

## CANADA POST STRIKE LOOMS

Another disruption by Canada Post could happen soon if the government-owned carrier and the Canadian Union of Postal Workers do not reach a new long-term contract by next month. Agreements between the two parties are set to expire May 22, 2025. Labour disruptions are possible on or after that date. Better to be prepared in advance for alternative measures if you rely on Canada Post.

*Sylvia Beck, Inside Sales*

## IN REVIEW | APRIL 2025

### MARINE

#### April 23 | “ICS2 – Enhanced EU Customs Scrutiny Requires Detailed Goods Descriptions”

To ensure the smooth and timely clearance of your import cargo into the European Union, it is critical to provide detailed and accurate goods descriptions.

Effective April 1<sup>st</sup>, the European Union has significantly increased scrutiny of import declarations to ensure compliance with Import Control System 2 (ICS2). There is a significant focus on the accuracy and detail of goods descriptions. Vague or incomplete descriptions will likely result in delays, disruptions, and potential penalties imposed by customs authorities.

[Descriptions that could lead to rejection by EU Customs can be found here.](#)

Find more information in a [news item from Ocean Network Express](#).

Source: CIFFA

### AIR

#### April 3 | “Volcanic Disruption at Anchorage Could Hit Transpacific Airfreight Operations”

Ted Stevens Anchorage International Airport (ANC) and its users are bracing for disruption that could shut down the airport. Seismic activity and gas emissions have been building up at Mount Spurr, the tallest volcano in the Aleutian Range, which prompted the Alaska Volcano Observatory (AVO) to warn that an eruption is likely within the next two weeks or months.

The last time Mount Spurr erupted was in 1992. That eruption closed ANC for 20 hours, said Sean Nolan, CEO of NorthLink Aviation. Read more in an [article from The Loadstar](#) Source: CIFFA

### **April 11 | “Air Freight Rates Ex-Dhaka Set to Surge After Transshipment Options are Cut”**

Airfreight rates out of Dhaka are expected to surge after India cancelled transshipment access for Bangladeshi exports.

In an announcement on Tuesday, India's Ministry of Finance confirmed it had rescinded access to transshipment for “export cargo from Bangladesh destined to third countries through land customs stations to [Indian] ports and airports.”

Responding, one Dhaka-based forwarder said that, unless airlines add capacity from Bangladesh, the short-term outlook is gloomy. *Source: CIFFA*

### **April 24 | “Freight Suspension Plan at Mumbai Airport a Disaster for Perishables Trade”**

Mumbai International Airport (MIAL) has announced a suspension of freighter operations from August 16<sup>th</sup> for major infrastructure upgrades. MIAL, managed by Adani Group, is India's second-busiest air cargo gateway.

“We need to carry out multiple works on airside, including building a new taxiway to enhance the capacity of the runway and bring efficiency in operations,” said the airport authority. “The airport, therefore, has no option left but to temporarily shut down part of the cargo facilities.”

The move comes as Adani lays the groundwork for flight operations out of its new Navi Mumbai International Airport (NMIA) and is widely believed to be an indication of Adani's strategic desire to concentrate all cargo operations at the new location, thus freeing up capacity at the congested MIAL for more passenger services. *Source: CIFFA/Loadstar*

## **ROAD / RAIL**

### **April 3 | “No Deal, so Long-Running Canadian Port Dispute Forced Into Arbitration”**

The last hope for a negotiated agreement between the Canadian Maritime Employers Association (MEA) and Montréal Longshoremen's Union Local 375 is that both parties must submit to arbitration.

The dispute between the port workers and their employers began last September in a bid to increase the dockworkers' benefits, such as pay, pension, and holidays.

Since then, there have been multiple strikes at the port of Montreal, resulting in a drop in volumes. According to Canada's labour minister, Steve MacKinnon, the strikes were impacting some C\$1.3B (US\$932M) worth of goods daily.

The CIRB ruled that the MEA and the union had until Monday, April 7<sup>th</sup> to mutually agree on an arbitrator. If no consensus is reached, an arbitrator will be appointed by the minister or the CIRB.

