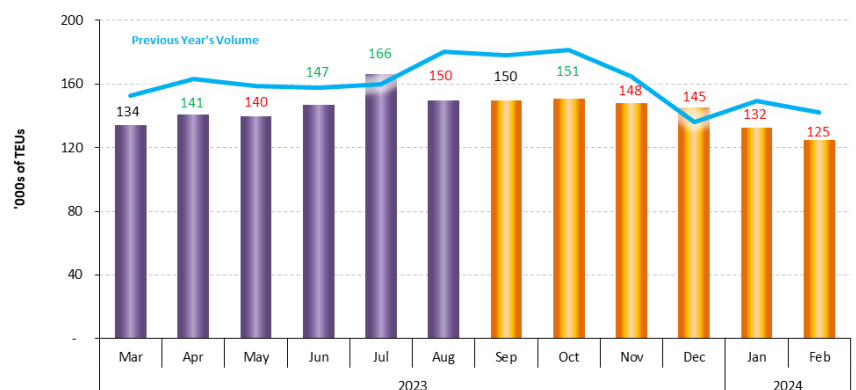
Headlines

- Imports decreased by 9.9 percent in August to 150,000 TEUs. The 16,000 TEU slide equated to a 16.9 percent drop versus the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 298.0. This is 60.6 points lower than the 358.6 that was recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 1.17 million TEUs for a 7.0 percent decrease year-on-year (which is down versus last month's 5.4 percent decrease).
- The forecast projects a 2.9 percent decrease in imports between September and February versus the past six months (March through August), compared to a 2.1 percent slide between the same two periods of last year.
- The import volume in the first half of 2024 is forecast to decrease by 9.0 percent versus the equivalent period of 2023, with 909,000 TEUs.
- The import volume in the first half of 2024 is forecast to decrease by 5.3 percent versus the equivalent period of 2023, with 807,000 TEUs.
- The forecast import volume for 2023 is 1.76 million TEUs, which would be an 8.1 percent decrease from 2022.

Monthly Change

	Year	Month	Percent Change	
			vs Prior Month	vs Prior Year
ACTUAL	2022	Jul	↘ 1.3%	↗ 16.5%
		Aug	↗ 12.7%	↗ 12.7%
		Sep	↘ -1.2%	↗ 31.5%
		Oct	↘ 1.9%	↗ 19.7%
		Nov	↘ -9.2%	↘ 7.9%
		Dec	↘ -17.4%	↘ -8.3%
	2023	Jan	↘ 9.8%	↘ -5.8%
		Feb	↘ -5.0%	↗ 12.7%
		Mar	↘ -5.7%	↘ -12.2%
		Apr	↘ 5.1%	↘ -13.7%
		May	↘ -0.7%	↘ -12.0%
		Jun	↘ 4.9%	↘ -7.1%
FORECAST	2023	Jul	↗ 13.3%	↘ 3.9%
		Aug	↘ -9.9%	↘ -16.9%
	2024	Sep	↘ 0.1%	↘ -15.8%
		Oct	↘ 0.6%	↘ -16.9%
		Nov	↘ -1.9%	↘ -10.2%
		Dec	↘ -1.7%	↘ 6.8%
2024	Jan	↘ -8.9%	↘ -11.3%	
	Feb	↘ -5.6%	↘ -11.9%	

Monthly Import Volumes



Spot FAK Container Rates

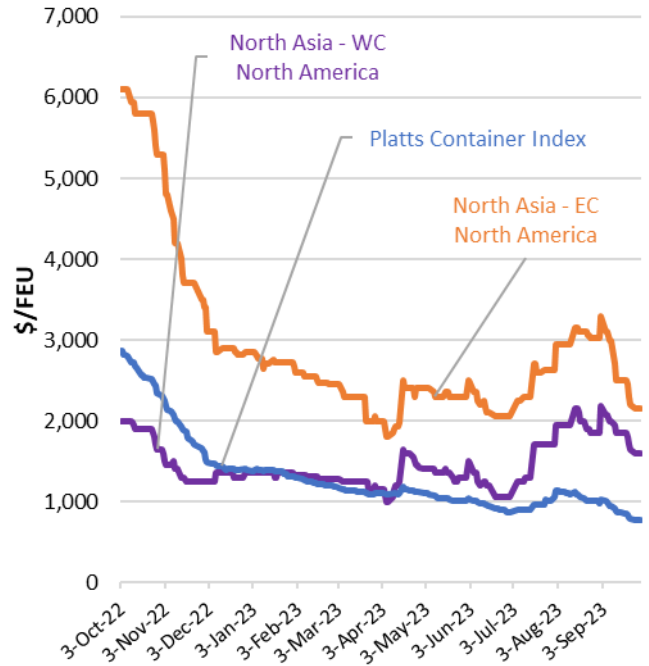
The Platts Container Rates by S&P Global Commodity Insights are independent spot freight rate assessments providing the container market with better tools for managing exposure to volatility in container freight markets. The Container Index is a weighted average of key global assessments, offering a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

Pricing Key Takeaways

- Trans-Pacific freight rates continued to erode during the month, although decreases slowed in the week leading up to Golden Week as vessel capacity cuts found purchase.
- Benchmark North Asia-to-US West coast rates averaged an 8% decline per week in September, closing the month at \$1,600/FEU.
- The Global Container Index lost 25% over the course of the month as key global headhaul rates continued to fall amid weak demand out of Asia.

