FISKER CUSTOMS & LOGISTICS | News

US TARIFFS & TRADE MEASURES

Canadian Prime Minister, Mark Carney, has announced a series of measures for workers and businesses in sectors most impacted by U.S. tariffs and trade disruptions. These initiatives will help workers acquire new skills and businesses retool their production and diversify their products, while spurring more domestic demand for Canadian businesses. The full list of measures is available here.

Sylvia Beck Via CSCB

From October 1st to October 8th, 2025, most businesses and factories in China will be closed for the **National Day Golden Week Holiday**. As one of the world's largest manufacturing hubs, this extended break my significantly impact global supply chains. Early preparation is key to minimizing potential disruptions. Factories and offices will largely suspend operations. Airports and Seaports will continue functioning but with reduced staffing due to lower cargo volumes. Share your shipment forecasts with us to support long-term, planning and identify optimal logistics solutions.

Sylvia Beck Via CSCB

IN REVIEW | SEPTEMBER 2025

MARINE

September 9 | "Montreal Port Authority and DP World Sign Development Agreement for Contrecoeur Project"

As part of the Port of Montreal expansion project in Contrecœur, the Montreal Port Authority (MPA) and DP World in Canada (a joint venture between DP World and La Caisse) have entered into a joint development agreement for the design of the land-based works of the future container terminal scheduled for completion in 2030, the MPA announced.

The official signing of the agreement, which took place on September 4th, enables DP World to join the ranks of active terminal operators at the Port of Montreal.

Read more in an article from Maritime Magazine. ***Source: CIFFA***

September 10 | "Maersk Warns Canadian Importers to Brace for Peak-Season Disruptions, Tariff Changes"

Canadian importers and exporters should expect continued supply chain turbulence heading into peak season, with new tariff measures, port congestion and inland transport bottlenecks adding cost and complexity, according to Maersk's latest North America market update.

The global shipping giant said low water levels on the St. Lawrence River are limiting vessel capacity into Canada, complicating planning for businesses already navigating variable lead times and shifting trade flows. On the East Coast, congestion around Montreal is being compounded by major road construction at Turcot, Ville Marie and the La Fontaine Tunnel, while high dwell times in Newark are slowing Canada-bound rail cargo.

Reefer trucking into Canada is especially tight. Maersk urged shippers to book refrigerated equipment earlier than usual and build up safety stock to buffer against late arrivals. The company also recommended flexible Montreal delivery windows and considering alternative inland ramps or gateways to avoid bottlenecks.

"Plan Canada moves with added lead time and keep Montreal delivery windows flexible to account for variable discharge and roadworks," the company said in its update.

Read more in an article from Inside Logistics. ***Source: CIFFA***

September 23 | "Montreal Gateway Terminals Employees Launched Strike on Monday"

The 32 employees of Montreal Gateway Terminals launched an indefinite general strike on Monday morning. They had filed a strike notice last Thursday after voting 96% in favour of strike action on September 11th.

With the exception of certain schedule adjustments, operations are expected to continue as normal.

Mediation and conciliation have been tried in this case, but without success. The previous collective agreement expired on December 31st, 2024.

The strike is not affecting other terminals, noted the Montreal Port Authority. Read more in an article from Maritime Magazine. ***Source: CIFFA***

September 24 | "Super Typhoon Ragasa Disrupts China's Key Ports"

The closure of several major Chinese ports on September 22nd ahead of Super Typhoon Ragasa could create shipping delays that exacerbate congestion at Southeast Asian ports, market sources said.

Port authorities closed Shenzhen and Nansha ports in Guangdong province until conditions improve. Shekou, Chiwan, Mawan and Dachan Bay ports also closed on September 22nd, according to a shipper.

"It is predicted that the wind and rain will gradually intensify in the afternoon of the 23rd, and the period from the night of the 23rd to the 24th will be the period with the strongest wind and rain, with an extremely high risk of causing disasters," a China-based carrier said.