“At this time, we do not have further details to share. However, we can confirm that the arbitration decision will be binding,” the MEA spokesperson said. *Source: The Loadstar*

### **April 9 | “CN and TCRC New Collective Agreement, from Arbitrator”**

William Kaplan, the arbitrator working with CN and Teamsters Canada Rail Conference (TCRC), provided his decision regarding the terms of the new collective agreement.

The new three-year agreement, effective from January 1<sup>st</sup>, 2024, through December 31<sup>st</sup>, 2026, includes an annual wage increase of 3%. This agreement replaces the previous one and does not require ratification.

The TCRC represents approximately 6,000 of our conductors, conductor trainees, yard coordinators, and locomotive engineers across CN's network in Canada.

Please see this link for more information: <https://www.cn.ca/en/news/2025/04/cn-receives-arbitration-decision> *Source: CSCB*

#### **April 10 | “Construction Launched, Duke Point Terminal Expansion, Port of Nanaimo”**

Construction of the Duke Point Terminal Phase 2/3 expansion was launched on April 4<sup>th</sup>. This project aims to significantly enhance Vancouver Island's trade resilience and connectivity with Vancouver and global markets.

The project is supported by Snuneymuxw First Nation and a 50-year lease agreement between DP World and the Port of Nanaimo. The project was funded through combined public and private investments, including \$46.2 million from the federal government's National Trade Corridors Fund (NTCF) and \$15 million from the Province of British Columbia under the Regional Port Enhancement Program, part of B.C.'s Economic Recovery Plan.

The expansion project will significantly increase operational efficiency and handling capacities. Once completed, the terminal's berth length will nearly double, from 182 metres to 325 metres, while cargo-handling capacity will expand to 280,000 twenty-foot equivalent units (TEUs) annually.

This will enable Duke Point Terminal to serve larger international vessels, provide improved services for importers and exporters, and facilitate smoother regional and international trade. Additionally, the project will establish a short-sea shipping connection between Nanaimo and Vancouver, improving trade routes to key Asian markets. Read more in an [article from Maritime Magazine](#). *Source: CIFFA*

#### **April 14 | “Canadian Western Port Congestion Update”**

The Ports of Vancouver and Prince Rupert, located in western Canada, are still experiencing congestion, with current conditions predicted to remain for the upcoming four to six weeks at least. The limited access to inland rail and declining liner schedule dependability are disturbing supply chains, resulting in extended vessel wait durations, increasing import dwell times, and postponed cargo transit. Operational problems like limited crane availability and IT system disruptions also have had an impact on productivity. *Source: ITN / Freightwaves*

#### **April 22 | “CPKC Integration Update – May 3: Planned Cutover Period”**

On May 3<sup>rd</sup>, CPKC will be taking an important step in integrating CPKC's U.S. and Canadian operating systems. This milestone is designed to streamline operations, enhance customers' experience with CPKC, and support future growth. *Source: CIFFA*

During this planned transition, there will be a temporary pause in customer portal access and adjusted service schedules, as outlined in the "[What to Expect on Integration Day](#)" document.

To ensure readiness:

- Submit Orders and Complete Billing: Finalize equipment requests and billing before the transition window start time

- Check Portal Access: Log into CPKC Customer Station prior to cutover to verify access to required tools and applications
- Migrate Billing Patterns: Move billing templates to Shipping Instructions under the Template section of the CPKC Customer Station portal
- Set Up Third-Party Authorization (as applicable): Confirm third-party access permissions for your company (log into [CPKC Customer Station](#) and click on [this link](#) for the user guide)
- Verify Facility Details: Review operational details such as gate hours, service windows, track names, and cut-off times for accuracy
- Register Dray Drivers: For intermodal customers, ensure drivers are registered in the CPKC FastPass mobile app and admin portal. For questions or assistance, contact [Gate.Inquiry@cpkcr.com](mailto:Gate.Inquiry@cpkcr.com)
- Review upcoming bulletins for service and other relevant updates

## CUSTOMS

### April 1 | “Tighter EU Import Requirements Proving ‘A Challenge’ for Forwarders”

From today, April 1<sup>st</sup>, the EU is ramping up its Import Control System 2 (ICS2) – an advanced cargo information system designed to improve supply chain security – on requirements for all non-EU imports.

