



FISKER
CUSTOMS & LOGISTICS

News

SEASONAL SHIPMENTS

It's never too early to start thinking about your Christmas shipping. The earlier you ship, the better chance your shipment has of arriving on time and meeting the needs of your clients and ensuring the stores are stocked with your goods for the holiday rush. Our team of experts are here to assist you and provide you with comprehensive plans to manage your needs and navigate the industry challenges we are facing for 2025 (Tariffs, War, Drought etc.,). If you require warehouse space, customs clearance, competitive pricing, etc., we will ensure all your needs are being met.

Sylvia Beck, Inside Sales

IN REVIEW | JULY 2025

MARINE

July 3 | "Indian Ban on Ships Carrying Pakistani Goods Causes Increased Freight Prices and Longer Transit Times"

Per a research report published recently, India's ban on vessels carrying Pakistani goods from anchoring at its port facilities has led to a rise in freight prices and longer transit times.

After the terror attack in Pahalgam on April 22nd, the ban, which went into effect on May 2nd, prevents the direct or indirect import or transit of cargo produced in or exported from Islamabad.

Importers from Pakistan have stated that the development has led to several logistical problems. Analysts say that, because of the restriction, mother ships can no longer arrive at Pakistan's ports, which leads to delays in shipments by 30 to even 50 days.

Traders have resorted to using feeder ships, which are expensive and are driving up import prices. The cost of shipping and insurance has also risen, according to exporters. **Source: CIFFA**

July 3 | "Low Water Levels Hamper Shipping in Germany's Rhine River as Heat Wave Continues"

A heat wave in western Europe has lowered water levels on Germany's Rhine River, hampering shipping and raising freight costs for cargo owners due to additional surcharges as their vessels were unable to sail fully loaded, commodity traders said on Monday.

Low water has limited shipping on all of the river south of Duisburg and Cologne, including the chokepoint of Kaub, traders said.

At Kaub, cargo vessels could only sail about 50% full, at Duisburg and Cologne between 40% and 50% full. **Source: CIFFA**

July 4 | “Ocean Carriers Warn of No End in Sight for Global Shipping Logjam”

It's easy to blame the tariffs from the Trump administration for the uncertainty plaguing global supply chains. But a variety of other factors – from the dangers of transiting the Suez Canal to port congestion – have compounded delays, driven up shipping costs and made long-term planning increasingly difficult for importers and exporters alike.

"Uncertainty is everywhere in sea logistics," said Kuehne + Nagel executive VP Bill Rooney on June 17th. "Don't take your crash helmets off; this isn't coming to an end anytime soon."

Rooney pointed to how the [Global Trade Policy Uncertainty Index](#) – which research firm Econovis uses to track heightened periods of economic turmoil – currently sits at a rating of 500. Comparatively, the index hovered around 250 at its highest point during the pandemic and is now five times what it was during the 1971 "Nixon shock" that upended decades of global monetary stability when the U.S. moved the dollar off the gold standard.

Read more in an article from [article from Supply Chain Brain](#). *Source: CIFFA*

July 8 | “Low Water Levels on Danube Disrupt Shipping as Heatwave Hits Hungary”

Unusually low water levels on the Danube river in Hungary are affecting shipping, agriculture, and local ecosystems along Europe's second-longest river, which is a major transport route across the continent.

As a result of the low water levels, cargo ships must leave behind more than half of their cargo and can operate at only 30% to 40% capacity, Attila Bencsik, deputy president of the Hungarian Shipping Association, said.

Shipping rates might increase by as much as 100% as a surcharge is added when a ship cannot sail fully loaded, he said. *Source: CIFFA*

July 9 | “War Risk Soars as Red Sea Reels from Deadly Houthi Attacks”

Maritime security in the Red Sea and Gulf of Aden has deteriorated sharply after Yemen's Houthi rebels launched devastating attacks on two commercial vessels, raising alarm across the global shipping industry and triggering a steep surge in war risk premiums. *Source: Splash 247.com*

July 10 | “Panama Canal Rebounds as Container and LPG Volumes Rise”

While the Red Sea has roared back to the front pages of the shipping press this week, and the Black Sea remains blighted by war, one other chokepoint that has caused supply chain chaos in recent years has reported that it is operating at full capacity.

