

NEW YEAR

As a reminder, Chinese New Year, the year of the Dragon, will be celebrated by the festivities starting February 9th and ending February 24th with the famous Lantern Festival. This annual event is expected to have a major impact on the shipping industry since many Chinese factories will be closed. There will be heightened shipping demand and congestion peaks in ports, including the weeks leading up to the celebrations – now's the time to arrange your shipments with our dedicated team of professionals.

We would like to extend our very best wishes to all our clients in 2024 and hoping for peace and happiness for everyone. Thank you for your continued support.

Sylvia Beck, Inside Sales, FCL Fisker Customs & Logistics

IN REVIEW | December 2023

MARINE

December 1 | “No Reservation at Panama Canal? Prepare for a Long Wait”

Panama Canal disruptions are worsening. Wait times for vessels without reservations have surged this month.

In response to drought conditions, the Panama Canal Authority (ACP) cut the number of daily reservation slots from 32 at the beginning of November to 24 currently. Slots will drop to 22 on Friday, then to 18 by February 1.

If enough ships don't divert from the Panama Canal to offset the drop-in reservation slots, the number of ships without reservations rises – as does wait time.

The average wait time for ships without a reservation for Atlantic-to-Pacific (southbound) transits was 2.1 days at the beginning of November. As of Wednesday, it was over five times that – 11.4 days – according to ACP data. The maximum wait time for southbound transits hit 22.8 days on Sunday, triple the maximum wait time at the beginning of the month. *Source CIFFA via American Shipper*

UPDATE: December 7: Confidence in the Panama Canal to process container vessel transits appears to have completely bombed over the past week, and there have been widespread diversions of Asia-North America east coast sailings to Suez and Indian Ocean routes.

For the first time in recent memory, there could possibly be a significant downturn of traffic through the Suez and the Panama canals, with a high volume of vessels preferring passage past the Cape of Good Hope. *Source The Loadstar*

December 5 | “Labour Relations Update, Port of Montreal”

The Port of Montreal issued an update on ongoing labour negotiations between the Port of Montreal Longshore Workers' Union (CUPE Local 375) and the Maritime Employers Association (MEA). The port said:

"While the parties work with federal conciliation officers, the renewal process continues as provided for under the Canada Labour Code. Until the collective agreement expires on December 31, 2023, a number of steps regulated by the Canada Labour Code must be completed, and no party is permitted to disrupt Port of Montreal operations. Meanwhile, the MEA has applied to the Canada Industrial Relations Board (CIRB) for recognition of essential services at Port of Montreal terminals. The tribunal must decide whether it will consider the application prior to making a decision on this matter. Should the MEA's application be granted, the deadlines for renewing the collective agreement would be suspended pending a decision on the merits of the case.

"As part of our ongoing efforts, we have contacted each of the parties to emphasize the importance of this agreement to the various communities, businesses and users we serve. We have also filed an application for intervenor status in the MEA's application for recognition of essential services.

"We assure you, port operations are in no way affected by the collective agreement renewal process at this stage." *Source CIFFA*

December 5 | “Quebec City Longshoremen Reject Mediator’s Recommendation to End Lockout”

At a meeting on December 1, longshoremen at the Port of Quebec voted 70% against the proposal from a mediator. With the holidays approaching and the possibility of a second Christmas on the picket lines, the members rejected the offer as insufficient.

"It's a ... message to the employer that, after 15 months of lockout, there can be no half-deal. The parties need to get back to the bargaining table and find common ground that satisfies both parties," said Nina Laflamme, CUPE union representative.

The longshoremen have been locked out since September 15, 2022. To carry out the work at the port, the employer uses replacement workers.