It will become mandatory for all house-level filers (freight forwarders, importers, ground handling agents, etc.) to connect to ICS2 and submit entry summary declarations (ENS), and filings for shipments they handle.

The pre-arrival Customs process will also now apply to all transport modes, including road and rail, in addition to the existing air, maritime, and inland waterway requirements. *Source: CIFFA*

### April 3 | “US Announces Additional Tariffs to be Imposed April 5”

The United States (US) government has announced the details of reciprocal tariffs to be implemented on April 5<sup>th</sup> at 12:01 EST as a further response to what US President Trump has described as a national emergency.

Tariff measures on Canadian and Mexican-origin goods will remain the same: CUSMA-eligible goods will benefit from a 0% tariff rate, while those goods that do not qualify as CUSMA-compliant are subject to a 25% tariff. Energy or energy products and potash that do not qualify as originating under CUSMA are subject to a 10% tariff.

These tariffs were imposed under the authority of the International Emergency Economic Powers Act (IEEPA); if that authorization is terminated, the tariffs will be replaced by a 12% tariff on all non-CUSMA-eligible goods.

The previously announced tariffs on steel, aluminum, automotive, and auto parts remain in effect.

The US government imposed a minimum 10% tariff on goods from most countries effective April 5<sup>th</sup>, although certain countries will be subject to much higher tariffs effective April 9<sup>th</sup>.

The government of Canada has stated that it will implement retaliatory measures, with the details expected to be released today following a meeting between Prime Minister Mark Carney and the provincial and territorial premiers.

US Executive Order: [Regulating Imports with a Reciprocal Tariff to Rectify Trade Practices that Contribute to Large and Persistent Annual United States Goods Trade Deficits – The White House](#)

List of countries subject to additional tariffs (BBC.com): [Trump tariffs list: The US global tariffs plan at a glance](#). Source: CSCB

#### **April 8 | “China Initiates WTO Dispute Regarding US ‘Reciprocal Tariffs’”**

The World Trade Organization has announced that China has initiated a WTO dispute over the U.S. imposing a 10% additional duty on imports from all trading partners effective April 5<sup>th</sup>, and a 34% additional duty on imports from China that will become effective on April. 9<sup>th</sup>. Please see more information [here](#). Source: CSCB

#### **April 10 | “Canada Gazette, Part II, Volume 159, Number 8”**

##### **Regulations Amending the Regulations Amending Certain Regulations Administered and Enforced by the Canada Border Services Agency: SOR/2025-116**

As of March 19<sup>th</sup>, 86% of importers have not yet posted security and would be required to follow a paper-based process to obtain the release of their goods at the border once the transition period ends.

The CBSA has reported 197,414 active importers. 27,745 or 14%, have posted security as of March 19<sup>th</sup>, 2025.

The regulations now come into force at 3:00:01 a.m. Eastern Daylight Time on May 20<sup>th</sup>, 2025.

##### **Order Amending the China Surtax Remission Order (2024): SOR/2025-114**

The Order Amending the China Surtax Remission Order (2024) [the amending Order] expands the scope of steel and aluminum goods eligible for the remission of surtaxes to further address the challenges faced by Canadian businesses. This follows the assessment of additional requests for remission received after November 8<sup>th</sup>+, as well as requests received before that date where necessary additional information was requested to complete the assessment.

Regulations Amending the Special Economic Measures (Haiti) Regulations: SOR/2025-111

Part 1 of the schedule to the Special Economic Measures (Haiti) Regulations is amended by adding the following individuals:

- Dimitri Hérard
- Jeantel Joseph
- Jeff Larose

##### **Regulations Amending the Special Economic Measures (Venezuela) Regulations: SOR/2025-112**

The schedule to the Special Economic Measures (Venezuela) Regulations is amended by adding the following individuals:

- Douglas Arnoldo RICO GONZALEZ (born on July 15, 1965 or September 28, 1969)
- Carlos Enrique TERÁN HURTADO
- Carlos Alberto CALDERON CHIRINOS (born on July 3, 1970)
- Florencio Ramón ESCALONA (born on October 27, 1962)
- Leonel Alberto GARCÍA RIVAS (born on May 24, 1983)
- Ronny Fernando GONZÁLEZ MONTESINOS (born on May 14, 1974)
- Manuel Enrique CASTILLO RENGIFO (born on November 24, 1969)
- Jose Ramon FIGUERA VALDEZ (born October 13, 1974)

Please more information [here](#). *Source: CSCB*

## **April 10 | “Customs Notice 25-16: Late Accounting Penalties – Registration and Delegation of Authority”**

1. On February 26, 2025, the CBSA issued Customs Notice 25-08: Overdue Releases/Missing Final Accounting to remind trade chain partners (TCPs) of the requirement to submit their final accounting following release and that failure to do so may lead to the issuance of Late Accounting Penalties (LAPs) per individual overdue transaction.
2. Since the issuance of CN25-08, the CBSA has been sending overdue notices to brokers and importers. Many brokers and importers responded by submitting the Commercial Accounting Declarations (CAD).
3. In instances where it is clear that no action has been taken to submit CADs or to resolve any system issues via the Client support contact form, the CBSA is issuing LAPs, followed by the assessment of duties, taxes, and interest for transactions where the final accounting is missing. The specified interest rate is applicable.
4. Discussions with brokers highlighted some reasons why CADs are not submitted:
  - importer has not registered on the CARM Client Portal (CCP)
  - broker obtained release of imported goods but cannot submit final accounting as the importer has not completed a delegation of authority (DOA) in the CCP so that their broker can submit and view final accounting
5. Final accounting and payment of the duties and taxes, are the responsibility of the importer or owner of the goods. Subsection 2.2(1) of the Accounting for Imported Goods and Payment of Duties Regulations requires accounting by electronic means. Registering in the CCP allows the TCP to maintain the ability to import and pay duties and taxes owing by submitting their accounting or providing their broker with the DOA to be able to submit accounting on their behalf.

See full Notice 25-16 details [here](#).

### **Additional Information**

12. For more information call the Border Information Service (BIS) at 1-800-461-9999 (toll-free in Canada and the USA). If calling outside Canada and the United States, call 1-204-983-3500 or 1-506-636-5064. Long-distance charges will apply. Our automated telephony service provides general information in English and French on CBSA programs, services, and initiatives through recorded scripts. Live agents are also available to assist you Monday to Friday 8 am to 4 pm local time, as per time zones in Canada and USA (closed on federal statutory holidays). TTY is also available within Canada: 1-866-335-3237. Alternatively, you may send your enquiries using our [Client support contact form](#).

### **Related Links**

- [Customs Act](#)
- [Accounting for Imported Goods and Payment of Duties Regulations](#)
- [Memorandum D17-1-5: Accounting for Commercial Goods](#)
- [Memorandum D17-1-8: Release Prior to Payment Privilege](#)

*Source: CSCB*



## April 14 | “UN Trade and Development (UNCTAD)”

A rules-based global trading system has boosted commerce and steadily reduced tariffs — taxes on imported goods. In 2023, about two-thirds of global trade was tariff-free.

But a wave of steeper tariffs from major economies is raising concerns over trade tensions and impacts on developing countries.

In a new report, [UN Trade and Development \(UNCTAD\)](#) calls for exempting small and vulnerable economies from “reciprocal tariffs” — currently paused for 90 days — ranging from 11% for Cameroon to 50% for Lesotho.

These tariffs risk devastating developing economies without meaningfully reducing U.S. deficits or boosting revenue. See the UN trade & development report [here](#). *Source: LinkedIn*

## April 14 | “CBSA Responds to CSCB Advocacy on CARM Registration and Delegation of Authority Concerns”

On April 11<sup>th</sup>, 2025, the CSCB received the following response from the CBSA with respect to CARM registration and delegation of authority concerns that were shared with the Agency in March 2025, [CSCB expresses continued concerns with CARM registration and delegation of authority issues | CSCB National Office](#)):

“The CBSA understands the concerns expressed by the CSCB and, to that end, the CBSA has implemented measures to relax requirements for client onboarding and registration. For example, following consultations with our Trade Chain Partners (TCPs), the CARM system was modified to permit some clients to only enter their name and address to satisfy onboarding questions. Additional process improvements may be considered but it is imperative that the CBSA strikes a balance between facilitation and security requirements for our TCPs.

