

KEEPING YOU INFORMED

Top news for August 2024: Pending Rail Strike. FCL Fisker Customs & Logistics has released Newsflash articles to our clients as a means to keep you informed. We are proud of our extensive relationship with our agents worldwide and our carriers across Canada & the US with the contingency plans that have been communicated to us. While we cannot control this situation, we are taking every measure to ensure our client orders are treated with the utmost urgency and mitigate as best we can any added fees incurred as a result of the lockout/strike became in effect on of August 22, 2024.

Sylvia Beck, Inside Sales

A reminder that the China Golden Week holiday (Tuesday October 1st – Monday October 7th) is fast approaching and with the shut-down of offices and re-opening after the holidays will result in a backlog of shipments to be released and will have an impact on Christmas shipments. If you want your shipments to arrive before the holidays, now is a good time to work with your FCL Fisker Customs & Logistics associates.

Sylvia Beck, Inside Sales

IN REVIEW | AUGUST 2024

MARINE

August 2 | “Spot Rate Volatility Spreads Amid Disruption, Bumping Up Long-Term Prices”

Spot rates have peaked, but continued shipping disruptions will keep a floor under the spot rates for some time. Delays or re-routing means disruption diffuses at a global scale. The Red Sea disruption will keep Asia rates elevated for many months. *Source: The Loadstar*

August 6 | “Supply Chain Chaos Grips Bangladesh in Wake of PM's Registration”

Supply chain chaos across Bangladesh, the world's third-largest exporter of clothing, has created the longest berthing delays anywhere across the globe.

Some 50 ships are queuing in a 25 nautical mile stretch outside Chattogram port following weeks of protests, curfews, internet outages, all of which culminated yesterday in the resignation of Sheikh Hasina after 15 years of leading Bangladesh. Hasina fled the country as protesters stormed her palace in Dhaka. The army has taken over as an interim government, but chaos remains across the Asian nation.

Analysts at Linerlytica, an Asian container shipping consultancy, which tracks congestion around the world, told Splash today that Chattogram, which handles more than 90% of Bangladesh's international trade, now has the worst berthing delays in the world, with many ships forced to wait in the Bay of Bengal for upwards of a week.

Yesterday, container clearance at the port stood at just 1,175 teu, a stark decline from the typical daily clearance of top to 8,000 teu.

Disruptions in rail transport have impeded the flow of imported products and oil to Dhaka and other regions of the nation while cross-border links with neighbours including India and Bhutan have been closed for the past couple of days. *Source: Splash 247.com*

August 9 | “Even Suez Canal Restart Would Be No Silver Bullet for Container Shipping Turbulence, Warns Jensen”

Shippers should anticipate continued volatility in container shipping freight markets through 2025, with even the restart of operations through the Suez Canal not guaranteeing immediate respite from disruptions and soaring freight rates, according to Lars Jensen, CEO of Vespucci Maritime.

Jensen argues that, if the Red Sea crisis continues and a significant portion of the global container shipping fleet is forced to continue diversions around southern Africa, global capacity would remain constrained and vulnerable to further shocks.

However, even if peace were surprisingly achieved in the Middle East and Houthi attacks on global trade ceased, he noted it would still take a substantial period before liner networks could adjust.

“The challenge is that the most likely scenarios ahead of us for the next 18 months are fairly extreme. The scenario with the lowest likelihood is a stable scenario.” More likely, according to Jensen, is an extended Red Sea crisis resulting in “continued high freight rates” and “high volatility.”

Read more in an [article from the American Journal of Transportation](#). *Source: CIFFA*

August 12 | “Explosion at Ningbo-Zhoushan Port in China Raises Serious Safety Concerns in Ocean Container Shipping”

A major explosion occurred on Friday on a container ship berthed at the port of Ningbo-Zhoushan in China in another incident that raises serious safety concerns. Video footage shows a massive explosion onboard the YM Mobility. There are no reports of casualties.

Peter Sand, Xeneta Chief Analyst, said: “This type of incident should never happen and is another example of how one failure in ocean container shipping can have catastrophic consequences. “Had this explosion happened at sea rather than at berth in port then the crew and ship would have been in even more perilous danger.

