

# CANADA Daily News and Updates March 1st 2024

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## Rail and Truck Updates

### CPKC Customer Advisory: 2024 Quebec Thaw Restrictions Update

The Quebec Ministry of Transport has updated the official dates for the 2024 load restriction period in the province of Quebec. CPKC is implementing its reduced weight requirements as outlined below.

**Last shipping date with regular payload weight:**

Traffic origin	Quebec Destination
Edmonton IMS	Thursday, February 29th
Minneapolis IMS	Thursday, February 29th
Vancouver IMS	Thursday, February 29th
Calgary IMS	Thursday, February 29th
Regina IMS	Thursday, February 29th
Winnipeg IMS	Thursday, February 29th
Schiller IMS	Thursday, February 29th
Vaughan IMS	N/A

**Maximum Payloads - allowable content weight:**

<b>Chassis</b>	<b>Container type</b>	<b>Destination Lachine (Pounds)</b>
Tridem	53' CPPU Refrigerated	46,500
Tridem	53' CPPU Heater	48,300
Tridem	53' CPPU Dry Van	50,500
Tridem	53' CPPU83 Series	48,100
Tridem	53' CDAU & Former EMHUs re-stenciled to CPPU	48,100
Tridem	40' Marine Dry	51,000

Overweight loads will be returned to the shipper at the payer of freight's expense. For domestic shipments where CPKC performs the drayage, weights must be reduced and evenly distributed in the unit in order to avoid possible charges and fines associated with the Quebec and New Brunswick spring thaw restrictions. The payer of freight retains responsibility for any such charges.

Visit the [Government of Quebec website](#) for a complete guide on spring thaw zones, dates, regulations and restrictions.

Overweight traffic delayed online, but shipped on or before the Last Shipping Date will be delivered by CPKC without the application of overweight charges.

***CPKC dray restrictions***

CPKC will not move any containers with a payload in excess of the Government of Quebec spring thaw weight restrictions on CPKC chassis (triaxles and tandems). On all overweight shipments, the payer of freight is responsible for securing its own dray vendor and chassis equipment to move overweight containers to and from CPKC's Lachine ramp.

Should the payer of freight request CPKC assistance to support the movement of an overweight load from the Lachine terminal, CPKC may arrange for use of a quad axle chassis. (Refer to [CPKC's Tariff 3](#) for all ancillary charges.) The overweight arrangements will be done after receiving written confirmation that the payer understands and accepts the charges. Only live offload deliveries will be permitted.

***Shipments moving to/from Lachine IMS, destined for Eastern Ontario***

Click [here](#) to refer to CPKC's Domestic Dray tariff 7551 for a complete list of Ontario cities serviced by Lachine IMS that are subject to spring thaw weight restrictions.

***Service plan (22, 25, 62, & 65)***

CPKC will not load any overweight containers on CPKC chassis (triaxles and tandems) as per the Government of Quebec spring thaw weight restrictions after CPKC's spring thaw start date of March 18. When booking a load as door-to-ramp or ramp-to-ramp, the payer of freight is responsible for securing its own dray vendor and chassis equipment at destination Lachine IMS ramp.

# Customs Regulatory

## CBSA Communique for Freight Forwarders

The CBSA issued the following communique to emphasize the importance to the freight forwarder community about their obligation for reporting pre-arrival house bill data for all consolidated cargo arriving in Canada.

### ***Definitions***

- *Freight Forwarder*  
A person who, on behalf of one or more owners, importers, shippers or consignees of goods, causes specified goods to be transported by one or more carriers.
- *Consolidation*  
A number of separate shipments grouped together by a consolidator or freight forwarder and shipped to an agent or a freight forwarder as one shipment under one bill of lading and reported to the CBSA on one cargo control document. A single shipment with the involvement of a freight forwarder, also known as a "back to back," is considered a consolidation.

Freight forwarders are required to adhere to the pre-arrival electronic house bill time frames depending on the mode of transportation.