The Panama Canal, which suffered severe drought for around 15 months through 2023 and 2024 thanks to the El Niño weather phenomenon, has managed to operate at 50ft (15.24 m) draft throughout this year's dry season, and will continue to have a relatively wet winter, or rainy season for the remainder of the year in preparation of the next dry season in early 2026, according to the waterway's administrator, Dr Ricaurte Vásquez Morales.

“Liquified petroleum gas and container transits have increased, and dry bulk has recovered from last year,” Vasquez said in a markets update this week. “

Canal authorities are pressing ahead with a huge \$1.6B reservoir expansion, something that, when complete, will allow for 15 extra transits a day. *Source: Splash 247.com*

July 10 | “South Africa Moves to Ban Strikes for Some Port Workers”

South Africa's government is moving to forestall port strikes, which in the past have left a massive dent in the country's economy. In a new directive, the Department of Labour is proposing to expand its list of essential services to include port operations.

The government directive suggests that marine services, including navigation, pilotage, towage, and berthing, will be listed as essential services. Cargo services will also fall under this category when the cargo to be offloaded consists of explosives, flammable, and pharmaceutical products. Port security, emergency and firefighting personnel have also been added to the essential services list. In 2022, a port strike almost left South Africa's economy at a standstill. *Source: CIFFA*

July 11 | “Port of Vancouver Advances \$2.2bn Expansion”

Canada's busiest seaport, the port of Vancouver, has formally launched the bidding process for the Roberts Bank Terminal 2 Project, a long-anticipated expansion that will boost cargo capacity by 70%.

The Vancouver Fraser Port Authority issued a request for qualifications (RFQ) this week, seeking companies to construct a C\$3B (\$2.2B) container terminal.

The project is being framed as a “nation-building initiative,” aligned with Prime Minister Mark Carney's push for major infrastructure developments aimed at enhancing Canadian economic sovereignty. The Roberts Bank Terminal 2 (RBT2) expansion will allow the port to handle an additional 2.4M teu per year, increasing total container throughput by 70% from current levels of 3.5M teu. The terminal is expected to be operational by the mid-2030s. *Source: Splash24.7.com*

July 14 | “Nightmare for Bangladeshi Exporters as Congestion and Tariffs Bite”

Supply chain disruptions have coalesced into a nightmare for Bangladeshi exporters and importers facing an uncertain market environment due to US tariff challenges. A glitch in the Bangladesh customs portal, known as Asycuda World System, running for more than a week, is the latest pain point. *Source: The Loadstar*

July 16 | “Seaspan, Algoma Steel and Stigterstaal Unveil Strategic Partnership to Expand Shipbuilding in Canada”

Seaspan Vancouver Shipyards has signed a memorandum of understanding with Stigterstaal Canada and Algoma Steel Inc. to explore a strategic partnership aimed at re-establishing a domestic steel supply chain focused on bolstering and expanding shipbuilding in Canada.

The memorandum provides a framework for the three companies to assess the feasibility of Algoma Steel supplying Class and non-Class steel to Seaspan through Stigterstaal, who will act as a commercial and logistical subcontractor. All parties will engage in discussions to evaluate technical, commercial, and logistical requirements for Seaspan's first-in-class icebreaker build. The collaboration also seeks to strengthen Canadian industrial capabilities and support the long-term sustainability of the national shipbuilding sector. Read more in an [article from Maritime Magazine](#). *Source: CIFFA*

July 28 | “Rhine River Levels Rise in Germany After Rain, Ships Load More Cargo”

Rain has sharply raised water levels on the river Rhine in Germany, allowing ships to take on bigger loads, and only northern sections of the river are still too shallow for cargo vessels to sail at full capacity, commodity traders said on Friday.

Dry weather and a heatwave in June and July meant the river became too shallow for vessels to sail fully loaded. Ship operators imposed surcharges on freight rates to compensate for vessels sailing partly empty, increasing costs for cargo owners.

Shallow water levels continue to hinder shipping in northern sections of the river in Germany, including Duisburg and Cologne, but vessels can sail around 70% full, traders said. *Source: CIFFA*

ROAD / RAIL

July 30 | “Union Pacific Railroad to Acquire Norfolk Southern in \$85-Billion Deal”

Union Pacific Corp. and Norfolk Southern Corp. have announced an agreement in which UP will acquire NS in a stock and cash deal that would create the first transcontinental railroad in the United States.