“An investigation will take place, and the industry must learn from it. Container ships are used to transport hazardous and potentially explosive cargo, so it is of paramount importance that robust safety measures are in place.” Read more in an [article from the American Journal of Transportation](#). *Source: CIFFA*

Update: August 14: Ningbo Port Closure: This incident, which involved organic peroxide materials, has led to the closure of one of the world's busiest container terminals and is expected to have significant ripple effects across global supply chains, especially on the main trade lanes out of Asia. The disruption at the Ningbo Port, combined with pre-existing congestion at major Asian ports, will lead to a deterioration of ocean schedules and further delays in container availability. Companies must brace for increased dwell times, potential rerouting of shipments, and tightening of available container supplies. *Source: CIFFA*

August 14 | “American Port Strike Looms as Shipping’s Next major Checkpoint”

The real threat of a dockworker strike at ports across the US east and Gulf coasts come October 1st could knock supply chains out of synch through to 2025. Contract negotiations have broken down between the International Longshoremen's Association (ILA) and port operators.

Should a general work stoppage occur, even a one-week shutdown could take four to six weeks to recover from, with significant backlogs and delays compounding with each passing day. For every one day of strike, it may well take at least four to five days to clean up.

A one-week strike on October 1st would lead to large congestion problems into mid-November and a two-week strike would mean ports would not get back to normal operations until 2025. Major congestion issues will lead to capacity shortages and higher freight rates. *Source: [Splash 247.com](#)*

August 15 | “India Braces for Indefinite Nationwide Port Strikes”

Dockworkers across India's 12 largest ports have agreed to go on an indefinite strike from August 28, after long-running pay negotiations have failed to conclude. The previous pay contract expired in December 2021 and wage negotiations have failed to deliver a result in the intervening years.

Logistics giant Kuehne+Nagel warned that the impending strike could severely disrupt cargo movement, leading to delays, increased costs, and congestion. *Source: [Splash 247.com](#)*

August 16 | “Australia’s Fremantle Port Will be Paralyzed by Strike Next Week”

The largest container and cargo port in Western Australia, Fremantle, is facing the prospect of a paralyzing 48-hour strike next week by pilot boat operators and vessel traffic service officers. Analysts are warning of weeks of delays after the strike and the potential for repercussions across Asia, while the union is saying the strike might also be prolonged if its wage demands are not met.

The Australian Maritime Officers Union WA informed the Fremantle Ports Authority that its members will stop work as of Sunday morning. The strike is currently scheduled to run for 48 hours, with port officials warning that no vessel movements will be possible during that time. The operators of the boats that transport pilots will be on strike along with the individuals who oversee all vessel movements. Ships at dock will still have access to stevedores.

Read more in an [article from The Maritime Executive](#). *Source: [CIIFA](#)*

August 20 | “Export Advisory BMSB Australia & New Zealand”

Brown Marmorated Stink Bug (BMSB) fumigation requirements:

Seasonal measures will be commencing from September 1st, 2024, until April 30th, 2025, for the Brown Marmorated Stink Bug (BMSB). Regulations are outlined in the respective websites of Australia's Department of Agriculture and Water Resources (DAWR) and New Zealand's Ministry of Primary Industries (MPI).

AUSTRALIA : (September 1st, 2024, sailing until April 30th, 2025, sailing date):

<http://www.agriculture.gov.au/import/before/pests/brown-marmorated-stink-bugs>.

NEW ZEALAND : (September 1st, 2024, sailing until April 30th, 2025, arrival date):

<https://www.mpi.govt.nz/import/vehicles-machinery-parts/brown-marmorated-stink-bug-requirements-for-importers/brown-marmorated-stink-bug-requirements-for-importing-vehicles-machinery-and-parts/>. *Source: [Odyssey Shipping](#)*

August 22 | “Port of Vancouver & Montreal Operations Update”

Port of Vancouver Operations Update – August 21

In case of rail service disruption, the Port of Vancouver has taken steps to maintain port fluidity and ensure that terminals partially affected or not affected by the disruption can continue to operate.

- Coordinating with Transport Canada, the Canadian Coast Guard, and the Pacific Pilotage Authority to increase situational awareness and enhance safety for ships destined for the Port of Vancouver and southern B.C. This includes monitoring pending vessel arrivals, berth, and anchorage capacity; weather forecasts; vessels holding off the B.C. coast; and developing vessel traffic management contingency plans.
- Requesting that port terminal operators assist in confirming anticipated and estimated berthing dates for arriving vessel to ensure available anchorage capacity supports port capacity optimization.

More details are available [here](#).

Port of Montreal Operations Update – August 20

With the halt in rail operations, all activities at the Port of Montreal related to the ships, as well as truck access to the terminals, will be fully operational.

