FOURKITES

FOURKITES GLOBAL OCEAN REPORT | FEBRUARY 2023

The Great Reset: Ocean Shipping in a Post-Pandemic World

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Introduction.

It's been quite a year on the ocean, marked by ongoing market volatility, political conflict, material shortages, public health crises and extreme weather events. While the unprecedented disruption of the pandemic appears to be settling down, ocean freight stakeholders are going into 2023 facing a new set of conditions and challenges.

Shippers, who have regained some leverage after two years of extreme delays and stockouts, will be shifting their focus to customer service, labor shortages and costs. Carriers and logistics service providers (LSP), who enjoyed healthy profits for the past two years, must now also contend with labor challenges, as well as shifts in capacity and rates. In addition, the market continues to be competitive, with new technology, consolidation and sizable capital investments being made that will require all participants to stay aware in order to keep up.

The past three years have been unlike anything we've seen, with imports to the U.S. skyrocketing 39% from 2020 to 2022 and UK imports 26.5% higher than 2018.

Now things are cooling off, giving international shippers a chance to catch their breath, regroup, and chart a course for 2023 and beyond. With the lessons of the pandemic fresh on their mind, many supply chain leaders are leaning into technology to ensure past mistakes aren't repeated.

To better understand the forces at play, FourKites, the leading real-time supply chain visibility provider, surveyed 350+ supply chain professionals in January 2023 to get their perspectives on the current state of the industry. This report will examine the survey findings and shed light on:

- Recent trends in ocean freight shipping
- Key lessons learned
- What to expect in 2023 and beyond
- Strategies for building supply chain resilience despite ocean freight uncertainty

KEY FINDINGS

50% of respondents reported having zero visibility into their ocean freight, with more than **20%** relying on manual track-and-trace processes to track their ocean freight.

More than half of respondents were most concerned about labor challenges, high shipping costs and impacts to customer service, with **35%** also reporting concerns around congestion at the ports.

The past few years of supply chain disruptions have driven **73%** of respondents to invest in supply chain visibility, with **46%** planning to invest more in 2023.

Click to learn more on page 13

Market Perspective: New Uncertainty Emerges.

Port of Singapore
Pasir Panjang, Singapore

Waiting for Berth	Waiting at Port
1 day 7 hours	4 days 12 hours
2500% above average	5% above average

Export Dwell	Import Dwell
6 days 13 hours	3 days 9 hours

While supply chains are continually impacted by numerous interdependent variables, ocean shipping, in particular, is under pressure from four factors:

1

SHIFTING ECONOMIC CONDITIONS

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BOTTLENECKS AT THE PORTS

3

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SHIFTING ECONOMIC CONDITIONS

The past 18 months has seen dramatic swings in **supply and demand.** Demand skyrocketed as the pandemic took hold, with shippers contending not only with high volume but also with a capacity shortage — to the point of acquiring their own containers and vessels to manage the shortage.

Growth was so strong in the first half that the UN Conference on Trade and Development (UNCTAD) projected **global trade** to hit a record of $32 trillion in 2022, with $25 trillion attributed to trade in goods — a 10% increase from 2021, which was also a record year. After a strong first half, growth reversed in the second half of 2022 — Q3 goods trade dropped 1% compared to the previous three months — a trend UNCTAD predicts will persist in 2023 most likely due to geopolitical frictions, persisting inflation and lower global demand. And while this is a slowdown relative to the past three years, volumes look similar to 2019 levels.

When it comes to **inflation, jobs and the economy**, we're now living in a good news/bad news world. In 2022, nearly half of all countries experienced double-digit inflation. U.S. inflation peaked at 9.1% in June, then gradually fell to 6.5% in December — far from the Fed's target rate of 2%. Recession fears emerged and demand cooled. Interest rates rose to higher levels than they've seen for over a decade — and companies that had become used to cheap borrowing are now laser-focused on profitability and cash flow.

Those challenges are compounded by **high energy costs** across the globe, which impact every industry and every individual's bottom line. Resulting price hikes have a direct impact on shipping, as well. And while energy costs have declined recently, no one expects them to return to pre-pandemic levels any time soon.

With inflation and economic concerns persisting, shippers are still worried about high energy costs. Read what else international shippers are concerned about going into 2023.

See details on page 15

BOTTLENECKS AT THE PORTS

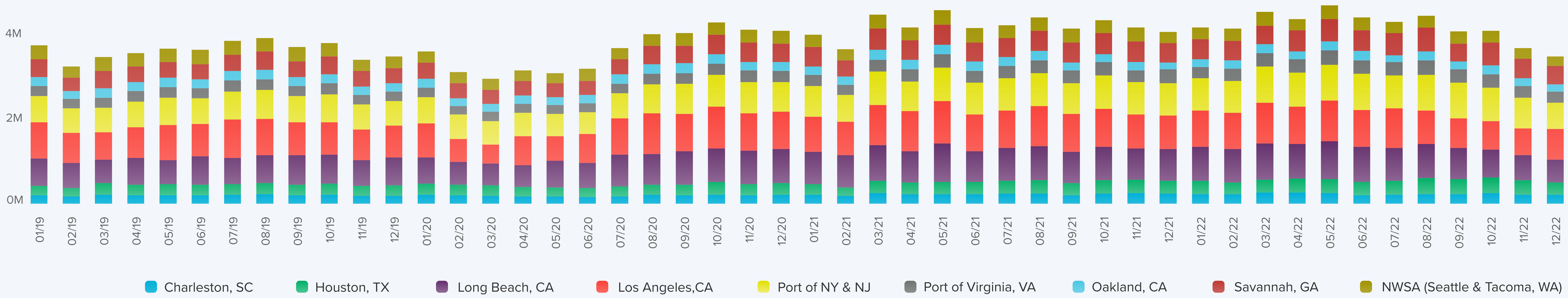
Spikes in consumer demand — as well as political unrest, extreme weather and fuel conservation, among other factors — resulted in unprecedented port delays and dwell times.

While the entire globe experienced some congestion last year, dwell times more than doubled at the busiest U.S. ports, creating delays, additional costs and downstream troubles. The impact in other parts of the world was less severe, due to the fact that port traffic is generally less concentrated. According to the U.S. Department of Transportation (USDOT), 40% of container imports flow through the combined ports of Los Angeles and Long Beach, California, while Europe has many ports distributed all along the coastline. Even Europe's largest port, in Rotterdam, is more spread out than the Port of Los Angeles — which means any congestion is much easier to mitigate.

One new factor that entered the picture in 2022: Many carriers moving containers in and out of U.S. ports adjusted their shipping routes. Given the number of ports in Europe and Asia, and the way they are distributed, reallocations from one port to another are much easier. But even in the U.S., port allocations and/or route shifts were made to alleviate congestion and delays.

