

## ISRAELI-PALESTINIAN CONFLICT

Our thoughts and sympathies go out to all those affected by the Israeli-Palestinian conflict and the terrible events taking place. We are closely monitoring this horrible tragedy and will make every effort to keep you, our valued clients, updated.

Sylvia Beck, Inside Sales

## IN REVIEW | OCTOBER 2023

### MARINE

#### October 3 | “Panama Canal Trims Vessel Passage Quota Again to Deal with Severe Drought”

Daily ship crossings on the Panama Canal will be reduced to 31 from 32 to soften the impact from a severe drought that is expected to last until next year, the authorities managing the canal said.

The Panama Canal Authority (ACP) in recent months has imposed various passage restrictions to conserve water, including cutting vessel draft and daily passage authorizations, which are normally 36 per day.

ACP said late on Friday that, due to the ongoing water crisis, it "finds it necessary to implement additional changes," with the new rules implemented from November 1.

Read more in an [article from Reuters](#). Source: CIFFA

#### October 10 | “Port of Montreal Update: Negotiations with CUPE 375”

Port of Montreal collective agreements with longshoremen and checkers will end on December 31.

Negotiating teams from the Maritime Employers Association (MEA) and CUPE 375, which represents Montreal longshoremen, first met on September 13<sup>th</sup> to disclose demands.

On September 22<sup>nd</sup>, the union executive committee sent a notice of dispute to the Canada Industrial Relations Board (CIRB).

Mediators were appointed on October 6 by the Federal Mediation and Conciliation Service, opening a conciliation period of 60 days that will be followed by a 21-day cool-off period, if required. The conciliation period can be extended if both parties agree.

On October 4, the MEA filed a complaint to the CIRB of bad faith negotiation, saying the union executive refused to negotiate before filing its notice of dispute. On October 6, the MEA filed an essential services request, aiming to ensure that activities at the port continue despite a potential conflict related to negotiations.

No pressure tactics or strike by the union or lockout by the MEA can be undertaken while the essential services process is ongoing. *Source: CIFFA*

### **October 11 | “Gaza Conflict Disrupts Port Operations”**

The full-scale conflict between Palestinian militant group Hamas and the state of Israel is beginning to disrupt commercial operations in the maritime sector, though the extent so far is limited to specific sectors and locations.

The port of Ashdod is currently operating in "emergency mode," reports North Standard. The Israeli Navy maintains a substantial presence in the area and controls the approaches. Hazmat cargoes require case-by-case approval prior to entry, and some categories are not currently permitted (including all explosives and toxic gases).

Port of Ashkelon, the commercial seaport nearest the fighting, is currently shut down, the insurer said. Ashkelon is primarily used by tankers. *Source: CIFFA*

**Update October 26:** Shipping lines are being advised to wait further offshore when calling Israel as the nation battles Hamas. Yesterday Hamas launched a single unguided long-range rocket toward Haifa. The rocket ultimately exploded mid-flight. Similar rocket attacks have been reported at the nation's other major port, Ashdod as well as the Red Sea port city of Eilat.

### **October 11 | “Port Of Montreal Receives US\$110 Million Investment for the Contrecoeur Terminal”**

The Montreal Port Authority (MPA) welcomes the US\$110 million contributed to the Contrecoeur container terminal project under the National Trade Corridors Fund (NTCF) announced by Canada's transport minister, Pablo Rodriguez.

This strategic investment will significantly improve the fluidity of Canada's supply chain. *Source: Container News*

### **October 13 | “St. Lawrence Seaway Management Corp., Advises of Possible Strike Effective October 21, 2023”**

Collective agreements between the St. Lawrence Seaway Management Corporation and its unionized employees expired on March 31, 2023. Negotiations are ongoing with the assistance of a federal government mediator.

The unions will be in a position to provide 72-hours' notice of their plan to strike as early as October 18. This means navigation could potentially be impacted as of October 21.

The corporation has prepared a contingency plan to ensure an orderly shutdown of navigation in the event of a work interruption. *Source: CIFFA*

**Update October 20:** The St. Lawrence Seaway Management Corporation (SLSMC) was served with a 72-hour notice to strike by Unifor on October 18, for locals 4211, 4319, 4212, 4323 and 4320. The union intends to begin strike action as of 00:01 on Sunday, October 22.

