

# CANADA Daily News and Updates November 2nd 2023

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## Air Updates

### ICS2 Requirements Reminder: Air Canada Cargo

*Air Canada Cargo issued the following reminder this week.*

As of November 1, all shipments transiting or destined to the European Union (EU) must follow ICS2 requirements. Air Canada Cargo will be reporting cargo data to customs before the departure of the flight to comply with the pre-loading security and safety program.

Shipments that do not receive an EU "Assessment Complete" notification will be held at origin until the appropriate actions are taken, as indicated by the customs authorities.

To ensure your freight moves as booked, accurate data must be provided on master and house air waybills, as follows:

- Shipper name
- Shipper address
- Consignee name
- Consignee address
- Piece count
- Weight
- Flight information

- Goods description (“C/ Consolidation” for consolidations or most accurate goods description)

Additional mandatory requirements:

- Harmonized commodity code (HCC must be captured as H/ +6 digits on the master AWB and/or at the house air waybill level)
- Customers must ensure they have a valid HC code for EU customs reporting. [Additional information for valid codes can be found here](#)
- Consignee trader identification (EORI – Economic Operators Registration and Identification Number, if applicable)

## **Ocean Updates**

### **Seaway Traffic Reopening Plan Complete**

The St. Lawrence Seaway Management Corporation has completed its traffic reopening plan and is reverting to standard traffic management procedures applied by its Traffic Control Centres.

### **Panama Canal Plans to Cut Transits by 40% Due to Ongoing Drought**

The Panama Canal Authority released plans to drastically scale down transits at the canal phased in over the next three months as it reports water levels have continued to decline to unprecedented levels for this time of year. The current plan would see transits reduced by 43 percent by February 1, with large containerships, and LNG and LPG carriers, likely to be among the most impacted by the new round of cuts.

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

### **VGM Container Weight Misdeclaration 'Rampant at Most Ports', Say Forwarders**

Container carriers are dealing with widespread weight misdeclarations by shippers, refuelling long-standing ship safety hazard issues.

The modified Safety of Life at Sea (SOLAS) verified gross mass (VGM) rule was enforced in 2016 to address the problem of overweight containers, which typically causes vessel stability concerns and accidents at sea.

Sunil Vaswani, executive director of the Container Shipping Lines Association, voiced concerns and said the problem had “very serious consequences” for the industry.

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

## **Rail and Truck Updates**

### **Truckers Push U.S. FMCSA to Make Brokers Pay for Detention Time**

If drivers have to be federally regulated by hours-of-service rules, brokers should be required to pay drivers for time lost waiting to pick up freight because it ends up making roads less safe. That is the argument of a group of owner-operators and small trucking companies as the Federal Motor Carrier Safety Administration plans a new study on the effects of driver detention time on road safety and trucking operations.

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