Supply and Demand Review

- US shippers report that little to no uptick in exports out of Asia are expected in Q4, pointing to H1 2024 recovery as likely scenario.
- September saw an uptick in rolled cargoes at many North Asian loading ports as carriers looked to build post-Golden Week buffer.
- Several trans-Pacific services cut in September as carriers look to rebalance supply against flagging demand.



Provided by S&P Global Commodity Insights

Additional Ports

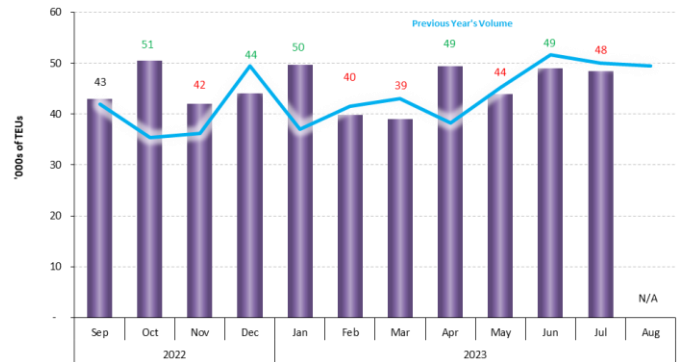
Loaded import volumes for the following three ports are not included in the GPT's summary tables/charts.

Port of Baltimore

Quarterly Import Volumes



Monthly Import Volumes



Monthly Change

	Month	Percent Change	
		vs Prior Month	vs Prior Year
2022	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	↑ 11.5%	↔ -5.2%
	Jul	↔ -0.9%	↔ -3.1%
	Aug	N/A	N/A

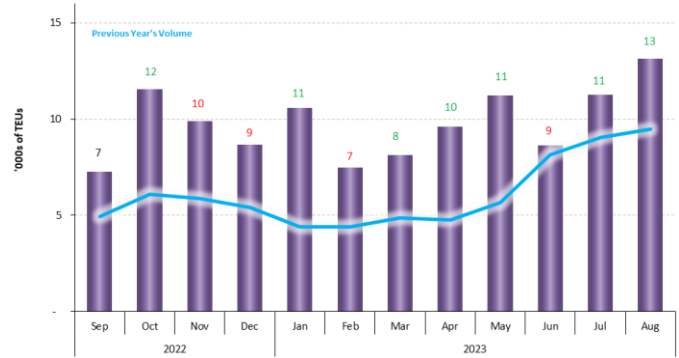
- August data for the Port of Baltimore was not available at the time of publication.

Port of Boston

Quarterly Import Volumes



Monthly Import Volumes



Monthly Change

Year	Month	Percent Change	
		vs Prior Month	vs Prior Year
2022	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%
	Jul	↑ 30.7%	↑ 24.7%
	Aug	↑ 16.6%	↑ 38.5%

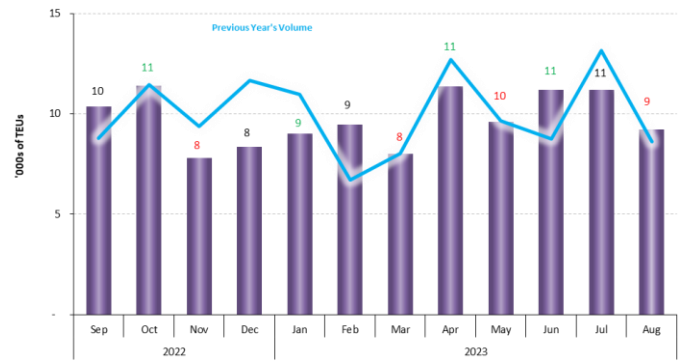
- Imports surged by 2,000 TEU or 16.6 percent in August to 13,000 TEUs, which equates to a 38.5 percent jump over the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 167.7. This is 46.6 points higher than the 121.1 recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 80,000 TEUs for a 57.5 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	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%
	Jul	↔ 0.0%	↓ -14.9%
	Aug	↓ -17.6%	↔ 7.4%

- Imports fell by 2,000 TEUs or 17.6 percent between July and August to 9,000 TEUs. This resulted in a 7.4 percent gain over the same month of 2022.
- Compared to the 100-point base year of 2012, the Import Index for August is 133.1. This is 9.2 points higher than the 123.9 recorded in the same month of 2022.
- The year-to-date volume imported through the first eight months of 2023 totals 79,000 TEUs for a 0.7 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 August.