Read more in a [press release from CUPE](#). *Source CIFFA*

December 7 | “Strike Across Flemish Waterways Disrupts Antwerp Port Operations”

Major strikes across Flemish waterways will lead to supply chain disruption and has hit operations at Antwerp – the second biggest container port in Europe and is very hard to predict how long it will last. This is the first port disruption seen in North Europe for a while and comes at an unfortunate time for shipping in the run-up to the holiday season. Congestion can lead to delays and disruptions in shipping schedules. *Source The Loadstar*

December 8 | “Cyclone Disrupts Port Operations Along India’s East Coast Corridor”

The flow of containers in and out of southern Indian ports has been severely disrupted by Cyclone Michaung, which caused widespread mayhem in and around Chennai this week.

Chennai, Kattupalli and Ennore, the three key container ports along the country's east coast corridor, had to halt operations for three days. The state of Tamil Nadu bore the brunt of the adverse weather, which brought torrential rains and flooding in Chennai, turning highways into rivers and swamping rail lines. *Source The Loadstar*

December 8 | “Implementing EU Emissions Trading System (ETS) from January 1, 2024”

From 2024 Europe is implementing carbon tax on shipping, also known as the Emissions Trading System. It is a part of a series of legislative proposals with the aim of achieving the EU's climate neutrality by 2050.

To be more specific ETS will operate in the European Economic Area (EEA) and European Free Trade Association (EFTA) countries.

The shipping emissions will be added in 3 phases from 2024 and onwards:

1. In 2025, pay for 40% of emissions released in 2024 (Also covering the period from 1st of January 2024)
2. In 2026, pay for 70% of emissions released in 2025
3. From 2027, pay for a 100% of emissions released in 2026 and onwards

ETS will be invoiced in a TEU surcharge amount, so will not be included in the sea freight costs. The ETS value will be based on a formula that combines EU ETS relevant CO2 emissions (based on the industry-aligned Clean Cargo methodology for CO2 calculation) with market prices for EU allowances (EUA).

It will not be possible for carriers to implement a common standard for the ETS surcharge. Such an approach would constitute illegal collusion under EU competition law. Carriers will implement the ETS surcharge on all contracts (short & long term) from 1st of January 2024. *Source FCL Fisker & our Agents in Europe*

December 18 | “Red Sea Security Concerns Prompt Rerouting of Shipments by Partner Carriers”

In response to a series of attacks on multiple container ships traversing the Red Sea over the past few days, several of our esteemed partner carriers have initiated strategic measures to safeguard the well-being of their crews and vessels.

As a consequence of these security threats, a number of voyages are being re-routed or temporarily paused, impacting the transit of goods between Asia and Europe. This situation has the potential to affect shipment for our valued clients, and its evolving nature makes it currently challenging to provide a definitive assessment of the impact.

We remain committed to keeping our clients informed and updated on any developments that may affect the movement of goods and are dedicated to working alongside our partners to navigate these challenges and minimize the impact on our clients' shipments to the best of our ability. *Source FCL Fisker & our Premier Agent Röhlig*

December 19 | “Carriers Roll Out Peak Season (PSS) Surcharges as Capacity Crunch Looms”

Ocean carriers are imposing emergency peak season surcharges (PSS) as global supply chains face weeks of disruption with ships being re-routed via Southern Africa instead of using the much shorter transit via the Suez Canal. Carriers are avoiding the Suez Canal until further notice and routing ships around the Cape of Good Hope. *Source The Loadstar*

December 21 | “Empty Boxes Will Be Stuck in all the Wrong Places for New Year Peak”

Empty container shortages are expected following the delays and diversions in the Red Sea, which could have longer-term ramifications for the supply chain as it heads into Chinese New Year.

Normal vessel rotations will nearly double because of diversions around the Cape of Good Hope. Equipment deficits and congestion at ports are expected. Equipment shortage may hit Asia as soon as the second half of January. Vessels bringing in empty containers needed for peak season in China will end up stuck in other places. *Source: The Loadstar*

AIR

December 1 | “Shippers Beware: New Rules on Lithium-Ion Battery Air Shipments Coming”

At the recent meeting of the International Civil Aviation Organization (ICAO) dangerous goods panel, it was agreed to introduce a state of charge (SoC) requirement of 30% for more categories of lithium-ion batteries being transported by air.

