

CANADA Daily News and Updates October 27th 2023

Air Updates

- Halifax Stanfield Achieves Level 3 Airport Carbon Accreditation

Ocean Updates

- St. Lawrence Seaway Backlog Builds as Strike Continues
- Premier Doug Ford and Premier François Legault Call for Swift Resolution to St. Lawrence Seaway Strike
- New Weekly Direct Service Links Halifax with U.S. Gulf, Mexico and Central America

Rail and Truck Updates

- More Casualties Expected, with U.S. Trucking on a 'Road of Pain'
- Wireless Hacking Threat Lurks Around Trucks

Air Updates

Halifax Stanfield Achieves Level 3 Airport Carbon Accreditation

Halifax Stanfield has earned *Level 3 – Optimization* accreditation from the Airports Council International (ACI) Airport Carbon Accreditation program.

ACI's Airport Carbon Accreditation program is the only institutionally endorsed carbon management certification standard for airports. The program encourages airports to measure, manage and reduce carbon emissions.

Halifax Stanfield's carbon management journey began in 2017 when it achieved *Level 1 – Mapping*, which involved calculating annual carbon emissions related to the airport's operations. With the dedication and support of its management and staff, HIAA set a carbon reduction goal for the airport and progressed to *Level 2 – Reduction* in 2018.

Today, Halifax Stanfield stands at *Level 3 – Optimization*. To reach this level, airports must expand the scope of their carbon footprint to include emissions from things such as landing and take-off cycles and third-party ground service equipment. Additionally, airports must engage and support key airport stakeholders in decarbonizing their emissions sources.

Read more in a [press release from Halifax Stanfield International Airport](#).

Ocean Updates

St. Lawrence Seaway Backlog Builds as Strike Continues

Traffic on the St. Lawrence Seaway has been suspended since Saturday due to a strike on the Canadian side, and dozens of ships are stacked up waiting at anchor. In a statement Wednesday, the Chamber of Marine Commerce warned that the strike was costing the U.S. and Canadian economies up to \$70 million per day – and that only about 50 days remain before the waterway has to close for the winter.

The shutdown has affected a significant volume of traffic. According to longtime Seaway ship watcher Michael Folsom, 41 ships are currently at anchor on both ends of the Seaway, not counting vessels waiting at piers.

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

Premier Doug Ford and Premier François Legault Call for Swift Resolution to St. Lawrence Seaway Strike

On October 26, Ontario Premier Doug Ford and Quebec Premier François Legault released a joint statement in response to the St. Lawrence Seaway strike.

They said, "we need all sides to come to an agreement right away. If that doesn't happen, the federal government needs to use whatever tools it has available to support a resolution that is fair for workers and brings this strike to an end as quickly as possible.

"We cannot have a repeat of the B.C. port strike that occurred earlier this year. The economic stakes are too high, with tens of millions of dollars lost every day the seaway continues to be closed. The federal government has a responsibility to act urgently to protect and guarantee our supply chains, including the cross-border movement of essential goods across the Canada-U.S. border."

Read more in a [press release from the Government of Ontario](#).

New Weekly Direct Service Links Halifax with U.S. Gulf, Mexico and Central America

The Port of Halifax has a new weekly service that links Halifax with the ports of Houston (U.S.), Altamira (MX), Santo Tomas de Castilla (GT), Puerto Cortes (HN) and Kingston (JM). Halifax has been added to Zim's [Central America Gulf Express \(CGX\) Service](#) calling at the PSA Halifax Fairview Cove Terminal with four 1,100 TEU vessels in the rotation. The port call at Kingston (JM) relays cargo to Halifax from Zim's ZCP service from north China and Korea.

Rail and Truck Updates

More Casualties Expected, with U.S. Trucking on a 'Road of Pain'

The collapse of Yellow Freight, the third-largest operator on the U.S. less-than-truckload scene, hit headlines beyond the industry, but meanwhile devastation generally is playing out across the truckload sector.

Since last year, a rising number of truckers have gone out of business as demand shrank, costs surged and worsening overcapacity pushed rates down.

In recent weeks the downward trend has continued. According to a study by the U.S. Federal Reserve, freight activity and demand declined between late August and early October, which the authors attribute to excess capacity, weak exports and fewer energy product shipments.

The FTR Trucking Conditions Index slumped from a negative reading of -5.34 in July, to -12.54 in August, and the index noted that surges in diesel costs had hit small operators disproportionately, “as they are less likely to benefit from fuel surcharges.”

“As trucking rates continue to plummet, many trucking providers are operating at a loss to maintain revenue streams,” said Paul Brashier, VP drayage and intermodal at ITS Logistics. “While diesel prices continue to increase, more freight carriers are expected to exit the market.”

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

Wireless Hacking Threat Lurks Around Trucks

Criminals could take control of your tractor-trailer by exploiting just one vulnerability – whether they are looking to immobilize a vehicle to steal freight or block vital supply chain routes.

And one truck that was wirelessly hacked on October 24 showed that such threats are not limited to the movies.

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