

# CANADA Daily News and Updates November 4th 2024

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## Ocean Updates

**SOLAS 1974 turns 50: this landmark treaty is the backbone of global maritime safety.**

The International Convention for the Safety of Life at Sea (SOLAS) was adopted November 1974 and entered into force May 1980. The SOLAS Convention in its successive forms is generally regarded as the most important of all international treaties concerning the safety of merchant ships. The first version was adopted in 1914, in response to the Titanic disaster, the second in 1929, the third in 1948, and the fourth in 1960. The 1974 version includes the tacit acceptance procedure - which provides that an amendment shall enter into force on a specified date unless, before that date, objections to the amendment are received from an agreed number of Parties.

As a result the 1974 Convention has been updated and amended on numerous occasions. The Convention in force today is sometimes referred to as SOLAS, 1974, as amended.

Read more about the Convention [here](#).

## Rail Updates

## **CPKC Customer Advisory**

CPKC issued a customer advisory Friday November 1 following the International Longshore and Warehouse Union Canada (ILWU) announcement of a 72-hour strike notice at 08:00 PST Friday, November 01, 2024 to commence 08:00 PST on Monday, November 4.

At this time of the advisory, CPKC did not anticipate any significant service interruptions to result from this work stoppage, and as such, CPKC had not initiated embargoes related to a potential service interruption. The railway will closely monitor developments to evaluate any impact to shipments on CPKC's network and provide updates as necessary.

## **Canadian Business/Government**

### **Beginning Monday November 4: ILWU Local 514 strike action, BCMEA Lockout Coastwide**

In response to ILWU Local 514's second strike notice set to commence on Monday, November 4 at or about 08:00 am PT, and in anticipation of escalating and unpredictable strike action, the BCMEA announced it has made a decision to take defensive action in the form of a coastwide lockout.

BCMEA's statement said:

ILWU Local 514's strike action will have repercussions across B.C.'s waterfront operations, and strike activity can easily escalate, including a complete withdrawal of labour without notice. Accordingly, to facilitate a safe and orderly wind-down of operations, the BCMEA has issued formal notice of its intention to defensively lock out all ILWU Local 514 members on Monday, November 4 at or around 08:00 am PT. Should it be required, this coastwide lockout will shut down all cargo operations of BCMEA Member companies across the province. It will not affect longshoring operations on grain vessels or cruise operations.

In the interest of all Canadians, the industry is prepared to rescind lockout notice if ILWU Local 514 chooses to withdraw its strike notice.

### **Port of Montreal Labour Update: MEA to proceed with suspension of salary guarantee as of November 5 for all longshore workers not working**

The Maritime Employers Association (MEA) announced Saturday it will have no other choice than to proceed with the suspension of the salary guarantee as of November 5 at 7:00 a.m. for all longshore workers not working, with the exception of bulk sector and essential services. This is a mitigation measure to reduce the cumulative financial impact of repeated strikes and lower volumes at the Port of Montréal.

Last week, the MEA said it proposed entering into a period of accelerated negotiations with the Union, without preconditions, with the support of a special mediator appointed by the federal Minister of Labour, in order to reach a new collective agreement. Unfortunately, said the MEA, the Union rejected this proposal.

Instead, the Port of Montréal Longshoremen's Union, CUPE Local 375, decided to call an unlimited strike on October 31 that directly blocks two TerMont terminals and the handling of 40% of containers delivered to the port. This regrettable decision, which is in addition to the refusal to work overtime since October 10, has a major impact on most operations at the Port of Montréal. Union actions caused a move in cargo to other destinations.

As a result, after thoroughly analyzing the financial situation, the MEA, informed the Union that it will suspend the salary guarantee mainly for longshore workers assigned to container transshipment who are not at work, as of Tuesday, November 5.

Currently, Port of Montréal longshore workers who are on call but who are not working due to insufficient volume receive their full salary each week. This specific provision, unique to Montréal longshore workers, is expected to cost approximately \$15 million in 2024.

**The** MEA said it remains willing to continue negotiations with the Union, with the support of a mediator appointed by the Minister of Labour.

You can also follow all developments on MEA's [Negotiation Updates webpage](#).