As a result of Unifor's strike notification, SLSMC has started implementing its detailed plans for an orderly and safe shutdown of the system within the 72-hour notice period. Should the unionized workers proceed with strike action, the St. Lawrence Seaway will be closed to all traffic.

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

**Update October 23:** Although the St. Lawrence Seaway Management Corporation (SLSMC) and Unifor engaged in negotiations starting on October 17, they were unable to reach an agreement before the Unifor strike deadline set for 00:01 on October 22. As a result, Unifor locals 4211, 4319, 4212, 4323 and 4320 are now on strike. The Seaway will remain shut down until an agreement can be reached.

The SLSMC is awaiting a response to its Canada Industrial Relations Board application, seeking a ruling under the Canada Labour Code for the union to provide employees during a strike to ensure vessels engaged in the movement of grain continue transiting the system.

An orderly shutdown of the system took place during the 72-hour notice period allowing for vessels to safely clear the Seaway system. Currently, there are no vessels waiting to exit the system, but there are over 100 vessels outside the system that are impacted by the situation.

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

**Update October 25:** Talks between the St. Lawrence Seaway Management Corporation (SLSMC) and Unifor are planned to resume on Friday morning, October 27, confirmed by the Government of Canada's Federal Mediation and Conciliation Services. Read more in a [press release from SLSMC](#)

**Update October 27:** On October 26, Ontario Premier Doug Ford and Quebec Premier François Legault released a joint statement in response to the St. Lawrence Seaway strike.

They said, "we need all sides to come to an agreement right away. If that doesn't happen, the federal government needs to use whatever tools it has available to support a resolution that is fair for workers and brings this strike to an end as quickly as possible.

"We cannot have a repeat of the B.C. port strike that occurred earlier this year. The economic stakes are too high, with tens of millions of dollars lost every day the seaway continues to be closed. The federal government has a responsibility to act urgently to protect and guarantee our supply chains, including the cross-border movement of essential goods across the Canada-U.S. border."

Read more in a [press release from the Government of Ontario](#). *Source: CIFFA*

**Update October 30:** The St. Lawrence Seaway Management Corporation (SLSMC) and the union representing 360 unionized employees reached an agreement that ends the strike that began on October 22. The agreement will have to be ratified by employees in the coming days. Employees were expected to return to work this morning. Read more in a [press release from SLSMC](#). *Source: CIFFA*

### **October 19 | "Hamburg Port Authority to Raise Port Fees"**

The Hamburg Port Authority (HPA) will raise port fees by an average of 6.5% from 1 January 2024, due to the continued very high inflation and increased prices. With the new port fees, the HPA aims to simplify the tariff structure. "For example, the quantity component is eliminated," it said, "leading to more transparency and less effort on all sides."

Friedrich Stuhmann, chief commercial officer of the HPA, stated, "Our aim is to be able to offer our customers in the Port of Hamburg an efficient infrastructure. *Source: Container News*

## AIR

### October 11 | “Cargo Carriers Warn of Disruption on Israel Operations”

Israel's Civil Aviation Authority (CAA) has said international flights continue to operate to and from Israel following attacks on the country by Hamas over the weekend.

The CAA said that currently “the Israeli airlines are operating as usual.” The organization added that “there are still international flights to and from Israel by many airlines.”

The Israel Airports Authority, which operates Ben Gurion Airport in Tel Aviv, said that the airport “is working as planned including departures and landings.”

However, a number of airlines worldwide have cancelled or delayed flights in response to the situation, and cargo carriers have warned of potential disruption to shipments.

Read more in an [article from Air Cargo News](#). *Source: CIFFA*

## ROAD / RAIL

### October 18 | “Derailment at Brampton Intermodal Terminal”

CN is experiencing a disruption as a result of a minor derailment at its Brampton Intermodal terminal.

Inbound trains are being impacted due to limited yard access and delays to Brampton-destined traffic can be expected.

This incident will affect CN's ability to protect export and outbound domestic traffic in time for vessel cut off/reservation dates from Brampton. Its team is monitoring export traffic and other impacted traffic and will advise customers individually should there be any containers that are in jeopardy of missing their intended vessels or departure delays because of this exception.

