

**Congress of the United States**  
**Washington, DC 20515**

November 4, 2021

Benjamin Tsai  
President  
Evergreen Shipping Agency (America) Corporation  
One Evertrust Plaza, 6th Floor  
Jersey City, New Jersey, 07302

Dear Mr. Benjamin Tsai:

As you know, the United States is in the midst of an international supply chain crisis. Shippers are experiencing unprecedented congestion and delays at U.S. ports and are absorbing astronomical demurrage and detention costs as they struggle to move merchandise through those ports. These costs and delays raise prices for American families and erode the competitiveness of U.S. manufacturers – and their workers in Boston and throughout New England – that are reliant on globally sourced inputs to produce finished goods for domestic and foreign markets.

In anticipation of growing demand for oceangoing container traffic, the Port of Boston in recent years has improved and expanded the Paul W. Conley Container Terminal via a now completed dredging project and addition of three new cranes that can accommodate Panamax vessels. Today the Conley Terminal can handle vessels carrying up to 14,000 TEUs, is open 24/7, and is far less congested than other major Eastern Seaboard ports.

Despite these improvements, I am informed that your company – a member of the Ocean Alliance (the “Alliance”) – plans to avoid the Port of Boston from mid-November through early February 2022. According to an online marine shipping scheduling site, Alliance carriers will cease direct calls at the Port of Boston on November 14 and will not resume them until February 2, 2022.<sup>1</sup> In the same time-period, 11 Alliance vessels will call on the Port of New York.

The Alliance’s decision to bypass Boston will harm many companies in my District that depend on efficient goods movement during the critical Christmas rush, will exacerbate the existing global container and chassis shortage, and will lead to a situation in which manufacturers receive truck shipments from other U.S. ports that could have been made via a Port situated a few hundred yards from those manufacturers’ plants.

The cessation of shipping from November to February will also undermine the decision of our Congressional delegation to fund the massive investments that we have recently made in the Port of Boston and deny work during the winter months to our hard-working Longshoremen who have struggled throughout the recent pandemic.

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<sup>1</sup> See ShipmentLink Sailing Services, at [https://www.shipmentlink.com/tvs2/download\\_txt/NUE\\_E.html](https://www.shipmentlink.com/tvs2/download_txt/NUE_E.html) (viewed on November 4, 2021)

As we face these challenges together, I urge you to make every effort to restore this service to Boston as soon as possible in an effort to support New England businesses and keep good paying jobs in Boston.

A similar letter has been sent to CMA CGM/APL and COSCO.

Thank you in advance, for your consideration.

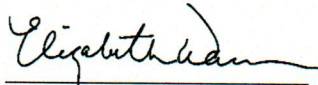
Respectfully,



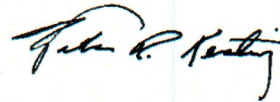
Stephen F. Lynch  
Member of Congress



Edward J. Markey  
United States Senator



Elizabeth Warren  
United States Senator



William R. Keating  
Member of Congress



Jake Auchincloss  
Member of Congress



Ayanna Pressley  
Member of Congress

cc: The Hon. Pete Buttigieg, Secretary, United States Department of Transportation  
The Hon. Gina Raimondo, Secretary, United States Department of Commerce  
The Hon. Daniel B. Maffei, Chairman, Federal Maritime Commission  
The Hon. John Porcari, Port Envoy, White House Supply Chain Disruptions Task Force

**Congress of the United States**  
**Washington, DC 20515**

November 4, 2021

Feng Bo  
President  
COSCO Shipping (North America) Inc.  
100 Lighting Way  
Secaucus, NJ 07094

Dear Mr. Feng Bo:

As you know, the United States is in the midst of an international supply chain crisis. Shippers are experiencing unprecedented congestion and delays at U.S. ports and are absorbing astronomical demurrage and detention costs as they struggle to move merchandise through those ports. These costs and delays raise prices for American families and erode the competitiveness of U.S. manufacturers – and their workers in Boston and throughout New England – that are reliant on globally sourced inputs to produce finished goods for domestic and foreign markets.

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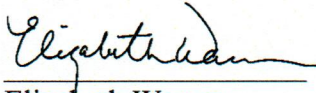
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**Congress of the United States**  
**Washington, DC 20515**

November 4, 2021

Edward Aldridge  
President  
CMA CGM (America) LLC  
3501 Jamboree Road, Suite 4400, North Tower  
Newport Beach, CA, 92660

Dear Mr. Edward Aldridge:

As you know, the United States is in the midst of an international supply chain crisis. Shippers are experiencing unprecedented congestion and delays at U.S. ports and are absorbing astronomical demurrage and detention costs as they struggle to move merchandise through those ports. These costs and delays raise prices for American families and erode the competitiveness of U.S. manufacturers – and their workers in Boston and throughout New England – that are reliant on globally sourced inputs to produce finished goods for domestic and foreign markets.

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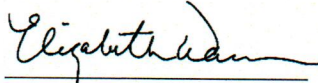
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Stephen F. Lynch  
Member of Congress



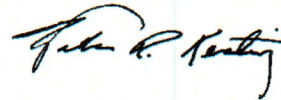
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