

CANADA Daily News and Updates October 24th 2023

Ocean Updates

- Business Groups Call on Ottawa to Intervene as St. Lawrence Seaway Strike Begins

Rail and Truck Updates

- Cargo Theft Trends Changing as Supply Chains Shift to Border Regions
- Atlantic Canada Carriers Buckle Down Against Challenges

Other Business

- Is Being 'Fully Digital' Enough for Forwarders, as 'Challenges Remain'?

Ocean Updates

Business Groups Call on Ottawa to Intervene as St. Lawrence Seaway Strike Begins

Business groups urged the federal government to intervene to avoid a lengthy labour dispute at the St. Lawrence Seaway amid concerns that a strike that began early Sunday could have a profound affect on their members.

The Canadian Federation of Independent Business said strike-related delays could result in lost sales and revenue at a time when small businesses are already dealing with other challenges like inflation and labour shortages.

Calls for federal intervention in the Seaway strike also came from the Canadian Chamber of Commerce. It notes the Seaway supports 66,000 jobs and is responsible for \$34 million in economic activity daily, so any stoppage will hurt the economy.

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

Rail and Truck Updates

Cargo Theft Trends Changing as Supply Chains Shift to Border Regions

Crimes against truckers in the United States, Mexico and Canada are on the rise, costing trucking and logistics industries up to \$1 billion annually.

Traditionally, cargo theft in the U.S. has been concentrated in places such as ports and facilities in California, Texas and Florida. In Canada, the majority of thefts usually occur in the Toronto region, while in Mexico trucks and logistics centers in the country's central states are often targeted.

With more manufacturers leaving Asia and moving facilities to Mexico, Canada or other locations near or along border regions to capitalize on shifting supply chains, trade experts say it could affect cargo thieves' patterns and methods.

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

Atlantic Canada Carriers Buckle Down Against Challenges

Carriers in the Atlantic provinces are not immune to headwinds from lower freight volumes and rates that are affecting the rest of the country, but are positive that they will ride out the current challenges.

Volumes are low and have dried up a little bit, especially south of the border, creating issues for companies that have been actively trying to recruit and retain drivers and now don't have loads for them, said Chris McKee, executive director of the Atlantic Provinces Trucking Association.

"Members are getting creative as to how they retain drivers during this period. They know things will eventually come back up," he said during the group's annual conference in Charlottetown, on October 19.

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

Other Business

Is Being 'Fully Digital' Enough for Forwarders, as 'Challenges Remain'?

Recent struggles at Flexport have brought into question whether full digitalization is enough for forwarding businesses to thrive.

Peter Sand, chief analyst at Xeneta, told *The Loadstar Podcast*: "You cannot build a successful business one way or another on a digital platform only – in my eyes.

"Challenges remain for digital freight forwarders. Those that failed to build a sustainable business case during the COVID heydays will find it more difficult to find their ground going forward, in a much-changed market."

Forto, a company offering digital forwarding solutions, said the main hindrance for digital platforms was being new to the market: "You have to prove yourself."

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