

Port Klang hauliers strike resolved

KUALA LUMPUR: The dispute between container haulage drivers and depot operators at Port Klang has been resolved.

This follows the signing of a memorandum of understanding (MoU) between the Association of Malaysian Haulage (AMH), which represents the drivers, and the Malaysian Container Depot Association (MCDA).

As a result, the Shipping Association of Malaysia (SAM) now considers the dispute, which led to protests by hundreds of container haulage drivers at Port Klang for three days beginning May 2, resolved.

SAM [chairman Ooi Lean Hin](#) said the matter had been resolved amicably in the form of the MoU signed between the AMH and MCDA on May 4.

“The solution forward is simply ensuring that the depot operators commit the necessary investment in the infrastructure, machinery, human resources and operating systems, which will eliminate current bottleneck faced by all parties in the logistics chain,” he told *Bernama*. Ooi said exporters and importers would ultimately also benefit from the improvements made to lower their logistics costs as a result of better efficiency and productivity.

“We hope the Government and Port Klang Authority will take appropriate measures and action to ensure there is no recurrence of this unfortunate incident, which had already showed signs of spreading to other regions (in the country),” he said.

Early this month, some 500 container haulage drivers gathered near Northport to protest over depot gate surcharges imposed by container depot operators and the slow service of depot operators which caused delays and congestion, with many having to wait between two and four hours to pick up or drop off containers.

The current depot gate surcharge has been fixed at RM12-RM15 per container per entry.

“We may need more time to ask the depot operators to operate round-the-clock as more studies and discussions need to be done,” Ooi said, adding that he would bring the matter up at the association's annual general meeting soon.

Ooi also explained that the latest depot gate surcharge increase was not the key issue of the strike but rather the operational problems faced daily by the haulage companies and their drivers, such as depot congestion, operating hours and cash collections.

“The depot gate surcharge is a means towards solving the operational congestion as depots would then have the financial means to invest in better facilities,” he said.

He said the shipping lines were not a party to collect the depot gate surcharge, instead the surcharge was raised by the depot operators against the merchants for their trucks transiting into the depots and was today a customary charge paid by merchants around the region.

He said the depot gate surcharge here was considered cheap as in Thailand it was 400 baht (RM39.50) and in Singapore, it was S\$8 (RM19.63) per container. - Bernama

Source:

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