Monthly TEUs Handled by Select U.S. Container Ports

JANUARY 2019 TO DECEMBER 2022



"Instead of moving containers through the West Coast ports of Los Angeles, Long Beach and Oakland, an increasing number of shippers and carriers from Asia favored the East Coast ports of New Jersey and New York, as well as other ports on the Eastern Seaboard and Gulf Coast," says Chris Stauber, ocean industry expert and founder of VentureSoftPM. In fact, the Port Authority of New York and New Jersey boasted in December that it was the number one port in terms of number of containers moved for four consecutive months.

> Between January 2019 and August 2022, the ports of New York, New Jersey, Virginia, Savannah, and Houston outpaced the TEU throughput of the Pacific Coast ports of Long Beach, Los Angeles and Oakland.
>
> **– USDOT**

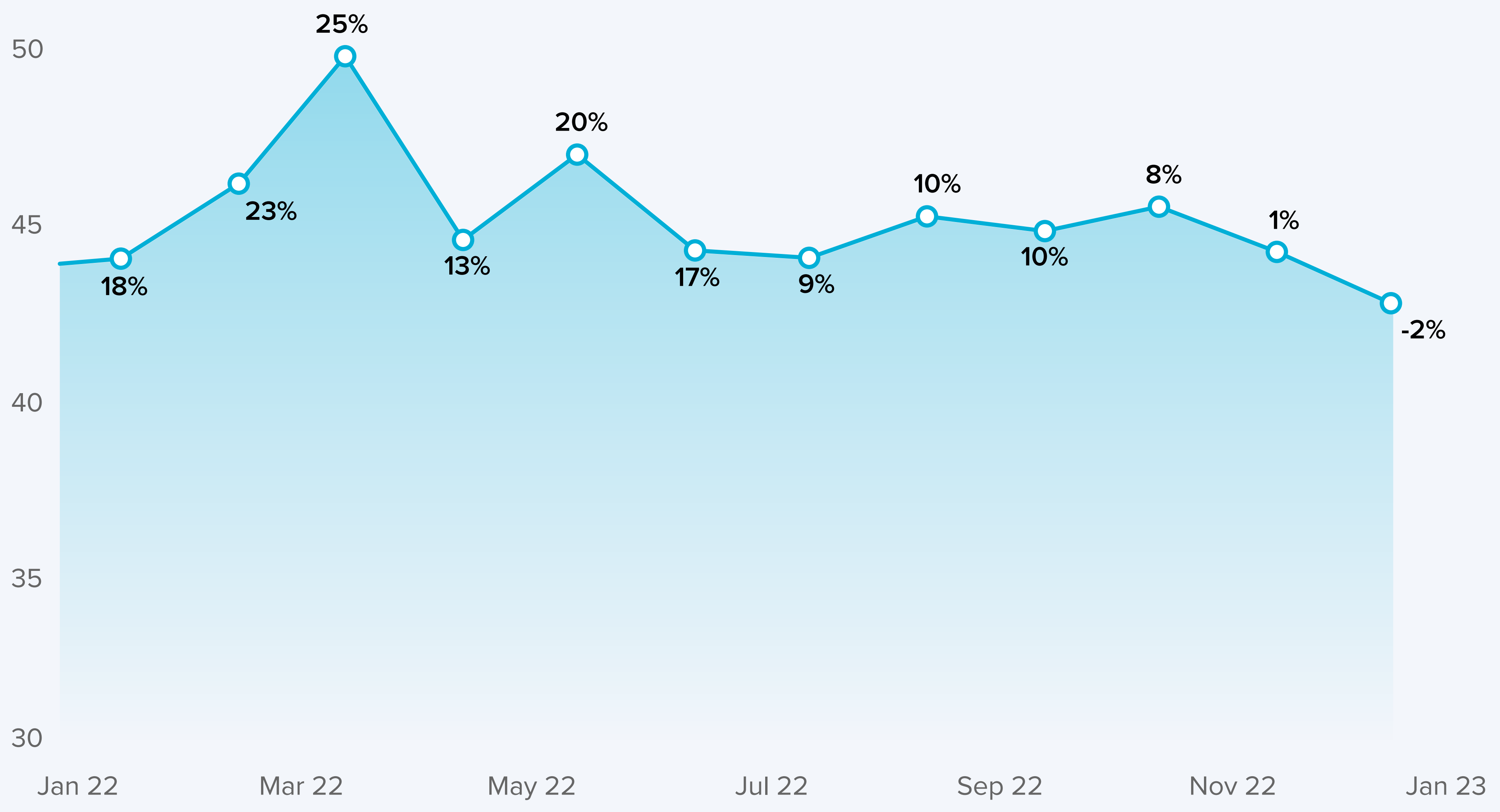
Why did carriers head east? Not only could they avoid the congestion at the West Coast ports, but many East Coast terminal operators have also invested in infrastructure and new technology, including new truck appointment systems to improve truck turnaround times and new APIs to improve visibility. And with the majority of the U.S. population living east of the Mississippi, moving containers into the country via the eastern and Gulf ports makes logistical sense.

West Coast port operators are also making strategic moves of their own. For instance, the state of California says it has identified $3.6 billion in infrastructure projects that could be potential candidates for state or federal infrastructure grant programs.

We have finally seen **demand soften** over the last six months, and FourKites data from the second half of 2022 revealed that chaos at the ports calmed as the year came to a close, as both dwell times and ocean transit times trended downward.