Regarding your concern that Customs Brokers do not have visibility on whether an importer is registered in the CARM Client Portal (CCP), the Delegation of Authority (DOA) report from the CBSA remains available to be provided, upon request, to Customs Brokers and the CBSA plans to introduce the ability for brokers to download the DOA status of their importers as part of CARM Release 4 functionality that is scheduled for implementation later this year.

The CBSA remains committed to engaging all our TCPs, including the CSCB, through the Border Commercial Consultative Committee (BCCC) and other forums to discuss future enhancements and improvements.

Thank you again for sharing your concerns and I look forward to continued collaboration and engagement with the CSCB.”

The CBSA provided issue-specific responses for each of the items raised by the CSCB. You can find that information [here](#). *Source: CSCB*

## April 21 | “Customs Notice 25-19: United States Surtax Remission Order”

1. This notice provides information on the application of the [United States Surtax Remission Order \(2025\)](#), which is intended to minimize the negative effects of the surtaxes on Canadian companies and entities by providing relief for goods that are used in Canadian manufacturing, processing, and food and beverage packaging, and for those used to support public health, health care, public safety, and national security objectives.

2. The Remission Order allows the relief of surtaxes paid or payable by [the United States Surtax Order \(2025-1\)](#), the [United States Surtax Order \(Steel and Aluminum 2025\)](#), or the [United States Surtax Order \(Motor Vehicles 2025\)](#) (Surtax Order) in respect of eligible goods.
3. The administration of this Remission Order is the responsibility of the Canada Border Services Agency (CBSA). Find more information in [Customs Notice 25-19](#). *Source: CIFFA / CSCB*

## April 22 | “Confirmation: Surtax Remission is Retroactive to March 4, 2025”

Last week the CSCB joined a call with the Government of Canada called the "Forum on Canada-U.S. Issues / Forum sur les questions canado-américaines".

We learned more about the remission order detailed in [Customs Notice 25-19: United States Surtax Remission Order \(2025\)](#) and [Customs Notice 25-17: United States Surtax Remission Order \(Motor Vehicles 2025\)](#) and the Department of Finance confirmed that the remission can be applied retroactively, to qualifying goods imported since the March surtaxes went into effect.

They advised:

- the remission orders will cover approximately two-thirds of the remission requests already received
- their team is working through the remaining 30-40% requests
- no more actions are being planned at this time on additional commodities but that is a possibility in the future.

The Department of Finance has provided the following, based on an inquiry sent to the mailbox [remissions-remises@fin.gc.ca](mailto:remissions-remises@fin.gc.ca):

"As announced by the Minister of Finance, the United States Remission Order (2025), entered into force on April 16. This Order provides time-limited relief from tariffs on U.S. goods:

- imported by or on behalf of listed Canadian public or private entities in the public health, health care, public safety, and national security sectors;
- identified as necessary for public health or health care;
- for use in Canadian manufacturing;
- for processing in Canada; or
- for food and beverage packaging in Canada.

This action provides immediate relief to a broad cross-section of Canadian businesses that rely on U.S. inputs to support their competitiveness as well as to entities integral to Canadians' health and safety, such as hospitals, long-term care facilities, and fire departments. The remission is provided on a time-limited basis to provide businesses and entities with additional time to adjust their supply chains and prioritize domestic sources of supply if available.

The Order provides relief for goods imported into Canada for a six-month period from April 16 to October 15, 2025, and retroactively for goods imports since March 4. Remission can be claimed to waive the payment of tariffs at the time of importation, and importers may seek a refund for tariffs already paid.



Information is provided in the [CBSA's Customs Notice](#), which provides details on how to claim remission of surtaxes, including the Special Authority code to be cited when claiming remission.

If you have any questions regarding the process to submit claims for remission of tariffs, we invite you to contact the CBSA at 1-800-461-9999.