At this time, CN does not have an estimated time for when the track will be passable. *Source: CIFFA*

**Update October 19:** After Tuesday's derailment, CN Brampton's intermodal yard is passable again as of Wednesday morning. The CN team is working to catch up with the backlog; delays of 24 to 36 hours should be expected. *Source: CIFFA*

## CUSTOMS

### October 24 | “Trade Industry Supports Letter to Ministers on St. Lawrence Seaway”

[Letter to Ministers - St Lawrence Seaway](#) / [Lettre aux ministres - Voie maritime du Saint Laurent](#)

The CSCB has provided the links attached regarding a letter sent to the Honourable Seamus O'Regan Jr, P.C., M.P. Minister of Labour, and Seniors, regarding the Federal Government Engagement on Labour Stability in the St. Lawrence Seaway.

We are pleased to be able to share this with you, our valued clients. *Source: Christina Fisker, VP Customs & Compliance*

## CARM Readiness:

Join the email distribution list; send an email 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) and the [CARM LinkedIn Group](#) for the latest news.

### Updated materials by CBSA

Note: all materials will be distributed by CBSA's CARM email. It is also updated live in CBSA's CARM Google Drive.

1. "**CARM R2 Playbook**": recently published and uploaded yesterday, to CBSA's CARM Google Drive in the **CARM Release 2 Documents folder**.

To access, go to:

- a. [CARM Google Drive > CARM Support Materials > \(6\) CARM Release 2 Documents > \(4\) User Guides > English and French versions](#).
- b. CARM R2 Playbook and User Guides: there are 77 documents available in total, covering all processes in CARM R2
- c. Per CBSA:

#### What you can find in the Playbook:

- Overview of R1 and R2 process areas including:
  - Portal Access and Setup
  - CAD Functionality and Assessments
  - Harmonized Billing Cycle
  - Financial Security
  - Rulings, Appeals, Overdue Collections
  - ... and more

2. **CARM ECCRD**: ECCRDs (i.e. requirements documents published for industry) are available [upon request from CBSA – TCCU Unit](#), I have obtained the relevant chapters and shared in our cloud: [OneDrive > Fisker Customs > Recommended reading > ECCRDs](#).
  - a. [Chapter 24](#) covers CARM Daily Notices (DNs) and Statements of Account (SOAs)
  - b. [Chapter 26](#) covers CARM and includes a playbook, the latest version is from Nov-2022.

CBSA has announced that they will share updated ECCRD XML files in Dec-2023.

3. **CARM reference materials**:

CARM materials have been available to the public since April 2021, we have shared it internally and externally with our team, clients, agents, etc. It includes all reference materials, guides, webinar recordings, and the like, and can be accessed via CBSA's [CARM Google Drive](#). In addition, we have shared the following info resources to the same audience, via our newsletter, newflash, email correspondence, etc. - - copied below. CBSA includes this list in all of their CARM PowerPoint presentations.

For more information:

Visit the [CARM section of the CBSA website](#)

Visit the [CARM Client Portal](#) and [Onboarding Documentation](#) section for support documents.

Visit the [CARM Google Drive](#) for additional resources

Visit CBSA's YouTube Channel – [CARM video tutorials playlist](#)

Join the email distribution list by emailing [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)

and the [CARM LinkedIn Group](#) for the latest news

Questions? Email: [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)

### CARM Release 1 (current state)

CARM registration is currently open to all Canadian importers, both domestic and foreign-based businesses, who can access their account information, make payments through the portal, and apply

for customs rulings online. Foreign-based importers will be required to complete and submit a CBSA Records Agreement (CBSA [form BSF900](#)). All importers should review the CBSA links (copied above).

### **CARM Release 2 (future state)**

CBSA has a target launch date of mid-May next year, described by CBSA as “no sooner than May 13, 2024”, and dependent on the approval of the proposed CARM regulations (still under review). Delays are ongoing due concerns by industry on the lack of readiness, between: CBSA, industry, and the CARM platform itself. The proposed regulations commit that R2 will not be launched until all three factors are ready.

### **CARM Registration**

CARM registration progress remains slow, here are the current stats as of Oct. 18:

- 274 out of 300+ customs brokers
- 41,000 importers, where 33,000 have delegated broker access
- Total number of importers: ~250,000

### **Importer financial security (RPP)**

Importers who have registered prior to launch of Release, will be eligible for a 6-month grace period on establishing financial security with CBSA, specifically “Release Prior to Payment Privileges” (RPP). Financial security can be obtained via (1) an RPP bond, or (2) RPP cash security. E-bonds (electronic version for CARM) is still not available, discussions are ongoing between the surety industry and CBSA on preparing for availability of e-bonds.

For inquiries about Customs News Articles contact:  
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