



ASA Member Responses to Potential East Coast Dockworkers Strike

In what ways would a strike impact your operations?

- "We're seeing major delays in container arrivals already and this will only make that issue worse."
- "YES, it will be due to our product coming from Europe."
- "We think there will be little to no disruption to our business."
- "The strike will not impact our operations."
- "We have been following this potential for several months. A strike will be a major disruption in the supply chain for many critical items. We have prepared as best we can to maintain raw materials that come into the East Coast ports."
- "This strike will affect the East Coast ports and will be very disruptive globally. Most of our imports come in through the West Coast and are either kept in City of Industry or put on rail for our Memphis. If there is not a sympathy strike on the West Coast, we should weather the initial storm well. There is no doubt that if it lasts, it will have an impact on everyone. More companies will try to import through the West Coast and will begin to clog the ports and rail."
- "We bring our appliances and some plumbing products through the East Coast ports, but the majority is coming through the West Coast ports, so we feel like with our current inventory levels, which we have increased in the prior month, we do not feel it would be a major impact in the near term 30-60 days."
- "Potential supply disruption from UK and EMEA shipping ports to the East Coast USA ports. Also, anticipating ocean freight to increase to COVID-era rates possibly."
- "Delays, excess costs to activate other ports and sourcing alternatives"
- "Import product coming from suppliers."
- "A dock workers strike would impact our ability to service our customers' needs. Increased lead times in our supply chain could impact critical infrastructure."
- "Very little impact. Most raw materials are made in the USA."

- “Very little as we only import a minority of our items and most come from West Coast ports. We sell mostly Made in the USA items and don't mind importing disruptions.”
- “Product availability delays will be detrimental to our operation.”
- “Very little impact in the short term (through year end). If strike isn't settled before year end, it could impact Q1 2025.”
- “We have material that comes into the Eastern Seaboard ports. It is less than 15% of our overseas spend.”
- “Should have very little impact on our operations.”
- “It depends on the length of the strike. We have sufficient inventory to bridge 60+ days. But each day of a strike increases our raw material lead times by 3.5 days. The real risk is not immediate but 90 days later when supply chains are exhausted, and delays have slowed replenishments.”
- “Only if shipments of metal from overseas suppliers get stuck at the ports and we can't source domestically.”
- “This is a fluid situation, if there is a strike how long does it last? We have been evaluating inventory levels and putting contingency plans such as rerouting of containers to minimize the impact to our business operations.”
- “None, unless this lingers until early 2025 then it might affect a few of our products. We have very few imported items.”
- “Short-term strike will not impact operations; a long-term strike of more than 30 days will greatly impact supply chain generally.”
- “Product shortages and extended lead times. Prices would increase.”
- “While we are getting better at dealing with impacts of globalization, this could cost us sales.”
- “Not much as most of our products are made in the U.S.”
- “Minimal at worst providing there is not a sympathy strike as we receive inventory through U.S. West Coast ports like Long Beach.”
- “We have several suppliers that provide imported items for our water and sewer business unit. An extended strike may impact our ability to supply our customers and could possibly affect projects that are either planned to be started or are in process.”
- “It will stop inbound imported goods from arriving at all our DCs on product like threaded rod and steel pipe.”
- “None, shipments come in from Mexico and West Coast ports.”
- “If it impacted our operation, it would be very slight.”
- “Very minimal.”
- No delays overall. Some minor impacts to our equipment business.”

- “If we have interruption in supply of goods, we sell it would create lost sales which could result in loss of business. Lost business effects overhead and could result in employee cutbacks. We saw what happened during COVID shutdowns and we have not quite come back from it. Imagine where we would be in our country if not for the shutdown.”
- “Longer lead times.”
- “No impact if the strike ends quickly. With the vast majority of my material being import, it could be devastating if it lasts a long time.”
- “It will impact our supply chain for products and our ability to service our customers with the material they need.”
- “Would have bare shelves.”

What measures do you have in place if a strike occurs/strategies for counteracting delays in deliveries to wholesalers if a strike were to persist?

