

## Shipping Giant Maersk Has Spent \$6.5 Billion On Stock Buybacks As Port Workers Strike For Contract Reflecting The Value Of Their Labor

*Meanwhile, Cosco Shipping Holdings Announced Plans To Buy Back Up To \$101 Million Of Its A-Shares After Reporting An "Industry-Beating" Profit Of \$2.7 Billion In The First Half Of 2023*

**On October 1, Thousands Of Dockworkers Represented By The International Longshoremen's Association (ILA)—Which Represents 45,000 Port Workers—Began Striking At East And Gulf Coast Port Run By Companies In The United States Maritime Alliance (USMX) To Secure A Contract That "Recognizes Their Contributions, Secures Their Jobs, And Reflects The Profits Generated By Their Labor."**

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**October 1, 2024: Thousands Of Dockworkers Represented By The International Longshoremen's Association (ILA) Began Striking At East And Gulf Coast Ports To Secure "Higher Pay And More Job Security" After Talks With The United States Maritime Alliance (USMX), "Representing Terminal Operators And Ocean Carriers," Broke Down.** "Thousands of dockworkers at ports from New England to Texas went on strike just after midnight on Tuesday as they rally for higher pay and more job security. The work stoppage, the first at East and Gulf Coast ports since 1977, follows a lengthy impasse in labor talks between the International Longshoremen's Association (ILA) and the United States Maritime Alliance (USMX), a shipping industry group representing terminal operators and ocean carriers." [CBS News, [10/02/24](#)]

**The ILA "Represents 45,000 Port Workers."** "The International Longshoremen's Association union, which represents 45,000 port workers, had been negotiating with the United States Maritime Alliance (USMX) employer group for a new six-year contract ahead of a midnight Monday deadline." [Reuters, [10/01/24](#)]

**The Strike Followed A "Lengthy Impasse" Between The ILA And USMX, A Shipping Industry Group President Biden Has Called "'Foreign-Owned'" Ocean Carriers That Have Made "'Record Profits'" Since The Pandemic.**

**The Strike Followed A "Lengthy Impasse" Between The ILA And The USMX, "A Shipping Industry Group Representing Terminal Operators And Ocean Carriers."** "Thousands of dockworkers at ports from New England to Texas went on strike just after midnight on Tuesday as they rally for higher pay and more job security. The work stoppage, the first at East and Gulf Coast ports since 1977, follows a lengthy impasse in labor talks between the International Longshoremen's Association (ILA) and the United States Maritime Alliance (USMX), a shipping industry group representing terminal operators and ocean carriers." [CBS News, [10/02/24](#)]

- **Members Of The United States Maritime Alliance Include Shipping Giants, Maersk And COSCO.** [United States Maritime Alliance Membership Roster via Wayback Machine, [09/25/24](#)]

**USMX Is "An Alliance Of Companies That Operate East And Gulf Coast Ports."** "At stake in the negotiations is a wage and compensation package from the U.S. Maritime Alliance (USMX), an alliance of companies that operate East and Gulf Cost ports, that the union is so far rejecting." [The Hill, [10/02/24](#)]

- **President Biden Called USMX "'A Group Of Foreign-Owned Carriers.'** "Biden released a statement Tuesday encouraging collective bargaining and supporting the rights of workers. 'Collective bargaining is the best way for workers to get the pay and benefits they deserve. I have urged USMX, which represents a group of foreign-owned carriers, to come to the table and present a fair offer to the workers of the International Longshoremen's Association that ensures they are paid appropriately in line with their invaluable contributions,' he said." [The Hill, [10/02/24](#)]

**ILA President Harold Daggett Said, "'USMX Brought On This Strike When They Decided To Hold Firm To Foreign-Owned Ocean Carriers Earning Billion-Dollar Profits At United States Ports, But Not Compensate The American ILA Longshore Workers Who Perform The Labor That Brings Them Their Wealth.'** "'USMX brought on this strike when they decided to hold firm to foreign-owned ocean carriers earning billion-dollar profits at United States ports, but not compensate the American ILA longshore workers who perform the labor that brings them their wealth,' ILA President Harold Daggett said in a statement posted on social media." [CBS News, [10/02/24](#)]

