

RBC TARIFF REPORT

[A new report from RBC's chief economist](#) Frances Donald and associate chief economist Nathan Janzen found that Canada now faces the lowest average effective tariff of any major U.S. trade partner. "RBC found that 86 per cent of the products Canadian businesses shipped to the U.S. last year would still be duty-free under today's rules. Data from the U.S. Census Bureau in April show nearly 90 per cent of Canadian exports to the U.S. remained duty-free in April. "

Total manufacturing sales are down, and the unemployment rate is climbing however the report states that *the Canadian economy has stayed strong despite the challenges brought on by the trade war*, which started in March 2025.

Please visit [here](#) for more information.

Sylvia Beck, Inside Sales: **Source: CSCB**

IN REVIEW | JUNE 2025

MARINE

June 2 | "South Africa Takes Another Step on Path to Creating a National Shipping Line"

South Africa is slowly gearing up to found another national shipping carrier.

Having been on the drawing board since 2017, Pretoria is now finalizing plans to create a national shipping line with the department of transport, inviting shipping companies to take part in a steering committee to establish a model for the new business, with the Development Bank of Southern Africa (DBSA) set to be involved in its creation. The new carrier is likely to be called South African Shipping Company (SASCO).

Crude and chemical tankers as well as containerships, dry bulk vessels, and bunker barges are all being eyed by the government, either newbuild or second-hand. All ships would be flagged in South Africa.

Source: [Splash 247.com](#)

June 2 | "Monsoonal Rains and Wind Drive Ships Ashore in Bangladesh"

Incessant heavy rains along with strong winds are interrupting shipping operations in the Bay of Bengal, while several ships have been driven from the anchorage along the coast of Bangladesh. The port of Chattogram remains open, but many smaller vessels have been forced to seek shelter, with forecasts that the strong conditions will continue for at least another day.

As of midday on Friday, the weather service was reporting that nearly eight inches of rain had fallen in the past 24 hours. That was in addition to more than nine inches in the previous 48 hours. At the same time, winds were reported at between approximately 30 and 40 mph, with forecasters warning of a two-to-four-foot tidal surge along the coast.

Operations at the main airport have also been delayed. The poor conditions prompted officials to raise warnings at both the ocean port and inland areas.

Container operations were slowed but proceeding at Chattogram, but lightering operations were largely suspended. Smaller vessels used for the transfer of cargo have been forced to seek shelter inland according to the reports, stopping much of the cargo operations. *Source: CIFFA & The Maritime Executive*

June 5 | “BCMEA and ILWU Local 514 Joint Announcement”

The British Columbia Maritime Employers Association (BCMEA) and the International Longshore and Warehouse Union Ship & Dock Foremen Local 514 (ILWU Local 514) have ratified a new four-year collective agreement. The agreement extends from April 1st, 2023, to March 31st, 2027. From [BCMEA negotiations website](#). *Source: CIFFA*

June 16 | “Delays Continue to Mount Across Northern Europe’s Ports”

Ports in Northern Europe are facing their worst crisis since the pandemic. Key gateways like Rotterdam, Antwerp, Hamburg, and Bremerhaven are overwhelmed with congestion and delays. As of June 13th, 2025, the situation remains critical.

Several problems are stacking up at once. Strikes, rail closures, carrier alliance shifts, and low inland water levels have combined and created a chain reaction of problems.

Antwerp officials are describing the current situation as “the worst since COVID.” Container dwell times now exceed eight days, and terminals are full.

At Rotterdam, strikes at APM Terminals and barge delays of up to 56 hours are causing major disruptions. Low water levels on the Rhine River are hampering barge transport, while rail closures and construction projects are creating additional bottlenecks.

Ocean carriers are consequently rerouting vessels, omitting congested ports, and adding congestion surcharges. Terminals have also limited empty container returns and implemented emergency measures such as berth priorities and tightened export delivery windows.

The delays are expected to last through August, with ripple effects spreading across global supply chains already strained by rising tensions in the Middle East and the U.S.-China trade standoff. *Source: Shipco via Port Technology*

AIR

June 16 | “Air Freight Disruptions in the Middle East Amid Israel-Iran Conflict”

Geopolitical developments may affect logistics operations in the Middle East. On June 13th, 2025, a military escalation between Israel and Iran led to increased regional tensions, impacting international transportation and supply chain continuity.

Air freight operations have been disrupted, as several countries – including Iran, Iraq, Jordan, and Israel – have closed their airspace or are currently classified as high-risk zones. Consequently, multiple airlines are now diverting flights to ensure safety, implementing alternative routing through Egypt and Saudi Arabia in the south, or via Turkey, Azerbaijan, and Turkmenistan in the north. These diversions are resulting in extended flight paths, higher fuel consumption, and increased operational costs.

In addition, Israel's main international airport remains closed, and El Al Airlines has temporarily suspended all flights to and from the country while relocating its fleet out of the affected region.

Source: Fisker via Dachser

June 25 | "Flights Resumed but Middle East Disruption Continues"

Flights have restarted from Doha, Qatar, after the country's airspace was closed on June 23 due to Iran launching missiles against U.S. bases in Qatar and Iraq.

