

## BUSINESS DEVELOPMENT

We are pleased to share the growth of our organization with the Business Development Division – Turkey, managed by Ms. Nurper Ekiz. We look forward to working with you on all your shipping needs and we welcome Nurper to our organization.

Sylvia Beck, Inside Sales

## IN REVIEW | FEBRUARY 2024

### MARINE

#### February 1 | “Belgian Port Blockaded as Farmer Protests Spread Across Europe”

The Belgian port of Zeebrugge was blockaded on Tuesday, causing gridlock on surrounding roads as a wave of farmer protests spread across Europe.

Authorities at the North Sea port, one of the biggest in Europe, said all access roads were blocked by 5pm (1600 GMT) on Tuesday, in a demonstration that will hit commercial trade, including imports and exports of food to and from the UK, Ireland and Scandinavia.

“Every single road into and out of the port is blocked. No trucks can get in, cars are being let in and police and the harbour master are trying to find a safe way for these trucks to wait on the side of the road,” said a spokesperson for the port authority for Antwerp-Zeebrugge. *Source: CIFFA*

#### February 1 | “2023 Tonnage Increase Reflective of St. Lawrence Seaway Resilience”

Nearly 38 million tonnes of cargo transited the binational Great Lakes-St. Lawrence Seaway system in 2023, representing an overall increase of more than 3.4 percent.

Looking ahead to 2024, both Canadian and U.S. Seaway Corporations will focus on further developing the Green Shipping Corridor to leverage the environmental and economic benefits of marine shipping to regional and global communities.

Read more from the [press release from the Canadian St. Lawrence Seaway Management Corporation](#). *Source: CIFFA*

#### February 5 | “Dock Workers Down Under End Strike at DP World”

Australian shipping stakeholders have cause to celebrate as DP World and the Maritime Union of Australia (MUA) have reached an agreement that will end protected industrial action at Australian ports. *Source: CIFFA*

## February 14 | “Quebec Issues Spring Thaw Dates”

Quebec's Ministry of Transportation has published the anticipated [thaw period dates](#) dates for the three Thaw Zones across Quebec. During thaw periods, heavy vehicles travelling on the road network must reduce their loads, in accordance with the limits imposed by the [Vehicle Load and Size Limits Regulation](#).

Find more information [here](#). *Source: CIFFA*

## February 23 | “How World Shipping Has Transformed in the Two Years Since Russia’s Full-Scale Invasion of Ukraine”

Saturday marks two years since the full-scale invasion of Ukraine, a war that has dramatically changed the global seaborne map, some argue irrevocably.

The war in Ukraine has brought about a substantial transformation in trade routes, particularly in essential commodities such as coal and grain. These alterations have led to a significant uptick in tonne-mile demand, resulting in a notable reconfiguration of global shipping patterns. Russia's war in Ukraine and the multifaceted conflict in the Middle East have had direct impacts on shipping, driving inefficiency and raising costs for cargo owners.

If there were to be an overnight resolution to the conflict in Ukraine, we would not anticipate trade routes and volumes reverting to pre-invasion levels. Many importers are now seeking friendly jurisdictions with which to conclude business to reduce geopolitical risk and ongoing supply chain uncertainty. *Source: Splash 247.com*

## AIR

### February 5 | “January Pushes Air Cargo Volumes Up 10% as Red Sea Conflict and Lunar New Year Combine”

Global air cargo volumes rose by 10% year on year in January as shippers' concerns over hostilities in the Red Sea and an early Lunar New Year more than compensated for an anticipated post-Christmas drop in ecommerce traffic, according to the latest weekly market analysis by Xeneta.

With plenty of available air cargo capacity in what is traditionally a quieter month for demand, however, fuller cargo holds are yet to translate into higher rates. Globally, general air cargo spot rates in January declined 12% month on month, to an average US\$2.27 per kg, consistent with the trend of the global dynamic load factor, which dropped three percentage points to 56% versus December. Xeneta's dynamic load factor analysis measures air cargo capacity utilization by considering both cargo volume and weight perspectives of cargo flown and capacity available.

Overall, the year-on-year growth of global air cargo market supply slowed down in January, as much of the missing capacity was restored last year. *Source: CIFFA*

### February 7 | “Strike by Ground Staff Set to Disrupt Lufthansa’s Cargo Operations”

Strike action by ground staff at Lufthansa Cargo is expected to cause significant disruption to freighter operations today.

On Monday, Lufthansa warned customers that labour union ver.di had called on ground staff at Lufthansa and Lufthansa Cargo to strike on Wednesday from 4:00 am CET until Thursday at 7:10 am.

Lufthansa Cargo said: "All German locations are affected, including the Frankfurt and Munich hubs." The German carrier also has facilities at Hamburg, Berlin, and Dusseldorf.

