

CANADA Daily News and Updates November 7th 2023

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Ocean Updates

Notice to Industry: Full Implementation of the Shipborne Dunnage Program

The CFIA published the ninth revision of [D-98-08: Entry requirements for wood packaging material into Canada](#) on January 6, 2023. The new version introduced requirements for a new shipborne dunnage program. A 10-month transition period was established to allow the industry to develop preventive control plans, identify and solve implementation issues, and obtain designation from the CFIA.

November 6 marked the end of the transition period and the beginning of the full implementation of the Canadian shipborne dunnage program. Marine vessels entering Canadian waters and intending to discharge shipborne dunnage must now notify the CFIA at least 96 hours in advance. In addition, shipborne dunnage can be discharged only at CFIA-designated terminals.

Details are provided in the [directive](#). Contact your [local CFIA office](#) for more information on the shipborne dunnage program.

Rail and Truck Updates

70% of Drivers in U.S. Violate Hours-of-Service Regulations Due to Lack of Parking: ATA

The American Trucking Associations (ATA) and its 50 affiliated organizations are calling on the governors of every state in the U.S. to put truck parking at the top of their infrastructure spending priorities.

In a press release, the ATA said the lack of parking spaces for truckers has been a long-standing concern of the industry, adding that it raises safety issues that affect all road users.

The association also cites a study by the U.S. Department of Transportation, which found that 98% of truck drivers regularly struggle to find a safe place to stop and rest, often forced to park at unsafe or outright illegal sites. That's 23% more than four years ago.

Even more worrisome, 70% of drivers have been forced to violate federal hours-of-service rules because of these all-too-common situations, the ATA said.

Read more in an [article from Transport Routier](#) (translated from French).

CN's Marching Orders to the Tune of a New Operating Model Seem Simple, but Perfecting the Steps Isn't

A little more than a year ago, CN was struggling with operational performance. Despite employing what was believed at the time to be a solid scheduled railroading plan, unexpected events or marketplace changes tended to disrupt operations.

Severe weather, a supply chain shift or a sudden demand swing sometimes caused some service metrics to erode.

But now, operations are much more fluid and consistent. So far in 2023, CN is performing better in every service metric even though the Class I encountered a cold and snowy winter, excessive summer heat, wildfires, a West Coast port strike in Canada and a soft North American economy.

Why? Because CN continues to carry out the following operational marching orders with a revamped and revitalized scheduled railroading model: Make the plan, run the plan and sell the plan. Those orders seem simple – and generally describe how any railroad carries out an operating plan – but the thinking behind them, the ongoing execution and the efforts to perfect the steps ahead are anything but.

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

CPKC Intermodal Network Update – Week of November 6

Service highlights this week

CPKC expects operating conditions to remain seasonal across its intermodal network this week.

Asset forecast this week

- Dry 53' equipment supply is tight at Vaughan. Supply is available at CPKC's other intermodal locations
- DRP 40' equipment supply is tight in Lachine, available at Vaughan
- Refrigerated and heated equipment is adequately supplied through the network

Operational performance

Click [here](#) to review CPKC key metrics for the week ending November 4.

Canadian Business/Government

Minister of Transport Announces New Client Identification Database for the Transportation of Dangerous Goods in Canada

Minister of Transport Pablo Rodriguez announced last week the launch of new registration requirements and a new Client Identification Database to reduce risks associated with dangerous goods.

These new requirements will give Transport Canada more current, accurate and complete information about persons or organizations who are involved in the transportation of dangerous goods.

Under these new regulations, which came into force on November 3, applicable persons or organizations must provide, in the new database, information regarding dangerous goods they are importing, offering for transport, handling or transporting. They must also provide information about sites where dangerous goods are being imported, offered for transport, handled or transported. This information must be updated annually.

After the Client Identification Database has been in place for one year, penalties may be imposed for non-compliance, up to and including criminal prosecution for extreme or repeated infractions.

Applicable persons and organizations working with dangerous goods can register on the Client Identification Database at <https://tc.canada.ca/en/dangerous-goods/client-identification-database-cid>.

Read more in a [Transport Canada press release](#).