According to data provider Rotate, the closure had a "major" impact on operations at Doha Hamad International airport, with flights suspended for around six hours. Rotate's data shows around 200 flights were impacted. Many flights were diverted to nearby airports or back to flights' origins.

Emirates SkyCargo said that, as a result of the ongoing geopolitical instability in the region, additional fuel is being uplifted on flights departing from Dubai, which may result in payload constraints and shipment offloads. *Source: CIFFA via Air Cargo News*

ROAD / RAIL

June 25 | "CPKC Says Service Is on the Mend in Former KCS Territory"

Canadian Pacific Kansas City expects service to return to normal by late July in former Kansas City Southern territory that has experienced congestion, delays, and missed customer switches since a May 3rd computer cutover.

"CPKC's level of service performance on the legacy-KCS network since May 3rd, 2025 – as reflected in part in the [first mile/last mile] and manifest [on-time performance] metrics – does not measure up to CPKC's standards for the quality of service it provides customers or the efficient operation of its network," the railway said in [a June 20th letter](#) that was posted to the Surface Transportation Board website Monday.

The letter was filed in response to STB Chairman Patrick Fuchs' request for information about the service problems, including their causes and how and when CPKC intends to fix them.

"While it is too early to offer firm predictions about the timing of a full return to the high level of service performance that CPKC strives to provide customers, CPKC anticipates that service levels for the vast majority of legacy-KCS customers will be in the normal range in the second half of July," the Calgary-based railway said. *Source: CIFFA via FreightWaves*

CUSTOMS

June 2 | "Customs Notice 25-23: CARM Release Prior to Payment (RPP) Contingency Plan – Time Sensitive/Perishable Goods"

Effective immediately, the RPP Contingency Plan is available to brokers for an interim period of time in order to expedite the release of time-sensitive/perishable goods on behalf of an importer who has not yet enrolled in RPP and posted financial security.

For purposes of this contingency plan, time-sensitive/perishable goods are defined as goods that lose their value or principal utility if not used within an imminent time frame and/or goods that are subject to rapid decay and spoilage. For example: healthcare products such as blood and blood products,

human organs, medical radioactive isotopes, and other products needed for the preservation of human life or health; live animals; horse semen; fresh or frozen produce, meat, fish, seafood, fruits, and vegetables; dairy products; plants; fresh cut flowers; etc.

Final accounting (CAD Type AB) is to be submitted using the true importer's BN15. Find the process to follow in [Customs Notice 25-23](#). *Source: CSCB & CIFFA*

June 11 | "New Tools for Heat Treatment"

Notice to industry: Publishing of the 11th edition of [PI-07](#)

The CFIA is proud to announce the approval of new heat treatment methods for wood. The CFIA, in collaboration with its partners, including industry, has approved two new treatment options that use core probes to ensure that wood reaches a temperature of 56°C for 30 minutes, in accordance with the International Standard for Phytosanitary Measures (ISPM 15).

These new, scientifically backed options will enable forestry companies and those producing wood packaging materials to be more competitive, achieve better yields when heat treating, and consequently, save time and energy.

Interested companies should contact their [alternative service delivery organisation](#) for details on how to implement these new options. *Source: CFIA-notification-ACIA*

June 13 | "CBSA Updates Detailed Commodity Descriptions Webpage"

The CBSA has updated its [Detailed Commodity Descriptions webpage](#). (A detailed cargo description is a clear and concise description of an item, detailed enough to allow the CBSA to identify the size, shape, and characteristics of the cargo.)

Additions have been made to both the 'Acceptable' and 'Not Acceptable' description columns to provide a good range of examples. *Source: CIFFA*

June 16 | "Container Cleanliness for Exports of Plant Products"

In accordance with international plant protection standards and to mitigate the risk of contamination and pest spread, the Canadian Food Inspection Agency (CFIA) would like to remind exporters shipping logs and other plant products to all trading partners including China to ensure containers are clean and devoid of soil, insects, and any debris prior to loading.

The presence of pests in the containers can lead to delays or detention at the ports of entry.

If you have any further questions or need additional assistance, please contact your [local CFIA office](#). *Source: CFIA-notification-ACIA*

June 19 | "CARM – Importers in Revoked Status"

The CBSA has inquired with the CBSA about importers who are in revoked status (unable to access their own individual account). While the CBSA has advised that they have cleared up a considerable amount of back log there are still outstanding tickets, most of which are less than one month old. The CSCB continues to work with the CBSA for updated status related to these help desk tickets.

Revoked Status - not the BAM

For those that have not signed into the portal with their GCKey for 24 months or more and they are not the Business Account Manager, they will receive a GCKey revoked status upon log in. These will need

helpdesk tickets to do profile switches. We have significantly decreased the backlog for this category, however, there still remains a backlog. CBSA performs this function, the profile switch, and we have trained most helpdesk resources on performing the steps. If urgent, we can perform relatively quickly so please indicate if it is urgent when completing the help desk ticket.

