

PEAK SEASON

Summer is flying by and before you know it, Christmas will be upon us. **Peak Season** for shipping is from Mid-August to the end of Autumn. This period is the busiest of the year, with strong demand and reduced capacity. Are you prepared? Let the FCL Fisker Team assist you to ensure you have everything you need to meet the supply and demand of your customers.

Additionally, it is key to be aware of the Peak Season Festivals.

- Golden Week in China will have major manufacturing centres shutting down during the first week of October.
- Diwali, a five-day Hindu festival will be starting this year on November 12, 2023, and will have a big effect on shipments.

Let the FCL Fisker Team assist you to ensure you have everything you need to meet the supply and demand of your customers during Peak Season and Peak Season Festivals.

Sylvia Beck, Inside Sales

IN REVIEW | AUGUST 2023

MARINE

August 1 | "Port of Vancouver Operations Update"

The ILWU will meet with membership at 0800 PT on Wednesday, August 2, to recommend the terms of settlement of the tentative agreement reached with the BCMEA. ILWU labour will return to work effective 1630 PT on August 2. Voting by ILWU membership is anticipated to occur on Thursday, August 3 and Friday, August 4. Regular operations at the port continue and recovery plans remain in effect.

Source: CIFFA

Update: August 3: The International Longshore and Warehouse Union (ILWU) Canada yesterday conducted an information session with its membership to recommend the terms of settlement of the tentative agreement reached with the British Columbia Maritime Employers Association (BCMEA). Regular operations at the port resumed after the information session.

Voting by ILWU membership will occur on Thursday, August 3 and Friday, August 4. Regular operations will continue while voting takes place. Both parties are recommending ratification of the tentative agreement to their members. *Source: CIFFA*

Update: August 8: BCMEA has received confirmation that the ILWU Canada voting membership have ratified the four-year negotiated tentative agreement that was achieved with the assistance of the Canada Industrial Relations Board last week. The BCMEA ratified the agreement on July 31.

The agreement was reached after five months of negotiations, conciliation and mediation, and five weeks of labour instability at B.C.'s ports.

The renewed collective agreement includes increases in wages, benefits and training that recognizes the skills and efforts of B.C.'s waterfront workforce, while providing certainty and stability for the future of Canada's West Coast ports.

Read more in a [BCMEA press release](#). *Source: CIFFA*

August 8 | "Growing Panama Canal Congestion a Rates 'Wild Card'"

Delays at the Panama Canal averaged about 15 to 19 days per vessel in the first week of August, with low water levels in the Gatun Lake restricting the numbers of fully laden vessels able to make the transit. Effected by what it has described as an "unprecedented" drought, the Panama Canal Authority has shaved around 2 m off its maximum draft for its neopanamax locks as well as slashing the maximum amount of daily transits by 20% to just 32 voyages a day.

The changed operating conditions are seeing ships from all segments facing delays, with vessel tracking data showing enormous queues at both sides of the waterway.

While rains have returned to Panama, the authorities are unlikely to make any upwards revision on drafts or the number of transits anytime soon aware of the effects of this year's El Niño weather phenomenon which tends to bring drier weather to the country later on this year. *Source: CIFFA*

Update: August 23: More than 160 cargo ships and counting are stalled at the Panama Canal as the route's water supply is throttled by the worst drought in more than 70 years. The disruption could reportedly drive-up prices of imported commodities (including groceries) for weeks, and possibly longer if Panama continues to struggle with water supply. *Source: CIFFA*

Update: August 25: Global shipping bodies have been urged to come together to share transit plans at one of the world's key maritime chokepoints with officials at the Panama Canal Authority warning yesterday that water-conserving measures will be in place for at least the next 10 months. *Source: CIFFA*

August 8 | "Incessant Rain Halves Box Delivery at Chittagong Port and Depots"

An incessant rain caused waist-deep water logging in the port city of Chittagong in Bangladesh halving box and cargo supply from the port yard and inland container depots (ICDs) during the last couple of days.