Considering the embargoes put in place by the rail networks, the Montreal Port Authority and its operators are working diligently to enable those using its terminals to consider alternatives, particularly trucking, to maintain fluidity in its operations.

August 26 | “Floods Swamp Highways in Bangladesh, Truckers Stranded in 40km Queue”

Devastating flooding in Bangladesh, spread across 11 districts, affecting nearly 4.5 million people, is also hampering export-import activities. The flooding has swamped many parts of the Dhaka-Chittagong highway, the main cargo route.

Export-laden trucks from Dhaka and elsewhere have faced obstructions, diversions, and delays in reaching depots in Chittagong, the prime seaport. In some places, the highway was reportedly waist-deep in water, creating a 40km traffic jam.

Ruhul Amin Sikder, secretary general of the Bangladesh Inland Container Depots Association, said during the past 24 hours [article written on Friday], the Chittagong inland depots had received 2,100 export cargo-carrying trucks – 1,000 fewer than on the previous day. “Usually we receive some 3,500 trucks a day,” he said.

He added that normally some 900 trucks would leave the depots every day carrying imported cargo, but in the past 24 hours only around 630 trucks had done so. Read more in an [article from The Loadstar](#).

Source: CIFFA

August 29 | “Union Pact Averts India Port Strike”

A strike at India’s ports that further threatened the global supply chain was called off Tuesday after workers agreed to a new five-year contract.

The indefinite walkout by almost 20,000 workers across India’s biggest ports was scheduled for Wednesday.

Unions, which had first demanded a pay raise of around 10.6%, agreed to an increase of 8.5% over five years at negotiations in New Delhi, Reuters reported.

Negotiations had been ongoing since 2021. The previous pact expired in December of that year.

Read more in an [article from American Shipper](#). *Source: CIFFA*

AIR

August 6 | “Air Rate Anger From Bangladesh”

Airfreight rates from Bangladesh to major western destinations have shot up in a span of two weeks as export cargo piles up at the country’s main airfreight gateway, Dhaka.

Student-led protests in the third week of July prevented some 3,000 tonnes of exports leaving after the government responded to chaos and blocked highways with curfews and an internet shutdown.

As soon as the internet connection was restored, on July 24, businesses rushed to send export boxes to airports and seaports, intensifying a shortage of space, which in turn saw freight rates spiral.

Now, exporters are claiming carriers were taking advantage of the demand spike, raising rates by as much as \$1.50 per kg to a variety of destinations. *Source: CIFFA*

August 7 | “Calgary Airport Closed Due to Hail & Heavy Rainfall”

The Calgary International Airport says parts of its domestic terminal building are closed due to damage caused by hail and heavy rainfall. The airport said in a post on social media the work has started to clean up the water and assess the damage. However, parts of the domestic terminal will remain closed until further notice. *Source: CIFFA*

Update August 9: WestJet says 16 of its planes have been grounded after a massive hailstorm hit Calgary earlier this week. The Calgary-based airline says those aircraft – 10 percent of its fleet – need substantial repairs and inspections before they can fly again. The carrier also says 84 of its flights were cancelled Wednesday, with 106 cancelled Tuesday and 58 on Monday. *Source: CIFFA*

August 13 | “Air Canada Cargo Notice of Upcoming Ground Handling Charge Adjustments in Canada & the U.S.”

As a result of increases in global costs, effective September 1, Air Canada Cargo is updating ground handling charges in select U.S. stations and in Canada. *Source: CIFFA*

August 14 | “Alert to Shippers as Airfreight Capacity Becomes Scarce and Rates Increase”

As air cargo’s peak season approaches, shippers are faced with limited capacity, allowing forwarders to up their sell rates on major trades. Airlines are bracing for a busy Q3, as the steady drum of ecommerce traffic beats alongside the extra capacity taken up by modal switch to avoid the Red Sea and the usual pre-holiday volumes. *Source: The Loadstar*

August 22 | “Air Canada Pilots Vote to Give Strike Mandate to Their Union”

Air Canada pilots voted to give their union a strike mandate as negotiations over a new labour agreement have been stalled for more than a year. Workers could walk off the job as soon as mid-September.