### ***Transmission Time Frames***

For providing electronic house bill, and house bill close message data for import, and in-transit shipments

- Marine: 24 hours before loading, or arrival depending on type and loading origin of the goods
- Air: 4 hours prior to arrival, or before time of departure if the flight is less than 4 hours
- Rail: 2 hours prior to arrival
- Highway: 1 hour prior to arrival

For providing electronic supplementary cargo data for Freight Remaining on Board (FROB) shipments

- Marine: 24 hours before loading, or arrival depending on type and loading origin of the goods
- Air: 4 hours prior to arrival, or before time of departure if the flight is less than 4 hours
- Rail: n/a

- Highway: n/a

Electronic house bills are required for all consolidated import and most in-transit shipments. Supplementary cargo data is **only** acceptable for consolidated Freight Remaining on Board (FROB) shipments in the air and marine modes, and for the following consolidated in-transit exceptions:

- Consolidated cargo originating in the United States and transiting Canada to an offshore destination (U.S. – Canada – Offshore); or
- Consolidated cargo originating offshore and transiting through Canada to the United States (Offshore – Canada – U.S.), only when **all** of the shipments within the consolidation are transiting Canada under the marine or air carrier's cargo control number.

If a foreign freight forwarder has made arrangements to forward a shipment to Canada and a Canadian freight forwarder is the consignee on the marine carrier's ocean bill of lading for the consolidated shipment, the foreign freight forwarder is expected to submit electronic house bill data and house bill close messages to the CBSA within the above-referenced time frames. If the foreign freight forwarder is not the freight forwarder who will be transmitting the data, the foreign freight forwarder **must** provide house bill level data to the Canadian freight forwarder who is shown as the consignee on the consolidated master cargo document within a reasonable time to allow reporting within the required time frames. Late reporting of pre-arrival data is subject to administrative penalties issued to the reporting forwarder.

For more detailed information on policy for consolidated shipments, refer to [Memorandum D3-3-1, Freight forwarder pre-arrival and reporting requirements](#).

Questions regarding commercial or transportation policy should be directed to the eManifest helpdesk at [eManifest-Manifeste\\_electronique@cbsa-asfc.gc.ca](mailto:eManifest-Manifeste_electronique@cbsa-asfc.gc.ca).

Consult the [Administrative Monetary Penalty System](#) page on the CBSA website for further information about AMPS penalties.

Any technical questions related to the transmission of data to the CBSA, should be directed to [TCCU-USTCC@cbsa-asfc.gc.ca](mailto:TCCU-USTCC@cbsa-asfc.gc.ca) or call 1-888-957-7224.

For details on electronic house bill systems rules, refer to [Chapter 5 of the Electronic Commerce Client Requirements Document \(ECCRD\)](#). For details on new arrival system rules, refer to the modal chapters of the ECCRD.

## **International Business/Government**

### **World Economy Has Growing Chance of Nailing a Soft Landing, G20 Says**

The global economy has a growing chance of pulling off a soft landing, finance chiefs said in a draft of the G20's closing statement at this week's meeting in Brazil, citing faster-than-expected disinflation as one of the risks.

[As of February 27, the date of the article] the text wasn't final and wording was subject to intensive negotiations. The G20 gathering had already been marked by sharp divisions, especially over the wars in Ukraine and Gaza that are roiling global politics. The draft text refers to "conflicts in many regions of the world" among the challenges, without naming them, as well as "gloeconomic tensions."

The statement reflects a relatively upbeat view of a global economy that's struggled in recent years to overcome the impact of the pandemic, soaring inflation and a sharp increase in interest rates.

"Inflation has receded in most economies, thanks in large part to appropriate monetary policies, the easing of supply chain bottlenecks" and moderating commodity prices, the G20 draft said.

Read more in an [article from the Financial Post](#).

### **World Trade Talks Extend into Fifth Day as Deals Remain Elusive**

The World Trade Organization postponed its closing session last week until Friday afternoon as ministers struggled to bridge gaps on key measures governing food security, fishing subsidies and the global internet.

Officials were fine-tuning the texts of agreements on several issues, as well as trying to fix a crippled system to litigate trade disputes.

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