- “We’re using different ports and points of travel to try and mitigate the issue. The problem lies in what is already done and the alternatives are not plentiful enough to compensate for everyone’s need. We are looking for other suppliers that are easier to use based on logistics.”
- “We have significantly increased our inventories to 1-year of turns.”
- “We have some measures, but they are temporary and a strike more than 3 months would be a problem.”
- “We source primarily U.S. materials and what is brought into a port is on the West Coast.”
- “Business as usual for our copper tube manufacturing.”
- We believe a prolonged strike will heavily impact distributors in the Gulf Coast region.”
- “We are sufficiently stocked for the time being, and we do have the added benefit of a domestic source for nitrile gloves that other manufacturers do not have. So again, the immediate impact should be minimal to start.”
- “If we do have a delay in product deliveries, our customer service will provide wholesalers with options for alternative products that are in stock. We will also shift some products to North America plants in the short term if needed.”
- “We will source from other parts of the world as we did during COVID. Also, we will increase safety stock anticipating a strike disruption. If a strike were to persist, we would be forced to increase our prices to offset the increase in shipping freight.”
- “Importing products using other ports, using alternate ocean carriers reaching other ports.”
- “Reroute shipments to Long Beach.”

- “What measures can be put into place? Most of the material we sell is either manufactured abroad or some of the components for the goods are manufactured abroad. Our industry is heavily dependent on ports. We try to carry on-hand inventory greater than our competitors to offset some supply chain disruptions. We also try to have multiple vendors for items so we can pull from different warehouses across the country. Using domestic sources is an option sometimes but not all items are made here in the U.S., and the production capacity of the U.S. manufacturers could not support all our industry.”
- “Allocating customers on goods affected.”
- “We do not expect delays.”
- “Impact is small on our company so no need to make plans.”
- “No direct measures aside from moving some business to manufacturers not impacted by strike.”
- “Our stocking levels could withstand a strike of moderate length.”
- “We have material on hand that our suppliers have in warehouse near our manufacturing facilities for specific problems like this.”
- “U.S. manufacturing from U.S. raw material.”
- “We manufacture domestically.”
- “Seeking alternative positions opposite West Coast / Canada ports or air freight as alternative.”
- “We have identified alternative routes for deliveries. That said, we expect significant congestion / delays as others implement similar strategies.”
- “We have increased items, but we will have to get product where we can.”
- “We are building inventory of finished goods to lessen the chances that shipments to wholesalers will get delayed.”
- “We have been actively rerouting containers to unaffected ports.”
- “Already diverted some containers to alternate docks and have strong inventory positions.”
- “Consolidation of manufacturing does not leave many alternatives. Shift purchases to suppliers with product.”
- “We have developed new sources and strategies to minimize impact.”
- “We have increased production here anticipating our competitors having shipping issues.”
- “We are sufficiently stocked for the time being, and we do have the added benefit of a domestic source for nitrile gloves that other manufacturers do not have. So again, the immediate impact should be minimal to none at worst to start.”
- “We have sufficient inventory of imported materials to last us on average 1.5 to 3 months. Alternatives include offering domestically produced materials, working with competitors and other distributors, and possibly importing very small amounts by air.”

- “We pivoted rod sourcing to Mexico and on steel pipe we'll be offering a domestic solution on certain SKUs if we experience stock outages from the supply chain interruptions.”
- “We have 3 months of inventory in stock. We also have airfreight as an option.”
- “Almost all the material we purchase is domestic.”
- “We manufacture in the United States and use Made in The USA sources for supplies and raw materials.”
- “We will be moving any imported product to the West Coast. However, our imports are minimal.”
- “Our only options are to overstock if cash available or find other companies to buy product from at a premium which increases cost to all.”
- “Increasing inventory.”
- “Either purchase a lot of material now or switch to domestic fittings when import inventory runs out.”
- “While we are trying to reduce and streamline our inventory this year, we will have to stay nimble and purchase more or find alternatives when needed.”
- “Keeping a tight eye on lead times.”