Please note that your company's individual remission request will continue to be assessed on a priority basis as per the [remission framework](#) outlined by the Government, whether you benefit from this remission Order or not. It is therefore important that you continue to correspond with Department of Finance officials to ensure remission requests are properly substantiated and can be assessed in a timely manner.

In line with the objectives of the Government's imposition of tariff on certain U.S. goods, the Government emphasizes the importance of the [Choose Canada](#) campaign and encourages companies and other entities to prioritize the purchase of Canadian goods, even when remission is available." *Source: CSCB*

### **April 23 | "New Dates for CARM Webinars"**

The CBSA has added new dates for its CARM webinars, as follows. Registration is required for all sessions. [Register here](#).

#### ***"Did You Know? Registering on the CARM Client Portal"***

A quick podcast-style webinar that provides a step-by-step overview for creating a personal profile and registering a business account in the CARM client portal. This session will also include valuable troubleshooting tips to ease the onboarding process.

##### **English**

- **Thursday, May 15, 11:30 am to 12:00 pm ET**

##### **French**

- **Tuesday, May 13, 11:00 to 11:30 am ET**

#### ***"Did You Know? Release Prior to Payment (RPP) Program"***

A quick podcast-style webinar that explains the benefits for importers that enrol in the Release Prior to Payment program, what their financial security requirements would be, and how to complete enrollment to this program in the CARM client portal.

##### **English**

- **Wednesday, April 30, 1:00 to 1:30 pm ET**
- **Thursday, May 8, 11:30 am to 12:00 pm ET**
- **Wednesday, May 14, 11:00 to 11:30 am ET**
- **Thursday, May 29, 11:00 to 11:30 am ET**

##### **French**

- **Wednesday, April 30, 11:30 am to 12:00 pm ET**
- **Tuesday, May 6, 11:30 am to 12:00 pm ET**
- **Wednesday, May 14, 1:00 to 1:30 pm ET**
- **Wednesday, May 28, 11:30 am to 12:00 pm ET**

### ***“What You Need to Know About CARM”***

A webinar that provides key information for trade chain partners looking to conduct business in the CARM client portal. This session provides information on how to obtain a business number and RM program account and how to create a commercial accounting declaration and explains the billing cycle and payments. It will also include details about the Release Prior to Payment (RPP) program and temporary importations and will end with a question-and-answer period.

#### **English**

- **Tuesday, April 22, 11:00 am to 12:30 pm ET**
- **Tuesday, May 20, 11:00 am to 12:30 pm ET**

#### **French**

- **Wednesday, April 23, 10:30 am to 12:00 pm ET**
- **Wednesday, May 21, 10:30 am to 12:00 pm EDT**

### ***“Impacts to Carriers and Freight Forwarders – Changes to Release Prior to Payment”***

A webinar that provides an overview of the impacts to highway carriers and freight forwarders as a result of the upcoming changes to the Release Prior to Payment (RPP) program taking place on May 20. This session provides information on becoming a bonded carrier and how to subscribe to eManifest notices and discusses how carriers can minimize the impact of these upcoming changes.

#### **English**

- **Air, Rail and Marine: Thursday, April 24, 11:00 am to 12:00 pm ET**
- **Highway: Monday, April 28, 11:00 am to 12:00 pm ET**
- **Air, Rail and Marine: Tuesday, May 6, 1:00 to 2:00 pm ET**

#### **French**

- **Air, Rail and Marine: Wednesday, April 23, 1:00 to 2:00 pm ET**
- **Highway: Monday, April 28, 1:00 to 2:00 pm ET**
- **Air, Rail and Marine: Monday, May 5, 11:00 am to 12:00 pm ET**

Source: CIFFA

For inquiries about Customs News Articles contact:

[Customs@fisker.ca](mailto:Customs@fisker.ca)

For inquiries about CARM contact: [CARM@fisker.ca](mailto:CARM@fisker.ca)

---

You are receiving this newsletter as a client of FCL Fisker. To manage your subscription, please reply to [sylvia@fisker.ca](mailto:sylvia@fisker.ca)