Average Ocean Transit Time on the Downturn in Late 2022

AVERAGE OCEAN SHIPMENT TRANSIT TIME

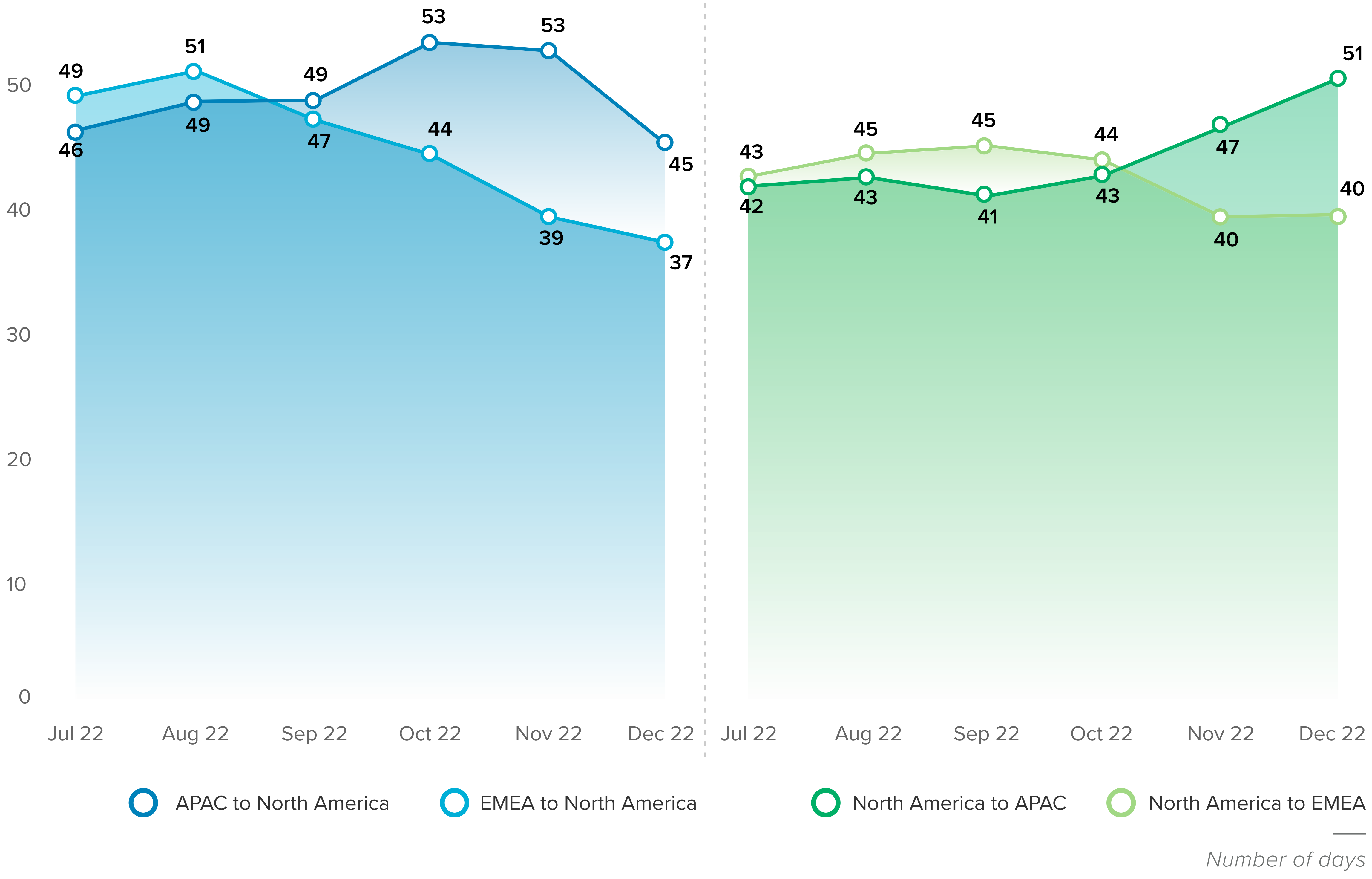


Number of days, YoY % change

Indeed, there are many factors that affect transit time, including intentional slow-steaming to save fuel, reduce emissions and avoid arriving at port when there is a large backlog of ships already waiting. When the congestion challenge resolves, carriers can again optimize their voyage according to their primary business objectives, striking the balance between service and profit. No one benefits over the long term when transit times are extended to accommodate congestion, so we see this trend as a positive indication for both shippers and carriers.

Average Ocean Transit Time For Shipments to APAC on the Rise in Late 2022

AVERAGE OCEAN SHIPMENT TRANSIT TIME BY LANE



Global Monthly Trends in Ocean Dwell Time

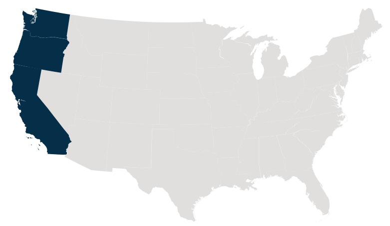
YOY % CHANGE IN MONTHLY AVERAGE OCEAN DWELL TIME BY STOP TYPE

USDOT data also shows a significant decrease in dwell times from early to late 2022. Container ships waiting to dock at ports across the U.S. fell by 40% — from a peak of 150 in early February 2022 down to 90 in November 2022. Drewry projects that port congestion will continue to decline through 2023.

Meanwhile, demand for containers and vessel space was expected to rise, as it typically does in advance of Lunar New Year; but that didn't happen. "Market demand remains uncharacteristically soft, with no significant volume or rate increases for trades in and out of Asia," observed C.H. Robinson.

Not only has the container bubble burst (following record orders of 6.7 million TEUs contracted 2021-2022), but **cargo demand** also has contracted at a faster pace than many anticipated. While carriers did make some adjustments, including blank sailings, spot rates have fallen on a weekly basis, nearing the five-year 2015-2019 average. Drewry's Composite Container Index across eight major east-west trade routes showed a 78% decrease in spot rates from February 2022 to February 2023.

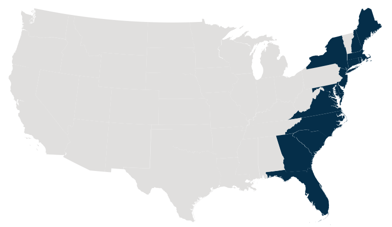
A snapshot of February 2023 rates shows:



Asia — West Coast

42%
to $1,424/FEU

Down 90% since a year ago, but on par with Nov. 2019 level of $1,321/FEU



Asia — East Coast

31%
to $3,874/FEU

77% lower than last year, but 53% higher than 2019

Asia — Europe

continue to
decrease
along with
falling volumes

Prices fell 16% to $4,072/FEU, 72% lower than last year

Data according to Freightos.com.

FREIGHTOS

GEOPOLITICAL INFLUENCE ON GLOBAL SUPPLY CHAIN NETWORKS

From war to pandemic, unpredictable global events continue to have a significant impact on supply chains, and as a result, more and more stakeholders are taking steps to mitigate recovery from these shocks.

Nowhere did **COVID-19** have a greater impact on trade than in China — and with every organization that does business there. First, China's "Zero COVID" policy resulted in lengthy lockdowns that shuttered major ports, including the port of Shanghai. More recently, the resurgence of COVID-19 after China's reopening — and the country's inability to meet global demand for goods, parts and production — continues to disrupt the supply chains of its trading partners. For example, many manufacturers have long been dependent on China for labor, parts and materials, but now we're seeing big players diversifying production, such as Apple looking for other options, such as India and Vietnam, to diversify production.

Ongoing **political conflicts** in Ukraine, Russia, Taiwan, Syria, Yemen and Afghanistan have put a strain on countries that rely on these regions for food, fuel and other goods and services, while causing turmoil and uncertainty along the adjacent shipping routes.

As a result of the time required to recover from these types of shocks, many manufacturers aren't just nearshoring; they're going regional. In addition to moving operations closer to home, more and more manufacturers are mitigating risk and minimizing future disruptions by installing regional manufacturing facilities closer to buyers and workers.

LABOR CHALLENGES

Compounded by inflation, **labor challenges** continue to plague the ocean transportation industry, as well. The demand for labor remains high, with unemployment falling to 3.4% in January — the lowest in decades — and unemployment in the EU lower than it was before the financial crisis in 2008. In light of inflation, expectations and demands for higher wages are likely to persist and, in a tight labor market, labor might become more expensive still.

