

# THE SHIPPING STANDARD

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OEC GROUP'S NEW YORK CITY BRANCH: RECALLING THE PAST AND PREDICTING THE FUTURE

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NEW YORK



OEC GROUP



# OEC Group's New York City Branch: Recalling the Past and Predicting the Future

This year marks the 25th Anniversary of OEC Group's New York City branch. During that time, the company has seen and experienced many changes within the logistics industry, which has more than adequately prepared them to handle the current evolving and changing logistics landscape.

While the current market and upcoming year offer their own sets of challenges, OEC's history during the past 25-years has always been to take advantage of the market's challenges and push the envelope to develop solutions that benefit the client. OEC's Northeast Regional President, Anthony Fullbrook, who founded the New York City branch, offers this perspective:





OEC was in China before it became the manufacturing powerhouse it is today. Steve Myers, VP of Operations and one of the founding members of OEC's New York City branch was there when it first started:



The way business is done in logistics is still fundamentally the same today as it was 25-years ago – relationship-based. However, the recent pandemic has led to the industry becoming more reliant on technology as Anthony explains:



While technology will continue to help the industry adapt to the E-commerce boom and manage client expectations, OEC's role in the industry continues to expand and Anthony believes the overall sector is about to become more critical than ever:



As the industry continues to evolve, Peter Hsieh, VP of Sales, who was also an original member of OEC's New York Branch, knows that OEC will continue to be an industry constant:





**COLIN PETRIK**

Account Executive for OEC  
Group's New York office

## INTERVIEW WITH AN EXPERT

*Colin Petrik, Account Executive for OEC Group's New York office, discusses the state of logistics and offers insight into what shippers can do in 2023 to improve their supply chain strategies.*

**Q: As we move into 2023, are there any major operational changes in store for the transportation sector?**

A: Yes, there are a few developments that have been in the works for some time. The first is the arrival of new ship builds. Multiple major ocean carriers, including CMA CGM, MSC, Wan Hai, ZIM, Evergreen, and Cosco, are expecting the bulk of their new orders to hit the water over the next two years. Impending new builds have also made it much easier for carriers to scrap older ships and better balance capacity with demand. Additionally, multiple dredging projects, similar to the project completed a little over a month ago that made Charleston the deepest gateway harbor in the US, are expected to take place.

**Q: Will infrastructural projects in the US and new ship builds improve overall capacity in a way that protects the supply chain from surges of freight in the future?**

A: As of now, absolutely not. Efforts are certainly being made, but port infrastructure is lagging well behind both physical ship size and onboard capacity. With the latest updates to the Port of Charleston, and even the Port of Houston several months back, only a select few domestic ports can physically handle ships the size of new builds on the horizon. And even if the harbors and berths were deep enough for those ships, then unloading capabilities would have to improve to handle the payloads of those large ships effectively.



**Q: Backlogs and delays at major gateway ports around North America have largely been cleared. Are we out of the woods or are there any other areas or modes of transportation that are still delayed?**

A: Unfortunately, there are still some areas and modes of transportation that are facing significant delays. Right now, railroads continue to be plagued by ground stacking at major rail yards as well as chassis shortages at ports and inland intermodal hubs. Domestic trucking networks are also experiencing their own difficulties with congestion, especially from the West Coast and Pacific Northwest inland. On top of those issues, backlogs have clogged consolidation centers with an influx of containers needing to be broken down.

**Q: How do you think recent action by the US government regarding rail labor agreements will impact lingering delays on domestic railways?**

A: In the short-term, by removing the uncertainty of potential labor action, a new contract should improve reliability and alleviate delays. However, it's important to note that the new agreement will not necessarily assist in immediately easing any existing issues like ground stacking or the overall issue of rail congestion. Those issues could persist through at least the first quarter of 2023.

