



CONTINUED DP WORLD INDUSTRIAL ACTION IN AUSTRALIA

DP World Australia has received additional Protected Industrial Action notices from the CFMMEU (Maritime Union of Australia division) for each of their Australian terminals at the following ports until the 4th of December 2023.

Brisbane: 27/11/2023 to 04/12/2023

Sydney: 27/11/2023 to 04/12/2023

Melbourne: 27/11/2023 to 04/12/2023

Fremantle: 27/11/2023 to 04/12/2023

Based on the updated dates above, the following will be affected by the planned Protected Industrial Action:

Service/Terminal	Schedule Impact
Sydney DP World	All receipt and delivery stoppage from Monday 27th Nov 06:00hrs through to Tuesday 28th Nov 06:00hrs. All receipt and delivery stoppage from Tuesday 28th Nov 06:00hrs through to Wednesday 29th Nov 06:00hrs. All receipt and delivery stoppage from Thursday 30th Nov 06:00hrs through to Friday 1st Dec 06:00hrs.
Melbourne DP World	All receipt and delivery stoppage from Friday 1st Dec 06:00hrs through to Saturday 2nd Dec 06:00hrs. Quayside and landside stoppage from Friday 1st Dec 06:00hrs through to Saturday 2nd Dec 06:00hrs.
Brisbane DP World	Quayside and landside stoppage from Monday 27th Nov 07:00hrs through to Tuesday 28th Nov 07:00hrs All receipt and delivery stoppage from Friday 1st Dec 07:00hrs through to Saturday 2nd Dec 07:00hrs. All receipt and delivery stoppage from Saturday 2nd Dec 15:00hrs through to Sunday 3rd Dec 15:00hrs.



IMPACTS ON ROAD OPERATIONS

Here are the impacts on Road Operations at WST/DPW due to the scheduled Protected Industrial Action:

Wednesday 22nd Nov through Thursday 23rd Nov

- Road operations will close between 0400hrs and 0600hrs – last slots before closure at 0200hrs, first slots after closure at 0600hrs.
- Road operations will close between 1200hrs and 1400hrs – last slots before closure at 1000hrs, first slots after closure at 1400hrs.
- Road operations will close again between 2000hrs until 2200hrs – last slots before closure at 1800hrs, first slots after closure at 2200hrs.

Friday 24th Nov to Saturday 25th Nov

- Road operations will close from 0400hrs on Friday to 0600hrs on Saturday – last slots available before closure at 0200hrs Friday, first slots after closure at 0600hrs Saturday.

Saturday 25th Nov

- Road operations will recommence at 0600hrs.
- Road operations will close between 1200hrs and 1400hrs – last slots before closure at 1000hrs, first slots after closure at 1400hrs.
- Road operations will close again between 2000hrs until 2200hrs – last slots before closure at 1800hrs, first slots after closure at 2200hrs.

Sunday 26th Nov

- Road operations will close between 0400hrs and 0600hrs – last slots before closure at 0200hrs, first slots after closure at 0600hrs.
- Road operations will close between 1200hrs and 2200hrs – last slots before closure at 1000hrs, first slots after closure at 2200hrs.

Mon 27th Nov

- Road operations will close between 0400hrs and 0600hrs – last slots before closure at 0200hrs, first slots after closure at 0600hrs.
- Road operations will close between 1200hrs and 1400hrs – last slots before closure at 1000hrs, first slots after closure at 1400hrs.
- Road operations will close again between 2000hrs until 2200hrs – last slots before closure at 1800hrs, first slots after closure at 2200hrs.

Tuesday 28th Nov

- Road operations will close between 0400hrs and 1400hrs – last slots before closure at 0200hrs, first slots after closure at 1400hrs.
- Road operations will close again between 2000hrs until 2200hrs – last slots before closure at 1800hrs, first slots after closure at 2200hrs.
- VICT closing from 9am - 2pm.

Wednesday 29th Nov – Thursday 30th Nov

- Road operations will close between 0400hrs and 0600hrs – last slots before closure at 0200hrs, first slots after closure at 0600hrs.
- Road operations will close between 1200hrs and 1400hrs – last slots before closure at 1000hrs, first slots after closure at 1400hrs.

Road operations will close again between 2000hrs until 2200hrs – last slots before closure at 1800hrs, first slots after closure at 2200hrs.

Friday 1st Dec to Saturday 2nd Dec

- Road operations will close from 0400hrs on Friday to 0600hrs on Saturday – last slots available before closure at 0200hrs Friday, first slots after closure at 0600hrs Saturday.



SYDNEY'S CONTAINER LOGISTICS CHAIN IN TURMOIL

The container logistics chain in Sydney is currently facing severe disruptions, adversely impacting the general public by increasing logistics costs. These disruptions translate into inflated pre-Christmas shelf prices, exacerbating the cost-of-living crisis affecting many Australians.

On the evening of November 21, pro-Palestinian demonstrators obstructed entry to Hutchison Ports Sydney Terminal on Sirius Road. This blockade forced Hutchison to cancel landside truck entry zones, causing disruptions to cargo movements. Additionally, the protesters briefly impeded access to Port Botany along Foreshore Road.

The protest at Port Botany targeted the berthing of the Zim Line-controlled vessel CALANDRA, operating between Southern China and Australia via the China Australia Express (CAX) service, despite the route not traversing anywhere near the Middle East or Israel.

Recent delays compound the ongoing disruptions at DP World Australia's Port Botany Terminal, caused by persistent protected industrial actions by its stevedoring workforce and the maritime union. This situation worsened following a major cyber-attack experienced by the company.

Moreover, the Patrick Sydney Terminal encountered operational challenges within the last 48 hours, resulting in substantial truck queues and extended truck turnaround times, sometimes reaching up to four hours. All three international container terminals in Sydney are grappling with landside logistics delays caused by both external and internal factors, creating a chaotic scenario ahead of the holiday season.

This operational environment resembles the challenges witnessed during the peak of the COVID-19 pandemic. Transport operators are struggling to fulfil the demands of their import and export clients due to the inefficiencies in the poorly functioning Port environment.

To mitigate the backlog, additional night and weekend shifts will likely be necessary. However, this solution carries a considerable operational cost. Transport operators are discussing the possibility of recovering expenses related to truck waiting times, futile trips, or general landside congestion surcharges with their clients individually.

Container Alliance Australia. (2023). Port Botany Protest, Strike Action & Terminals Congestion - How to Bring a Supply Chain to its Knees. Retrieved from <https://mailchi.mp/fd3f49cb893a/port-botany-protests-strike-action-and-terminalon> 24th November, 2023