> **"The pressure will be felt in the terminals, airports, over the road and right down to the last mile."**
>
> **CHRIS STAUBER**
> Ocean industry expert and founder of VentureSoftPM

Drawn out labor and union contract negotiations at West Coast ports and strikes in the UK underscore the risk for future disputes, and labor shortages persist at every link in the supply chain. The continued shift of more financial burdens and risks (fuel, insurance, equipment, etc.) from large transportation companies to individual driver operators is expected to further exacerbate labor issues, as fewer people will pursue contract driving and delivery jobs. These issues all have a direct impact on the quality of customer service that carriers and shippers are able to provide, and labor shortages show no sign of easing up.

Across the board, unpredictability remains the norm.

MEET THE EXPERT

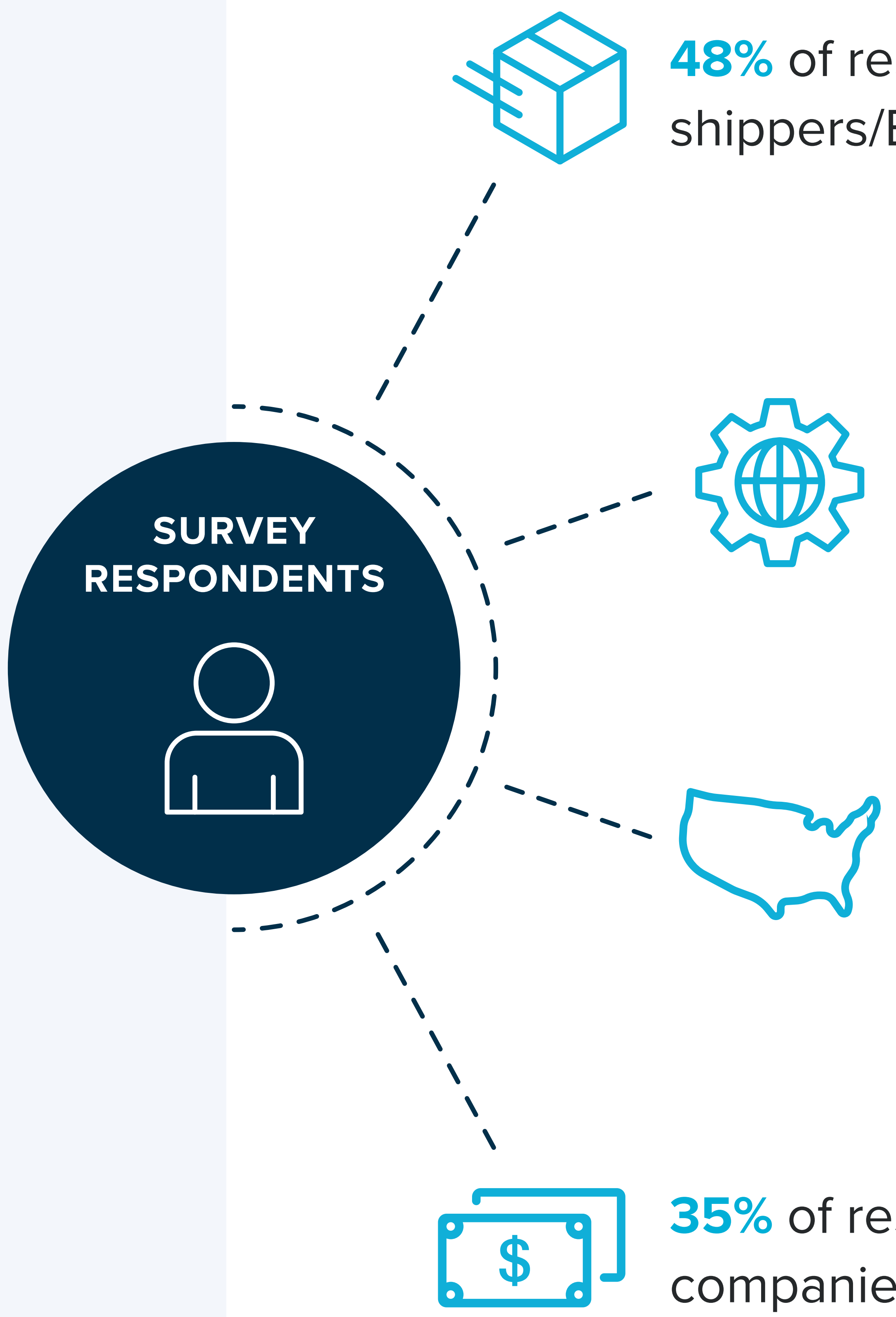
CHRIS STAUBER
Ocean industry expert and founder of VentureSoftPM

Chris Stauber has co-founded and worked at small startups, helping them grow to very large, profitable enterprises. He has solved business problems in a wide variety of domains including Supply Chain, ERP, CRM, Tax, Energy & Emissions Management, and others. He has developed applications which have scaled to tens of thousands of users in cloud, mobile, and on-prem deployment models. With over 40 years in the software industry, Chris has a keen understanding of business problems and how to address them with technology. He has co-authored three software patents, advises his clients of VentureSoftPM and sits on the advisory board of his daughter's charity, Kindness Kures.

Survey Results: The State of Ocean Shipping 2023.

In January 2023, FourKites surveyed **350+ supply chain professionals** — shippers/beneficial cargo owners (BCOs), freight forwarders, carriers and others — to get their perspectives on the current state of the industry. Respondents were asked about pain points, the technology they're using, current processes and more.

Clearly evident within these survey responses are the economic, geopolitical and labor undercurrents of the past 18 months. In fact, the top concerns respondents cited include high shipping costs and labor challenges; and it's no surprise that certain industries are also feeling uneasy about port congestion and geopolitics, as well. Here are the top findings from the FourKites survey, as well as takeaways for stakeholders in ocean shipping.



