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Air Updates

Flights Get Longer as Airlines Are Forced to Skirt War Zones

The Middle East has long been a global crossroads for air travel, with hundreds of aircraft bisecting the region every day on long-distance journeys connecting the U.S., Europe and Asia.

Plying those routes has become more challenging, with rising tensions forcing airlines to curtail services as a safety precaution. The war between Israel and Hamas, in a region already studded with hot zones, has added to the complications of flying between east and west.

That's after Russia's invasion of Ukraine already added hours to many journeys by shutting down vast airspace to many transnational operators – including the Great Circle routes through Siberia, a popular gateway between the continents.

Each extra hour of flight added \$7,227 to the variable cost of a typical widebody journey in 2021, based on Federal Aviation Administration estimates. Expenses such as fuel and labour have only increased since then, said John Gradek, an expert on aviation operations and lecturer at McGill University in Montreal.

Read more in an [article from the American Journal of Transportation](#).

Cargojet to Sell Off New B757 Freighters, Pause 767 Conversions

Cargojet, which operates a nationwide air cargo network in Canada for e-commerce express companies plus international services, is moving more aggressively to cap fleet growth and preserve strong cash flows in response to the continued slowdown in shipping demand.

The airfreight specialist has a surplus of Boeing 757 converted freighters and recently listed four of them for sale. The planes were recently converted and had their engines overhauled.

The move follows an earlier decision not to proceed with converting four 777-300 passenger jets.

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

Ocean Updates

Ocean Carriers Are Driving the Rates Race to the Bottom – 'They're All at It'

Carriers are themselves driving the rates 'race to the bottom' they warned would lead to a "dire situation" in 2024 – Maersk singled out as one of the worst offenders.

Announcing the group's third-quarter flop last week, the Danish carrier's CEO Vincent Clerc told investors that, without an uptick on the spot market in the final three months, the coming year would prove difficult for ocean shipping.

His comments, though, received sharp shrift from the wider supply chain, with Rhenus's head of ocean freight for the Americas, Stephanie Loomis, describing them as "comical."

She noted on social media: "I find it comical that Clerc is warning of a 'dire' situation if rate levels did not improve before the end of the year. These under-market Maersk offers keep 'showing up' in co-loaders' rate sheets, week after week.

But Maersk is not the only carrier behaving like this: sources claim "they are all at it."

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

Closing of the 2023 Navigation Season in Great Lakes St. Lawrence Seaway System

This notice provides the coming closing dates for the Great Lakes St. Lawrence Seaway System.

Read more in a [notice from the St. Lawrence Seaway Management Corporation](#).

'Cybersecurity Incident' Prompts Shutdown of DP World Australia Terminals

DP World, one of the largest terminal operators in Australia, reported Friday evening, November 10, that the company had suspended all port terminal operations due to what it is calling a "cybersecurity incident."

"Our teams are working diligently to contain the situation and determine the impact on our systems and data," DP World Australia said in a statement. The company reports that it is engaging with cybersecurity experts and notifying the relevant authorities while continuing to investigate the scope of the breach.

The work stoppage was reportedly launched for all shoreside operations at the company's terminals in Sydney, Melbourne, Brisbane and Fremantle after the breach was discovered during the day on Friday.

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

Port of Quebec Longshoremen Urge Ottawa to Pass Bill C-58

Longshoremen at the Port of Quebec, who have been locked out for 14 months, welcome the anti-scab bill tabled in Ottawa last week, and are urging that it be passed quickly.

The Canadian Union of Public Employees (CUPE), which represents longshoremen, hopes that the introduction of Bill C-58 means that its workers are the last to have to endure replacement workers passing through their picket lines.

Read more in an [article from Radio-Canada](#) (translated from French).

Canadian Business/Government

New Version of CFIA Directive D-98-08

On January 6, 2023, the Canadian Food Inspection Agency (CFIA) published directive [D-98-08 *Entry requirements for wood packaging material into Canada*](#), which included a new shipborne dunnage program that allows for the discharge of dunnage at designated terminals. The directive came into effect on November 6.

To coincide with the coming into effect date, the CFIA has revised the directive in order to provide clarity on ship reporting, contact points, and to provide tools for industry. The requirements specified in the shipment dunnage program remain the same; however, certain sections of the directive have been clarified.

The use of phytosanitary certificates (section 5) and the scope of the program in relation to marine containers (section 5.2) have been clarified. In addition, the notification process for ships entering Canadian waters with the intent to discharge dunnage has been improved by providing the coordinates of CFIA local offices and a ship notification template (section 5.2.1 and appendix 3). A flow chart summarizing how shipborne dunnage is managed in Canada has also been added (Appendix 9).

For more information regarding the application of this directive, consult a [local CFIA office](#).

Canadian Supply Chain Law Places Responsibility on Executives

A new Canadian supply chain law set to take effect on January 1, 2024, will place the responsibility on brands, retailers and importers to identify and prevent child and forced labour within their supplier networks.

The "[Fighting Against Forced Labour and Child Labour in Supply Chains Act](#)" is one of several new laws aimed at promoting a more ethical and sustainable global supply chain. The law applies to both domestic and international businesses that meet at least two of three thresholds: \$40 million in gross worldwide revenues, \$20 million in assets, or an average of 250 employees or more.