The Air Line Pilots Association, representing Air Canada's more than 5,400 aviators, is in a federal conciliation process with Air Canada until August 26, which will be followed by a 21-day cooling off period. The workers will be in a legal strike position starting September 17. Read more in an [article from the American Journal of Transportation](#). *Source: CIIFA*

ROAD / RAIL

Aug 22 | "CN Moves Forward with Lockout"

CN has formally locked out employees represented by the Teamsters Canada Rail Conference (TCRC) as of today at 00:01 ET, after the union did not respond to another offer by CN in a final attempt to avoid a labour disruption.

Without an agreement or binding arbitration, CN had no choice but to finalize a safe and orderly shutdown and proceed with a lockout. Read more in a [press release from CN](#).

CPKC Locks Out TCRC Employees, Moves to Full Shutdown of Canadian Rail Network

Canadian Pacific Kansas City has locked out employees who are members of the Teamsters Canada Rail Conference (TCRC) – Train and Engine (T&E) division effective 00:01 Eastern Time today.

That was followed by the lockout of employees who are members of the TCRC – Rail Traffic Controller (RTCT) division effective 00:01 Mountain Time today.

Working closely with customers, CPKC has executed a safe and structured shutdown of its train operations across Canada. Read more in a [press release from CPKC](#).

CN-TCRC Update: Intermodal Inland Terminals Remain Operational

Reminder: CN's intermodal inland terminals will remain operational, and customers can pick up arrived import containers as usual.

As Canada Braces for Rail Stoppage, Truckers Scramble to Meet Demand

As Canada braced for a freight rail stoppage that could hit industries ranging from autos to agriculture, the trucking sector said it faced higher demand it could not meet.

Daman Grewal, a senior operations manager with British Columbia-based Centurion Trucking, would normally expect 20 or 30 online postings from shippers seeking trips east across Canada on an August Monday. On Monday morning, he saw more than 500.

"Last week is when a lot of the panic started to set in," said Grewal, noting trips for which he charged C\$7,000 (\$5,139) a few days ago now cost up to C\$9,000. "Similar to COVID, you see the scarcity in supply chain."

Grewal said Centurion could increase capacity 10% to 20%, largely by reducing driver downtime. We would just have to turn the drivers around a little bit quicker," he said. Industry officials said some softening in the economy has left room to increase capacity but not enough to make up for idled railways. Read more in an [article from Reuters](#).

Off the Rails: Rail Stoppages Will Have Widespread Impacts

A labour dispute is threatening to shut down much of Canada's rail industry. Roughly 9,000 workers at Canadian National (CN) and Canadian Pacific Kansas City Ltd (CPKC) have served a strike notice that

could come into effect today, August 22. Labour negotiations for these two companies usually occur in alternate years, so while we've had rail stoppages in the past, we have not experienced a situation where stoppages would occur for the two dominant industry players at the same time.

CN and CPKC dominate the rail industry in Canada. A stoppage would essentially halt an industry that accounts for 0.45 percent of Canada's GDP and employs about 0.25 percent of the workforce. However, while the direct impact of rail stoppages may be small if limited in duration, the knock-on effects are the most concerning. Rail lines carry more than \$1 billion worth of goods each day, according to the Railway Association of Canada, and more than half of the country's exports travel by rail. Read more in an [article from the Conference Board of Canada](#).

Aug 23 | "Port of Vancouver Operations Update"

With the Government of Canada's order to the Canada Industrial Relations Board (CIRB) to assist the railways and TCRC in settling negotiations by imposing binding arbitration, the Port of Vancouver continues to take steps to maintain port fluidity. This includes requesting that inbound ships slow down for near-time arrivals, managing anchorages and monitoring ships holding offshore in the region.

The majority of the port's marine cargo terminals are expecting impacts from this disruption, as two-thirds of Port of Vancouver cargo and 90% of its exports rely on rail.

Read more in an [update from the Port of Vancouver](#).

Railways Prepare to Restart After Federal Government Forces Binding Arbitration in Labour Dispute

Canada's Labour Minister Steven MacKinnon is intervening to end a work stoppage that saw this country's two largest railways grind to a standstill Thursday, by forcing the parties into binding arbitration.

MacKinnon said he is invoking powers under Section 107 of the Canada Labour Code to direct the Canada Industrial Relations Board (CIRB) to "assist the parties in settling the outstanding terms of their collective agreements by imposing final binding arbitration."

MacKinnon has also ordered the board to extend the term on the parties' current collective agreements until new deals are signed and is calling for operations on both railways to resume "forthwith." Read more in an [article from CTV News](#).

