

# CANADA Daily News and Updates October 11th 2023

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## Air Updates

### **Cargo Carriers Warn of Disruption on Israel Operations**

Israel's Civil Aviation Authority (CAA) has said international flights continue to operate to and from Israel following attacks on the country by Hamas over the weekend.

The CAA said that currently "the Israeli airlines are operating as usual." The organization added that "there are still international flights to and from Israel by many airlines."

The Israel Airports Authority, which operates Ben Gurion Airport in Tel Aviv, said that the airport "is working as planned including departures and landings."

However, a number of airlines worldwide have cancelled or delayed flights in response to the situation, and cargo carriers have warned of potential disruption to shipments.

Read more in an [article from Air Cargo News](#).

## Ocean Updates

### **Port of Montreal Welcomes the Government of Canada's Support for Its Contrecœur Expansion Project**

The Montreal Port Authority (MPA) welcomes the \$150 million allocated to the container terminal project in Contrecœur through the National Trade Corridors Fund (NTCF) announced on October 10 by Canada's Transport Minister, Pablo Rodriguez.

This financial support will enable the MPA to implement a new delivery model for the major expansion project on Montreal's South Shore. Under its new approach, the MPA will be taking over some of the responsibilities for carrying out the project and cancels the current call for tenders to opt for a more agile approach.

Read more in a [press release from the Port of Montreal](#).

### **Bargaining at the Port of Montreal**

Longshoremen at the Port of Montreal want wage increases of at least 20% over four years and full job security after three years. For its part, their employer wants to "adjust" the number of employees who benefit from their security and wants an employment contract that guarantees union peace until the end of the decade.

This is what emerges from the demands of the Port of Montreal Longshoremen's Union, affiliated with the Canadian Union of Public Employees (CUPE), and the Maritime Employers Association (MEA), obtained by *La Presse*. The documents are the starting points for the two sides in the negotiations that began last month.

While the issue of modernization was one of the sticking points that led to the strike that paralyzed the Port of Vancouver for 13 days last July, it does not seem to be at the heart of the employer's demands, said Jean-Claude Bernatchez, a professor of labour relations at the Université du Québec à Trois-Rivières.

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

### **Gaza Conflict Disrupts Port Operations**

The full-scale conflict between Palestinian militant group Hamas and the state of Israel is beginning to disrupt commercial operations in the maritime sector, though the extent so far is limited to specific sectors and locations.

The port of Ashdod is currently operating in "emergency mode," reports North Standard. The Israeli Navy maintains a substantial presence in the area and controls the approaches. Hazmat cargoes require case-by-case approval prior to entry, and some categories are not currently permitted (including all explosives and toxic gases).

Port of Ashkelon, the commercial seaport nearest the fighting, is currently shut down, the insurer said. Ashkelon is primarily used by tankers.

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

### **EC Says CBER 'No Longer Fit for Purpose' and Won't Renew It**

2024 increasingly looks like a watershed year for container shipping after the European Commission announced it won't renew the sector's exemption to operating shipping alliances when current legislation expires on April 25.

The Consortia Block Exemption Regulation (CBER) was introduced in 2009, after the EC banned the old conference system that allowed carriers to coordinate on pricing levels.

CBER allowed carriers to continue operating vessel-sharing agreements and pooling capacity, and was extended in 2014 and 2020.

But the EC has now concluded: "Overall, the CBER does not appear to be fit for its purpose any more, as it does not fulfil the criteria of effectiveness, efficiency and EU added value."

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

### **Pilots Threaten to Strike UK Ports Over New Mandatory Health Checks**

Pilots responsible for the safe navigation of ships in and out of the UK's seaports are threatening to go on strike later this year over new health checks being imposed by Associated British Ports (ABP), which operates the UK's commercial ports. The union representing the pilots contends that the new checks were instituted in July 2023 without proper notification and consultation.

Unite, the UK's largest trade union, reports it has lodged a dispute warning ABP that a strike could be brewing over the new mandatory health checks for pilots. Under British labour law, the union has to notify the employer and, if the members vote to support a strike, they have to file a notification before any action is started. Unite is seeking discussions with ABP over the new requirements.