If approved by the Surface Transportation Board and other regulators, the merger would create a U.S. transcontinental railroad that would connect over 50,000 route miles from the East Coast to the West Coast. The combined railroad would link about 100 ports and nearly every corner of North America.

Source: CIFFA

July 31 | “Canada Drives Innovative Technology to Reduce Emissions from Commercial Transportation Fleets”

Canada's Ministry of Energy and Natural Resources on July 30th announced more than \$21 million for nine research, development and demonstration projects to reduce greenhouse gas emissions from Canada's transportation sector.

The cutting-edge technology in these projects aims to save money and reduce greenhouse gas emissions for businesses by improving system efficiency, making it easier to switch to zero-emissions vehicles and addressing technical and market barriers for medium- to heavy-duty vehicles that have low or zero emissions.

These projects are funded through Natural Resources Canada's Energy Innovation Program On-road Transportation Decarbonization call for proposals, which targets the most impactful technologies to maximize economic and environmental outcomes.

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

CUSTOMS

July 2 | “Bangladesh Orders Striking Tax and Customs Officials Back to Work”

The Bangladesh government ordered tax and customs workers to return to work immediately on Sunday and end a two-day nationwide strike that had brought tax operations to a standstill, including customs operations at major trade hub Chittagong Port.

“Officials and employees must return to work at once and refrain from activities that harm national interests. Otherwise, the government will be compelled to take strict measures to protect the people and the national economy,” the statement said, without giving details of what such measures might entail.

Import-export operations must continue uninterrupted to protect the economy, the interim government of Muhammad Yunus said in a statement, adding that all jobs at the National Board of Revenue (NBR) were deemed essential services.

Read more in an [article from the American Journal of Transportation](#). *Source: CIFFA*

July 3 | “CBSA Provides Clarifying guidance on the Application of “Stackable” Tariffs”

The CBSA has provided additional clarification about how to apply “stackable” tariffs on certain steel goods ([CBSA confirms that new surtaxes on certain steel goods are “stackable” | CSCB National Office](#)):

- An importer cannot select multiple surtax codes on a single transaction; rather importers must manually calculate the combined surtax owing.
- In cases where a good is subject to multiple surtax orders, importers may use surtax code **25148D**, as outlined in CN 25-24. For more information on how to manually calculate surtaxes and duties owing, importers may consult Example 3 and Example 4 in the “Calculation of Surtax when Accounting for Commercial Importations” section of the CN.
- Where importers have a valid shipment-specific permit from GAC and are also subject to the China Surtax Order (2024), they may use surtax code **25148C**. In this instance, CARM will automatically calculate the surtax owing for the China Surtax Order (2024). It would not apply the 50% TRQ surtax since the importer is under quota.

The CBSA notes that it will verify correct application of the process through post-release trade compliance verifications. *Source: CSCB*

July 4 | “Tariff-Rate Quotas on Imports of Certain Steel Goods”

On June 27th, 2025, the Government of Canada announced the implementation of new tariff rate quotas (TRQs) for steel mill products imported into Canada from non-free trade partners.

Guidance about the tariff-rate quotas, including detailed information on the purpose, coverage, quota volumes, duration, and method of administration, is available in the new [Notice to importers: Item 82 – Steel goods – Serial No. 1139](#). Steel importers may apply for shipment-specific permits from Global Affairs Canada to import the covered steel goods within quota volumes, free of the surtax set out in this Surtax Order.

For information regarding the application of the Surtax Order, please refer to [Customs Notice 25-24: Order Imposing a Surtax on the Importation of Certain Steel Goods](#) or contact the Canada Border Services Agency's [Border Information Services](#). *Source: Global Affairs Canada*

July 4 | "CARM Updates"

Here are some updates received from the CBSA concerning previously reported ongoing issues that we followed up on as well as some additional CARM questions: *Source: CSCB*

