

CANADA Daily News and Updates October 18th 2024

Air Updates

- Changes to the IATA Air Dangerous Goods Regulations for 2025
- Incendiary Device Revealed to Have Been Found in UK Parcel Network in July

Ocean Updates

- Drewry Predicts Freight Rates Will Stay High Next Year, with No Respite for Shippers

Air Updates

Changes to the IATA Air Dangerous Goods Regulations for 2025

There are specific changes to the Canadian State Variations that members should be aware of, specifically to CAG-09 on the requirement of a 24-hour number on the shipper's declaration now being found in CAG-11. As well, there are additions to the shipping of radioactive materials.

See [IATA: Significant Changes and Amendments in the 66th edition \(2025\)](#).

Incendiary Device Revealed to Have Been Found in UK Parcel Network in July

It has been revealed that a shipment containing an incendiary device found its way into DHL's UK parcel network and caught fire in July, with the incident under investigation by the country's counter-terrorism police.

[The Guardian reported](#) that the device had been transported by aircraft into the UK and later caught fire at a DHL warehouse in Birmingham.

The incident occurred in July but only came to light on October 17 following an investigation published by the news services.

At this stage, it is not known whether the package was transported on a freighter or a passenger aircraft, or what its final destination would have been.

A similar incident occurred in Germany earlier this year with the package igniting in Leipzig.

The head of Germany's domestic intelligence service, Thomas Haldenwang, said the shipment had been delayed and would otherwise have been on an aircraft when it caught fire and would have resulted in a crash.

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

Ocean Updates

Drewry Predicts Freight Rates Will Stay High Next Year, with No Respite for Shippers

Some 3 million TEU of new tonnage arriving next year will most likely be “more than offset” by further market disruption, ensuring no respite for embattled shippers, according to Drewry.

As the prospect of more U.S. east coast port strikes remains uncertain, the maritime consultancy drew up scenarios with a strike in January and without one, and found that in both models, freight rates would continue to rise.

Port strikes “will have significant inflationary impact on spot rates, not just on the U.S. connected trade, but also by contagion on the other trades,” said Drewry’s Philip Damas.

“If there is no port strike, some spot rates will decline, but overall we believe there will be sufficient other factors, such as the increased emission trading system carbon taxes, which will increase by 75% from January.”

He added: “So it’s a bit of a return to increases in rates at a slow rate. Now, I should stress that global freight rates increased by 87% between pre-pandemic 2019 and this year, up 87% on average.

“Even if the Suez Canal reopens, we do not expect container freight rates will go back to pre-pandemic levels.”

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