The same carrier estimated that the Yantian and Shekou terminals in Shenzhen will likely reopen on September 25th, "if all goes well." ***Source: CIFFA***

AIR

September 2 | "Air Freight Alert: New EU Aviation Security Regulation Effective September 1st"

From September 1st, new European Union (EU) requirements will enter into force under Implementing Regulation (EU) 2025/920. These requirements apply to Regulated Agents (RAs), which are entities formally approved by the competent EU authority to apply security controls to cargo.

This news item from FIATA provides information on key changes, what the changes mean for freight forwarders and recommended actions.

Read more in a news posting from FIATA ***Source: CIFFA***

September 3 | "Penalties and Fees imposed by Airlines"

While airfreight rates might not have changed significantly over the last many years, the penalties and fees imposed by some airlines certainly have. Some airlines might charge a "manual booking fee" for non e-bookings. Additional, electronic filing fees, ICS2 fees, and many other such fees are being applied. ***Source: Shipco***

Recently, more substantial fees have come into play:

- **No Double -Stack Fee**: If a shipment is tendered with "do not double stack" labels, or with a cone placed on top of the cargo, and it is not booked and rated as such, some airlines will apply a heft fee. For instance:
    - British Airways, Iberia, and Aer Lingus will charge a $400.00 fee if the cargo is below 54 inches
    - Other airlines charge for the "air" above the cargo up to 62 inches, meaning they use 62 inches as the height when calculating the chargeable weight
- No-Shows and Late Cancellations: Qatar has introduced a late cancellation and no-show fee. If a shipment is no-show or canceled within 24 hours of the cut-off, they will invoice the full freight charges
    - American Airlines is invoicing a no-show fee of $300.00 per shipment. British Airways, Iberia, and Aer Lingus are billing full freight charges for shipments over 300 kgs that are not tendered or canceled by the cut-off

September 24 | "Copenhagen and Oslo Airports Forced to Close Temporarily on Monday due to Drone Sightings"

Denmark and Norway were forced to close their main airports on Monday night due to drone sightings.

Danish police were unable to confirm the type or the number of drones seen around Copenhagen Airport but told reporters on Tuesday morning that they were likely flown by a "capable operator" who wanted to "show off." Police confirmed that armed forces were activated in response to the sighting, but said there was nothing to indicate that the drones were intended to cause harm.

Operations at Copenhagen airport resumed at 00:30 local time (23:30 GMT) after flights were suspended for almost four hours following a drone sighting. Oslo airport also reopened after four hours of airspace closure. ***Source: CIFFA***

ROAD / RAIL

September 18| "Union Pacific, Norfolk Southern Roll Out New Domestic Intermodal"

Union Pacific and Norfolk Southern have launched a new domestic intermodal service, the latest salvo in a growing interline competition among the Class I railroads.

The service will utilize UP's network to connect customers throughout the west and south based out of the Louisville intermodal facilities of NS.

Set to launch in mid-October, the joint service will offer what they say will be truck-competitive transit times across a range of sectors, from automotive, consumer goods, food and beverage, and healthcare and manufacturing.

The bi-directional service will originate and terminate in the Louisville market, interchanging between NS and UP in Kansas City, site of UP's new Kansas City Intermodal Terminal (KCIT). Destinations include Los Angeles, Lathrop, Calif., Seattle, Portland, Oregon, Salt Lake City, and Houston.

Read the release here. ***Source: CIFFA***

CUSTOMS

September 3 | "CBSA Clarifies Application of CUSMA to September 1st U.S. Surtax Changes"

A CSCB member sought clarification from the CBSA about the apparent disconnect between the amending order for the U.S. surtax (2025-1) and statements made by Prime Minister Carney.

On August 22nd, 2025, Prime Minister Carney announced that "the Canadian government will now match the United States by removing all of Canada's tariffs on U.S. goods specifically covered under CUSMA. This decision will take effect on September 1st, 2025. In short, Canada and the U.S. have now re-established free trade for the vast majority of our goods. Canada will retain our tariffs on steel, aluminum, and autos as we work intensively with the U.S. to resolve the issues there." (Statement by the Prime Minister on CAN-U.S. trade | Prime Minister of Canada).

