

# CANADA Daily News and Updates January 16th 2025

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## Air Updates

### Freightos Warns of E-Commerce Air-to-Ocean Shift

There are signs that some e-commerce volumes to the U.S. are shifting from air cargo to seafreight and the potential introduction of stricter de minimis rules could speed up the rate of change.

This was the verdict of Freightos' 'Global Freight Outlook' webinar last week, which looked at how action by the incoming Trump presidency may affect e-commerce airfreight, including de minimis exemptions that currently mean shipments worth less than \$800 are excluded from customs tariffs and reporting and filing customs requirements.

During the webinar, Judah Levine, Freightos' head of research, said there are already signs that some Chinese exporters and U.S. e-commerce importers or sellers are starting to build up inventories via ocean freight in anticipation of stricter rules.

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

## Ocean Updates

### Shippers Claim Major Box Lines 'Acted Together' to Profit from the Pandemic

Global container lines may be facing fines, and compensation payments of more than US\$75 million, after the filing of two claims at the U.S. Federal Maritime Commission (FMC).

The first, lodged by shipper Euromarket Designs, claims Apex Maritime, China United, CMA CGM, Cosco, Evergreen, HMM, Maersk, MSC, ONE and Wan Hai used “coordinated and/or parallel activity” to keep rates high during the pandemic.

And, hot on its heels, shipper NBG Home has lodged a similar complaint against Evergreen, Italia Marittima, ONE, OOCL and Yang Ming, claiming the same behaviour.

NBG's filing says: “Ocean freight industry experts noted that, during the pandemic, respondents and other ocean carriers engaged in concerted, coordinated and/or parallel activity to restrict capacity in order to avoid taking volume from one another and to keep prices high.” Both filings allege these parallel operations included “assessing increasing premium prices and surcharges” and not meeting contracted minimum quantity commitments, forcing customers onto “the much more lucrative spot market (in which they themselves were participating)”. The shippers also claim the carriers “simultaneously cancelled scheduled voyages under the guise of demand uncertainty”.

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

### IMB: Piracy Declined in 2024, But Seafarer Hostage-Taking is on the Rise

Piracy at sea is less common than it used to be, according to the ICC's International Maritime Bureau, but the risk to crewmembers remains high – particularly in hotspot regions like the Singapore Strait.

In 2024, piracy levels remained about the same as in 2023 and 2022, holding steady at about 116 incidents. Out of these run-ins, 94 attacks resulted in a boarding, six ships were hijacked and three were fired upon by pirates. Thirteen unsuccessful attempted attacks were reported.

Kidnapping remains lower than it was in the years of peak pirate activity off Somalia and Nigeria. Twelve crewmembers were kidnapped last year (all in the Gulf of Guinea), a rate that was about the same as in 2023.

However, hostage situations are on the rise. In 2024, a total of 126 seafarers were held hostage, nearly three times the number reported in 2022. Another 12 crewmembers were threatened last year, and one was injured in an attack.

These cases reflect a resurgence of activity in the Singapore Straits, a hotspot with a centuries-long history of piracy.

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

## International Business/Government

### Global Risks Report: Conflict, Environment and Disinformation Top Global Threats in 2025

The 20th edition of the World Economic Forum's Global Risks Report, released on January 15, reveals an increasingly fractured global landscape, where escalating geopolitical, environmental, societal and technological challenges threaten stability and progress. While economic risks have

less immediate prominence in this year's survey results, they remain a concern, interconnected with societal and geopolitical tensions.

State-based armed conflict is identified as the most pressing immediate global risk for 2025, with nearly one-quarter of respondents ranking it as the most severe concern for the year ahead.

Misinformation and disinformation remain top short-term risks for the second consecutive year, underlining their persistent threat to societal cohesion and governance by eroding trust and exacerbating divisions within and between nations. Other leading short-term risks include extreme weather events, societal polarization, cyber-espionage and warfare.

Environmental risks dominate the longer-term outlook, with extreme weather events, biodiversity loss and ecosystem collapse, critical change to Earth systems and natural resources shortages leading the 10-year risk rankings. The fifth environmental risk in the top 10 is pollution, which is also perceived as a leading risk in the short term. Its sixth-place ranking in the short term reflects a growing recognition of the serious health and ecosystem impacts of a wide range of pollutants across air, water and land. Overall, extreme weather events were identified prominently as immediate, short-term and long-term risks.

The long-term landscape is also clouded by technological risks related to misinformation, disinformation and adverse outcomes of AI technologies.

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

### **Ocean Access for Landlocked Central Asian Countries in Iranian Rail Corridor Plan**

Iran is planning to build 3,200 kilometres of new rail tracks in order to form nine corridors across the country. In total, the corridors will have a length of approximately 17,000 kilometres. Central Asian countries could get a direct route to the Indian Ocean.

Tehran is aiming at a quick completion of the project to boost its capacity up to 60 million tonnes per year. The country says it will need three to seven years to put the needed infrastructure in place.

Notably, Iran wants to build a rail corridor along its eastern border, close to Pakistan and Afghanistan. That line could give the famously landlocked Central Asian countries access to the Indian Ocean – and earn Iran more transit revenue. A big part of this line is already in place.

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