The rain put almost all main and sub roads under water halting the movement of small and medium vehicles, while water also entered into the offices and residential buildings disrupting day-to-day activities.

Shipping officials say that due to water in the roads, shipping agents are failing to reach customs offices, banks, and other facilities associated with the release of containers from the port area. *Source: Container News*

August 15 | “Shipping from East Asia to North America? A PSS is Coming Up”

A Peak Season Surcharge (PSS) is coming into effect from East Asia to North America. This PSS is applicable for all containers gated in from September 1, 2023, until further notice.

For your reference, the geographical scope of this PSS is explained below:

East Asia: Japan, Republic of Korea, Taiwan (PRC), Hong Kong (PRC), China (PRC), Macau (PRC), Vietnam, Laos, Cambodia, Thailand, Myanmar, Malaysia, Singapore, Brunei, Indonesia, and the Philippines. North America: United States and Canada. *Source: Ocean Carrier*

August 24 | “Hundreds of Ships Stuck as Turkish Strait Closed by Wildfires”

Hundreds of ships were left unable to move between the Black Sea and the Aegean after Turkey closed the Dardanelles Strait to clear the area for planes fighting nearby forest fires.

Around 300 vessels were waiting to cross the Dardanelles and Bosphorus straits as of Wednesday afternoon, according to Mustafa Can, chairman of Istanbul-based maritime transport company Transbosphor.

North-south traffic was also suspended in the Bosphorus strait that runs through Istanbul, after an oil tanker sailing from Russia to China called Guanyin suffered a mechanical failure near the entrance of the waterway. *Source: CIFFA*

August 24 | “CMA CGM Announces Fumigation Requirements to Australia & New Zealand”

CMA CGM advises its customers that, in response to the rapid spread of the brown marmorated stink bug (BMSB) throughout Europe and North America, Australian and New Zealand authorities have issued guidelines and instructions to prevent infestations for the 2023/2024 high-risk season (1 September 2023 to 30 April 2024).

As with prior BMSB risk seasons, it is the customer's obligation to meet treatment and certification/reporting criteria for their cargo before arrival in Australia and New Zealand, which is classified as either target high-risk or target-risk goods, according to a statement.

In addition, containers arriving in New Zealand cannot be fumigated and must be returned to one of the transshipment ports. All costs related to ANL/CMA CGM vessel delays caused by violation of fumigation standards will be covered by the client, said the French shipping company in a statement.

Source: Container News

AIR

August 8 | “ICAO / WCO Update Guidelines on Air Cargo Security”

Come November 1st, new TSA regulations of 100% screening of cargo will take effect. ICAO – International Civil Aviation Organization and WCO – World Customs Organization have partnered to address the challenges of screening cargo shipments on passenger and cargo aircrafts while adhering to new TSA Regulations.

Facing many challenges include but are not limited to updating operational systems to incorporate modern technologies that will allow for an even more secure movement of cargo as well as the screening of unusual and cargo freight.

A harmonized data model was created for customs requirements for import and exports via an electronic platform. This platform unites the overall process and gives visibility to shipments. It also includes data needed for customs control, risk assessments and additional data other border agencies can use. *Source: Air Cargo Next (Shipco)*

ROAD / RAIL

August 3 | “30,000 Jobs Lost as Yellow Succumbs to Death Spiral of Debt and Lost Clients”

Yellow, the third largest less-than-truckload (LTL) carrier in the US, has ceased operations and is getting ready to submit to bankruptcy. After 99 years in business, Yellow Corp is at the end of the road. Yellow's bankruptcy would reportedly be the largest to date on the US trucking scene. *Source: The Loadstar*

August 3 | “Cargo Moving Through Port of Halifax”

Following last week's rail washout brought on by record flooding in Nova Scotia and CN's success in repairing the line in less than a week, cargo continues to move through the Port of Halifax. There are no vessels waiting at anchorage. *Source: CIFFA*

Update August 11: Following the reopening of the CN rail line on July 28, CN rail car supply to the port has been strong. Since last week's update, rail car production was approximately 66,000 feet. Vessel operations remain unaffected and continue to arrive at Halifax with no berthing delays.

