

CANADA Daily News and Updates October 20th 2023

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Ocean Updates

Unifor Serves the St. Lawrence Seaway Management Corporation with a 72-Hour Strike Notice

The St. Lawrence Seaway Management Corporation (SLSMC) was served with a 72-hour notice to strike by Unifor on October 18, for locals 4211, 4319, 4212, 4323 and 4320. The union intends to begin strike action as of 00:01 on Sunday, October 22.

As a result of Unifor's strike notification, SLSMC has started implementing its detailed plans for an orderly and safe shutdown of the system within the 72-hour notice period. Should the unionized workers proceed with strike action, the St. Lawrence Seaway will be closed to all traffic.

Read more in a [press release from SLSMC](#).

Statement by Minister of Labour Regarding Port Dispute Review

On October 19, Canada's Minister of Labour, Seamus O'Regan Jr., issued the following statement regarding the port dispute review under section 106 of the *Canada Labour Code*:

"Our Government believes in collective bargaining. We believe that the best deals are made at the table. It can be tough, messy work. But it's how the best deals are made. Disputes, including strikes and lockouts, are all part of that process. This past summer, however, Canadians experienced an economic disruption that no single dispute should be responsible for. Our ports are vital to our supply chains, and the scale of the disruption was a burden on the many businesses and workers that depend on them.

In August, I committed to initiating a process under section 106 of the *Canada Labour Code* to examine the structural issues underlying the recent longshoring dispute at our West Coast ports, as well as similar disputes that have occurred in ports across Canada.

Today I can confirm that Anthony Giles and Kevin Banks have been contracted to begin

the first part of this review process. Between now and December 31, 2023, they will be tasked with identifying the key questions that need to be answered and proposing the terms of reference for this review. In the New Year, we will update Canadians on the next steps in that process."

Read the [full statement](#).

PRPA to Begin Construction on \$750 Million Export Logistics Project

The Prince Rupert Port Authority (PRPA) is commencing construction on the Ridley Island Export Logistics Project (RIELP), a large-scale logistics project that will provide expanded capacity and capabilities for rail-to-container transloading of multiple export products at the Port of Prince Rupert.

The project will consist of a 108-acre greenfield development on Ridley Island that will commence operation in Q3 2026. Ray-Mont Logistics will develop and operate facilities that provide transloading service capacity for 400,000 TEUs for agricultural, forestry and plastic resin products.

The project will also include an expansion of the existing Ridley Island Road Rail Utility Corridor that will facilitate unit trains 10,000 feet in length with direct access to the site from the CN network. The transload facilities will be connected to Fairview Container Terminal by direct private road access, the 5-kilometre Fairview-Ridley Connector Corridor, ensuring all product movements will be within PRPA jurisdiction and fully avoid public infrastructure. The full electrification of transload facilities, optimization of rail and the minimal truck drayage cumulatively represent a significant step forward in decarbonizing Canada's export supply chains.

Read more in a [press release from PRPA](#).

Rail and Truck Updates

CP Notice to Customers of Vaughan Terminal

CP has issued a notice to the attention of drivers at Vaughan terminal, as follows:

If you are inspecting any empty containers within the terminal you are required to ensure that the doors are closed properly. Any driver found leaving containers with doors open will have consequences applied. This causes risk of injury to people on property as well as damage to that container and the containers adjacent to it.

Costs of Fuel Fraud Continue to Climb

Fuel fraud is on the rise and trucking companies are struggling to stay ahead of the growing problem.

“Fraud is one of those hidden costs that we don’t talk about often, but is still driving down profitability in the business,” said Hemant Banavar, vice-president of financial products with Motive.

In some cases, card skimmers will fuel up personal vehicles or make in-store purchases using stolen card information. But there’s another growing trend to worry about, dubbed “fraud-as-a-service,” in which stolen card data and personal information is sold on the dark web.

Other forms of theft include: card cloning (replicating fuel cards with skimmed data); promotional scams (fake offers for free fuel or other incentives in exchange for entering card information, which is then stolen); vendor theft (in which the vendor overcharges and takes a cut of the total purchase price); phishing (fake emails requesting personal information); employee fraud (filling up personal vehicles or adding items like cigarettes to fuel purchases using a fleet fuel card); siphoning fuel from company trucks; and side fueling (filling up a personal vehicle alongside the company truck on the company fuel card).

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