Despite the Prime Minister's inference that goods must qualify for CUSMA in order to be exempt from the 25% surtax, the CBSA has confirmed that the surtax is removed for ALL U.S. goods (except for steel, aluminum, and autos) whether they qualify for CUSMA certification or not. The CBSA stated:

"The amending order repeals the broad U.S. surtax (2025-1) and narrows the measures to sector-specific orders only. That means, as of the retroactive dates, only steel, aluminum, copper, and certain motor vehicles remain subject to a 25% surtax. It does not impose a general surtax on all U.S. goods, nor does it create a blanket CUSMA-based exception. Instead, goods outside those specific sectors simply revert to normal MFN tariff treatment under the Customs Tariff. The Prime Minister's statement about retaining tariffs on steel, aluminum, and autos lines up with this legal text, but it does not establish any across-the-board surtax tied to CUSMA qualification." ***Source: CSCB***

September 4 | "tcc25-0116 – Updates to the Customs Internet Gateway Web Service Standards"

Start Date / Time	**End Date / Time**	**Clients Affected**
2025-09-03	N/A	All clients utilizing the Customs Internet Gateway (CIG) Web Service
Description		

Please be advised that the CBSA requires all clients using the Customs Internet Gateway (CIG) web service to meet the following technical specifications before March 3rd, 2026:

- HTTP requests must meet HTTP 1.1 standards.
- Transport Layer Security (TLS) must meet TLS 1.3 standards.
- Uniform Resource Locator (URL) and Uniform Resource Identifier (URI) Changes

Please check your current security protocols to ensure compliance. If updates are required, they can be initiated immediately but should not be deployed to your test or production environment until notified by the CBSA via an upcoming Commercial Client Bulletin.

It is strongly recommended that testing is conducted. The CBSA will provide a test environment in the coming weeks. Updates must be completed prior to March 3rd, 2026 to remain compliant and continue to communicate with the CBSA.

For all questions pertaining to the updated technical specifications and/or to arrange for testing, please contact the TCCU mailbox: TCCU-USTCC@cbsa-asfc.gc.ca.

A copy of the Participant Requirements Document (PRD) Addendum v1.0 can be requested via email at the Technical Commercial Client Unit (TCCU) mailbox: TCCU-USTCC@cbsa-asfc.gc.ca. Please indicate in the subject line the document that you would like to receive. E.g. CIG PRD Addendum

The next full edition of the CIG PRD publication (version 2.3) will be available following implementation of the changes listed within this addendum. An updated bulletin will be issued once this document becomes available.

Action Required

Check your current security protocols and make the necessary changes to meet the revised requirements. Please share this information with your colleagues.

Note: In order to keep our CIG services running smoothly and keep pace with industry standards, the CBSA may be required to modify or update certificates at any time and without notice. The client is responsible for maintaining their Certificate Authority (CA) trust store ensuring that they remain up-to-date.

Client Services / Contact Information

For eManifest Portal, Canadian Export Reporting System (CERS) Portal , Single Window Initiative (SWI), Advance Commercial Information (ACI), and Electronic Data Interchange (EDI).

Technical Commercial Client Unit (TCCU)

1-888-957-7224

613-946-0762 (Overseas)

TCCU-USTCC@cbsa-asfc.gc.ca

Hours of operation:

Regular Business Hours: Monday to Friday, 08:00 – 17:00 ET. Call the hotline for urgent technical assistance and problems regarding the submission of trade data, e.g. reject messages, via EDI, eManifest and CERS portals. Email support is also available for EDI applications, testing and general inquiries.

After Hours: Weekdays 17:00 – 08:00 ET Saturday, Sunday, and all civic and statutory holidays – 24/7. Call the hotline for urgent technical assistance. When calling the hotline, leave a detailed message and an officer will return your call.

Refer to Services document to find out more about support provided during and after business hours. ***Source: CSCB***

September 9 | "CBSA Red Tape Progress Report Issued"

The CBSA has issued a report that outlines its progress in reducing regulatory red tape, including completed initiatives and upcoming plans over the short, medium, and long term. It is intended for policymakers, stakeholders, and the public. Read the full report. ***Source: CIFFA***

September 10 | "Townhall Question – Refund of Security Deposit in CARM"

Yesterday, during our Townhall, we discussed the steps an importer would be required to take in order to request a refund of their Security Deposit in CARM. Those steps are described below to advise your clients, as necessary.