Aug 29 | "Train Movements in Canada Close to Normal, 'Complete Recovery to Take Several Weeks'"

Train movements at Canadian National Railway Co. and Canadian Pacific Kansas City Ltd. are almost back to normal after a short lockout of unionized workers, according to RailState, a provider of real-time rail data.

Canadian National train movements were at 96% of pre-lockout levels as of Tuesday, while Canadian Pacific was at 95%, RailState said.

The data doesn't necessarily indicate that the volumes of goods shipped are close to normal. Train movements are indications of trains in motion, including those with empty cars; the figures don't provide information on the loads being transported. RailState based its average daily volume on train movements between August 1 and 21.

"Our recovery plan is underway," CN Railway said in an emailed statement. "We expect complete recovery to take several weeks to catch up the impact that supply chains have been dealing with

since April." CPKC did not provide any details on operating levels. Read more in an [article from the American Journal of Transportation](#). *Source: CIFFA*

Aug 30 | "Longshore Worker Unions Denounce Federal Intervention in Railway Labour Conflict"

Unions representing longshore workers at the country's major ports are promising to put pressure on the federal government if it won't commit to staying out of potential labour disputes in the sector.

Labour leaders representing dock workers in Vancouver, Montreal and Halifax told reporters Thursday they are ready to mobilize against Ottawa if the government gets involved the way it did in last week's railway lockouts.

Their comments were in reaction to the federal government's decision to call for binding arbitration and force an end to a work stoppage at the country's two major railways less than a day after it began.

In Montreal Thursday, union leaders from around the country said they wrote to federal Labour Minister Steven MacKinnon asking whether he intends to invoke powers under Section 107 of the Canada Labour Code for the longshore sector. Read more in an [article from MSN](#). *Source: CIFFA*

CUSTOMS

August 6 | "Customs Notice 24-25: Submission and Processing of Single B2 and Blanket B2 Adjustments, or Voluntary Disclosure Program Requests on or After September 1, 2024"

Effective October 21, 2024, Release 3 of the CBSA Assessment and Revenue Management (CARM) system will become the official system of record that importers and other trade chain partners (TCPs) will use to account for their commercially imported goods and pay duties and taxes owing to the Canada Border Services Agency (CBSA).

This will result in the elimination of Form B2, Canada Customs – Adjustment Request, which is currently used to submit and process adjustments to Form B3-3, Canada Customs Coding Form. This process will be replaced by the submission of an adjustment against a Commercial Accounting Declaration (CAD) in CARM.

This notice is to inform TCPs that single B2 adjustments, blanket B2 adjustments or voluntary disclosure requests submitted on or after September 1, 2024, will be accepted by the CBSA but are unlikely to be processed before CARM Release 3 (R3). As an exception during this period, B2 blanket requests must contain both the B2 blanket authorization application and a completed Form B2 Adjustment Request. Find more information in [Customs Notice 24-25](#). *Source: CSCB*

CARM

August 15 | "CARM Road Maps"

We are happy to advise you that we have added some new road maps, and they are now available on our website. We know that these maps will help guide you on your Road to CARM as we approach R3 implementation on October 21st, 2024. The new road maps namely, Release Prior to Payment during the 180-day RPP Transition Period, Release Prior to Payment after the 180-day RPP Transition Period and C Types have all been vetted by the CBSA for accuracy at this time and are subject to change.

The road map collection includes:

- Life of a Shipment
- CARM Client Portal (CCP) Registration
- Delegation of Authority (DOA) – Access to my Employer
- Delegation of Authority (DOA) – Manage my Business Relationships
- Release Prior to Payment during the 180-day RPP Transition Period
- Release Prior to Payment after the 180-day RPP Transition Period
- C Type

Find it here: <https://cscb.ca/en/carm-road-maps>

Please email us at cscb@cscb.ca if you have any questions on the road maps or any other CARM related questions. **Source: CSCB**

August 23 | “Customs Notice 24-27: CARM October Implementation – Transition Measures”

1. The information contained in this Customs Notice is applicable to importers and customs brokers (hereafter referred to as “broker”) involved in the importation of goods into Canada.
2. Effective October 21, 2024, the CBSA Assessment and Revenue Management (CARM) system will become the official system that importers and other trade chain partners will use to account for imported goods and pay for duties, including taxes, (hereafter referred to as “duties”) owing on the goods. Additionally, the CARM Client Portal (CCP) also becomes the Agency's centralized system for trade chain partners to register their CBSA account and enroll in the various CBSA programs (e.g., Importer; Release Prior to Payment; etc.)
3. The CBSA has developed transition measures to ensure continued border fluidity and timely submission of accounting and payment of duties after CARM implementation on October 21, 2024.

