

CHINA'S GOLDEN WEEK

China's Golden Week is here, starting on October 1st until October 7th, 2024. During the office closures in China now, it is the perfect time to focus on your holiday shipping needs. The Red Sea crisis, possible U.S. Port Strike and continued port congestions contribute to increased transit times. We look forward to assisting you, our valued clients, with all of your shipping needs.

Sylvia Beck, Inside Sales Coordinator

IN REVIEW | SEPTEMBER 2024

MARINE

September 2 | "Bad Weather Causes Chaos at Indian Ports, and Cargo Backlogs Build"

Container flows out of India's west coast ports are under severe pressure, as terminals battle cargo bottlenecks from extreme weather on top of lingering capacity pressure linked to a build-up of volumes.

Container lines have reported significant vessel delays at Mundra Port, which bears the brunt of the country's containerized trade, after torrential rain and flooding swept through the coast last week. It could take up to a week, or even longer, for cargo flow improvements, subject to weather events fading. *Source: The Loadstar*

September 4 | "BCMEA – Local 514 Bargaining Update"

On Tuesday, International Longshore and Warehouse Union Local 514 communicated to the BCMEA that it has a mandate from its members to take strike action. At the time of writing (4:00 pm PT), neither party had issued 72-hour notice of strike or lockout nor had there been any labour disruption. Regular operations at B.C. ports continued uninterrupted.

The BCMEA is committed to continued good faith bargaining with ILWU Local 514 and awaits the conclusion of the Canada Industrial Relations Board (CIRB) hearing regarding the union's DP World (Canada) Inc. pay and manning proposal, which the BCMEA alleges to be illegal, constituting the union bargaining in bad faith. The parties are scheduled to continue the CIRB hearing next week. Read more in a [BCMEA update](#). *Source: CIFFA*

September 4 | "Overboard Containers off South Africa"

Ships taking the alternative, non-Houthi route between Asia and Europe face another perilous situation, namely the rough seas around South Africa. *Source: Splash 247.com*

September 5 | “US East Coast Dockworkers Union President Vows to ‘Hit the Streets’ on October 1”

The union threatening to go on strike at ports along the US east and Gulf coasts from October 1st, has come out with a renewed tough stance over wage negotiations as the clock ticks down to what could be a massive supply chain dislocation for global container shipping. Meanwhile, in Canada, the union representing foremen at British Columbia's ports say members have voted overwhelmingly to authorize a strike, if necessary, in a labour dispute with port employers.

Local 514 of the International Longshore and Warehouse Union, representing ship and dock foremen, said in a statement that members voted 96% in favour of authorizing a strike. However, no 72-hour strike or lockout notice has been issued. *Source: Splash 247.com*

September 5 | “Services Set to Shut Down as ‘Super Typhoon’ Heads for South China”

China is bracing for the arrival of ‘Super Typhoon’ Yagi, expected to be the strongest storm to hit the country in nearly a decade. The typhoon hit the Philippines earlier this week but has since doubled in strength. It is likely to have the biggest impact on neighbours Guangdong and Hainan and is set to reach land between Qionghai and Dianbai tomorrow.

Train and ship operations are suspended (as well as air) in Hainan and the third-highest typhoon signal will be issued “8” will be issued at 6:20 pm, which will close many businesses and reduce transport services. *Source: The Loadstar*

September 9 | “Insurance Claims on the Rise with Box Ships Forced to Brave Cape Weather”

There has been a prolific rise in weather-related cargo loss and insurance claims since carriers have been forced to brave the extreme conditions round the Cape of Good Hope to escape Houthi attacks in the Red Sea.

Conventional wisdom has it that ships should avoid heavy storms where possible to minimize the risk of container loss, but the past 270 or so days of rerouting have seen vessels exposed to extreme weather off southern Africa. *Source: The Loadstar. FCL Fisker Customs & Logistics team can provide insurance upon request.*

September 9 | “Tentative Contract After Longshore Union Stops Hamburg Port Operations”

Germany's labour union Ver.di and the employers of longshore workers reported on September 6th they have reached a tentative agreement on a new contract after months of disputes and “warning strikes.” The agreement came as the union had staged yet another strike that was disrupting the Port of Hamburg. Read more in an [article from The Maritime Executive](#). *Source: CIFFA*

September 11 | “U.S. Port Strike Would Increase Traffic Through Canadian Ports”

A port strike along the U.S. East Coast would significantly increase traffic through the Port of Halifax and Port of Montreal due to their proximity to rail carriers. Read more in an [article from Inside Logistics](#). *Source: CIFFA*

September 12 | “Dutch Authorities Assess Bridge Hit by Over Stacked Container Barge”

A cargo barge has collided with the Willemsbrug road bridge in Rotterdam resulting in five containers falling into the Maas river.