This change will apply to lithium-ion batteries packed with equipment – where a device has its battery packed in the same box. Currently the SoC requirement applies only to lithium-ion batteries shipped on their own by air.

The change is important, as it comes amid a backdrop of increasing concern around the safety of shipping lithium batteries, particularly as their volume and size continues to grow.

For shippers it will add an additional level of complexity: Making sure batteries are shipped with the correct state of charge will require extra checks and changes to pre-shipping processes. *Source: CIFFA via The Loadstar*

December 20 | “Staff Shortage and Extreme Weather Throws Lufthansa Cargo Off Course”

Lufthansa Cargo has warned customers of severe delays and cancellations until the end of the year, and said it is reviewing existing bookings. The carrier added that it “cannot ensure the usual quality of service.”

The disruption is at Lufthansa's Frankfurt and Munich hubs, caused by an “exceptionally high level of staff sickness and recent extreme winter weather conditions.” *Source: CIFFA*

CUSTOMS

December 6 | “Register for CARM Client Portal Webinars”

CARM Release 1 (R1) was launched in May 2021, wherein importers can view their customs transactions, make payments, request rulings, and access a classification tool, that helps with HS codes and estimates import duty/tax rates. We recommend that you familiarize yourself with the platform, check your statements, etc. Importers will also need to link with their customs broker, and enable ‘Delegation of Authority,’ within the platform.

CARM Release 2 (R2) is currently scheduled for May 13, 2024. The main priority is to ensure all importers get registered in the portal, prior to the launch of R2. CBSA is taking a ‘big bang’ approach, and moving all electronic clearances to the portal, upon release of R2. Importers who register before R2 will: (1) ensure smooth border clearances will continue, and (2) be able to leverage a six-month grace period to establish financial security with CBSA. The latter is known as “Release Prior to Payment Privileges,” or RPP. Today, customs brokers cover RPP security for 95% of importers. In CARM R2, it will be mandatory for importers to establish each their own RPP with CBSA. Customs brokers will no longer be able to do this on behalf of importers. See attached RPP transition guide by CBSA (note: it states R2 release is set for October 2023, which has been delayed until May 2024).

CBSA is hosting webinars and we suggest that all importers attend to learn more; CBSA walks you through the platform and answer questions ‘live’ during the webinar. CBSA is hosting webinars for SMEs this January and March, see below for details. It’s also beneficial to request an email subscription with CBSA’s CARM team, where they will provide regular info updates and materials, at: CBSA.CARM_Engagement-Engagement de la GCRA.ASFC@cbsa-asfc.gc.ca

Source: *Christina Fisker, VP Customs & Compliance*

The CARM Engagement team is offering a new series of webinars starting in 2024. Please share with your clients and colleagues!

Registering Your Small / Medium Business on the CARM Client Portal

The CBSA’s Assessment and Revenue Management (CARM) team is excited to offer a new series of shorter webinars dedicated to helping small and medium businesses understand how CARM may affect them while guiding them through the steps required to register on the CARM Client Portal.

Registration is required for these webinars. Please register using the link that corresponds to your preferred date/time.

Webinar Registration – Registering Your Small / Medium Business on the CARM Client Portal			
English	Thursday, January 11 th , 2024	1:00pm - 2:00pm EST	Register
	Tuesday, January 16 th , 2024	7:00pm – 8:00pm EST	Register
	Thursday, January 25 th , 2024	10:00am - 11:00am EST	Register

	Wednesday, January 31 st , 2024	1:00pm – 2:00pm EST	Register
	Tuesday, February 6 th , 2024	1:00pm - 2:00pm EST	Register
	Tuesday, March 19 th , 2024	1:00pm - 2:00pm EST	Register
French	Thursday, January 11 th , 2024	3:00pm - 4:00pm EST	Register
	Tuesday, January 23 rd , 2024	6:00pm – 7:00pm EST	Register
	Wednesday, January 31 st , 2024	10:00am – 11:00am EST	Register
	Tuesday, March 19 th , 2024	3:00pm - 4:00pm EST	Register

What You Need to Know with CARM Release 2 Webinar

These webinars will focus on the key changes to understand and prepare prior to Release 2 of the CARM Client Portal.

