CANADA Daily News and Updates April 30th 2024

Air Updates

- Addendum I Available to 65th Edition of the IATA DGR
- American Airlines Dropping Some Global Flights on Boeing 787 Delays

Ocean Updates

- FAK Rate Hikes Holding, with Strong Demand into Peak Season Predicted
- Port of Salaberry-de-Valleyfield Expansion Torpedoed by “Bureaucracy”
- OMC Calls on the CBSA to Grant Access to the Local Delivery of Containerized Cargo Across the Great Lakes and St. Lawrence System
- Baltimore Welcomes its First Container Ship Since Bridge Collapse

Customs Regulatory

- Customs Notice 24-17: CARM: Launch to External Clients Rescheduled to October 2024

Air Updates

Addendum I Available to 65th Edition of the IATA DGR

IATA has issued Addendum I to the 65th edition of the IATA DGR.

All updates and editorial changes are being progressively applied to the digital format of the regulations, as well as related data files and products, including the electronic Flight Bag and DG AutoCheck, in order to be in effect from April 30. These will be incorporated into the next print edition, unless requested otherwise.

Users should insert a copy of the addendum into their print manuals.

This information is also available in several languages on the IATA DGR webpage.

American Airlines Dropping Some Global Flights on Boeing 787 Delays

American Airlines Group Inc. is cutting some international flights and reducing the frequency of others because beleaguered planemaker Boeing Co. won’t deliver as many widebody aircraft as planned this year.

The carrier won’t end service to any of its 55 long-haul international destinations. The moves are a result of receiving just three Boeing 787 Dreamliners this year, down from plans for six, American said in a statement Friday. The airline also “continues to evaluate network adjustments” as a result of receiving 16 smaller 737 Max planes in 2024, down from an expected 20.

“We’re making these adjustments now to ensure we’re able to re-accommodate customers on affected flights,” American said.

The reductions will come in the second half of this year and early in 2025.

Read more in an article from the American Journal of Transportation.

Ocean Updates

FAK Rate Hikes Holding, with Strong Demand into Peak Season Predicted

With excess container liner capacity continuing to be soaked up by the widespread vessel diversions around the Cape of Good Hope, combined with surprisingly strong demand, the recent turnaround in the fortunes of shipping lines is now expected to last into the peak season.

According to new analysis from shipping consultancy MSI, anecdotal evidence shows a round of FAK rate hikes announced earlier this month appear to have had some success.

“The initial signs are that these increases are sticking,” it said.

“Apart from the impact of the Cape of Good Hope diversions, a strong rebound in cargo demand across the world is supporting liners’ endeavours to keep freight rates at their current levels,” it added, noting that the main east-west trades, as well as variety of smaller north-south trades, had shown “robust” growth.

Read more in an article from The Loadstar.

Port of Salaberry-de-Valleyfield Expansion Torpedoed by “Bureaucracy”

The Port of Salaberry-de-Valleyfield can no longer receive goods transported by containers due to a recent decision by the Canada Border Services Agency.

Funded to the tune of $24 million by Ottawa and Quebec, the expansion of the port of Salaberry-de-Valleyfield has been torpedoed by an unexpected decision from the CBSA, said a local coalition. Without a change in direction, the economic boom of recent years in the region risks being slowed down by a “bureaucratic” decision, it said.

The issue concerns the announced end, after two decades, of a service offered by CBSA agents, who travel to customs clear goods arriving in containers on the docks of the port using a kind of mobile X-ray machine. The Agency says it has changed its approach due to a lack of resources – a reason that is difficult to understand in the municipality.

The Port of Salaberry-de-Valleyfield handles few containers. Annually, it accommodates a little less than 1,000 twenty-foot equivalent containers. The port specializes in solid and liquid bulk niches.

The ability to receive containers is nevertheless strategic for the port: Companies in the region can receive equipment and other goods necessary for their projects more quickly.

Otherwise, those containers must be rerouted to Montreal or to other ports located on the East Coast. This delays shipment for businesses in the area in addition to increasing their transportation costs.

Read more in an article from La Presse (translated from French).

OMC Calls on the CBSA to Grant Access to the Local Delivery of Containerized Cargo Across the Great Lakes and St. Lawrence System

The Ontario Marine Council (OMC) represents the marine supply chain in Ontario, including ports, marine operators, shipyards and terminal operators. The organization issued a press release on Monday with the following information.

> The Canadian marine industry is known for its important work delivering dry and liquid bulk cargo across the Great Lakes, the St. Lawrence Seaway and beyond to world markets. In recent years, several of our members, including the Hamilton-Oshawa Port Authority (HOPA) and Picton Terminals, have faced similar challenges to those of the Salaberry-de-Valleyfield terminal, as described in today’s La Presse article.
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> The OMC believes that granting ports the appropriate level of rail and/or marine customs clearance capacity is essential for maintaining Canadian supply chain functionality, especially in those cases where ports, their regional shippers and industries have been calling for more service.
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> These ports can all contribute to growing the Canadian economy, fostering resilience in the supply chain, and expanding crucial industrial zones that create long-term economic strength, while benefiting from the lowest carbon footprint of all transport modes – the marine mode.
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> The OMC welcomes collaboration with the Canadian government and the Canada Boarder Services Agency (CBSA) to find innovative ways to clear and process containerized cargo. As our U.S. counterparts have been developing and expanding their presence in this region in recent years, we find ourselves at a competitive disadvantage.

Read more in a press release from the OMC.

Baltimore Welcomes its First Container Ship Since Bridge Collapse

On Saturday, the Port of Baltimore received its first container ship since the tragic collapse of the Francis Scott Key Bridge one month ago. The arrival is an important milestone for Baltimore businesses and longshoremen, who have been heavily impacted by the closure of the inner harbour.

Read more in an article from The Maritime Executive.

Customs Regulatory

Customs Notice 24-17: CARM: Launch to External Clients Rescheduled to October 2024

On April 19, the CBSA issued a news release to provide an update on its plans for the launch of the CBSA Assessment and Revenue Management (CARM) system.

The CBSA communicated that CARM will launch Release 2 internally at the CBSA on May 13, as planned, to advance the Agency's compliance and enforcement efforts. It also indicated that it is preserving the status quo for industry when they account for duties and taxes. It is therefore the intention of the CBSA to reschedule the launch to Trade Chain Partners (TCPs) to October 2024.

This notice addresses potential impacts the rescheduling may have on TCPs and provides information on what to expect during the period leading to the new October implementation date.

Customs Notice 24-17