1. Customs brokers/importers still cannot consistently upload documents in the CCP for adjustments and Voluntary entries. Is there an update on the timeline for the fix at this time?
 - a. CBSA: Several interim fixes were deployed on Wednesday, July 2 to improve the issues with uploading documents, loading of large CADs and mass adjustment timeout issues. Final/permanent fixes will be deployed with Release 4 on August 4th, 2025 or shortly thereafter.
2. Late accounting penalties: importers are still receiving LAP erroneously and the message in the portal refers them not to appeal them. The banner in the portal has been removed and members are still very concerned about what to do with the penalties received.
 - a. CBSA: The erroneous LAPs have been cancelled. Any issued LAPs that remain on account should be deemed as valid. We will update the banner accordingly.
3. Customs brokers have reported that exchange rates in the CCP for pre-CARM transactions have been found to be erroneous and creating a difference in the adjustment amounts that are being done. The CBSA is aware of this for certain pre-CARM dates. We have been made aware that efforts are under way by the CBSA to align the erroneous exchange rates with the CCS date. Has this been completed?
 - a. CBSA: We are aware of a few dates (~24 dates over 4 years) and have corrected them in CARM to reflect what was in CCS.
 - b. CSCB: If there are other specific dates that are incorrect, please send them to the cscb@cscb.ca relating it to this email and we will send them to the CBSA to be corrected.
4. Transactions are submitted for release and are rejected because the importer does not have RPP. RPP is obtained and the transactions are resubmitted and then the amount shows on the DN as payable immediately. The CBSA has been asked to confirm that the CAD submission and payment due date would follow the billing cycles and that the importer will not receive late accounting penalties or payment follow up from the CBSA.
 - a. CSCB: If this is still occurring, please send transaction numbers to cscb@cscb.ca indicating a few transaction numbers and relating it to this email.
5. Customs brokers are trying to view/edit CAD Declarations within the CARM Portal for the purpose of filing adjustments; the searches are unsuccessful, and they are getting timeout errors and no results found whether they search a specific transaction, period of time or release port. The CBSA is aware that there is a timeout error, and the search is incomplete. Is there an update on the fix to the problem?
 - a. CBSA: Several interim fixes were deployed on Wednesday, July 2 to improve the issues with uploading documents, loading of large CADs and mass adjustment timeout issues. Final/permanent fixes will be deployed with Release 4 on August 4, 2025 or shortly thereafter.

Additional questions that have been escalated:

6. Members are reporting that they are not consistently receiving DN and some have reported that they did not receive their BSS last month and only received it after sending a Help Desk Ticket. Is this being looked into and has a root cause been identified?
7. Members are still reporting a concern with the time it takes to action a BAM switch when the BAM has left the company and/or they do not know who the BAM is. Can you confirm how many BAM switches are in the queue to be processed.

July 7 | "Launch of CARM Client Support Telephone Option for Custom Brokers"

On July 7th, CBSA launched a dedicated telephone option for customs brokers calling into the Border Information Services line (1-800-461-9999) for CARM assistance. Customs brokers, as well as service trade consultants/agents with authority to act on behalf of importers, should select option 2 for CARM, then option 2 for customs brokers.

For the initial launch, CBSA will assist with CARM Client Portal onboarding and Release Prior to Payment; other topics may still result in a helpdesk ticket to be followed up on at a later time.

The CBSA will verify that the caller is a representative of a customs brokerage before continuing the call. Anyone selecting this option who is not an employee of a customs brokerage will be redirected to other lines. Agents will also seek confirmation that the caller is an authorized representative for the importer by verifying certain information (for example, by confirming that there are past transactions under the caller's broker account security for the importer, requesting attestation from the importer (written or verbal by calling them), or a copy of the caller's General Agency Agreement). Callers should be prepared to provide such information.

The Customs Broker line will be available from 7:00 am to 4:00 pm ET Monday to Friday, except on holidays. This time frame is temporary; the CBSA will soon be moving to an 8:00 am to 4:00 pm support model based on the time zone of the caller.

If you have any questions, reach out to [CARM Engagement](#). *Source: CSCB*

July 8 | "U.S. De Minimis Exemption Slated to End in 2027"

The de minimis exemption will be eliminated in two years after President Donald Trump signed a sweeping policy bill into law on Friday.

As part of the package introduced as the "One Big Beautiful Bill Act," the U.S. will repeal the exemption allowing imports under \$800 to enter the country duty and tax free, effective July 1st, 2027.

The bill also establishes a civil penalty, starting 30 days after its enactment, for any person attempting to use de minimis entry in a way that "violates any other provision of" U.S. customs law. The amount is \$5,000 for the first violation and up to \$10,000 for subsequent violations.