Review the full notice here: <https://www.cbsa-asfc.gc.ca/publications/cn-ad/cn24-27-eng.html>

If you have any questions about the transition measures, please contact us at:

cbsa.carm_engagement-engagement de la gcra.asfc@cbsa-asfc.gc.ca

<https://www.cbsa-asfc.gc.ca/publications/cn-ad/cn24-27-eng.html>. **Source: CSCB**

August 23 | “Customs Notice 24-28: CARM Administrative Measures Related to the Duties Relief Program, Duty Drawback Program and Commercial Temporary Importations under Tariff Item N. 9993.00.00”

1. Effective October 21, 2024, Release 3 of the CBSA Assessment and Revenue Management (CARM) system will become the official system of record that importers and other trade chain partners will use to account for their goods and pay for their duties and taxes owed to the Canada Border Services Agency.
2. This notice is to inform trade chain partners that any Duties Relief Program (DRP) applications, Drawback claims, and commercial temporary importations under Tariff Item No. 9993.00.00 may continue to be submitted using current processes up to October 20, 2024.
3. While the Agency will strive to meet its service standards, trade chain partners may experience delays in the processing of their submissions due to transition and CARM Release 3 (R3) implementation activities.

4. Trade chain partners are asked, where possible, to refrain from submitting any DRP diversion declarations during the cutover period between October 4, 2024, to October 21, 2024.
5. Following the CARM release on October 21, 2024, trade chain partners will be able to submit a K90 application to enrol in the Duties Relief Program through the CARM Client Portal.
6. At R3, trade chain partners will be able to report their DRP diversions for transactions using the same pre-CARM blanket process that will be used for Mass Adjustments as noted in Memorandum D17-2-4: Preparation and Presentations of Pre-CARM Adjustment.
7. At R3, trade chain partners will be able to submit Drawback claims in CARM for both Form B3 and/or CAD transactions using the "Duty Drawback Submission" process in CARM and attaching their Drawback claims and all supporting documentation to the case file created in the system.
8. At R3, trade chain partners will be able to submit their Temporary Admission Permit requests regarding commercial temporary importations under Tariff Item No. 9993.00.00 via the CARM client portal using the new BSF865 form, which will replace the current E29B form. Note that the current process and E29B form will continue for non-commercial importations.
9. Any valid Temporary Imports Permits on a Form E29B for commercial goods accepted by the CBSA prior to R3 will remain valid following the R3 date until the goods leave Canada, and/ or the permit expires.
10. For more information, contact the [CBSA Border Information Service](#) CBSA Border Information Service (BIS):

Calls within Canada & the United States (toll free): 1-800-461-9999

Callers outside Canada and the United States (long distance charges apply):

1-204-983-3550 or 1-506-636-5064

TTY: 1-866-335-3237

Source: CSCB

August 29 | "CARM Client Portal Webinars: New Dates"

The CARM engagement team is offering new webinar dates, as follows.

[Registration is required.](#)

Registering Your Small/Medium Business on the CARM Client Portal

A webinar dedicated to helping small and medium-sized businesses understand how CARM may affect them while guiding them through the steps required to register on the portal.

- English: Tuesday, September 17, 1:00 to 2:00 pm EDT
- French: Wednesday, September 18, 1:00 to 2:00 pm EDT

What You Need to Know with CARM Release 3 Webinar

This webinar will provide an overview of the key changes that are coming with the external launch of the CARM Client Portal.

- English: Wednesday, October 2, 1:00 to 2:30 pm EDT
- French: Thursday, October 3, 1:00 to 2:30 pm EDT

CARM EDI and API Certification Update

The CARM engagement team has provided a progress update on the testing and certification of Electronic Data Interchange (EDI) and Application Program Interface (API) participants.

As of August 26, there are 19 out of 29 EDI and API participants who have completed their testing and certification. An additional three participants have completed more than 75% of their certification testing scenarios. Together, these 22 participants represent over 99% of the annual transaction volumes submitted to the Canada Border Services Agency (CBSA).

A list of third-party registered software and service providers that have completed their EDI and API testing and certification can be found on the [CBSA website](#). *Source: CIFFA*

For inquiries about Customs News Articles contact:

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