48% of respondents represent shippers/BCOs

72% of respondents work in logistics/transportation operations roles

93% of respondents work for companies based in North America

35% of respondents are affiliated with companies with annual revenues over $1B

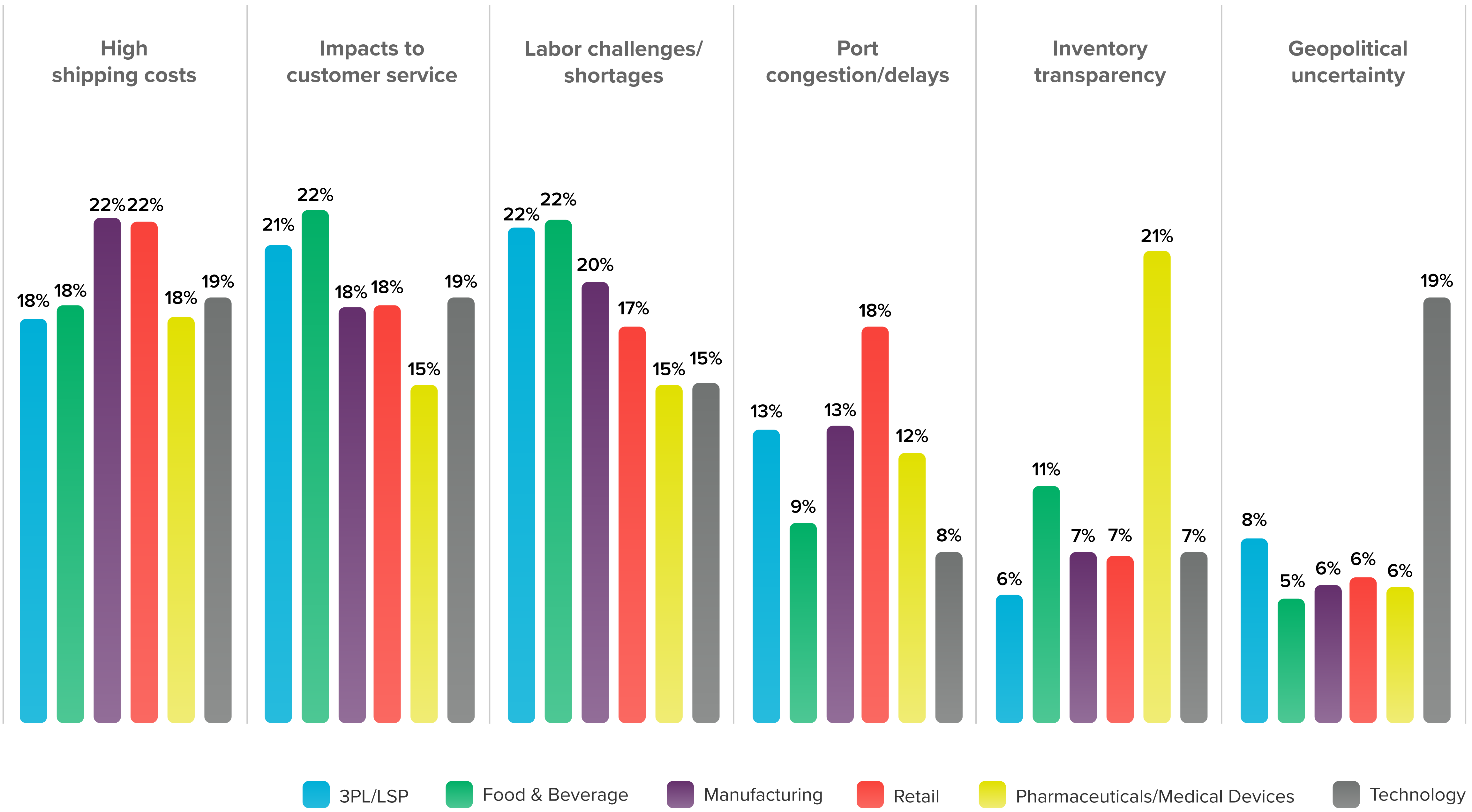
TOP CONCERNS: TRANSPORTATION COSTS, LABOR SHORTAGES AND CUSTOMER SERVICE

It's interesting, but not shocking, that survey respondents' top-three concerns were echoed across all industries and organization sizes.

As noted in the Market Perspective section above, **high costs** continue to be a significant factor across all facets of the global supply chain and come from a number of sources. Some cost increases can be directly attributed to consumables, such as fuel. Carriers will generally pass on higher fuel costs almost immediately. Fortunately, energy costs have eased slightly in recent months, encouraging spot rates to fall dramatically, and reducing some pressure on stakeholder budgets.

Equipment costs are less variable than fuel costs, given that there are only a small number of manufacturers of modern containers. These companies monitor their market and are reluctant to put too many containers into place. In fact, just before COVID-19 hit, these companies were collectively reducing the rate of container replacement. So when demand for containers increased, manufacturers had to increase their labor pool, secure material and accelerate the speed of production. It was more than a year before the constraints began to ease.

International Shippers' Top Concerns Going in to 2023
PERCENTAGE OF RESPONSES BY INDUSTRY



And then there is vessel capacity. It takes a few years after an order for a new container ship to be built and delivered, so in the short-to-medium term, the aggregate vessel capacity is fixed. Other major infrastructure components in the overall supply chain are similar, taking many years to realize new capacity. One does not simply create a new ocean port to fix a short-term problem.

Labor is also a significant concern, and will be for the foreseeable future. Labor issues are complex in ocean freight, impacted by psychology, regulations, education and perception.

Ocean journeys can last several months or more, with little time to leave the ship at port. It is not a job for everyone.

Regulations impact the labor pool, in that many of these jobs require a license and certifications, all demanding money, time and energy. Education is also critical to many of the jobs in transportation, more so than is generally believed. Today's mega-sized ships — and increasingly, the ports — are loaded with technology. Workers must be well educated, and must continue their professional education just like doctors, accountants, and others.

Meanwhile, perception of these roles lags behind reality. If a job is perceived to be hard and poorly compensated, then prospective workers will look elsewhere.

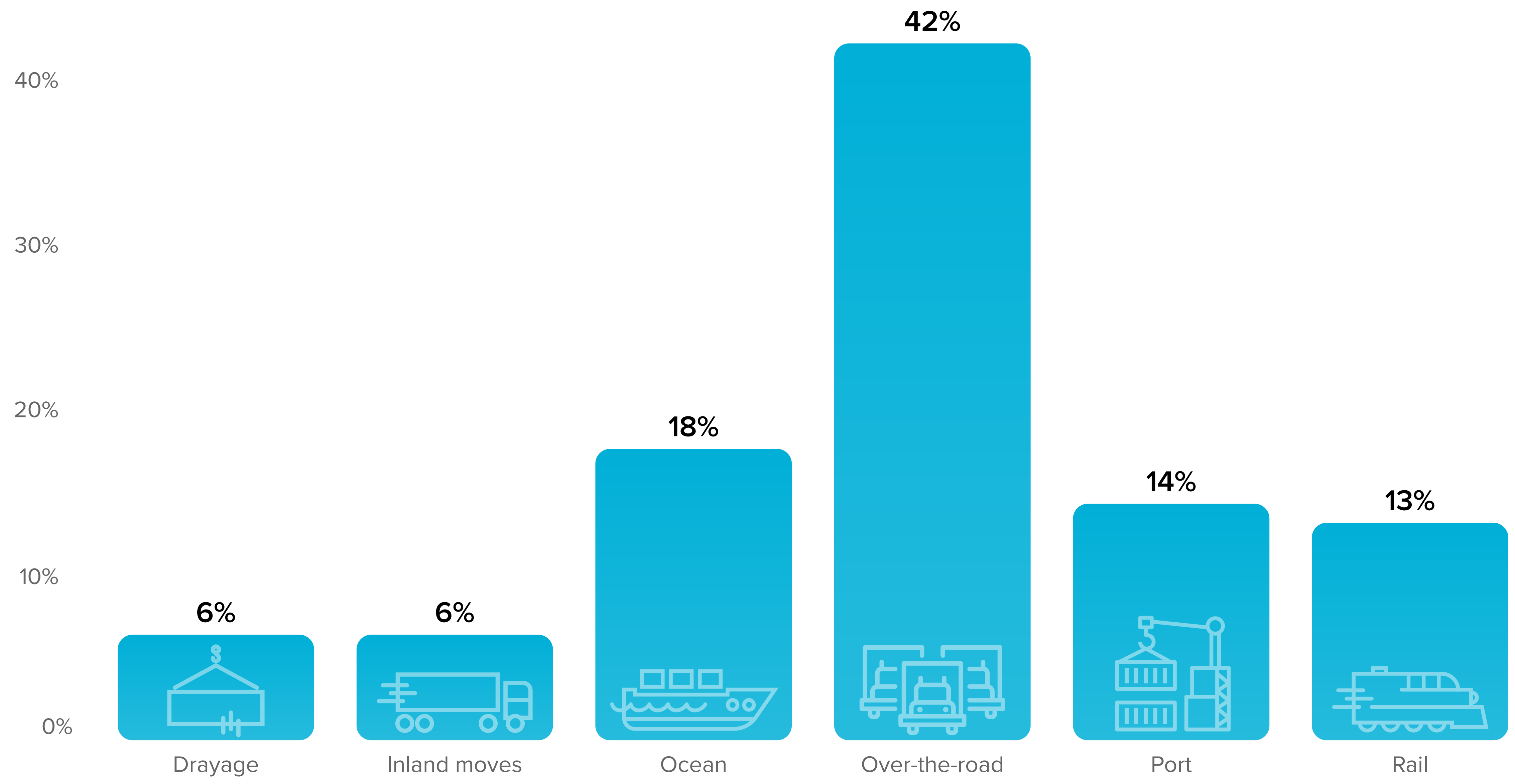
> **"The pandemic unleashed the 'instant gratification' monster in all of us. We turned into consumers that want everything now. Customers expect orders to arrive on their doorsteps quickly, predictably and in full."**
>
> **CHRIS STAUBER**
> Ocean industry expert and founder of VentureSoftPM