The move builds upon the Trump administration's efforts to restrict the de minimis exemption, which lawmakers and customs officials have scrutinized in recent years due to contraband entering the U.S. via low-cost packages. Earlier this year, the White House removed the exemption for imports from China and Hong Kong and announced its plans to end de minimis for other countries once systems are in place to collect duty revenue. *Source: CFFA via Supply Chain Dive.*

July 9 | “Notice to Industry: New CFIA System Maintenance Page”

The CFIA has launched a new System Maintenance Page to enhance communication with external users during planned service outages. This improvement builds on past experiences with web banners and aims to provide clearer, more consistent messaging.

The new page provides:

- A centralized location for current, upcoming, and past maintenance updates
- Contingency plans for affected services
- Email subscription options for real-time updates

Phase 1 launched on April 22nd, covering AVS, AIRS, and the Shipment Tracker. Future phases will expand to include the Electronic Data Interchange – Integrated Import Declaration (EDI – IID) and other services.

To access the page, visit [System maintenance](#). *Source: CSCB*

July 11 | “U.S. President Trump Announces Expanded Tariffs for Canada by August 1”

On Thursday, July 10th, United States President Donald Trump used his Truth Social platform to publish a letter to Prime Minister Mark Carney in which he promised a blanket 35 percent tariff on Canadian goods effective August 1st, 2025. Some media sources are reporting that the tariff will only apply to goods that are not compliant with the Canada United States Mexico Agreement (CUSMA), although this was not specified in President Trump's letter. The tariff was said by the President to be justified by Canada's “failure” to prevent drugs like fentanyl from being smuggled into the U.S.

Canada and the U.S. have extended the deadline to reach a trade deal to August 1st, from an original deadline of July 16th (and later extended to July 21st). President Trump has issued a spate of letters via the Truth Social platform to announce tariff rates to be applied to various countries on August 1st unless an acceptable trade deal is reached.

To view President Trump's letter, you can access this media article: [Trump threatens 35% tariffs on Canada starting Aug. 1](#). *Source: CSCB & CIFFA*

July 11 | “Updated: Customs Notice 25-23: CARM Release Prior to Payment (RPP) Contingency Plan – Time Sensitive/Perishable Goods”

Between July 10th and August 9th, the scope of the contingency plan is expanded to cover all goods in sufferance warehouses.

In an effort to assist small businesses, effective July 10th and for a 30-day time period until 11:59 pm on August 9th, the scope of the contingency measure is temporarily expanded from applying only to time-sensitive/perishable goods to applying to all shipments stored in a sufferance warehouse, in order to allow for a one-time “clean up” of warehouses. This 30-day period will also provide adequate time for brokers, who have not yet done so, to register a new contingency plan-specific BN15 and post a cash deposit for RPP, as per the criteria for participation in the contingency plan.

Find details in [Customs Notice 25-23](#). *Source: CIFFA / CSCB*

July 16 | “Celebrating the Opening of Halifax’s New Marine Container Examination Facility”

Today, the Honourable Darren Fisher, Member of Parliament for Dartmouth—Cole Harbour, on behalf of the Honourable Gary Anandasangaree, Minister of Public Safety, along with senior officials from the Canada Border Services Agency (CBSA), the Halifax Port Authority and the Africville community, celebrated the opening of the new Marine Container Examination Facility (MCEF) in Halifax, Nova Scotia.

Halifax's new Marine Container Examination Facility is home to the CBSA's Container Examination Team and Waterfront Cargo Inspection Unit, and is located on the shores of the Bedford Basin, adjacent to the PSA Halifax Fairview Cove Terminal near the former Africville community. The 2,700 square-metre Envision-Verified Certified building replaces the former MCEF warehouse located in the Burnside Industrial Park, which required shipping containers to be transported across the MacKay Bridge for examination.

Construction on the new Marine Container Examination Facility (MCEF) began in summer 2022 and was completed in early April 2025. Operations started on April 7th, 2025. **Source: CSCB**

Please visit these links for more information:

<https://www.canada.ca/en/border-services-agency/news/2025/07/celebrating-the-opening-of-halifaxs-new-marine-container-examination-facility.html>

<https://www.canada.ca/en/border-services-agency/news/2025/07/africville-seasides-marine-container-examination-facility.html>

July 16 | “CBSA CARM Webinars - Updated”

The CBSA CARM team has added new CARM webinar dates, please share the link below with anyone that may benefit.