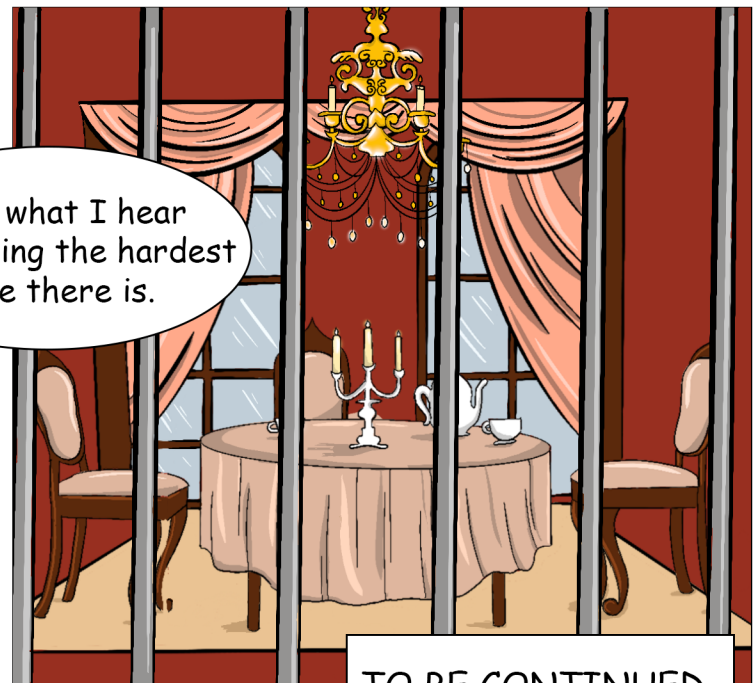
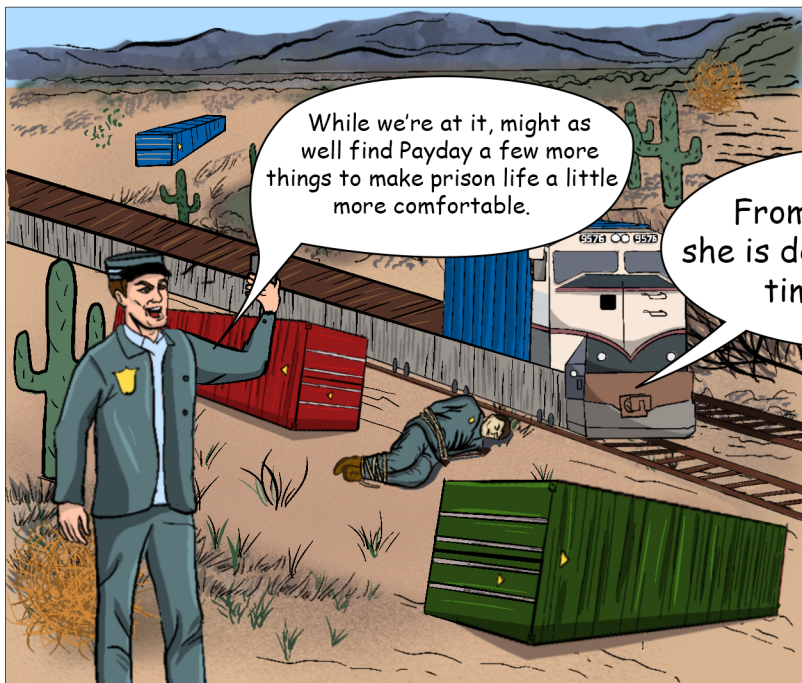
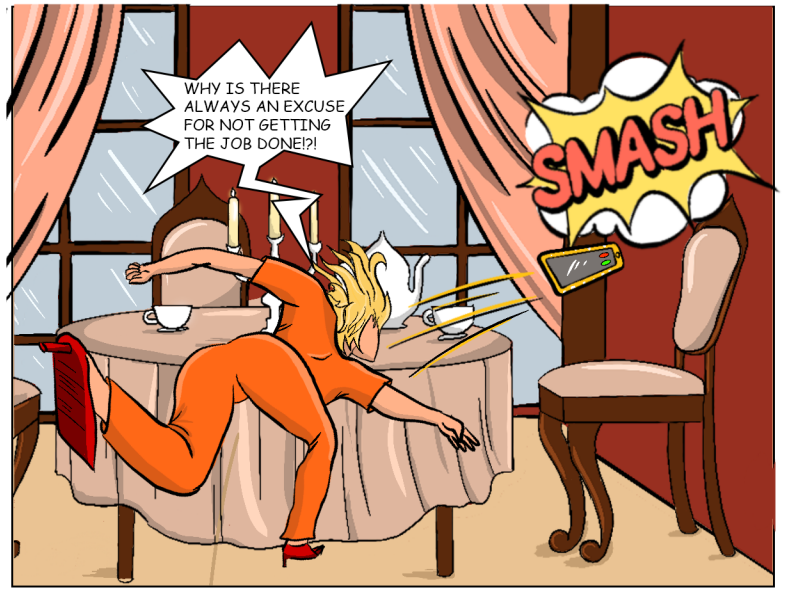
**Q: Are there any global factors that shippers should be considering in 2023?**

