

CANADA Daily News and Updates January 6th 2025

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Ocean Updates

Fire Damages Vancouver Port Coal Terminal

No injuries were reported after a machinery fire damaged a marine coal terminal at the Port of Vancouver on Friday.

Video posted on social media showed thick black smoke billowing from the blaze at Westshore Terminals. The fire was extinguished by local first responders, the Vancouver Fraser Port Authority said in a statement. Operations at the terminal and at the neighbouring facility operated by GCT Deltaport were temporarily shut down.

Delta Fire & Emergency Services in a posting to X said the fire was limited to a conveyor belt and is not considered suspicious.

There was no immediate word on when operations would resume.

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

Yang Ming Eyes Higher Contract Rates, with a 'Focus on the Transpacific'

Yang Ming management expects oversupply concerns to ease this year as detours round the Cape of Good Hope continue.

The gap between container shipping supply and demand was 8% in 2024, and is expected to narrow to 4% in 2025, added the carrier.

CCO Kevin Lee added that, with freight rates being higher year on year and with high port handling costs, Yang Ming is optimistic about negotiating higher contract shipping rates this year.

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

CMA CGM Delays U.S. East Coast Container Surcharge

Ocean container carrier CMA CGM is delaying a key U.S. surcharge, instead pairing implementation of two related surcharges later this month.

On December 30, the French liner operator postponed from January 1 to January 15 a peak-season surcharge of \$1,500 per unit on cargo moving from the Indian subcontinent, Middle East Gulf region, Red Sea and Egypt to the U.S. East and Gulf coasts.

While peak season surcharges aren't unusual, the postponement follows a report that negotiations between the International Longshoremen's Association (ILA) and United States Maritime Alliance (USMX) on a new pact are expected to resume shortly.

At the same time, CMA CGM said that, effective January 18, it would apply a peak season surcharge on containers moving from the Mediterranean to the U.S. East and Gulf Coast ports.

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

International Business/Government

Mexico Restricts Duty-Free Apparel Imports

Mexican President Claudia Sheinbaum's actions to crack down on duty-free apparel imports last month have left some U.S. e-commerce apparel retailers in a lurch, according to logistics experts.

The moves, which were signed into effect by a December 19 presidential decree, include applying additional 15% or 35% tariffs on certain apparel categories. Many apparel goods are also excluded from qualifying for the country's IMMEX program, which allows for duty-free imports of intermediary goods.

The news created a "nightmare scenario" for 3PLs that service cross-border shipments from Mexico, Flexport CEO Ryan Petersen said in a series of posts on X. As many apparel brands seek out new logistics solutions, their fulfillment providers are now "scrambling to get the government to not destroy their business."

"Those tariffs are so much that there's no point in going through Mexico anymore," said ShipHero Founder & CEO Aaron Rubin. "It pays to use either a Canadian 3PL which still has the ability to do 321 and pay no tariffs, or just a U.S. 3PL and just pay the U.S. tariffs – you'll still get faster shipment than going through Mexico."

Mexico's top officials justified the actions as a way to protect the country's apparel manufacturing industry, saying the crackdown comes as a result of companies abusing existing trade rules.

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