**The White House Said USMX Should Negotiate A Fair Contract For Port Workers, Stating, "'Shippers Have Made Record Profits Since The Pandemic, And, In Some Cases, Have Seen Profits Grow In Excess Of 800%.'** "The White House weighed in, saying it was time for USMX to negotiate a fair contract for workers. 'Shippers have made record profits since the pandemic, and, in some cases, have seen profits grow in excess of 800%,' White House press secretary Karine Jean-Pierre said, referring to a boom in shipping demand since the COVID-19 pandemic. 'It's only fair that workers who put themselves at risk during the pandemic to keep ports open see a meaningful increase in their wages, as well.'" [Reuters, [10/01/24](#)]

**In An October 2024 Press Release, The ILA Stated Members Feel "Underappreciated, Especially Given The Sacrifices They Made During The Pandemic" And Want A Contract That "Recognizes Their Contributions, Secures Their Jobs, And Reflects The Profits Generated By Their Labor."**

**October 1, 2024: In A Press Release Outlining Their Demands, The ILA Stated Members Feel "Underappreciated, Especially Given The Sacrifices They Made During The Pandemic," While Previous Wage Increases Were "Rendered Meaningless By Rising Inflation" As "Foreign-Owned Ocean Carriers Continue To Make Record Profits" By "Imposing Outrageous Surcharges On Consumers And Customers."** "Our members feel underappreciated, especially given the sacrifices they made during the pandemic, keeping ports open and the economy moving. The wage increases in the previous contract were rendered meaningless by rising inflation. Meanwhile, foreign-owned ocean carriers continue to make record profits, imposing outrageous surcharges on consumers and customers, yet they balk at the idea of sharing these profits fairly with the ILA." [International Longshoremen's Association, [10/01/24](#)]

**ILA Also Stated Their Opposition To "Any Form Of Automation—Full Or Semi—That Replaces Jobs Or Historical Work Functions."** "Furthermore, the ILA is steadfastly against any form of automation—full or semi—that replaces jobs or historical work functions. We will not accept the loss of work and livelihood for our members due to automation. Our position is clear: the preservation of jobs and historical work functions is non-negotiable." [International Longshoremen's Association, [10/01/24](#)]

**ILA Also Demanded "100% Of Its Container Royalty Monies" Which Were "Intended To Be A Wage Supplement Paid Out To Our Members, Not To Be Shared With Employers."** "Another critical issue is Container Royalty. These funds were intended to be a wage supplement paid out to our members, not to be shared with employers. The ILA demands 100% of its Container Royalty monies, along with other jurisdictional demands, to ensure our members receive what is rightfully theirs." [International Longshoremen's Association, [10/01/24](#)]

**Lastly, The ILA Said It Seeks "More Than A \$5 Yearly Wage Increase" As Members "Work Extraordinary Hours, Sacrificing Time With Their Families" And Their Contract Should "Recogniz[e] Their Contributions, Secur[e] Their Jobs, And Reflec[t] The Profits Generated By Their Labor."** "The ILA seeks more than a \$5 yearly wage increase. Our members don't work typical 9-to-5 jobs; they work extraordinary hours, sacrificing time with their families. Our position is firm: we believe in the value our incredible rank-and-file members bring to this industry and to our great nation. They deserve a contract that recognizes their contributions, secures their jobs, and reflects the profits generated by their labor." [International Longshoremen's Association, [10/01/24](#)]

**Maersk Has A Stock Buyback Program Of Approximately \$12 Billion, Of Which It Has Spent \$6.5 Billion Buying Back Nearly 3 Million Class A and B Shares As Of January 2024.**

**In May 2021, Maersk Announced A Stock Buyback Program Of Approximately \$5 Billion, Which Was Twice Expanded In November 2021 And August 2022 To A Total Of Approximately \$12 Billion.**

**May 2021: Maersk Announced A Stock Buyback Program Of DKK 32 Billion, Or Approximately \$5 Billion, To "Be Executed Over A Period Of Two Years," With The Program Twice Expanded In November 2021 And August 2022 To A Total Of Up To DKK 84 Billion, Or Approximately \$12 Billion.** "On 5 May 2021, A.P. Møller - Mærsk A/S (the "Company") announced a share buy-back program of up to DKK 32bn (around USD 5bn) to be executed over a period of two years. On 2 November 2021, the Company decided to extend the current share buy-back program by additionally DKK 32 billion (around USD 5 billion) during 2024 and 2025 bringing the total program up to DKK 64 billion (around USD 10 billion). On 12 August 2022 the Company announced an increase of the share buy-back program up to DKK 84 billion (around USD 12 billion)." [Maersk, [01/15/24](#)]