The payment against the Security Deposit can be released by the importer. Processing by the importer is fast and results immediately on a credit in the account. The importer has only to follow the steps below:

1. Access CARM: Log in to the CARM Client Portal.
2. Navigate to Financial Security: Go to Menu -> Financial Information -> Financial Security.
3. Locate RPP: Find the section titled "Release Prior to Payment" or the RPP table.
4. Select Bond Type: Locate the "CASH" tab for cash bonds.
5. Modify Bond Amount: Select your specific bond and modify the amount to zero or reduce to the amount you need.
6. Confirm Changes: Save your changes to update the financial security

The credit on the account can be used to offset existing/future debts or request a refund.

To request a refund the importer needs to submit a request via the webform Client support contact form: Canada Border Services Agency. There is control process (certifications) that must be done by Refunds Unit to issue a cheque. This control can vary depending on the complexity of each case. Once this is completed, mailing would take a maximum 3 weeks. ***Source: CSCB***

September 10 | "Broadcast Message: Revision to the Notice to Importers – Serial No. 1142"

This message is to inform stakeholders of the revision to the Notice to importers: Item 82 – Steel goods – Serial No. 1142.

This revision was made to clarify the administration of the tariff-rate quotas for certain steel goods that are listed in item 82 on the Import Control List (ICL).

For further information, please review the Notice to importers at: Notice to importers: Item 82 – Steel goods – Serial No. 1142. *Source: Trade Remedies Division (TNE)*

September 17 | "U.S. to Launch CUSMA Consultations Ahead of Scheduled Trade Pact Review"

The U.S. Trade Representative is set to begin 45 days of public consultations ahead of the mandated review of the trade agreement, better known as CUSMA, next year.

A preliminary Federal Register notice published September 17th, 2025, advised there also will be a public hearing in November.

David Paterson, Ontario's trade representative in Washington, said he doesn't expect the federal government or provinces to submit comment, as the consultations are meant to allow American businesses to make their case.

Please visit this link for more information: https://globalnews.ca/news/11431596/cusma-trade-review-us-consultations-launch/ ***Source: CSCB***

September 17 | "Standing Committee on International Trade (CIIT) – CARM Report"

The Standing Committee on International Trade (CIIT) has published the following:

First Report

Standing Committee on International Trade (CIIT)

45th Parliament, 1st Session

Study

Measures Relating to the Canadian Border Services Agency's Assessment and Revenue Management (CARM) system

Pursuant to Standing Order 108(2) and the motion adopted on Monday, June 16th, 2025, your committee has agreed to report the following:

Whereas the transitional measure the Canada Border Services Agency's Assessment and Revenue Management (CARM) system, which allowed importers to use their customs broker's financial guarantee for the Release Prior to Payment (RPP) Program, expired on May 20th, 2025.

Whereas this situation has resulted in delays at the border, warehouses at full capacity, goods being returned to the shipper and financial burdens for Quebec and Canadian companies; Considering that any commercial shipment over $3,300 not registered on the CARM portal and without a financial guarantee is refused, and that import sites have reached or exceeded their storage capacity;

Considering that importers report difficulties with the CARM portal, particularly in accessing it and posting guarantees, in addition to deploring that response times for assistance with the portal are several weeks;

That the Committee recommend that the Minister of Public Safety and the Canada Border Services Agency implement the following measures, as requested by several stakeholders:

1. Develop a contingency plan for all commercial shipments held in a warehouse for more than seven days, applicable to all goods;
2. Allow importers and customs brokers to submit payment for Type C entries online via CARM, to speed up the release of goods;
3. Establish a RPP waiver or exemption for companies importing low-value or low-volume shipments, to reduce administrative burdens for SMEs and help facilitate the movement of goods across the border;
4. Ensure transparency so that brokers can check whether an importer has obtained a bond, so that they can contact customers directly to ensure that everything is in place for efficient movement at the border;
5. Create an exemption or other financial guarantee mechanism, for example by allowing companies to use a credit card, to ease the financial pressure on small importers.