	West Coast	East Coast	All Ports (incl. Gulf)
2022	10,090,432	8,844,684	20,191,757
2023	7,763,827	7,213,493	16,145,490
Percent Change	-23.1%	-18.4%	-20.0%

	LA&LB	Oakland	NW Seaport Alliance	Vancouver	Prince Rupert
2022	6,857,952	699,755	888,957	1,281,210	362,558
2023	5,270,451	542,918	667,465	1,031,275	251,718
Percent Change	-23.1%	-22.4%	-24.9%	-19.5%	-30.6%

	Montreal	NYNJ	Virginia	Charleston	Savannah
2022	565,640	3,345,305	1,192,549	944,816	1,962,191
2023	463,308	2,618,556	999,580	800,229	1,562,700
Percent Change	-18.1%	-21.7%	-16.2%	-15.3%	-20.4%

	Jacksonville	Port Everglades	Port Miami	Port Houston
2022	211,419	268,389	354,375	1,256,641
2023	212,341	219,291	337,488	1,168,170
Percent Change	0.4%	-18.3%	-4.8%	-7.0%

Year to Date Export Totals

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

	West Coast	East Coast	All Ports (incl. Gulf)
2022	3,220,121	4,182,985	8,224,258
2023	3,097,768	4,123,394	8,122,049
Percent Change	-3.8%	-1.4%	-1.2%

	LA&LB	Oakland	NW Seaport Alliance	Vancouver	Prince Rupert
2022	1,774,461	518,193	371,839	460,200	95,428
2023	1,695,387	480,293	352,834	487,761	81,493
Percent Change	-4.5%	-7.3%	-5.1%	6.0%	-14.6%

	Montreal	NYNJ	Virginia	Charleston	Savannah
2022	392,841	870,505	718,281	432,798	916,017
2023	375,096	857,552	734,133	468,218	891,997
Percent Change	-4.5%	-1.5%	2.2%	8.2%	-2.6%

	Jacksonville	Port Everglades	Port Miami	Port Houston
2022	366,858	272,868	212,818	821,152
2023	350,182	257,779	188,437	900,888
Percent Change	-4.5%	-5.5%	-11.5%	9.7%

Raw Monthly Import Data

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

		LA&LB	Oakland	NW Seaport Alliance	Vancouver	Prince Rupert	Montreal	NYNJ
2022	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	91,089	135,052	34,289	59,878	326,681
	Jul	635,294	78,122	88,684	115,701	27,628	55,163	372,139
	Aug	758,660	72,481	82,767	135,492	26,329	60,822	348,921
	Sep	717,178	75,283	87,856	141,220	37,191	57,812	356,925
	Oct	704,764	75,440	87,581	140,639	36,853	59,827	361,273
	Nov	695,867	73,786	85,685	136,794	35,776	58,821	354,841
	Dec	693,187	72,236	83,584	132,736	34,560	58,023	348,081
2024	Jan	731,410	74,850	87,530	140,343	38,805	57,806	334,270
	Feb	661,508	68,413	79,817	126,948	34,819	53,730	315,916
		Virginia	Charleston	Savannah	Jacksonville	Port Everglades	Port Miami	Port Houston
2022	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	180,357	25,642	24,316	42,365	146,636
	Jul	141,575	107,777	230,225	24,221	25,713	44,206	166,151
	Aug	136,788	102,207	202,423	33,242	26,801	44,515	149,660
	Sep	139,501	104,102	213,084	30,816	26,214	43,294	149,794
	Oct	141,824	105,460	213,750	30,694	26,372	43,502	150,667
	Nov	139,273	103,640	209,830	30,137	25,678	42,688	147,857
	Dec	136,781	101,865	205,286	29,858	25,842	42,320	145,353
2024	Jan	131,068	97,561	198,940	28,666	25,932	40,206	132,452
	Feb	123,815	92,064	188,320	26,878	24,072	37,790	125,033

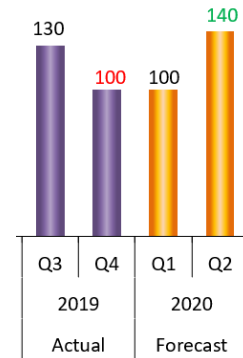
How to Read the Tables and Charts

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.

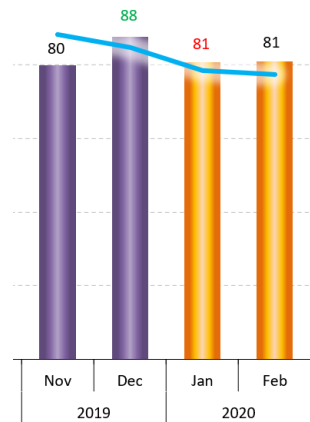
	Percent Change	
	vs Prior Quarter	vs Prior Year
Q1	↓ -10.0%	↔ -1.0%
Q2	↘ -5.0%	→ 0.0%
Q3	↗ 5.0%	→ 0.0%
Q4	↑ 10.0%	↗ 1.0%

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 quarter 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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