OTR CREATES THE MOST STRESS FOR PLAYERS IN SUPPLY CHAIN

Considering the many different modes of transportation and the many stakeholders who interact with a shipment as it closes in on the last mile, it's no wonder over-the-road (OTR) transportation creates the most stress for the vast majority of survey respondents. Even ocean shippers are not immune to last-mile headaches, as the biggest challenge for shippers and LSPs is often the handoff to over-the-road partners, not to mention the question of whether goods have made the journey successfully. And the less visibility they have into that chain — be it through tracking software or communications from carriers or drivers — the more stressful that journey becomes.

Which Leg of the Supply Chain Causes You the Greatest Stress?

PERCENTAGE OF TOTAL RESPONSES



46% OF RESPONDENTS PLAN TO INCREASE INVESTMENTS IN SUPPLY CHAIN VISIBILITY

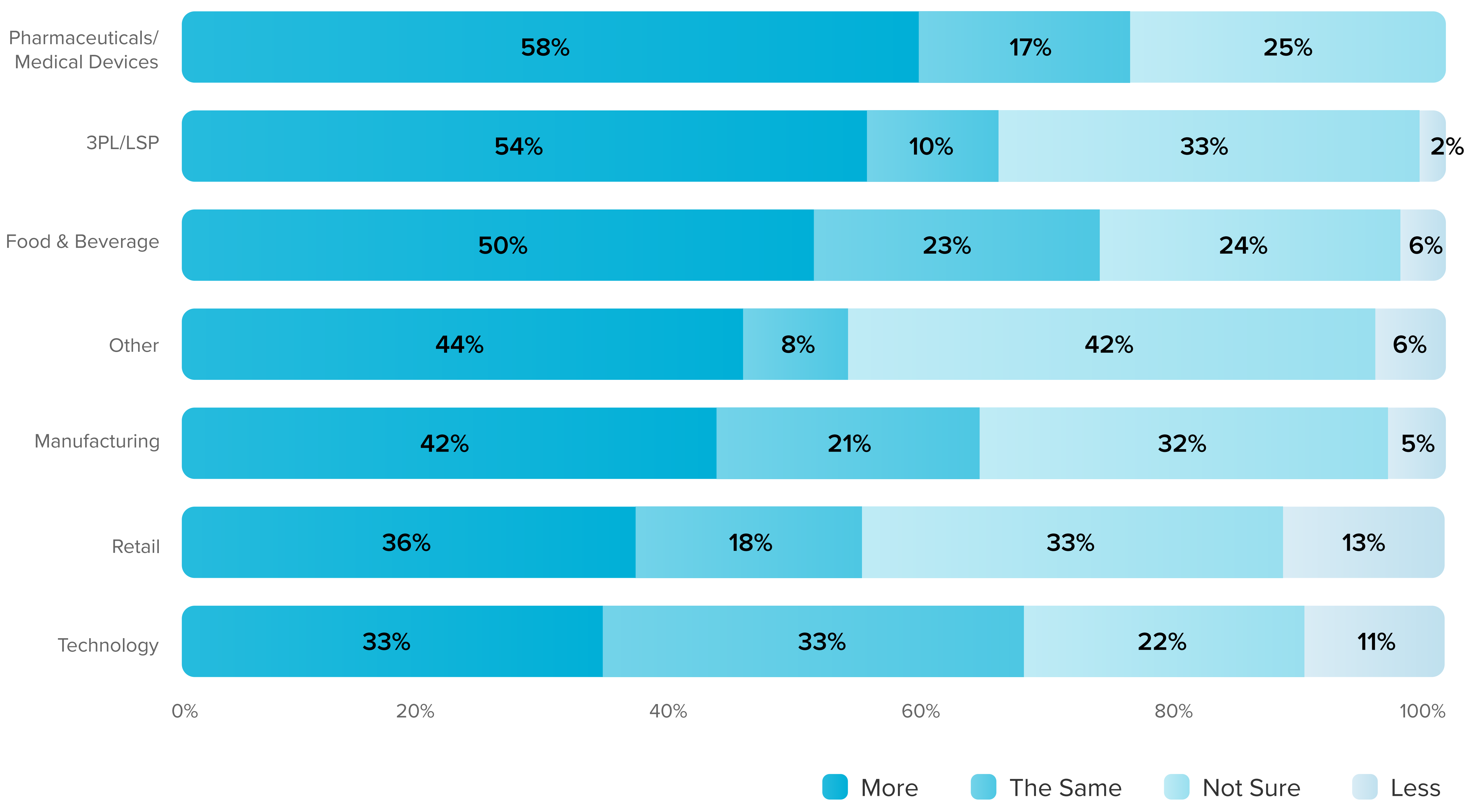
Nearly half of survey respondents plan to spend more on supply chain visibility in 2023. Few, if any, organizations can simply throw money at the growing challenges around shipping, so resources should be channeled toward efficiency, automation and flexibility. Efficiency may mean using bigger, faster equipment, or simplifying tasks and enabling workers to make better decisions using better data. The old adage that “you can’t fix what you can’t see” is very relevant here.

Given economic headwinds, this willingness to invest might come as a surprise — but it shouldn’t. After three years of non-stop disruption, supply chain leaders realize that digitizing operations will ultimately improve profitability despite the initial costs.