The collision at the bridge happened at around 8:45 am local time on Wednesday. Investigations are ongoing to assess the extent of the damage. Fortunately, no one was injured. The bridge did sustain damage, but the severity is still unknown with engineers on the scene assessing the bridge.

Videos on social media show MSC and Maersk containers floating down the river, however, according to harbour operator Havenbedrijf Rotterdam three containers had been retrieved with the other two sinking. Other reports have claimed that another container was retrieved later on.

Dutch media reported that the vessel was moored on the Noordereiland and that the captain was being questioned. The spokesperson of the Havenbedrijf Rotterdam did speculate that the captain might have misjudged the bridge's height.

The most unusual part of this incident is that the vessel didn't even stop after it hit the bridge even though it made a thunderous noise upon impact. This is corroborated by the video of the incident and eyewitness testimonies to local press.

This is the second time a vessel hit one of Rotterdam's bridges this year. An inland vessel became wedged under the Willemsbrug bridge back in March. It lost at least two containers into the waterway and the vessel was freed several hours later after the water level subsided.

Video: [Meijer on X: "Willemsbrug. Alweer.. https://t.co/qNYhJms07m" / X](https://t.co/qNYhJms07m). Source: *Splash 247.com*

September 17 | “Typhoon Bebinca Shuts Down Port Operations in Shanghai & Ningbo”

Departures from Shanghai's container terminals are likely to be erratic following typhoon Bebinca causing serious vessel bunching that could also lead to serious disruption to vessel schedules at destination ports.

Bebinca is the strongest typhoon to hit Shanghai since 1949, and ships that moved away from the port in anticipation of the storm will return over the coming days, resulting in vessel bunching that is expected to cause delays lasting over a week. The situation in neighbouring Ningbo port was similar. China and Vietnam are still recovering from the effects of typhoon Yagi last week. Ships in Yantian port are waiting up to four days to berth. Source: *The Loadstar*

September 20 | “Carriers Announce Disruption Surcharges for USEC Cargo as Strike Looms”

As the possibility of strike action at ports on the U.S. east and Gulf coasts draws nearer by the day, container shipping lines serving the region have begun to announce disruption surcharges. Source: *CIFFA*

September 24 | “Labour Negotiations, Port of Montreal & Port of Vancouver”

Port of Montreal: While the Maritime Employers Association and the Longshoremen's Union CUPE Local 375 are still in mediation, supported by the Federal Mediation and Conciliation Service, the union will hold a strike vote on Tuesday and Wednesday, September 24 and 25.

No pressure tactics can be exercised before a 72-hour notice is given to the Minister of Labour. A strike mandate is valid for 60 days.

Additionally, on Monday afternoon, an incident at Racine Terminal resulted in the full evacuation of all personnel and truck drivers. All operations and services were suspended and subsequently successful in the deeming the port safe to resume all services. The evacuation was due to a Lithium Battery Fire at the port.

Port of Vancouver: Grain Workers Union Local 333 ILWU served 72-hour strike notice to the Vancouver Terminal Elevator Association (VTEA) on the weekend, with possible strike action impacting Port of Vancouver bulk grain operations starting 07:00 PT today, September 24.

The strike would impact six terminals at the port: Alliance Grain Terminal (AGT), Cargill Terminal, Cascadia, G3 Terminal, Pacific Elevators and Richardson International. The strike action is not expected to affect other grain handling terminals at this time, including Fraser Grain Terminal (FGT).

All anchorage vessel class assignments remain fluid; however, vessel delays and heightened anchorage demand are expected at the port if there is an ongoing disruption to bulk grain exports.

Source: CIFFA

September 27 | “Montreal Dockworkers Approve Strike Mandate”

Dockworkers at the Port of Montreal have approved a strike mandate after more than a year of contract negotiations. Longshore workers voted 97.9 percent in favour of granting their union executive the authority to call a strike if it chooses.