A: Yes, there are a few things going on internationally that shippers should stay aware of. First, is the ongoing conflict between Russia and Ukraine. The Black Sea Grain Initiative has largely protected prominent ports in the region, but ground transportation has been significantly disrupted. Air transport above the conflict has also been disrupted. Geopolitical situations like this one can impact shipping routes, and in turn, transit times and potential costs. Again, advanced planning with your logistics provider can alleviate – if not eliminate – these difficulties.

**Q: What advice would you have for shippers looking to map out an effective supply chain for 2023?**

A: Planning your supply chain is key. Over the last few years, we saw a lot of difficulties come up when shippers either did not plan, employed an improper plan that didn't account for changing market conditions, or struggled to follow their plan. I suggest that shippers work very closely with a logistics advisor who fully understands their short-and-long-term goals, can offer end-to-end visibility, is able to access long-standing industry relationships, and can adroitly conceptualize and tailor multiple routing options based on real-time market data and the client's individual needs.





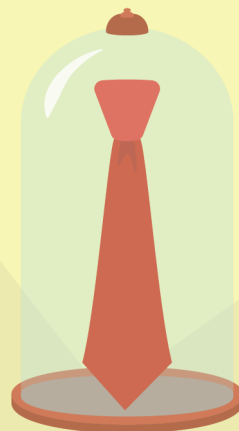


# Neckties

FUN FACTS



In England, the stripes on their neckties run from top left to bottom right, while in the US, the stripes run from top right to bottom left



A Grabatologist is a person who collects ties



There are more than **100,000** different ways to tie a men's necktie



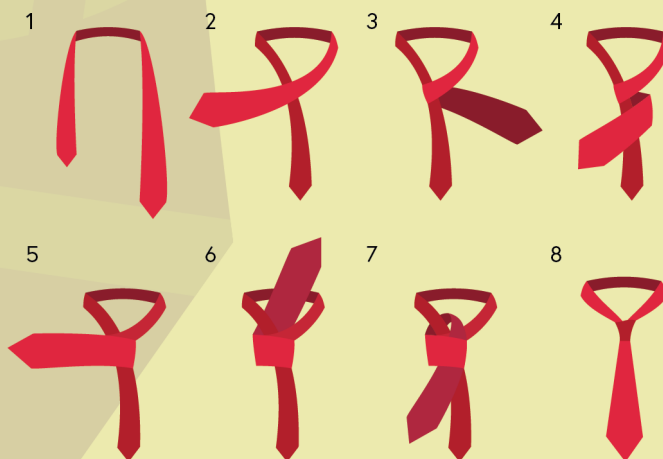
More than **100 million** ties are sold in the U.S. every year



It takes more than **100** silk-worms to make a quality silk tie



Irene Sparks boasts the largest collection of neckties on record with **21,321**



Every day more than **15,000** men in the U.S. learn how to tie a necktie

# ABOUT OEC GROUP

At OEC Group, we have demonstrated our commitment to customer service in trans-Pacific trade for more than 35 years. Founded in 1981, OEC Group had a vision to provide comprehensive logistics services to clients. Today OEC Group serves destinations throughout the world and has grown into one of the leading logistics providers in North America. With over fifty offices worldwide, we take pride in being close to your cargo at all times.

OEC Group is monitoring and adapting to the changing market. We are well positioned to make continuous improvements to your supply chain using the fastest, most efficient and cost-effective services available. We work tirelessly to stay on top of the ever-changing logistics industry with the goal of delivering the most current information and services to you, our customer.

*Our business is making our logistics expertise, your competitive advantage.*