Additionally, successful automation requires access to good data, meaning organizations who want to automate their operations will invest in projects that provide better data, enable more streamlined processing, and increase overall transparency and visibility in the supply chain.

What Level of Investment in Supply Chain Visibility Technology Will You Make in 2023 Compared to 2022?

PERCENTAGE OF TOTAL RESPONSES BY INDUSTRY



Looking Forward: The Year Ahead.

Amidst ongoing volatility, here’s what FourKites expects to see in in the ocean shipping marketplace in 2023.

ECONOMIC CONDITIONS PUT PRESSURE ON CONTRACT NEGOTIATIONS

With spot prices decreasing considerably year over year, we should see large shippers push for favorable contract shipping rates, locking in savings and price protection for when spot rates move back upward. Negotiating contract rates can help big shippers capitalize on price stability and quantity discounts, and contracts help carriers improve the precision of their forecasting and stabilize capacity.

That's not to say the carriers will be taking a big hit; small- and medium-sized shippers who can't afford big contract commitments still consume a huge amount of capacity. And as the Journal of Commerce reports, cargo supply and demand uncertainty will lead some shippers to pay up to secure capacity, despite a weak market.

EXPERT OPINION

"When spot rates were high, shippers were reluctant to sign long-term contracts with their carriers. With spot rates coming down shippers are in a better position to take advantage of today's price and lock it in for a longer term."

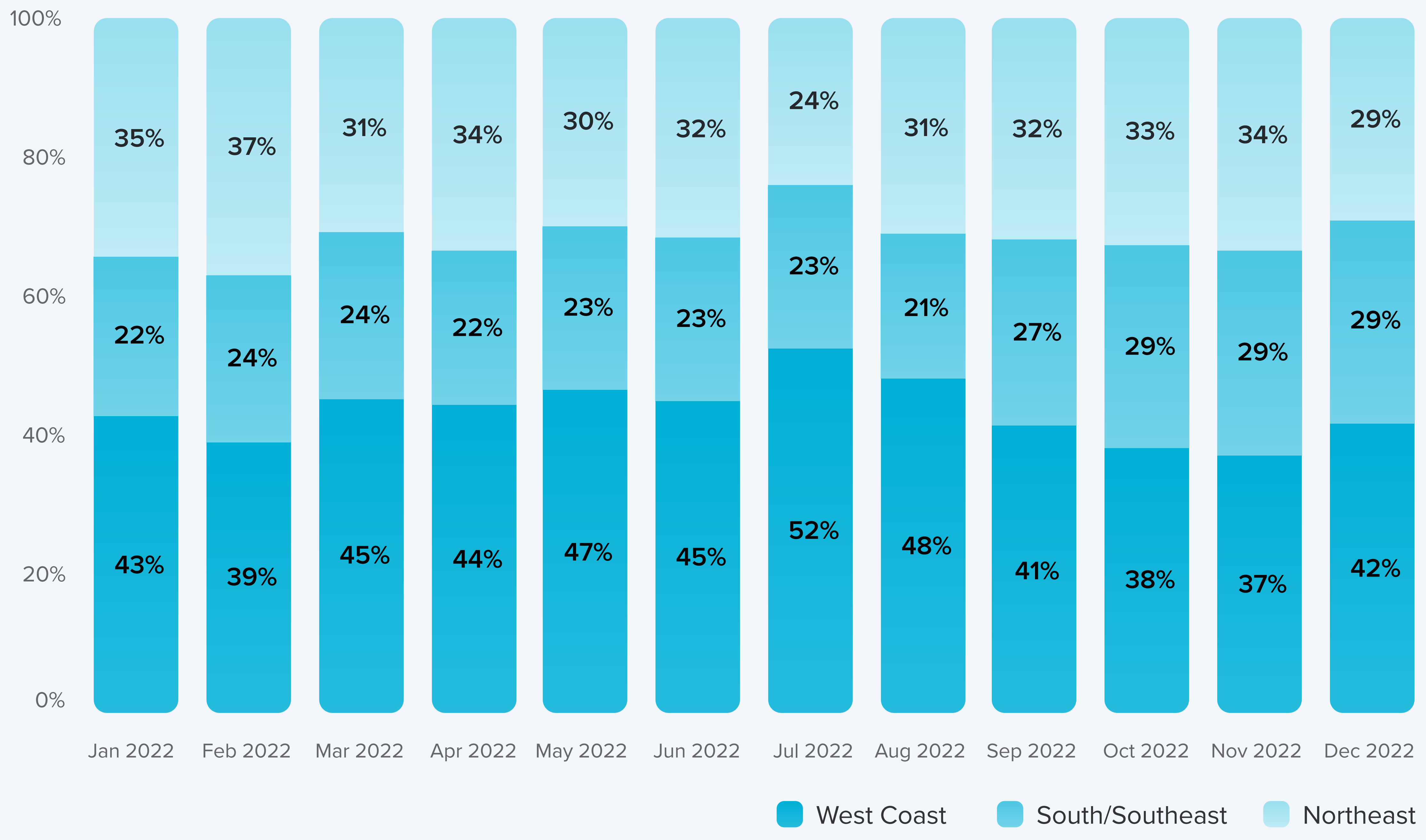
CHRIS STAUBER
Ocean industry expert and founder of VentureSoftPM

BOTTLENECK FEARS DRIVE STRATEGIC CHANGES TO ALLOCATIONS

We will continue to see shippers, BCOs and carriers adjust resource allocations in a number of areas. Carriers will continue to adjust where they move their containers in the U.S., shifting more ships to the East and Gulf Coasts. And with all the focus on improving transportation infrastructure and operation systems, we will see reductions in transit times as a secondary effect of those efforts, and we expect these to remain stable in 2023.

FourKites U.S. Import Mix by Port Region

PERCENTAGE OF U.S. IMPORT STOPS FOR FOURKITES CUSTOMERS



EXPERT OPINION

"Shippers and other players in the supply chain ecosystem are getting smarter about allocations by tapping into more reliable and real-time data, instead of guessing. They want to know what the risk-versus-reward will be for going to an extra port or country to move their containers, or shift from one supplier to three for raw supplies. Additional costs will be involved to get better data, but it does come with a great reduction in risk."

CHRIS STAUBER

Ocean industry expert and founder of VentureSoftPM

THE GEOPOLITICAL LANDSCAPE WILL MAKE SUPPLY CHAIN STRATEGY SHIFTS MORE PREVALENT

There has been much discussion about nearshoring and onshoring to reduce the risks associated with offshoring — risks that became glaringly apparent during the pandemic. We will also see more manufacturers, retailers and e-commerce players shift from just-in-time (JIT) or lean manufacturing strategies like Kanban to the “just in case” manufacturing philosophies we relied on decades ago.

Another trend is how smaller shippers — which comprise 74% of U.S. TEU imports/exports — will continue making shifts to more reliable freight forwarders. “Savvy small and medium-sized shippers are working more with freight forwarders and others in the supply chain ecosystem that were able to continue operations while volatility was really significant. I see them continuing to reevaluate those relationships to make sure they use partners that are technically advanced and have significant buying power to help them weather volatility,” Stauber says.