**As of January 2024, Maersk Has Spent \$1.2 Billion And \$5.3 Billion Buying Back 579,557 Class A Shares And 2.4 Million Class B Shares, Respectively.**

**As Of January 12, 2024, Maersk Has Repurchased 579,557 Class A Shares For DKK 8.4 Billion, Or Approximately \$1.2 Billion At A January 2024 Conversion Rate:**

	Number of A shares	Average purchase price A shares, DKK	Transaction value, A shares, DKK
<b>Accumulated, last announcement (market and A.P. Møller Holding A/S)</b>	<b>571,935</b>		<b>8,296,107,539</b>
8 January 2024	700	13,335.8857	9,335,120
9 January 2024	750	13,085.9600	9,814,470
10 January 2024	750	12,786.6133	9,589,960
11 January 2024	750	12,725.4533	9,544,090
12 January 2024	750	12,971.3733	9,728,530
<b>Total 8-12 January 2024</b>	<b>3,700</b>		<b>48,012,170</b>
<b>Bought from A.P. Møller Holding A/S*</b>	<b>3,922</b>	<b>12,976.2622</b>	<b>50,892,900</b>
<b>Accumulated in fifth phase of the program (market and A.P. Møller Holding A/S)</b>	<b>80,546</b>		<b>892,365,787</b>
<b>Accumulated under the program (market and A.P. Møller Holding A/S)</b>	<b>579,557</b>		<b>8,395,012,609</b>

[Maersk, [01/15/24](#)]

The screenshot shows a currency converter interface. On the left, the base currency is set to DKK (Danish Krone) with a value of 8,395,012,609. On the right, the target currency is set to USD (US Dollar) with a converted value of 1,234,881,170. Below the input fields are tabs for DKK, USD, EUR, and BTC. At the bottom, there is a date selector set to 12 January 2024 and a preview interbank rate of +/- 0%.

[OANDA Currency Converter, accessed [10/02/24](#)]

**As Of January 12, 2024, Maersk Has Repurchased 2.4 Million Class B Shares For DKK 36.2 Billion, Or Approximately \$5.3 Billion At A January 2024 Conversion Rate:**

	Number of B shares	Average purchase price B shares, DKK	Transaction value, B shares, DKK
<b>Accumulated, last announcement (market, A.P. Møller Holding A/S and the Foundation)</b>	<b>2,372,085</b>		<b>35,753,461,273</b>
8 January 2024	2,793	13,621.6452	38,045,255
9 January 2024	2,992	13,313.4392	39,833,810
10 January 2024	2,992	13,032.5936	38,993,520
11 January 2024	2,992	12,975.4729	38,822,615
12 January 2024	2,992	13,207.4014	39,516,545
<b>Total 8-12 January 2024</b>	<b>14,761</b>		<b>195,211,745</b>
<b>Bought from A.P. Møller Holding A/S*</b>	<b>11,831</b>	<b>13,224.8485</b>	<b>156,463,183</b>
<b>Bought from the Foundation*</b>	<b>3,729</b>	<b>13,224.7556</b>	<b>49,315,114</b>
<b>Accumulated in fifth phase of the program (market, A.P. Møller Holding A/S and the Foundation)</b>	<b>330,472</b>		<b>3,696,181,040</b>
<b>Accumulated under the program (market, A.P. Møller Holding A/S and the Foundation)</b>	<b>2,402,406</b>		<b>36,154,451,314</b>

[Maersk, [01/15/24](#)]

The screenshot shows a currency converter interface. On the left, the input field shows '36,154,451,314' DKK (Danish Krone). On the right, the output field shows '5,318,211,325' USD (US Dollar). The date is set to '12 January 2024' and the interbank rate is '+/- 0%'. Below the input field are tabs for DKK, USD, EUR, and BTC. Below the output field are tabs for USD, DKK, GBP, and ETH.

