vinetur

Labor truce at Los Angeles and Long Beach ports extends to Nov. 20

A third contract extension delays a possible security watchmen strike at a critical gateway for U.S. container imports

Tuesday, November 10, 2026



Labor risks at the ports of Los Angeles and Long Beach have been pushed back again, while shipping conditions in Chile and France have begun to improve and Dublin faces several days of transport disruption, according to an update from the Wine and Spirits

Shippers Association.

The group said the Pacific Maritime Association and ILWU Local 26 agreed to a third extension of their labor contract, moving the deadline to November 20. The extension keeps in place a pause on any strike action by security watchmen, a dispute that had raised concern because it could have widened into broader work stoppages at the Southern California port complex.

The ports of Los Angeles and Long Beach handle a large share of U.S. container imports and are a critical gateway for food and beverage shipments from Europe, South America and Asia. For wine, beer and spirits importers, another extension reduces the immediate risk of a sudden shutdown during a period when many companies are managing holiday orders and year-end inventories. Even without a strike, prolonged labor uncertainty can affect booking decisions, inland trucking plans and freight pricing.

The association said negotiations will continue with the involvement of the Federal Mediation and Conciliation Service. It did not indicate when a final agreement might be reached.

In Chile, an independent truck drivers' strike in the San Antonio area ended after nine days of disruptions that included blockades at container depots and protests. An agreement was reached and normal trucking operations resumed, the association said.

The strike affected about 2,500 container movements, and the group warned that it will take time to clear yard congestion and a backlog of pickups. San Antonio is one of Chile's main container gateways, and delays there can ripple through export schedules for agricultural products and beverages as well as imports moving into the country. For the drinks trade, the main issue now is less the strike itself than the time needed to recover from accumulated delays and reposition containers and trucks.

In France, the customs system outage that had slowed cargo movement was repaired on Friday, November 6, according to the association. It said freight flows are slowly returning to normal, although some backlogs tied to recent port strikes remain.

That recovery may ease pressure on shipments moving through French ports, but the return to normal is expected to be gradual rather than immediate. Importers and exporters of alcoholic beverages often work on tight delivery windows linked to distribution schedules, promotional calendars and storage capacity, so even short operational failures can leave lingering effects after the technical problem has been fixed.

In Ireland, the association warned of significant traffic disruption and road closures across Dublin from November 10 through November 13 because of the European Political Community Summit and a meeting of European Union heads of state. It said access routes around the Docklands, North Wall Quay, Spencer Place and the Samuel Beckett Bridge are expected to be heavily affected, with rolling road closures on Wednesday, November 11, through Friday, November 13.

The disruption is expected to intensify on Thursday, November 12, when FORSA strike rallies and a nationwide 24-hour public sector strike are scheduled. The association advised companies to allow extra time for container collections and deliveries at Dublin Port and, where possible, to collect import containers early to avoid storage, demurrage and quay rent charges. It said Ireland’s national police, the Garda, has published details on affected areas.

Taken together, the developments show a mixed picture for global shipping linked to the beverage industry. Two recent pressure points, the trucker strike in Chile and the customs outage in France, are moving toward recovery. But the risk of labor trouble at the biggest U.S. West Coast gateway has not disappeared, and road access problems in Dublin could disrupt local port operations for several days.

For companies that move wine and spirits internationally, even brief interruptions can have broader commercial effects. Delays at ports or inland depots can hold up container returns, reduce equipment availability and add costs that are often passed through the supply chain. Importers may also face timing issues around warehouse intake, distributor deliveries and retail promotions when cargo arrives late or all at once after a backlog clears.

The Southern California contract extension is likely to draw the closest attention in the U.S. market because of the size of Los Angeles and Long Beach and their role in trans-Pacific and global container traffic. A strike by security watchmen would not automatically mean a full port shutdown, but the association noted that such action could spread into wider work stoppages. That possibility is why shippers have been monitoring each extension closely.

In Chile, the main question is how quickly terminals and trucking operations can work through the containers delayed during the nine-day stoppage. In France, the issue is whether the system can absorb remaining congestion from earlier labor unrest without creating fresh bottlenecks. In Dublin, the concern is more immediate and local: whether trucks can reach the port efficiently during summit-related security measures and public sector protests.

The association said it will continue to monitor conditions and provide updates as they become available.