The union local, affiliated with the Canadian Union of Public Employees, would need to issue a 72-hour notice before its nearly 1,200 members could walk off the job.

The parties remain in mediation, and the Maritime Employers Association says it hopes to hash out a deal at the table in the coming days. Read more in an [article from The Globe and Mail](#). *Source: CIFFA*

AIR

September 4 | “Aviation Security Measures”

Airlines are now required to ensure that a regulated agent or freight forwarder that is tendering freight bound for Canada prepares a declaration stating that the particular shipment(s) originated from a shipper that:

- Has an established business relationship with “(airline name/freight forwarder/Known Agent)” per Transport Canada requirements, or
- Is approved by the local authority as a Known Consignor

Failure to comply will result in the freight being held until the documentation is received.

UPDATE September 13:

Established business relationship:

An active account in existence before August 29, 2024, with physical and billing addresses and payment or credit history documented through invoices, billing records or documented sales.

Required statements for Canada-destined or transiting cargo:

MAWB or e-AWB: Shipments tendered to Air Canada on behalf of a freight forwarder or Known Agent must have the below messages added to either the MAWB, the OSI line of the e-AWB, or as an attached letter:

“All shipments contained in this shipment have originated from shippers who have an established business relationship with “agent/forwarder ” before 29AUG2024.”

Interline transfers: Notation must be added to the transfer manifest:

“All shipments contained in this transfer have originated from shippers that have an established business relationship before 29AUG2024 with “Interlining airline”. [Click here for letter template example.](#)

Exception: Live animals must be tendered via a Forwarder or an Agent. The Forwarder or Agent must have an established business relationship with Air Canada Cargo before August 29, 2024. However, an established business relationship is no longer required between the shipper of live animals and the Forwarder or Agent. In this case, a letter or statement on the MAWB is not required. *Source: CIFFA*

September 4 | “Warning of Peak Season Airfreight Capacity Challenges out of Asia”

As the industry heads into the peak season for airfreight, cargo owners are facing challenges to securing capacity out of Asia.

Some origin and transit points are already struggling with congestion while capacity there can only be secured by paying premium rates. *Source: The Loadstar*

September 10 | “Air Canada Prepares for Orderly Shutdown to Mitigate Customer Impact Resulting from Labour Disruption”

Air Canada has told its cargo customers to expect more than a week of disruption if a planned 72-hour strike goes ahead on Tuesday (17 September), noting it was preparing for the worst.

Air Canada on Monday said that it is finalizing contingency plans to suspend most of its operations. Talks between the company and the Air Line Pilots Association (ALPA), representing more than 5,200 pilots at Air Canada and Air Canada Rouge, continue, but the parties remain far apart. Unless an agreement is reached, beginning on September 15, either party may issue a 72-hour strike or lock-out notice, which would trigger the carrier’s three-day wind-down plan. Read more in a [press release from Air Canada](#). *Source: CIFFA & The Loadstar*

UPDATE September 16: Air Canada on Sunday said it has reached a tentative, four-year collective agreement with the Air Line Pilots Association (ALPA), representing more than 5,200 pilots at Air Canada and Air Canada Rouge.

Terms of the new agreement will remain confidential pending a ratification vote by the membership, expected to be completed over the next month, and approval by the Air Canada Board of Directors.

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

September 13 | “Ex-Asia Airfreight Rates Start to Hit Peak Season Levels as Capacity Tightens”

Air cargo spot rates have hit a new height in the first week of September, as the industry braces for transpacific-heavy demand in Q4. *Source: The Loadstar*

September 17 | “Airlines Suspend Flights as Middle East Tensions Rise”

Concerns over a wider conflict in the Middle East have prompted numerous international airlines to suspend flights to the region or to avoid affected air space.

This article lists some of the airlines that have adjusted services to and from the region. Read more in an [article from the American Journal of Transportation](#). *Source: CIFFA*

ROAD / RAIL

September 2 | “East Coast Port Strike Threat Grows – And Canadians Rail Dispute Still Lingers”

There will be no rest for North American shippers as one strike ends, because another threatens to “increase delays and drive-up costs.”