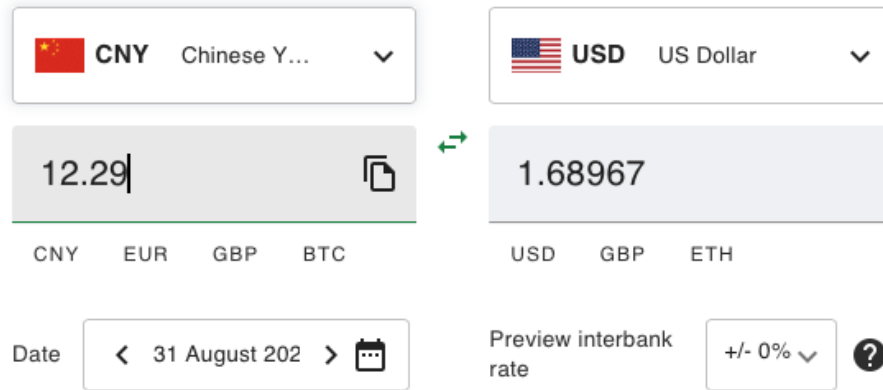
[OANDA Currency Converter, accessed [10/02/24](#)]

**August 2023: Cosco Shipping Holdings Announced Plans To Buy Back Up To \$101 Million Of Its A-Shares, With Plans For Further Buybacks, After Reporting An "Industry-Beating" Profit Of \$2.7 Billion In The First Half Of 2023.**

**August 2023: After An "Industry-Beating" Profit Of \$2.7 Billion In The First Half Of The Year, Cosco Shipping Holdings Announced Plans To Buy Back Up To \$101 Million Of Its A-Shares, With Plans To Announce Further Buybacks Of Its H-Shares.**

**August 2023: After An "Industry-Beating First-Half Profit" Of \$2.7 Billion, Cosco Shipping Holdings Announced Plans To Buy Back Between 30 And 60 Million Of Its A-Shares, Valued At Approximately \$50.7 Million To \$101.4 Million.** "Cosco Shipping Holdings has unveiled a programme to buy its shares after the market after delivering a liner industry-beating first-half profit. The Hong Kong-listed company, which controls the container shipping units of the giant China Cosco Shipping group, said it will snap up between 30m and 60m of its shares at a price of up to RMB 12.29 per share." [TradeWinds, [08/31/23](#)]

- **HEADLINE: Cosco Shipping Holdings launches share buyback after market-beating profit** [TradeWinds, [08/31/23](#)]
- **Cosco Planned To Repurchase Between 30 And 60 Million Of Its A-Shares And Was Expected To Announce H-Share Repurchases At A Later Time.** "The Shanghai- and Hong Kong-listed company plans to repurchase 30m to 60m A-shares, with details for H-share purchases to be disclosed later" [Lloyd's List, [08/30/23](#)]
- **As Of August 31, 2023, 12.29 RMB Was Equivalent To \$1.69 USD:**



[OANDA, accessed [10/02/24](#)]

- In The First Half Of 2023, Cosco Shipping Reported A Profit Of \$2.7 Billion.** "The company, which controls liner operators China Shipping Lines and Overseas Orient Container Line (OOCL), announced the share buyback plan after it reported a first-half profit of CNY 19.7bn (\$2.7bn). That's a slump from the CNY 76.8bn earned in the same period of 2022, as the container shipping sector was booming." [Cosco Shipping, [08/31/23](#)]

Cosco Shipping Holdings has unveiled a programme to buy its shares after the market after delivering a liner industry-beating first-half profit.

The Hong Kong-listed company, which controls the container shipping units of the giant China Cosco Shipping group, said it will snap up between 30m and 60m of its shares at a price of up to RMB 12.29 per share.

That equates to a maximum spend of CNY 737m (\$102m).

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[Cosco Shipping, [08/31/23](#)]

## **June 2024: Cosco Shipping Development Announced A Shareholder Meeting To Consider Buying Back Up To 10% Of Its A-Shares.**

**June 2024: Cosco Shipping Development Co., Ltd. Announced A Shareholder Meeting To Potentially Approve A Resolution To Buy Back Up To 10% Of Its A-Shares.** "COSCO SHIPPING Development Co., Ltd. has announced a H Shareholders' Class Meeting scheduled for June 28, 2024, to discuss and potentially approve a special resolution allowing the repurchase of up to 10% of its A Shares using the company's self-raised funds within a specified timeframe. The Board is empowered to execute the repurchase plan, which may include actions such as determining the repurchase specifics and adjusting plans according to regulatory requirements and market conditions." [Nasdaq, [06/06/24](#)]