<https://www.cbsa-asfc.gc.ca/services/carm-gcra/webinars-webinaires-eng.html>

CARM: Did you Know? Release Prior to Payment (RPP) Program

This short-form information session provides an overview of delegation of authority in the CARM Client Portal and the Release Prior to Payment (RPP) Program. We will go over how to delegate authority to employees and third-party service providers, as well as financial security requirements and how to enroll in RPP.

Webinar Registration – CARM: Did you Know? Release Prior to Payment (RPP) Program			
English			
	Tuesday August 12, 2025	1:00 – 1:45pm ET	Register
	Wednesday August 20, 2025	1:00 – 1:45pm ET	Register

French	Thursday September 4, 2025	1:00 – 1:45pm ET	Register
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Registration is required for this webinar. If you would like to listen to a recording of this webinar, it can be found on the [CARM Google Drive](#). *Source: CSCB*

July 18 | “Updates to Memorandum D13-2-4: Valuation of Goods Imported into Canada that are Not in Accordance with the Contract”

This memorandum outlines and explains the application of the valuation provisions of the Customs Act to import goods that are not in accordance with the contract.

The memorandum has been amended to:

- revise information regarding the valuation of replacement goods
- clarify and provide examples for the information on overage and shortage goods

Find details in [Memorandum D13-2-4](#). *Source: CIFFA*

July 29 | “TCC25-0100 Changes to the SWI IID Regulated Commodities Data Element Matching Criteria”

The CBSA is pleased to announce that Trade Chain Partners can now use the SWI IID Regulated Commodities Data Element Matching Criteria to identify commodities regulated by a particular Participating Government Department or Agency (PGA) program.

The Regulated Commodities Data Element Matching Criteria Tables are to be used in conjunction with SWI IID Electronic Commerce Client Requirements Document in order to ensure that all of the mandatory commodity importation data and image requirements are captured.

Please note that not all PGA Programs make use of HS codes as a means to identify whether a commodity that is regulated by that program. Therefore, the Data Element Matching Criteria may also contain other commodity codes such as Intended Use codes, Canadian Product Codes, provision of a Licence Permit Certificate or Other, etc.

Effective August 7th, 2025, the following changes will be made:

Health Canada Regulated Commodities — Data Element Matching Criteria Tables

ADD

Program	HS operator	HS Code	Intended Use Code	Canadian Product Category
Medical Devices	STARTS WITH	8713	HC01, HC02, HC03, HC04, HC07, HC29, HC30	HC11, HC12, HC13, HC14

The link to the SWI IID Regulated Commodities Data Element Matching Criteria can be found here:

Please note that the Webpage is in the process of being updated.

<https://www.cbsa-asfc.gc.ca/prog/sw-gu/regcom-marreg/menu-eng.html>. *Source: CSCB*

Description

We are reaching out to inform you of a development regarding digital certificates issued by Entrust. Due to events impacting Entrust's trust status across major platforms and browsers, it is necessary to transition to an alternative SSL certificate provider to ensure the continued security and accessibility of your services.

To prevent potential disruptions and maintain compliance with industry security standards, we strongly recommend updating certificate keystores and places that contain Certificate Authorities / Intermediate Authorities that are used to access (Apps.cbsa-asfc.gc.ca) currently issued by Entrust.

Action Required

Please ensure that all certificate keystores and places that contain Certificate Authorities / Intermediate Authorities are updated with the SSL.COM Root CA and Intermediate Authorities no later than 03:00 (ET) on August 4th 2025.

Should new information be available, it will be shared as soon as possible. [CA Repository - SSL.com](#)

Navigate to SSL.com Root and Intermediate Certificates

SSL.com Root CA Certificates -> SSL.com Root CA Certificates

Subject: /C=US/ST=Texas/L=Houston/O=SSL Corporation/CN=SSL.com EV Root Certification Authority RSA R2. Serial Number: 56B629CD34BC78F6

[download PEM format](#)

[download DER format](#)

SSL.com Intermediate CA Certificates

Subject CN: SSL.com EV SSL Intermediate CA RSA R3,O = SSL Corp,L = Houston,ST = Texas,C = US

Serial Number: 03:A3:F4:D0:60:30:52:A3:37:CE:38:0A:88:30:31:8C.

[Download PEM format](#)

[Download DER format](#)

Download and implement where required. Source: CSCB

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