Revoked Status - for the BAM

For those that have not signed into the portal with their GCKey for 24 months or more and they are the Business Account Manager, they will receive a GCKey revoked status upon log in. These will need helpdesk tickets to do BAM switches. We have significantly decreased the backlog for this category, however, there still remains a backlog. Extra steps are required for this. We can treat this urgently, however this process takes a number of days, once the proper authority letter has been provided.

Source: CSCB

June 20 | "CBSA Provides Update on CARM, End of RPP Transition Measures"

In response to continued advocacy and focused engagement by the CSCB and its Board of Directors, the Canada Border Services Agency has provided an update on the CARM implementation and the end of the Release Prior to Payment (RPP) transition measures:

CARM Release 4 enhancements

From an external user perspective, the content of CARM Release 4 will include:

- Ability to download delegation of authority status of importer clients directly from CARM Client Portal.
- Correction of terminology used in financial security aspects of the portal to align with regulations and policy documents (use of "written security agreement" instead of "non-cash bond," "security deposit" instead of "cash bond").
- CARM Client Portal visibility into status of program account (visual indicator of active/ not active); and,
- Ability to link Temporary Importations to the written security agreement ("bond")

The remainder of the release is software upgrades of the CARM components to ensure they are at currently supported versions and internal-to-CBSA updates. The Release 4 implementation date is planned for August 3, 2025.

The CBSA reports: "We understand there are a number of future enhancements desired from industry, in particular an ability to electronically retrieve importer release-prior-to-payment (RPP) status; however, these requests need to be assessed against other priority improvement items and against feasibility and effort to implement (time, cost). With Release 4 approaching, our window for adding content to the release closed a few months ago. We have this request in the queue of enhancement requests for consideration in future CARM releases. The CBSA remains committed to including industry as a participant in future CARM enhancements and will engage once we are ready to do so."

Importer program enrolments

With respect to the importer program enrolments where books and records are not at the place of business, for both domestic and non-domestic businesses, the CBSA has diverted capacity to reducing the backlog of requests and reports that it has significantly improved processing times from upwards of 30 business days to below 10 business days. The CBSA states that it continues to look at ways to improve the process. Canada Revenue Agency (CRA) processes for business numbers are separate

from CBSA timelines; however, the CBSA notes that CRA has also been looking at improvements in the process. As a reminder, business number and program account enrolments require a level of risk assessment and due diligence from both agencies before the accounts are issued.

RPP enrolment statistics

The CBSA reports that as of June 13, 2025, RPP enrolment has increased to 44.44% of importers, representing 96.77% of release volume. This includes:

- 26.83% of very small importers
- 77.44% of small importers
- 93.57% of medium importers
- 96.86% of large importers
- 98.98% of extra-large importers

RPP financial security

Questions came up at a CSCB-CBSA meeting related to importer requests for lower financial security. If a client makes a request for a lower financial security amount, and the CBSA denies that request, the client will receive a notification, which may include explanations. To view notifications, clients should follow these steps: [User Guide - View notifications](#). There is no formal process to appeal the decision; however, a client can submit a new request if they believe they have stronger arguments or evidence to reduce the calculated requirement.

For clients who have not yet completed their enrolment in RPP, they can submit their request with a [Client contact support form](#) and explain their rationale with supporting documentation/information.

For clients who have completed their enrolment in RPP yet wish to reduce their amount, they should submit their request via CARM by following the steps below:

1. Navigate to the Financial Information section.
2. Select Financial Security to access the Financial Security Dashboard.
3. Locate the Correct RM account under the RPP program.
4. Click on Update Requirement.
5. Request a Financial Security Reduction.

The financial security is held as a guarantee and is not amended by any transaction posted on the account, such as an adjustment or correction. It can only be amended by the importer (e.g. cash deposit) or the security provider (e.g., electronic security agreement), if required, for example, if the importer no longer needs RPP.

Client support for brokers

The CSCB has consistently advocated for the establishment of a CARM help desk/support line dedicated to customs brokers. As a result, the CBSA reports that it is working to change one of the telephone call-in options to become a dedicated customs broker support option for CARM and anticipates formally announcing this shortly, with a target date of July 7th, 2025, to be in effect. The CARM Client Support Helpdesk officer will verify that the caller is a user on the customs broker account to ensure that callers are broker representatives. **Source: CSCB**

June 30 | “CBSA Launches a New Web Application Related to Special Import Measures Act (SIMA) Proceedings”

Today, the CBSA launched a new web application related to Special Import Measures Act (SIMA) proceedings.

The Anti-Dumping and Countervailing E-Filing web application is a 24/7 digital self-service tool for SIMA complainants, counsel, or other interested parties.

You'll be able to electronically submit documents related to an active proceeding under SIMA and easily upload large submissions in one transaction.

You'll also get immediate access to non-confidential exhibits related to SIMA proceedings using this new web application, and authorized Canadian counsel will have access to protected exhibits, which can all be downloaded through the web application. Any proceeding currently underway that was not initiated by the CBSA in the new ACE web application will continue to follow legacy tools and processes from start to finish. In other words, parties will be notified when they are expected to use the new web application exclusively. Visit the CBSA website to register for an account [here](#). *Source: CBSA*

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