Fairview Cove Terminal experienced some vessel bunching late last week, and terminal gate closures on August 7 (due to the civic holiday) affected rail operations on the terminal. This week, PSA Halifax is focusing on intermodal operations. CN has sufficient rail car availability. Both parties are expecting strong momentum on intermodal production in coming days. *Source: CIFFA*

August 18 | “Service Disruption due to Wildfires”

We would like to update you on the service disruption we are experiencing due to significant forest fire activity near our tracks.

- Train operations have been suspended near Hay River, N.W.T. on our Meander subdivision until further notice.
- Train operations have been suspended west of Ashcroft and Kamloops, BC until further notice. All the trains have been cancelled at Vancouver and Kamloops, BC.

As a result, please expect delays. Service will resume gradually as conditions in the area stabilize, CN teams are able to properly assess any damage, and with input from local communities and stakeholders. *Source: CN*

CUSTOMS

August 1 | “CBSA CARM Webinars September”

CBSA has scheduled its CARM webinars for presentation in English and French in August and September.

Registration is required for these webinars. Register using the link that corresponds to your preferred language, date, and time.

What you need to know for CARM Release 2 webinar

A series of monthly webinars will help you understand and prepare for Release 2.

- English: Tuesday, September 26, 1:00 to 2:30 pm EDT – [Register](#)
- French: Tuesday, September 26, 3:00 to 4:30 pm EDT – [Register](#)

Send any questions or comments to:

cbsa.carm_engagement-engagement_de_la_gcra.asfc@cbsa-asfc.gc.ca.

If you are unable to attend and would like the webinar recording and material, send an email to: cbsa.carm_engagement-engagement_de_la_gcra.asfc@cbsa-asfc.gc.ca

August 11 | “CARM Release 2 Implementation Update – Delayed until May 2024”

The Canada Border Services Agency (CBSA) Assessment and Revenue Management (CARM) project is a significant undertaking by the CBSA and industry to modernize the collection of duties and taxes for goods imported into Canada. The initial phase of the project, launched in May 2021, allowed importers, brokers, and trade consultants to view their transactions and statements of account, request a ruling, and pay invoices with new electronic payment options.

Recognizing the investment and impact that CARM represents for industry and for the Government of Canada, we are taking a phased approach with it becoming the official system of record for the collection of duties and taxes for commercial goods imported into Canada.

In October 2023, the CARM Release 2 system will be available for selected industry partners who want to test their own internal systems, and for software service providers to continue to certify their software with CARM.

The [proposed regulatory amendments](#) continue on schedule with a planned coming-into-force date of May 2024, when CARM becomes the official system of record. Further enhancements are expected to become available in fall 2024. A forum will be established with key stakeholders to discuss implementation of this phased approach and application of regulations in support of CARM.

All commercial businesses who import goods into Canada need to register to the CARM Client Portal (CCP) before May 2024 to minimize border delays and benefit from the Release Prior to Payment (RPP) transition period.

Specifically, all importers who onboard the CCP prior to the coming-into-force date in May 2024 will be assigned RPP qualifying status for a 180-day transition period allowing them to adapt to this new model, while ensuring that border disruptions are mitigated. Commercial importers will still be able to

obtain release prior to payment of duties and taxes during the transition period as they proceed to meet the requirement for financial security.

The CBSA is aware of the significant investment that CARM represents for industry and for the Government of Canada as a whole. Accordingly, we also wanted to take this opportunity to inform you that our intent is to publicly announce this latest CARM update via news release this week. At the same time, we will be posting more information on our website, which we encourage you to check out once available.

The Agency will continue to keep our Trade Chain Partners informed via communication through our working groups, webinars, social media, email distribution lists, and website.

Thank you for your continued engagement and support for CARM.
Sincerely,

CARM Engagement **Source:** CBSA



For inquiries about Customs News Articles contact:
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