Registration is required for these webinars. Please register using the link that corresponds to your preferred date/time.

Webinar Registration – What You Need to Know with CARM Release 2 Webinar			
English	Thursday, January 18 th , 2024	1:00pm - 2:30pm EST	Register
	Tuesday, February 13 th , 2024	1:00pm - 2:30pm EST	Register
	Tuesday, March 26 th , 2024	1:00pm - 2:30pm EST	Register
French	Thursday, January 18 th , 2024	3:00pm - 4:30pm EST	Register
	Tuesday, March 26 th , 2024	3:00pm - 4:30pm EST	Register

Open Mic Sessions

Open Mic Sessions are an open forum where TCPs can attend to ask questions in English or French on topics covered in any of the webinars.

Webinar Registration – Open Mic			
Bilingual	Thursday, January 25 th , 2024	1:00pm – 2:00pm EST	Register
	Wednesday, March 27 th , 2024	2:00pm – 3:00pm EST	Register

A reminder that you can continue to access important CARM support materials on the [CARM Client Portal Onboarding Documentation](#) section.

Please send any questions and comments to:

[CBSA.CARM_Engagement-Engagement de la GCRA.ASFC@cbsa-asfc.gc.ca](mailto:CBSA.CARM_Engagement-Engagement_de_la_GCRA.ASFC@cbsa-asfc.gc.ca)

Source: CBSA

December 11 | “Revised: Customs Notice 22-01, New Sanctions and Export Controls in Response to Russia’s Invasion of Ukraine”

1. The purpose of this notice is to inform importers and exporters about measures imposed by the Government of Canada under the [Special Economic Measures Act](#) (SEMA) since February 24, 2022, in response to Russia’s invasion of Ukraine.
2. Details on these measures can be found in the following regulations:
 - [Special Economic Measures \(Russia\) Regulations](#)
 - [Special Economic Measures \(Belarus\) Regulations](#)
 - [Special Economic Measures \(Ukraine\) Regulation](#)
 - [Special Economic Measures \(Moldova\) Regulation](#)
3. Goods subject to import sanctions imposed under the Special Economic Measures (Russia) Regulations include, but are not limited to:
 - Petroleum (any good referred to in column 1 of [Schedule 5](#);
 - Luxury goods (any good referred to in column 1 of Part 2 of [Schedule 6](#)); as of December 5, 2023, among other articles, this list also includes:
 - Diamonds (unsorted, non-industrial, synthetic or reconstructed)
 - Articles of jewellery and parts thereof, of precious metal or of metal clad with precious metal
 - Articles of goldsmiths' or silversmiths' wares and parts thereof, of precious metal or of metal clad with precious metal
 - Articles of precious metal or of metal clad with precious metal
 - Articles of precious or semi-precious stones (natural, synthetic or reconstructed)
 - Wristwatches, pocket-watches and other watches, including stopwatches, with cases of precious metal or of metal clad with precious metal.
 - Certain gold products (any good referred to in column 1 of [Schedule 9](#)), including unwrought gold, semi-manufactured gold, gold powder, monetary gold and jewelry made of gold;
 - Any type of weapon, ammunition, military vehicle or military or paramilitary equipment, or a spare part for any of those goods;
 - Steel and Aluminum products, as specified in [Schedule 11](#);
 - Arms and related material.
4. Goods subject to export sanctions under the Special Economic Measures (Russia) Regulations include, but are not limited to:

