

CANADA Daily News and Updates December 3rd 2021

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Ocean Updates

Port of Vancouver Operations Update – December 2

Improved weather with lighter precipitation across southwestern B.C. is anticipated through the weekend.

Rail operations: CP and CN eastbound and westbound trains are operating on CP's mainline between Vancouver and Kamloops. Enhanced track inspections and maintenance are ongoing and low-speed restrictions remain in place. CN engineering teams continue to make progress on repairs to their mainline between Kamloops and Boston Bar. **CN anticipates restoration of its rail line late on Friday, December 3.**

Truck operations: Restored highway routes include detours, intermittent closures and essential-traffic-only restrictions. Reconstruction and repairs continue on major roadways across the region.

Marine operations: Demand for anchorages exceeds capacity.

Port of Vancouver anchorage occupation (December 2):

- Vancouver Fraser Port Authority (English Bay, inner harbour, Indian Arm): 74%
- Southern Gulf Islands: 81%

Storm-Hit Zim Kingston Set for Move to Port for Discharge of Cargo

Danaos-owned Zim-chartered vessel *Zim Kingston*, which lost 109 containers amid a cargo fire off the coast of Vancouver in October, is set to leave its mooring on Constance Bank, near Vancouver Island, on Friday.

It will be heading for the port of Nanaimo, on Vancouver Island's east shore, where discharge of the undamaged cargo will reportedly take place.

However, casualty support company WK Webster said *Zim Kingston* would discharge only damaged containers on Vancouver Island, before the ship heads to the Port of Vancouver to unload the remaining cargo. No confirmation of this plan has been received from either Zim or Danaos.

Read more in an [article from The Loadstar](#).

Omicron Fears Already Playing Havoc with Crew Changes

The omicron strain of COVID-19, first identified in South Africa last week, is already causing havoc to crew change operations around the world.

Travel restrictions have been rushed in at many key hubs over fears that the new variant is more contagious than earlier strains. Singapore, one of the most important crew change hubs in the world, has barred the entry of vessels from Africa, while another important Asian hub, Hong Kong, now has 44 countries on a high-risk list, meaning ships that have called at these nations 21 days or less before arrival at the Chinese city will not be allowed to carry out crew change.

The omicron concerns come at a time when the crew change crisis had been easing, with latest data showing fewer seafarers have been working onboard vessels beyond the expiry of their contract in recent weeks.

Read more in an [article from Splash](#).

The Panama Canal Plans to Charge a Greenhouse Gas Fee

The Panama Canal Authority is set to become one of the first governmental entities in the world to charge shipowners a fee for their vessels' greenhouse gas emissions.

Panama Canal Administrator Ricaurte Vásquez Morales announced on November 30 that the authority is going to implement a new green vessel classification system that will include a greenhouse gas emissions fee.

The Canal has long offered a "carrot" incentive for green shipping in the form of a points system, allowing cleaner vessels to progress up the canal's customer rankings more quickly. However, the newly announced fee appears to go one step further: A GHG charge would create a small financial penalty for the operators of higher-emitting vessels.

Read more in an [article from The Maritime Executive](#).

Canadian Business/Government

TCC21-137: Tips for Freight Forwarders

To ensure TCCU officers are available for the troubleshooting of urgent, time-sensitive issues, and to keep call wait times to a minimum, here are steps you can take to resolve issues on your own.

During regular business hours (Monday to Friday 08:00 to 17:00 ET) before contacting the TCCU to obtain the status of your electronic commercial documents, consult the following checklist:

- Ensure your electronic house bill is properly coded with the correct warehouse sub-location code.
- Ensure your house bill close message is properly coded with the correct previous cargo control number (CCN).
- Ensure the transaction of the customs broker clearing your shipment is coding the correct CCN of your house bill.
- Communicate with all other trade chain partners involved in the movement or the clearance of the goods to confirm that the CBSA has accepted their data.
- Confirm with the carrier and other freight forwarders who are involved in the movement of the goods that the cargo control documents (i.e. eManifest house bill, ACI cargo control document) have arrived at final destination, at the correct warehouse.
- Ensure the port of destination and sub-location code on your house bill are the same as the warehouse submitting the arrival message.
- If a change or amendment needs to be done to correct the warehouse sub location code on your house bill, ensure that the modification submitted has been accepted by the CBSA.
- The manifest forward functionality is available to freight forwarders to provide their trade partners with an electronic copy of the house bill data they have transmitted to the CBSA. You can use this feature to inform the related parties in the movement of the shipment regarding the port and warehouse sub location code destination, consolidate indicator, description of goods and other valuable information regarding the shipment.
- If the final destination of your house bill is a non-CW warehouse, ensure that this warehouse can submit an arrival message for your house bill CCN, as some warehouses can send arrival messages only for primary CCN (cargo document submitted by the carrier). This is the case for many warehouses operated by an airline, marine or railway companies. If the warehouse can only arrive primary CCN, ensure your house bill has the same warehouse sub location code as the primary CCN in order to have the arrival notice cascade to your house bill.

Canadian Factory Sector Defies Supply Constraints as Output Climbs

Canadian manufacturing activity expanded at a slightly slower but still robust pace in November as production accelerated in spite of severe supply bottlenecks, data showed on Wednesday.

The IHS Markit Canada Manufacturing Purchasing Managers' Index (PMI) dipped to a seasonally adjusted 57.2 in November from 57.7 in October, but staying well above the 50 threshold that marks growth in the sector.

Read more in an [article from Reuters](#).

International Business/Government

Reforming Global Trade Rules Is Tough but Doable: WTO Chief

The head of the World Trade Organization stressed the importance of reforming the global trade body to prevent further trade wars but warned it would be "very tough" amid high geopolitical tensions.

The global trade body was due to have held a major ministerial meeting this week, and a plan to update the global trade rule book was among the key topics. However, it was postponed due to travel curbs linked to the COVID variant Omicron, further dampening already dim hopes for progress.

Ngozi Okonjo-Iweala said the WTO's dispute settlement system has to be saved to prevent future trade wars, adding that Washington's "legitimate concerns" about overreach need to be addressed.

Describing the current atmosphere as "fraught with geopolitical tensions," she warned of the risk of the rules-based trade system being replaced by a power-based system and said smaller countries would lose out the most from this.

Read more in an [article from U.S. News](#).