

CANADA Daily News and Updates July 2nd 2024

Air Updates

- WestJet Strike Over as Mechanics' Union and Airline Reach Tentative Agreement
- Tackling the Challenge of E-Waste in Air Cargo Operations

Ocean Updates

- Disruptions Grow at German Ports as Labour Talks Drag On
- U.S. FMC Orders Probe into Provider Practices as Chassis Trouble Flares Up Again

Rail and Truck Updates

- Canadian Rail Workers Keep Window Open for Strike
- CPKC–TCRC Collective Bargaining Update, June 28

Air Updates

WestJet Strike Over as Mechanics' Union and Airline Reach Tentative Agreement

WestJet says the strike that affected tens of thousands of travellers during the long weekend is over after an agreement with the Aircraft Mechanics Fraternal Association (AMFA) was made late on Sunday.

"The damage to Canadians and our airline is massive, a swift resolution was necessary," said WestJet president Diederik Pen in a statement.

"We will see no further labour action coming out of this dispute, as both parties agree to arbitrate the contract in the case of a failed ratification."

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

Tackling the Challenge of E-Waste in Air Cargo Operations

The airfreight industry is embracing the power of Internet of Things (IoT) devices, driven by the surge in e-commerce and the demand for real-time tracking of specialized cargo. Data loggers, temperature control devices and GPS trackers provide comprehensive visibility and instant updates, benefiting online retailers, consumers and producers of perishable goods and pharmaceuticals.

Through the adoption of IoT devices, the industry has made significant strides in transparency and efficiency, particularly in reducing losses of perishable and pharmaceutical goods.

The rapid proliferation of these devices presents a pressing environmental challenge, particularly during their end-of-life stage. In 2022, the world was burdened with a staggering 62 million tonnes of e-waste, a number that is projected to escalate to 82 million tonnes annually by 2030. IoT devices, classified as small IT and telecommunication equipment, contribute a significant 4.6 billion kg per year to this total (7.4%). Alarming, only a mere 22% of this e-waste is formally collected and recycled.

In response to this pressing issue, IATA has developed specific [guidance Towards Sustainable Management of IoT Cargo Devices](#) in collaboration with the Interactive Cargo Task Force. This document offers manufacturers and air cargo stakeholders detailed information on the proper end-of-life management for these devices. It also presents clear recommendations to encourage environmentally responsible practices within the industry.

Read more in IATA's [June 2024 Cargo Tracker](#).

Ocean Updates

Disruptions Grow at German Ports as Labour Talks Drag On

Germany's powerful union Ver.di is continuing to stage a series of "warning strikes" rolling across the main German commercial ports as the union says they are "still far apart" on contract negotiations.

The latest effort was on June 27, with both the day and night shifts stopping work at Wilhelmshaven.

Carriers are continuing to warn customers of potential impacts on their schedules as Ver.di says that there could be additional strikes before the next round of talks, which is not scheduled for nearly two weeks.

Maersk issued an update to customers saying that it was "reviewing vessel line ups and schedules, as well as potential impact of the strike action on vessel departures. We are looking into taking additional measures, such as diversions or move count restrictions in order to minimize the impact on onwards vessel schedules, and consequently, delays to our customers' cargo."

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

U.S. FMC Orders Probe into Provider Practices as Chassis Trouble Flares Up Again

The U.S. Federal Maritime Commission (FMC) has opened an investigation into the actions of the Ocean Carrier Equipment Management Association (OCEMA), following reports that the

organization and its members are not complying with a ruling on rights of shippers and truckers on choosing chassis to move containers.

In February, an FMC administrative law judge ruled that OCEMA's practice of requiring truckers to use specific intermodal chassis providers to move containers violates the U.S. Shipping Act and issued a cease-and-desist order to OCEMA and its members.

This was supposed to end a legal battle that had started in 2020 when the American Trucking Associations' (ATA) Intermodal Motor Carriers Conference filed a complaint accusing OCEMA and its members of having denied carriers and cargo owners the ability to choose their provider when leasing chassis.

The FMC has decided to investigate after receiving complaints of chassis providers violating the ruling in four markets since the February ruling.

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

Rail Updates

Canadian Rail Workers Keep Window Open for Strike

Represented workers from Canadian National and Canadian Pacific Kansas City Southern overwhelmingly voted in favour of going on strike unless they get a new labour deal, the union announced Saturday.

The result of the vote by more than 9,200 Canadian railroad workers does not mean a strike is imminent. It does, however, position members of the Teamsters Canada Rail Conference to conduct a work stoppage unless members receive a new contract to replace its previous deal that expired on December 31, 2023.

This is the second time the union has authorized a strike this year. Members previously approved a strike on May 1, which positioned the union to begin a work stoppage on May 22.

However, intervention by Seamus O'Regan, Canada's Minister of Labour, closed that strike window, as he requested the Canada Industrial Relations Board to investigate whether a work stoppage would impact Canadians' health and safety.

Read more in an [article from Supply Chain Dive](#).

CPKC–TCRC Collective Bargaining Update, June 28

CPKC issued the following update.

"We are still awaiting a decision from the Canada Industrial Relations Board (CIRB) regarding the Federal Minister of Labour's referral on the maintenance of activities during a strike or lockout.

We know our supply chain stakeholders want certainty regarding the expected timing of a CIRB decision and potential work stoppage; however, it remains unclear when the CIRB will issue a decision. Based on precedent, it is unlikely the parties will be in a position to initiate a legal strike or lockout before mid-July or later. In any event, a legal strike or lockout cannot occur unless a minimum of 72 hours' notice is provided under the *Canada Labour Code*.

CPKC has requested that the CIRB extend the cooling-off period for 30 days after the date on which the CIRB issues its decision. This would help provide stability and predictability regarding the timelines for a potential work stoppage and allow all stakeholders to plan for such an eventuality.

CPKC's offer to resolve the current labour dispute with the TCRC through binding interest arbitration in order to avoid a damaging and entirely unnecessary work stoppage remains on the table, as do CPKC's two collective agreement proposals."