On Friday, east coast port employers the United States Maritime Alliance (USMX) said that, along with the International Longshoremen’s Association (ILA), it had filed a ‘notice to mediation agencies’ with the Federal Mediation & Conciliation Service (FMCS).

Meanwhile, North American shippers were relieved when rail services resumed in Canada less than a day after the lock-out and strike involving 9,300 workers commenced on 22 August.

This was due to direction from the labour minister to the Canada Industrial Relations Board that enforced binding arbitration between the union and employers.

However, the TCRC union revealed on Friday that in four separate filings to the Federal Court of Appeal, it had challenged this decision – indicating that the rail strike saga may not be over just yet. *Source: The Loadstar*

September 11 | “CPKC Weather Alert: Tropical Storm Francine”

Tropical Storm Francine continues to approach the Gulf of Mexico coastline and is predicted to increase in intensity at landfall. Francine has the potential to be a risk to the CPKC network and surrounding communities. This could result in significant wind and rainfall, coastal and urban flooding.

Source: CIFFA

September 17 | “Severe Floods Cause Delay and Disruption Across Central and East Europe”

Severe flooding across central and eastern Europe is leading to transport delays, forwarders have warned.

The border between the Czech Republic and Poland was hit by heavy rain at the weekend, forcing some residents to evacuate and bridges to collapse – so far, 17 people across the region have died.

An advisory was released indicating that there has been a significant reduction/stoppage of rail traffic since the weekend, caused by extensive flooding.

METRANS networks were affected, as well as services to and from the Czech Republic via Ostrava, where the terminal was inaccessible. Terminal Usti and Labem was closed due to high water levels.

Source: The Loadstar

CUSTOMS – CARM

September 4 | “Customs Notice 24-29 & 30: Preparing for the CARM October Implementation – Cutover Period”

Effective October 21st, the CBSA Assessment and Revenue Management (CARM) system will become the official system for importers and other trade chain partners (TCPs) to account for their goods and pay applicable duties and taxes owed to the Canada Border Services Agency.

This notice provides TCPs with important information regarding the cutover period, which is required for the CBSA to migrate existing systems and functionality to CARM systems and functionality for the CARM implementation. The cutover period will extend from October 4th (4:00 pm ET) to October 21st (3:00 am ET).

At the beginning of the cutover period, some CBSA legacy systems, such as the Customs Commercial System (CCS) and the Customs Automated Data Exchange (CADEX), will be retired.

Find details in [Customs Notice 24-29](#).

Customs Notice 24-30: Preparing for the CARM October Implementation – Trusted Trader CARM Cutover Procedures:

Effective October 21st, the CBSA Assessment and Revenue Management (CARM) system will become the official system for Customs Self-Assessment (CSA) importers and other trade chain partners (TCPs) to account for their goods and pay for their duties and taxes owed to the Canada Border Services Agency.

This notice provides CSA importers and service providers with important information regarding the cutover period, from October 4th (4:00 pm ET) to October 21st (3:00 am ET).

Find details in [Customs Notice 24-30](#). *Source: CIFFA*

September 13 | “Commercial Accounting Declaration (CAD)”

CAD will become Canada Border Services Agency’s official customs coding form, replacing both the current B3 customs form and the B2 adjustment form.

Key Changes Include:

- Lines will no longer be consolidated, ensuring each declared item is visible.
- Additional information not included on the current forms has been incorporated into the CAD.
- Rates for all duties and taxes will no longer be displayed on the form.
- All amendments to a particular shipment will be retained on one transaction.
- Versions will be used to track changes made to the transaction.
- CBSA will be responsible for the final calculations of the duties and taxes.

Source: Export Development Canada

September 19 | “Government of Canada Responds to Standing Committee on International Trade’s Report on CARM”

On behalf of the Government of Canada, Minister of Public Safety, Democratic Institutions, and Intergovernmental Affairs Dominic LeBlanc has issued a response to the report on CARM from the Standing Committee on International Trade.

The [government's response](#) focusses on initiatives that address issues raised in the report. *Source: CIFFA*

September 26 | “CIIT Committee Tables Motion to Suspend CARM Implementation”

A motion has been made by the Conservative Party to seek the delay of the CARM Implementation until at least April 2025. The motion will be debated Wednesday, October 2, 2024. The FCL Fisker CARM team will ensure updates are communicated. *Source: CSCB*

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