- Any good referred to in column 1 of [Schedule 4](#), for use in offshore oil exploration or production at a depth greater than 500m, oil exploration or production in the Arctic or shale oil exploration or production;
 - Luxury goods (any good referred to in column 1 of Part 1 of [Schedule 6](#)), including alcoholic beverages, tobacco, some textile products and sportswear, footwear, luxury clothing and accessories, jewelry, kitchenware, and art. As of December 5, 2023, among other articles, this list also includes:
 - Non-industrial diamonds; and
 - Articles of goldsmiths' or silversmiths' wares and parts thereof, of silver, whether or not plated or clad with other precious metal.
 - Any good referred to in column 1 of [Schedule 7](#) – manufacture of weapons.
 - Any good that is described in the [Restricted Goods and Technologies List](#) (e.g., equipment and parts for quantum computers, cryogenic refrigeration systems, high quantum efficiency photodetectors).
 - Any good and any technology that is referred to in the [Restricted Goods and Technologies List](#) or in [Schedule 5.1](#);
5. Goods subject to import sanctions imposed under the Special Economic Measures (Belarus) Regulations include, but are not limited to:
 - Petroleum (any good referred to in Part 1 or 2 of [Schedule 2](#);
 - Luxury goods (any good referred to in column 1 of Part 2 of [Schedule 4](#)), including alcoholic beverages, seafood, fish, and non-industrial diamonds;
 6. Goods subject to export sanctions under the Special Economic Measures (Belarus) Regulations include, but are not limited to:
 - Luxury goods (any good referred to in column 1 of Part 1 of [Schedule 4](#)), including alcoholic beverages, tobacco, some textile products and sportswear, footwear, luxury clothing and accessories, jewelry, kitchenware, and art.
 - Goods any good referred to in column 1 of [Schedule 5](#) – manufacture of weapons.
 - Any good that is described in the [Restricted Goods and Technologies List](#) (e.g., equipment and parts for quantum computers, cryogenic refrigeration systems, high quantum efficiency photodetectors).
 - Any good and any technology that is referred to in the Restricted Goods and Technologies List or in [Schedule 3](#)
 7. Under the Special Economic Measures (Ukraine) Regulations it is prohibited to:
 - import, purchase or acquire goods, wherever situated, from: the Donetsk People's Republic (DNR); the Luhansk People's Republic (LNR); the Russian-occupied Kherson region of Ukraine; the Russian-occupied Zaporizhzhia region of Ukraine; the Crimea Region of Ukraine; or from any person in these regions.
 - export goods destined for: the Donetsk People's Republic (DNR); the Luhansk People's Republic (LNR); the Russian-occupied Kherson region of Ukraine; the Russian-occupied Zaporizhzhia region of Ukraine; the Crimea Region of Ukraine; or sell, supply or transfer goods, wherever situated, to any person in these regions.
 8. Under the Special Economic Measures (Moldova) Regulations, it is prohibited for any person in Canada and any Canadian outside Canada to deal in any property, wherever situated, that is owned — or that is held or controlled, directly or indirectly – by a listed person

[\(Schedule Persons\)](#); and to make available any goods, wherever situated, to a listed person or to a person acting on behalf of a listed person.

9. As the regulations under SEMA are regularly amended, you must refer to the [Canadian Sanctions](#) website to obtain the most up-to-date information on current sanctions.
10. In addition to the above economic measures, as of February 24, 2022, Global Affairs Canada has also stopped the issuance of new permits under the [Export and Import Permits Act](#) (EIPA) for the export and brokering of controlled strategic, dual-use, and military goods and technology to Russia. Exporters with valid permits for the export or brokering of items to Russia prior to this date have had their permits cancelled. Only permits and applications related to specific end-uses such as medical supply and humanitarian needs may be considered for exception, on a case-by-case basis. Please see Notice to Exporters No. 1071 [Export and Brokering of items listed on the Export Control List and the Brokering Control List to Russia](#).
11. The [Canada Border Services Agency](#) assists [Global Affairs Canada](#) with the administration of the [Special Economic Measures Act](#), the [Export and Import Permits Act](#) and associated Regulations.
12. For more information relating to sanctions, including the [Special Economic Measures Act](#) (SEMA) and associated regulations, or the process to apply for a permit or certificate under SEMA, please contact:

Sanctions Policy and Operations Coordination Division
Global Affairs Canada
Lester B. Pearson Building
125 Sussex Drive
Ottawa, ON K1A 0G2
Telephone: 1-877-808-8838 (Toll free)
Email: sanctions@international.gc.ca
[Website: www.international.gc.ca](http://www.international.gc.ca)

13. For more information relating to export controls, please contact:

Export Controls Division
Global Affairs Canada
125 Sussex Drive
Ottawa, Ontario K1A 0G2
Telephone: (343) 203-4331
Facsimile: (613) 996-9933
Email – Permit-related matters: tie.reception@international.gc.ca
Email - Policy-related matters: expctrpol@international.gc.ca
[Website](#)
[Export and Brokering Controls Handbook](#)
[A Guide to Canada's Export Control List](#)

For more information regarding the CBSA's programs and services, please contact [Border Information Service](#) Service (BIS) line. Within Canada, you can call BIS toll-free at 1-800-461-9999. From outside

Canada, please call 204-983-3500 or 506-636-5064 (long-distance charges will apply). Agents are available Monday to Friday (08:00 – 16:00 local time, except holidays). TTY is also available within Canada at 1-866-335-3237. *Source: CBSA and Global Affairs Canada*

December 14 | “eHBL AMPS Update & CIFFA Meeting on December 12, 2023”

CIFFA met on Tuesday, December 12 with CBSA officials at the Commercial and Trade Branch, to discuss compliance matters related to the mandatory eHBL filings by freight forwarders.

CIFFA has been advised that, as of December 1st, 1,482 penalties have been issued, with a staggering penalty amount of \$3,277,500. CBSA has advised that it has issued penalties on approximately 15% of infractions. If CBSA were to have issued penalties against all instances of non-compliance, the impact would have been an additional estimated \$18,580,000, in essence putting some forwarders out of business. This has been stressed and communicated to the Compliance group.

CBSA is also continuing in its outreach efforts to assist in training those forwarders who are not repeat offenders, with 2,003 cases being reported in the same time frame. The message from CBSA is consistent: You must instruct your operations to be compliant or penalties will be issued.

As a reminder, there are five related penalties that may be applied to freight forwarders, three of which are of major concern:

C378 – Person failed to submit the prescribed pre-load/pre-arrival information relating to their cargo and/or conveyance (Level 1 \$2,000, Level 2 \$4,000, Level 3 \$8,000). **573 penalties have been issued under this contravention, with a monetary value of \$2,728,000.** CBSA advises that these penalties are issued when filings occur post arrival, with no ACI on record.

C379 – Person failed to submit advance information in the prescribed time or prescribed manner to the Agency (Level 1 \$250, Level 2 \$375, Level 3 \$750). **620 penalties have been issued under this contravention, with a monetary value of \$318,750.** The most common occurrence is when a supplementary report is transmitted in lieu of eHBL data. Members need to be mindful of short-haul air movements.

C382 – Person submitted information prescribed by the Reporting of Imported Goods Regulations that was not true, accurate and complete (Level 1 \$500, Level 2 \$750, Level 3 \$1,500). **242 penalties have been issued under this contravention, with a monetary values of \$230,750.** The majority of the infractions were for using generic cargo descriptions (82.6%). The most common non-compliant descriptions are: Pharmaceuticals, Food Stuffs, FAK, General Cargo and Freight all Kinds. We encourage our members to review the [CBSA Detailed Commodity Descriptions document](#) for guidance.

