



Classified – External

Strike Action at East and Gulf US Ports

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PENTAGON

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1 ILA Strike Action

1.1 East and Gulf US Ports

Following strike action today (01/10/24) by the International Longshoremen's Association (ILA) union. CNN has reported that it will stay on the picket lines until its demands are met: "The ILA intends for the demonstrations to continue around the clock, 24/7, for as long as it takes for the United States Maritime Alliance (USMX) to meet the demands of the ILA rank-and-file members", the ILA said in a statement.

Carriers have announced surcharges to be applied on these trade lanes as they intend to sit out the strike until it is resolved.

Hapag Lloyd provided the following service announcement:

Import Demurrage & Storage:

- If the port is closed: you will not be able to pick up import containers that have already been discharged. Hapag-Lloyd and the marine terminals will not charge storage for those days.
- If the port is open: you will be able to collect your containers. However, containers not picked up within the free time will incur Import Demurrage charges.
- Billed Party in this case: The Consignee. Applies to both Carrier Haulage & Merchant Haulage.

Import Detention:

- If the port is closed: you will not be able to return containers to the marine terminal. Hapag-Lloyd will not charge Import Detention for those days. However, empty containers may continue to be accepted at inland and/or near dock depots. Please visit our local page for empty return depot options here.
- If the port is open: containers should be returned within the free time or be subject to Import Detention fees.
- Billed Party in this case: The Consignee, both for drop/pick and live unload. Applies to both Carrier Haulage & Merchant Haulage.

Export Demurrage & Storage:

- If the port is closed: you will not incur demurrage on days when the terminal is closed. Hapag-Lloyd and the marine terminals will not charge storage for those days.
- If the port is open: standard terms from Hapag-Lloyd and terminal tariff and policies will apply.
- Billed Party in this case: The Shipper. Applies to both Carrier Haulage & Merchant Haulage.

Export Detention:

- If the port is closed: you will not be able to return export full containers. Hapag-Lloyd will not charge Export Detention for those days.
- If the port is open: you will be able to return export full containers. However, containers not returned within the free time will incur Export Detention charges.
- Billed Party in this case: The Shipper, both for drop/pick and live unload. Applies to both Carrier Haulage & Merchant Haulage.

CMA-CGM advised that it plans to load the vessels as normal and sit at anchor and wait out the strikes outside of the US ports. Vessels will not be moved from the schedule or limit allocations.

CMA-CGM will implement the below additional costs. "These will apply from 11.10.24. If bookings sail before the 11th of October, charges are applied based on vessel ETA at destination as opposed to vessel ETS at origin.

Local Port Charge at origin (LPC01)

- **From:** US East Coast & US Gulf
- **To:** all destinations
- **Cargo:** Dry & Reefer & Special equipment
- **Amounts** (Dry & Tanks): USD 800 per 20' | USD 1,000 per 40' | 1,266 per 45'
- **Amounts** (Reefer & Special equipment incl. In/OOG): USD 1,000 per 20' | USD 1,500 per 40'
- **Payment:** Prepaid

Local Port Charge at Destination (LPC51)

- **From:** all origins
- **To:** US East Coast & US Gulf
- **Cargo:** all
- **Amount:** USD 1,500 per TEU
- **Payment:** Collect

As the Strike situation is fluid, we are monitoring the situation and working closely with the ocean carriers.

Please contact your local Pentagon office for multimodal options and latest updates provided by the carriers on bookings and quotations over the coming weeks.



Image: [CNN](#)

Martin Osborne

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Global Procurement Manager