

From: [Ed Evans](#)
To: [Secretary](#)
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Aluminium Bahrain US LLC is an importer of @ 500 containers per month to a set of US Ports. Our costs are less than predictable due to problems inherent to several of those Ports.

We primarily utilize two ocean container lines. Neither of those lines cause us problems with clearing containers from said Ports. Both Maersk and MSC can occasionally have issues with damaged containers or inspections, but these are quite minor and manageable through communication.

There are two types of issues that are recurrent and troublesome.

1. We attempted to use the container line to move containers through intermodal rail transport to an inland Port. The rail carrier and the yard itself made sure that every container paid extra for the chassis and for detention. Plus we were hit by the drayage company for their detention. We had no further costs once we got the boxes in our storage area, returning the chassis and empty without issues. The end result was that my management refuses to utilize intermodal when it avoided haulage costs and fuel consumption.
2. We've had repeat issues in Baltimore (our only northern Port at present). If there is ice or snow, the trucks are turned away to our cost, and Free Days are consumed without the delivery of the material to the storage area. The second issue was associated with the bad weather, with the additional labor unrest of the drayage drivers further complicating things. This particular issue in 2019 has cost us over \$200,000. Why? I understand the drivers' problem – if they are not moving freight in container or trailer, mostly they are not paid. Baltimore also has issues with the arrangement of empty boxes and available chassis.

There is no way that a shipper can afford to be exploited and abused in Ports, whether ocean or inland. The Commerce of the United States is being hindered and stressed by problems inherent in the current system. Even utilizing Lines and Port websites, problems cannot be determined by anyone (even at the Port and Terminal) until the invoices are cut. Someone know the issue in aggregate, but nothing is done to support the individual shipper.



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