EXPERT OPINION

“Today’s consumers expect prompt delivery, and waiting on products from overseas and JIT manufacturing won’t cut it. This explains the explosion of warehouses and distribution centers being built by retail giants like Amazon and Walmart, which recently announced it will be building four next-generation fulfillment centers over the next three years.”

CHRIS STAUBER
Ocean industry expert and founder of VentureSoftPM

LABOR CHALLENGES WILL PERSIST

Shippers and LSPs cannot bank on labor becoming cheaper anytime soon. The inflation of the past six months has become baked into the labor market's expectations. Wage negotiations and concessions, for now, are a thing of the past. Shippers should prepare for those higher wage expectations and bake them into this year's budget. We expect to see continuing activity around labor laws and union contracts, as well, against the backdrop of rising fuel prices and stagnant wages.

As a result, next-generation distribution centers and the ports themselves will also rely less and less on human labor in 2023. Technology continues to help offset human labor challenges by improving efficiencies and automating job roles — and in the longer term, carriers and port operators will need to adapt to keep up with the competition.

EXPERT OPINION

"Labor will continue to be tight in supply chains globally, and one of the top concerns for shippers. New jobs continue to be added at a good pace and wages are rising, but not as fast as prices."

CHRIS STAUBER
Ocean industry expert and founder of VentureSoftPM

4 Tips for Weathering Ever-Shifting Ocean Freight Shipping.

1. BUILD RESILIENT SUPPLY CHAINS

While unrest at the ports has begun to diminish, ocean shippers can still do plenty to shore up their supply chains against future shocks. Shippers should analyze historical performance of key carriers, lanes and ports alike — including recent trends in dwell, demurrage and detention fees. By pinpointing these bottlenecks and other disruptive factors, shippers can identify alternatives to limit disruptions and optimize their supply chain.

> "Movement through ocean port terminals has long been a black hole, with estimated times of arrival or departure delayed by hours or days, depending on the source. Now, advances in AI and machine learning allow for highly accurate ETAs, ETDs and status updates that help shippers proactively manage dray and connect the other legs of the journey."

PRIYA RAJAGOPALAN
Chief Product Officer, FourKites

2. TACKLE OCEAN EXCEPTION MANAGEMENT

A comprehensive ocean visibility solution lets shippers see container delays before they even happen, allowing them to adjust, prioritize and reduce the impact of those delays. The benefits are significant, ranging from lower transportation costs and a reduction in demurrage and detention fees, to improved product availability and less spoilage — all adding up to enhanced customer satisfaction.

> “During the past two years, not only were shippers worried about getting products to customers and missing sales cycles, but they were being charged astronomical demurrage and detention charges. Even under normal circumstances, it’s frustrating to receive a bill for something you feel you have little control over. Now, shippers are investing in technology to ensure that they can combat fees and incur minimal added costs.”

PRIYA RAJAGOPALAN
Chief Product Officer, FourKites

3. DON'T LOSE SIGHT OF SUSTAINABILITY

The ocean shipping industry — which accounts for around 3% of global CO_2 emissions — will continue to take steps to reduce its impact on the environment. Sustainability efforts will remain a priority, especially among European players like Maersk, which has committed to "be a net zero business across all scopes by 2040 with ambitious near-term targets for 2030 in all its business segments from ocean and air to landside logistics." Even regions of the world that have been traditionally less ambitious in terms of sustainability are moving in that direction, spurred on by increasingly extreme weather events.

> "About 30% of ships have methods for cleaning their emissions, but the technology can be pricey. We're also seeing some carriers experiment with biofuels, which are also expensive. I suspect as demand from shippers increases for greener transportation, 'greener' ships will get overbooked and carriers will increase their investments in green technology."

CHRIS STAUBER
Ocean industry expert and founder of VentureSoftPM

4. TAKE ADVANTAGE OF END-TO-END VISIBILITY

While 72% of FourKites survey respondents reported having invested in visibility in the past three years, a full 50% said they still don't have visibility into ocean freight. Modern end-to-end visibility solutions, like FourKites' Dynamic Ocean®, allow shippers to visualize their entire multimodal journey of their freight — including every leg and handoff — in a single platform. These solutions also provide predictive estimated times of arrival and departure so you know exactly where your inventory is, down to the PO- or SKU-level, and when it will arrive at its destination.

> "With rapid fluctuations in demand, it's important to know where all of your inventory is at all times. You cannot afford for ocean shipping to be the missing piece of your visibility puzzle. Having end-to-end insight enables you to tackle one of the underlying issues in global supply chain management: What is the impact of my transportation network on my supply and demand?"

PRIYA RAJAGOPALAN
Chief Product Officer, FourKites

Flexibility Is Critical in a Volatile World

As always, planning ahead and maintaining flexibility in every aspect of the supply chain is essential. Companies looking to succeed in 2023 and beyond should maximize flexibility in every mode of transportation they use — especially when it comes to selecting their transportation vendors and suppliers transportation — as well as where they source labor, products and raw materials.

FOURKITES

ABOUT FOURKITES

Leading supply chain visibility platform FourKites® extends visibility beyond transportation into yards, warehouses, stores and beyond. Tracking more than 3 million shipments daily across road, rail, ocean, air, parcel and last mile, and reaching over 200 countries and territories, FourKites combines real-time data and powerful machine learning to help companies digitize their end-to-end supply chains. More than 1,200 of the world's most recognized brands — including 9 of the top-10 CPG and 18 of the top-20 food and beverage companies — trust FourKites to transform their business and create more agile, efficient and sustainable supply chains.

FourKites is the only supply chain visibility provider that creates a single pane of glass for end-to-end visibility, seamlessly connecting each leg of a multimodal journey. FourKites' Dynamic Ocean gives customers end-to-end precision ocean freight tracking, the most accurate predictive ETAs at the stop level, and can easily integrate with their existing TMS. Additional capabilities help international shippers identify and mitigate the risks and costs associated with runaway demurrage and detention fees; proactively manage exceptions; and leverage terminal intelligence at global ports down to the shipment level to combat delays, dwell and unnecessary fees.

FOURKITES STATS

FourKites tracks **98%** of global ocean container traffic across more than **270 lanes** and **120 carriers**

Over the last 12 months, FourKites has tracked more than **1.3M ocean shipments** — a 163% increase in ocean volume year-over-year

FourKites has integrations with **35** major ocean carriers and freight forwarders

FourKites covers **100% of port terminals** in North America and major port terminals in Europe

FourKites has seen **70% growth in ocean customers** over the last year, now serving leading brands, including:

Walmart Canada, American Eagle, Bayer, Kimberly-Clark, Arizona Tile, lyondellbasell, McCain, Röhm, PetSmart, RioTinto, CardinalHealth, RoveConcepts, Yamaha, Unilever, Henkel, TJX