CIFFA is working with CBSA, and a working group has been reconvened addressing many of the shortfalls of the program. During this week's session, CBSA requested a separate list of system changes that will be required to resolve some of the issues forwarders face. This list was initially provided to CBSA in 2020 and will be resubmitted as requested. We will continue to push and lobby senior CBSA officials for quicker resolution of our issues. *Source: CIFFA – Canadian International Freight Forwarders Association*

Revisions to Memorandum D11-6-6: “Reason to Believe” and Self-Adjustments to Declarations of Origin, Tariff Classification, and Value for Duty

[Memorandum D11-6-6](#) outlines and explains the Canada Border Services Agency's (CBSA) policy and guidelines with respect to reason to believe, the legislative framework and administrative guidelines for the adjustment process to make a correction to an incorrect declaration of origin, tariff classification (including diversions of goods) or value for duty. The correction provisions, policies and guidelines contained in this memorandum apply to all commercial importations that are accounted for under subsections 32(1), (3) or (5) of the Customs Act.

This memorandum has been amended to:

- add the directed compliance letter and the final compliance validation letter as written communications containing specific information that gives reason to believe that a declaration is incorrect;
- clarify to which goods and issues the specific information also apply;
- clarify that importers have, in cases of diversion of goods, to treat a failure to comply with a condition as an incorrect tariff classification declaration in accordance with subsection 32.2(6) of the Customs Act;
- refer to Memorandum D6-2-3, Refund of Duties, for information on refund of duties;
- clarify the specific information that gives reason to believe for corrections related to transfer price adjustments;
- clarify that the obligation to make a correction remains even if the prescribed 90-day period to make a correction to an incorrect declaration has expired;
- enable importers to submit subsequent corrections under section 32.2 of the Customs Act;
- amend the corrections flow chart;
- revise some of the examples in the Appendix; and
- revise terminology to align with the Customs Act and relevant regulations.

Source: CBSA

December 19 | “Reminder: Imports of Manufactured Foods Need a Licence”

Message: Most food importers are required to hold a valid Safe Food for Canadians licence (SFC licence) issued by the Canadian Food Inspection Agency (CFIA).

On February 12, 2024, the CFIA will activate the automatic verification of SFC licences for imports of [manufactured foods](#). Food import transactions will be automatically rejected and the shipment will be denied entry into Canada unless a valid SFC licence number is declared.

If you import manufactured foods, visit [Food importers: You need a Safe Food for Canadians licence](#) to learn how you can prepare for automatic licence verification.

For questions about applying for or amending an SFC licence, visit [My CFIA](#) or call 1-800-442-2342.

Source: CFIA - Canadian Food Inspection Agency

December 20 | “Parliamentary Secretary to the Minister of Transport Announces Improvements to Canada’s Supply Chain by Alleviating Key Corridor Bottlenecks”

The goods supporting our economy move over long distances to get to global markets or Canadian consumers. Stronger and more resilient supply chains benefit Canadian consumers through timely and

affordable access to the goods they need, and Canadian producers who can reliably deliver their products.

Today, on behalf of the Minister of Transport, Pablo Rodriguez, Vance Badawey, Parliamentary Secretary to the Minister of Transport and Member of Parliament for Niagara Centre, announced an investment of over \$12 million through the National Trade Corridors Fund. The six projects that received funding will improve Canadian supply chain efficiency by alleviating bottlenecks in key corridors.