The bulk of Unite members are in South Wales serving the ports of Swansea, Port Talbot, Barry, Cardiff and Newport, as well as Southampton, the Port of Hull and Immingham in the Humber region in the northeast. Unite warns however that the dispute could be wider and impact all 21 ports operated by ABP.

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

## **Rail and Truck Updates**

## **Halton Blitz Puts 31% of Inspected Trucks Out of Service**

Halton Regional Police Services conducted a two-day commercial vehicle blitz at Woodbine Mohawk Park in Milton, Ont., on October 3 and 4, taking 149 vehicles out of service. That represents a 31% failure rate, with 475 commercial vehicles inspected in the targeted blitz. Inspection officers were looking for compliance with legislation relating to mechanical fitness, weights, load security, safety and licensing.

Read more in an [article from Today's Trucking](#).

## **CN Prepared for Winter Despite Uncertainty Related to New Federal Regulations**

CN is prepared to handle low temperatures and heavy snowfall this winter, but it warns that new regulations could test its ability to meet customer demand and keep the supply chain flowing, according to the 2023-2024 winter plan that it recently submitted to the Canadian government.

The railway urged the Canadian government to be aware of how regulatory measures, such as expanding interswitching, can hinder how the railway does business. CN argued that extending interswitching distances from a 30-kilometre radius to a 160-kilometre radius “forces railways to dedicate resources to inefficient movements,” while new duty and rest period rules put into question the availability of its workforce.

“CN’s operating crew base has increased steadily over the past 18 months in anticipation of new federal regulations,” CN said in its winter plan. “However, the full impact of the new federal regulations on CN’s rail operations remains unclear and is a wild card heading into the 2023–2024 winter. ... The combined impact of these new regulations is still uncertain. Experience has shown us that tough winter conditions ‘burn’ capacity since shorter, slower trains still need locomotives and employees to operate them, which significantly reduces productivity.”

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

## **‘Absurd’ Inspections Halt 19,000 Trucks at Texas-Mexico Border**

Texas Governor Greg Abbott’s border-security crackdown is clogging up commercial crossings, leaving at least 19,000 trucks loaded with \$1.9 billion of goods stuck waiting in Mexico.

“Absurd” safety inspections are causing wait times as long as 24 hours in lines that stretch for 23 kilometres, Mexico’s biggest trucking group said in a statement October 8. The holdup makes it exceedingly difficult for businesses to manage supply chains, it said.

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

## Technology

### AI Set to Play a Key Role in Customs Brokerage

Customs brokers will benefit from a shift to artificial intelligence (AI) for data entry and discrepancy identification, according to logistics platform Raft’s chief technology officer Nisarg Mehta.

Speaking at the U.S. Northern Border Customs Brokers Association (NBCBA) fall conference, Mehta outlined how AI can achieve greater levels of operational efficiency, accuracy and transparency.

“Imagine customs brokers shifting from manual data entry to using AI-driven solutions that automate this type of work and help them identify discrepancies in a timely way when every second on the clock counts,” Mehta said.

“Harnessing AI is not just about automation; it’s about elevating our ability to ensure compliance, bolster security, and refine customer service.”

Read more in an [article from Air Cargo News](#).

### Scheduling Standards Consortium Publishes API Standard for TMS

In 2022, a group of logistics companies got together to address the lack of application programming interface standards among freight providers. Convoy, Uber Freight and J.B. Hunt formed the [Scheduling Standards Consortium](#) (SSC). The focus: to establish industry standards geared towards “simplifying scheduling, improving automation for businesses, and generating industry-wide efficiencies.”

A year later, that group has grown and, on October 9, members of the group’s leadership announced the publication of its technical standard for developing APIs for transportation management systems.

The standard is available on the open-source community GitHub and being made available to any entity within the freight and supply chain communities that wish to participate.

Read more in an [article from Supply Chain Management Review](#).