

Meat, poultry, fish and eggs sold at an eight percent premium this year, with prices up 15.7 percent since August 2019.

Katie Denis, vice president of research and industry narrative at the Consumer Brands Association, said the grocery sector is facing supply chain challenges of its own.

'We're entering what is going to be one of the busiest times of the year when it comes to shipping,' she told DailyMail.com.

'That's true whether you're shipping gifts, whether you're trying to get toys to your destination, or whether you're trying to get grocery to stores.

'It's just going to be a volume game, and that's a lot of what's been troubling the supply chain for months now.

'Demand has been off the charts.'

'When you compound that with a profound labor shortage, you're really setting up the perfect storm for a very difficult holiday season.'

Denis urged shoppers to avoid panic buying and hoarding items.

'Don't overbuy,' she said.

'I think overbuying is what drove a lot of the shelf clearing we saw earlier in the pandemic. That can really go a long way to making sure everyone has what they need and you're not struggling to find the stuff on your list.'

Right now, thousands of freight containers filled with Christmas decorations, toys and other goods are stranded at the ports of Los Angeles and Long Beach, where cargo ships queue for weeks just to unload.

It takes twice as long as it normally would for a freight order from China to reach its final U.S. destination, Ocean Audit Inc. chief executive Steve Ferreira told Dailymail.com.

It's also more expensive to move commerce by ocean freight.

About a year ago, retailers paid about \$1,100 for a 40-foot crate traveling from Asia to LA.

The price has since skyrocketed to \$5,000 per box, with some big box stores paying upward of \$9,000 per container to ensure delivery, Ferreira said.

The costs will be absorbed by customers, who'll be hard pressed to find a good deal on toys this season said Foreman, whose toymaking company produces Tonka, Care Bear and My Little Pony products.

'You won't probably find as many deals,' Foreman said.

'There certainly will be some deals, but the retailers have to cover the cost of the inflation and the high cost of ocean freight and transportation, which wasn't calculated into the retail price of the merchandise when the season started.

'So if they don't want to raise prices - which many of them don't want to do - they're probably less likely to discount as much.'

Exacerbating the issue is that importers previously stuffed their warehouses before former president Donald Trump's trade tariffs kicked in and have nowhere to store incoming product.

'It is such a complex issue,' Ferreira, an ocean freight expert, said. 'The warehouses are full, but they're filled with the wrong kind of product.'

Big box retailers - who often have their own storage facilities - are working around port backlogs and warehouse issues by chartering their own intercontinental freight ships, he said.

The nation's largest ports shattered more records Monday as massive bottlenecks at the Ports of Los Angeles and Long Beach continue to wreak supply chain havoc.