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Air Updates

Alert to Shippers as Airfreight Capacity Becomes Scarce and Rates Increase

As air cargo's peak season approaches, shippers are faced with limited capacity, allowing forwarders to up their sell rates on major trades.

The Loadstar previously reported how airlines were [bracing for a busy Q3](#), as the steady drum of ecommerce traffic beats alongside the extra capacity taken up by modal switch to avoid the Red Sea and the usual pre-holiday volumes.

And market analytics platform Xeneta noted that, as the north-east Asia-to-Europe trade heats up, freight forwarder air cargo sell rates have hit their highest level in nearly a year-and-a-half. According to Xeneta, newly contracted long-term general cargo sell rates have reached \$4.42 per kg, up 30% on the same period last year.

“Peak season surcharges introduced in May and June have now been removed, but the increasing base rates were clearly enough to elevate the market,” said the analytics platform.

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

Ocean Updates

Drewry Analysis Reveals Significant Shifts in Terminal Operator Rankings

The latest edition of Drewry's Global Container Terminal Operators Annual Review and Forecast has highlighted significant changes in the composition of global terminal operators (GTOs), despite the total number of GTOs remaining constant at 21 in 2023.

New entrants Adani, AD Ports Group and Hapag-Lloyd have reshaped rankings, while the acquisitions of SAAM Ports and Bolloré have led to their removal from the rankings.

The top seven GTOs now handle over 40% of global port throughput on an equity-adjusted basis, with each reporting over 40 million TEUs in 2023. Despite smaller GTOs' expansion efforts, a significant 30 million TEU gap persists between the leading operators and the rest, according to Drewry.

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

Rail and Truck Updates

CN-TCRC Negotiations Update, Intermodal Shipping Embargo Schedule

CN is taking steps to protect its network and customer cargo following the Canada Industrial Relations Board (CIRB) decision on August 9 that none of the services provided by the railways are essential by law. CN is planning for the earliest possible date of a work stoppage, which is now August 22 at 00:01 ET.

Given the time required to carry out a safe and orderly shutdown of its network and to comply with regulatory requirements of transporting certain commodities, CN is implementing an embargo on specific intermodal shipments. This is in addition to the embargoes on rail security-sensitive materials (RSSM), poison inhalation hazard (PIH) – toxic inhalation hazard (TIH) and time-sensitive commodities issued on August 12.

CN is embargoing all temperature-controlled intermodal traffic and hazmat traffic across its network, effective August 15. Exact timing is dependent on origin and destination.

It is embargoing all intermodal traffic destined to all points in Canada from U.S. origins or U.S. interchange, effective August 16 at 00:01 ET.

The embargo schedule is available at www.cn.ca/TCRCinfo. Intermodal (domestic and international) origin/destination timing can be found [here](#).

All U.S.-to-U.S. intermodal shipments will continue to move per normal operations.

This plan is designed to protect supply chains by ensuring the safe staging of commodities and to allow for a rapid and efficient resumption of operations once the threat of an unpredictable disruption has ended.

If a settlement is reached or an arbitration process is established, CN will remove embargoes and resume normal operations.

Refer to cn.ca/TCRCinfo for information and the latest updates.

CPKC Intermodal Shipment Management During Potential TCRC Work Stoppage in Canada

Effective 00:01 local time today, Thursday, August 15, in preparation for a potential work stoppage on August 22, CPKC will not accept any loaded intermodal shipments classified as dangerous goods. This applies at all intermodal facilities for both domestic and international shipments destined to, or originating from, terminals and ports located in Canada.

During a potential work stoppage, which could begin at 00:01 on August 22, intermodal terminal gates in Canada will remain open, in so far as practicable and so long as capacity permits.

Outbound shipments from an intermodal terminal in Canada

Customers will be able to ingate containers until terminals have reached their capacity. Once ingated at any origin, shipments will not be available for release to customers.

CPKC will communicate to customers via Fastpass notifications when terminals are nearing capacity to avoid drivers being turned away at the gate. To subscribe to Fastpass notifications, follow this [link](#).

Private perishable protective service (PPS) equipment and international reefers are excluded and will not be allowed in the terminals should a work stoppage commence. To understand existing cut-offs for PPS equipment, contact your CPKC account manager.

Inbound shipments to an intermodal terminal in Canada

No change to the existing process is currently planned. If a container has arrived at its destination terminal, customers may request delivery or pick up containers from the terminal.

For shipments that originate in Mexico or the United States and have not reached their Canadian destination in advance of a work stoppage, shipments will not be available for release to customers; they will be held in terminal until furtherance to destination can occur.

CPKC will not be providing over-the-road train service in Canada during a work stoppage.

TT Warns Container Seals Are Being Ignored to the Detriment of Cargo Security

Despite the existence of a wide range of security seal types, from basic plastic clips through to the frequently used bolt seals, and now sophisticated digital options, many in the supply chain are ignoring their benefits in maintaining cargo integrity and promptly identifying theft.

Thieves have devised complex strategies, as well as traditional bolt cutters, to access a container's cargo undetected. These include recruiting insiders and manipulating seal numbers, either manually or using 3D printing, so almost-identical seals can be affixed once the cargo is stolen.

"Whatever sealing regime is employed, its effectiveness crucially depends on how the process is managed," emphasizes TT's Logistics Risk Manager, Josh Finch. "It is important

for supply chain managers to be aware of the limitations of the various seal designs but also appreciate that, whatever seal type is employed, their efficacy hinges on whether the information from the seal is accurately checked. A security culture must pervade operations at both loading and unloading points, as well as other key handling locations.”

Often personnel at the receiving warehouse view the seal as a nuisance, something that needs to be cut from the doors prior to them opening the container and unpacking it. However, identifying any tampering with the seal can be vital insofar as liability is concerned, helping to pinpoint exactly how the theft occurred, who was involved and where goods were damaged or stolen.

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