The carrier advised customers: "Depending on the strike participation of the employed ground staff, changes in the flight schedule may result. At present, significant cancellations of belly capacities and cargo aircraft are to be expected." *Source: Loadstar*

## ROAD / RAIL

### February 15 | "May Roadcheck to Focus on Tractor Protection Systems, Alcohol and Drugs"

The Commercial Vehicle Safety Alliance's (CVSA) International Roadcheck is scheduled for May 14 to 16. The high-visibility, high-volume commercial motor vehicle inspection and regulatory compliance enforcement initiative takes place in Canada, Mexico, and the U.S.

This year, International Roadcheck will have two focus areas: tractor protection systems and alcohol and controlled-substance possession. *Source: CIFFA via Today's Trucking*

### February 21 | "Railway Workers Warn 'Work Stoppage Looms' after CN, CPKS Seek Conciliation"

The union representing more than 9,000 workers at Canada's two biggest railways says public safety is at stake as contract negotiations ground to a halt this month, with a potential strike on the horizon.

Teamsters Canada president Francois Laporte said demands by Canadian National Railway Co. and Canadian Pacific Kansas City Ltd. are "non-negotiable."

"CN and CPKC aim to eliminate all safety-critical rest provisions from our collective agreements. These provisions are necessary to combat crew fatigue and ensure public safety," he said in a press release on Monday.

"We want to reach a negotiated settlement, but their demands are non-starters for the teamsters."

As a result, a "work stoppage looms," the union said...

This was excerpted from the 19 February 2024 edition of [CBC News](#). *Source: CSCB*

### February 22 | "Alberta Providing \$2.8 Million to Attract Women to Trucking"

To help address the driver shortage in Alberta, the provincial government allocated \$2.8 million over the next two years to help the Women Building Futures (WBF) program provide necessary training and connections to attract more women to the industry.

Of the \$2.8-million grant to WBF, \$1.3 million will be allocated in 2023-2024, and the rest of the funds between 2024 and 2025.

Currently, women represent only 2.9% of commercial truckers in Alberta, which is below the national rate of 4%. There are approximately 4,260 transport truck driver job vacancies in the province. *Source: CIFFA/Today's Trucking*

## CUSTOMS

### February 6 | “Reminder of Import Requirements for Meat Products to Canada”

#### Watermark on OMIC for meat products imported from United States of America

Since June 13, 2022, the Official Meat Inspection Certificates (OMIC) for meat and poultry products imported from United States are generated through the Public Health Information System (PHIS). Certificates are digitally signed in PHIS, containing the watermark: “Approved Certificate – Available for Validation in PHIS.”

The printed version of the OMIC must accompany the meat products shipment and an electronic copy must be presented to the National Import Service Centre (NISC) before the importation. To prevent the transaction from being refused when submitting paper documentation to NISC, the watermark must be legible on the electronic copy of the OMIC submitted. Any OMIC presented to NISC without a legible watermark will be denied entry into Canada.

#### SFC licence number for importation of meat products to Canada

Since 2019, certain food businesses require a licence to import food under [Safe Food for Canadians Regulations \(SFCR\)](#).

As per the [Automated Import Reference System \(AIRS\)](#) Automated Import Reference System (AIRS) the Safe Food for Canadian (SFC) licence number is required to import food into Canada.

The information declared to the National Import Service Centre (NISC) such as the address and legal name of the licence holder must match to the information provided at the time of the SFC licence application and to those on the [SFC Licence Registry](#). Currently, not all Official Meat Inspection Certificates (OMIC) have been updated to capture the SFC licence information. Discrepancies between the information provided on the OMIC or in the importation declaration with those on the SFC Licence Registry may cause the transaction to be refused when submitting paper documentation to the NISC. To prevent future refusal, please verify the information on the SFC Licence Registry.

Note that you can always update information in your SFC licence using the online application [My CFIA](#).

*Source: Government of Canada*

### February 20 | “Consultation on Specification for a new NAPPO Standard”

We would like to invite you to provide comments on a specification for a new North American Plant Protection Organization (NAPPO) regional standard - Specification for RSPM 42 - Use of Systems Approaches for phytosanitary certification of seed.

The specification can be found on the [Country Consultation Section of the NAPPO website](#) in English and Spanish (the official languages for NAPPO).

Please ensure you follow the instructions and provide your comments to the Canadian representative listed by March 29th , 2024. *Source: CSCB*

## February 26 | “CFIA Importer Risk Assessment (IRA-FOOD) Model Info Sessions”

### Industry Information sessions on the Implementation of the CFIA Importer Risk Assessment (IRA-Food) model

Risk-informed decision making is at the core of the Agency's daily work. To support this, the Importer Risk Assessment (IRA-Food) model has been developed by the Canadian Food Inspection Agency (CFIA) to help prioritize inspection activities of food importers licensed under the Safe Food for Canadians Regulations (SFCR).

#### What is the IRA-Food model?

The [IRA-Food model](#) is a quantitative, science-based risk assessment tool designed to evaluate the food safety risk associated with food importers licenced under the SFCR. The objective of this model is to help the agency better prioritize its inspection resources and inform the level of oversight for this sector. This model follows the same scientific principles as those used by the [Establishment-based Risk Assessment \(ERA\) model](#).