The Government of Canada will contribute up to:

- \$5 million to the Buffalo and Fort Erie Public Bridge Authority to install non-intrusive inspection technologies for commercial vehicles that will facilitate more efficient processing and reduced wait-times for trucks entering the U.S.
- \$4.2 million to the St. John's Port Authority for the wharf redevelopment at Pier 20 West and Pier 21 to address the growing demand for servicing inshore fishing vessels
- \$2 million to BlueNode Inc. to introduce an artificial intelligence platform that will improve supply chain visibility at Canadian ports and support greater collaboration among supply chain players through intermodal interfaces
- \$675,000 to the Province of British Columbia to conduct a study of the Moray Bridge to improve the efficient movement of goods and people, increase the capacity and reliability of transportation and trade networks and address the projected impacts of climate change on key infrastructure
- \$75,000 to the Corporation of the City of North Bay to conduct a feasibility study to identify and assess the options available to enhance the capacity of North Bay's trade corridor
- \$74,500 to the City of Toronto's Economic Development Program to assess the condition of old dockwalls at the Port of Toronto, resulting in a work plan to repair and upgrade the dockwalls to modern standards

This ongoing commitment emphasizes a dedication to collaborating with stakeholders on essential infrastructure projects to address transportation bottlenecks, vulnerabilities, and congestion along Canada's vital trade corridors. [Full Article](#). *Source: Transport Canada*

December 21 | “The Registrar of Imported Vehicles (RIV) – Report Requirements for Trailers”

Under the Motor Vehicle Safety Act there is a requirement to report the Model Name and/or Model number as it pertains to trailers. This is to ensure compliance with the Act as it pertains to recalls.

When submitting your data to The Registrar of Imported Vehicles (RIV), please ensure you include the Model Name and/or Model Number. Indicating “Trailer” in the Model field will no longer be acceptable after January 10th, 2024. Failure to comply may result in your submission being rejected by RIV/CBSA.

To avoid any delays at the border, please ensure that the Model Name and/or Model Number is indicated.

Source: CBSA and Transport Canada

December 21 | “The Supply Chains Act”

The Supply Chains Act comes into force on January 1, 2024. Further details about the reporting process and guidance for reporting entities are now available at: [Forced Labour in Canadian Supply Chains \(publicsafety.gc.ca\)](https://publicsafety.gc.ca).

At this link, you will find information about the reporting requirements and the submission process, including the questionnaire that reporting entities and government institutions will be required to complete. Guidance is available on preparing a report, on the application of the Supply Chains Act and on the required contents of the report, along with a list of helpful tools and resources.

Public Safety Canada will hold an information session on the reporting process for the Supply Chains Act on January 11, 2024. You can register using the link below:

English Session: <https://canada.webex.com/weblink/register/re06877e3ba8251d24fd83cda08cb2563>

Please note that the deadline for submitting a report is May 31, 2024. Inquiries about the Supply Chains Act may be sent to: SupplyChainsActInquiries-LoiChainesApprovisionnementEnquetes@ps-sp.gc.ca

Source: Public Safety Canada

December 29 | “TCC23-125 – SWI IID – Transport Canada Model Name / Number Requirement”

Clients Affected: All clients and service providers who transmit trade data using EDI.

This notice is being issued to advise trade chain partners (TCPs) (i.e. importers and brokers) that as of January 10th, 2024 the word “Trailer” in the Model field (SG117, qualifier 221) will no longer be acceptable. Under the Motor Vehicle Safety Act, TCPs are required to report the correct Model Name and/or Model Number for imported vehicles. Submitting the correct information will help to ensure compliance with the Act as it pertains to recalls.

As a result of the above, as of January 10, 2024 a valid Model Name and/or Model Number must be included in the transmission or the entry will be rejected (see example below) by Transport Canada and the Registrar of Imported Vehicles (RIV).

```
<ItemDescription>  
  <ProductCode>221</ProductCode>  
  <UncodedCharacteristics>Trailer</UncodedCharacteristics>  
</ItemDescription>
```

To avoid any processing or border delays, please ensure that the correct Model Name and/or Model Number is provided. *Source: Transport Canada*

For inquiries about Customs News Articles contact:
Christina Fisker, VP Customs & Compliance: christina@fisker.ca

You are receiving this newsletter as a client of FCL Fisker. To manage your subscription, please reply to sylvia@fisker.ca