A copy of the relevant Minutes of Proceedings (*Meeting No. 1*) is tabled.

Respectfully submitted, Hon. Judy A. Sgro Chair. ***Source: CSCB***

September 29 | "Payments for Import Duties During Canada Post Service Disruption"

Despite the Canada Post service disruption, payments for account balances must be received by the payment due date of October 1st to avoid late-payment penalties and interest.

The CBSA encourages CARM users to make payments electronically to ensure they are received on time. Payment methods are listed here – Commercial import payments: Duties, taxes and other customs dues. Payments by cheque should be sent by courier.

Bulletin 5406 – Canada Post Service Disruption on CARM Client Portal bulletins page. ***Source: CSCB***

September 29 | "CARM Bulletin 5408 – Payment by Credit Card via the CARM Client Portal"

This bulletin is a reminder of CBSA's policy regarding payment by credit card via the CARM Client Portal.

1. Effective September 28th, 2025, when making a payment from the CARM Client Portal, there will be two payment methods offered based on the amount to be paid; payment by credit card or payment by debit card.
2. Payment by credit card is subject to a limit of $4,999.99 CAD per billing cycle per program account. This limitation applies to the payment of any due debt or to make financial security deposits. The billing cycle starts on the 18 of one month and ends on the 17 of the following month. The remaining limit in each billing cycle will be displayed.
3. Payment by debit card is not subject to any limit by the CBSA.
4. More information can be found in the Add and allocate payment user guide.

Alternative methods of payment

When the debt owed to the CBSA exceeds $4,999.99 CAD, alternative methods of payment are available. For more information, please consult Commercial import payments: Duties, taxes, and other customs dues. If you have additional questions about payments, you may submit a Client support contact form. ***Source: CSCB***

September 29 | "CARM Transition Measures in CN 24-27 Likely to be Extended"

The CBSA has signalled to a number of trade associations that it intends to extend many of the transitional measures in Customs Notice (CN) 24-27, including those that relate to the importer's use of a customs broker's BN in certain circumstances. As currently written, CN 24-27 allows for an importer's use of a broker's BN (in certain contexts) for a 12-month period following CARM implementation on October 21, 2024, meaning that the transitional measures are scheduled to expire by October 21st, 2025.

We understand that the CBSA will offer updated guidance by way of a Customs Notice on October 1st, 2025. The information will be shared as soon as it is available. ***Source: CSCB***

UPDATE: September 30th Members, in response to our request for an extension to the September SOA payment date, the CBSA has referred us to Bulletin 5407 and a CARM notification sent on Friday Sept. 26th, 2025. The bulletin informed TCP's that the SOA issue was fixed on the same day, and the CBSA informed TCPs to consult their portal for a real-time balance. As result, importers are still expected to make payments on the due date of October 1st, 2025.

On another note, a new functionality for making payment by debit card (Visa Debit or Debit Master Card) has been implemented today which doesn't include any payment limitation by the CBSA. This functionality would help further the TCPs to remit the electronic payments to the CBSA. Please refer to Bulletin 5408 for more details.

Link to CARM bulletins: https://ccp-pcc.cbsa-asfc.cloud-nuage.canada.ca/en/public-bulletins.
Source: CSCB

September 30 | "U.S. CBP: Automated Rejection of Manifest Filings with Insufficient Cargo Information Enhancement Deployed September 27"

On September 27th, U.S. Customs and Border Protection (CBP) deployed the Automated Rejection of Manifest Filings with Insufficient Cargo Information enhancement to the Automated Commercial Environment (ACE).

This enhancement implements the automated rejection of ACE Manifest filings that have insufficient cargo descriptions, consignee information, and shipper information. It also deploys new disposition codes that will be sent when holds are manually placed or removed by CBP when cargo descriptions, consignee information or shipper information are insufficient.

More information about the enhancement, including corresponding codes, is available in the Information Notice for trade users.

Trade users may refer to CBP's list of Examples of Unacceptable vs Acceptable Cargo Descriptions for guidance on commodity descriptions. The list is not exhaustive and will continue to be revised.

Cargo Systems Message # 66383734 ***Source: CSCB***

For inquiries about Customs News Articles contact:
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