#### When will the IRA-Food model be implemented?

As of April 2024, the IRA-Food model will be implemented for inspecting importers of all food commodities, providing risk results and risk profiles on an annual basis.

#### Upcoming information sessions

The CFIA would like to invite you to participate in an information session to learn more about:

- the IRA-Food model structure and scope
- risk categories and what they mean in terms of inspection oversight
- the role of regulated parties in data collection and quality
- resources for industry

Information sessions will be delivered through MS Teams in both English and French.

#### French Session:

- March 19, 2024 - 1:30 PM –3:00 PM EST
- [Join on MS Teams](#)
- Call-in details: +1 613-800-7011
- Conference ID: 115 394 251 2

#### English Session:

- March 20, 2024 – 2:00PM –3:30 PM EST
- [Join on MS Teams](#)
- Call-in details: +1 613-800-7011
- Conference ID: 113 101 512 3

Presentation slides and recordings will be shared after the sessions, upon request.

Additional information regarding the IRA-Food model is available on the [CFIA website](#). Comments and question can be sent to [cfia.eramodel-modeleere.acia@inspection.gc.ca](mailto:cfia.eramodel-modeleere.acia@inspection.gc.ca). *Source: CSCB*

## February 26 | “Latest WCO News is Now Available”

The latest edition of the WCO News magazine is now available: <https://mag.wcoomd.org/latest>.  
Source: WCO OMD (World Customs organization)

## February 27 | “Broadcast Message: Optional Provision of Country of Melt and Pour Information for Steel Imports Under Canada’s Steel Import Monitoring Program”

As of February 21, 2024, importers using the Single Window Integrated Import Declaration now have the option to provide “country of melt and pour” (COM) information to the Canada Border Services Agency (CBSA) when completing their customs declarations.

Country of melt and pour refers to the country where raw steel was first produced in a liquid state and then poured into its first solid shape. This information is usually available on a mill test certificate. Collection of this data is intended to provide greater supply chain transparency and a more comprehensive picture of the origins of imported steel goods.

This is the first part of a phased approach to collecting import data regarding country of melt and pour. The optional provision of country of melt and pour will provide importers and brokers with sufficient time to transition and implement any necessary technical changes prior to the start of phase two. The CBSA has communicated directly with its Trade Chain Partners to provide specific technical details and requirements.

Following forthcoming regulatory changes later this year, the second phase will be implemented on November 5, 2024. This phase will require steel importers to use the Single Window Integrated Import Declaration and report COM information to the CBSA for all applicable steel imports as a condition of using the General Import Permits No. 80 and 81.

Stakeholders will have further opportunity to provide their views. Proposed regulations will be published in Part I of the Canada Gazette for open consultation later this year. Further updates will be added to the steel website as they become available. Stakeholders are encouraged to participate by reviewing and commenting on the proposed regulations when they are available.

Public reports containing aggregate data on COM will be published on the [steel import monitoring reports](#) webpage after the full implementation of COM collection.

If you have any questions, please contact us by email.

### Contact Information

Non-Supply Managed Trade Controls (TNC)

Global Affairs Canada

Email: [Steel-acier@international.gc.ca](mailto:Steel-acier@international.gc.ca) Source: Global Affairs Canada



## February 28 | “Webinar on Preparing your Customs Bonded Warehouse for CARM”

The Government of Canada is modernizing and streamlining the collection of duties and taxes for goods imported into Canada via the [Canada Border Services Agency \(CBSA\) Assessment and Revenue Management \(CARM\) project](#).

On May 13th, 2024, CARM will become the official system of record that trade chain partners (TCPs), including Customs Bonded Warehouse (CBW) licensees (operators, importers, and brokers) will use to pay duties and taxes.

If you are a CBW licensee, you must prepare to transition to the CBSA Assessment and Revenue Management (CARM) system by confirming how you will be submitting your one-time baseline inventory count of goods by email to the [CARM Stakeholder Engagement Team](#) before March 13th, 2024.

See [Customs Notice 23-20: Introduction to the CBSA Assessment and Revenue Management System \(CARM\) for Customs Bonded Warehouse \(CBW\) Licensees and Importers \(cbsa-asfc.gc.ca\)](#).

Learn more by attending our webinar on Preparing your Customs Bonded Warehouse for CARM.

This webinar outlines expectations for CBW TCPs and provides context for baseline inventory submission.

Webinar Registration (Bilingual)

Thursday March 7th, 2024 - [Register](#)

1:00pm to 2:30pm EST

CARM Stakeholder Engagement

Canada Border Services Agency / Government of Canada

Source: CBSA/ASFC

## February 28 | “CSCB Submission to the Standing Committee on International Trade (CIIT) – CARM Implementation”

Today, the CSCB submitted a position paper to the Parliamentary Standing Committee on International Trade (CIIT) to convey concerns with the CBSA's proposed approach to CARM implementation.

This position paper will contribute to the [CIIT's study of CARM, which begins on February 29, 2024](#) with testimony from CBSA witnesses and continues in March with witness testimony from various industry representatives. Read the [position paper here](#). Source: CSCB

For inquiries about Customs News Articles contact:  
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