

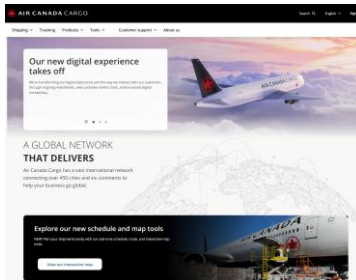


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North  
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## CANADA

### Air Canada Cargo Launches New Website with Improved Functionalities for Customers



Source: Air Canada

Air Canada Cargo on May 8, 2023 unveiled its revamped website at [aircanadacargo.com](http://aircanadacargo.com), with new tools that will improve the customer experience and an updated design to better reflect the Air Canada Cargo brand. "Air Canada Cargo has been undergoing a huge technological push in recent years and the new website is the latest major advancement in how we are constantly working to improve our offering to our valued customers. Featuring a more intuitive interface, improved functionalities and tools, the website now provides convenient and relevant tools for our customers, ensuring their experience is efficient and provides the value they have come to expect from us," said Matthieu Casey, Managing Director, Commercial, at Air Canada Cargo. Air Canada Cargo's global schedule comprising its freighter aircraft, the belly capacity of Air Canada's passenger fleet and trucking services now conveniently allows users to filter and search with multiple metrics and output in various formats. Our customers always have the most current information possible and tailored to their needs. The new website also now features an interactive map tool, showing all destinations served by Air Canada Cargo, allowing customers to see where new stations are added as the

Transportation's Top Stories

## Air Transport Updates

network continues to grow as more freighters are brought online. The new tools added to the website include an online Air Canada Cargo account application feature, and customers can also now easily track their shipments. This is the initial phase of the website's modernization, with more updates to be rolled out over the course of the year.

*Air Canada Cargo Launches New Website with Improved Functionalities for Customers, May 8, 2023, [www.aircanada.ca](http://www.aircanada.ca)*

### Air Canada Reports First Quarter 2023 Financial Results



Source: Air Canada

Air Canada on May 12, 2023 reported its first quarter 2023 financial results. "Air Canada's impressive first quarter performance reflects the strength of our brand, the very strong demand environment across all passenger revenues more than doubled and hit a first quarter record of close to \$4.1 billion, supported by our diversified network and our strong international franchise. Adjusted EBITDA surged by \$554 million to \$411 million, and our adjusted CASM fell nearly seven per cent from a year ago," said Michael Rousseau, President and Chief Executive Officer of Air Canada. The highlights of the first quarter of 2023 were as follows: 1. Record first quarter passenger revenues of

\$4.088 billion, more than double the first quarter of 2022, on a 53 per cent increase in operated capacity; 2. Record first quarter operating revenues of \$4.887 billion, 90 per cent higher than first quarter 2022 and about 10 per cent higher than first quarter 2019; 3. Operating loss of \$17 million, improved from an operating loss of \$550 million in the first quarter of 2022; 4. Adjusted EBITDA of \$411 million with adjusted EBITDA margin of 8.4 per cent; 5. Cash flows from operations of \$1.437 billion; 6. Total liquidity of over \$10.5 billion at March 31, 2023. The President said "Our first quarter financial results exceeded both internal and external expectations and we expect demand to persist, supported by strong advance bookings for the remainder of the year. For this reason, as well as lower-than-expected fuel costs, we increased our 2023 adjusted EBITDA guidance last week. I thank all employees for their continued focus on improving all aspects of our company through effective and positive teamwork, and our customers for their loyalty."

*Air Canada Reports First Quarter 2023 Financial Results, May 12, 2023, [www.aircanada.ca](http://www.aircanada.ca)*

### **WestJet solidifies role as Winnipeg's leading airline with announcement of direct service to Atlanta**

WestJet on May 11, 2023 celebrated the announcement of its nonstop transborder service between Winnipeg and Atlanta. The new route will commence on September 6, 2023, operating five times weekly, on a year-round basis. The new route which will unlock direct connectivity between Manitoba to the southeast United States and beyond while furthering the airline's commitment to boosting economic growth by significantly strengthening the province's air access. WestJet's latest addition to its Winnipeg service was celebrated May 11, 2023 at a special event held at Price Industries, with notable guests and partners from across the province including the Honourable Heather Stefanson, Premier of Manitoba; Nick Hays, President and CEO, Winnipeg Airports Authority; Scott Gillingham, Mayor of Winnipeg; and Dayna Spiring, President and CEO of Economic Development Winnipeg.

*WestJet solidifies role as Winnipeg's leading airline with announcement of direct service to Atlanta, May 11, 2023, [www.westjet.ca](http://www.westjet.ca)*

### **Porter adds Vancouver as first Western Canada non-stop route from Ottawa**

Porter Airlines is adding the West Coast to its growing list of non-stop routes from the nation's capital with new service between Ottawa International Airport (YOW) and Vancouver International Airport (YVR). The addition of the Ottawa-Vancouver route provides another way to

travel between Porter's extensive regional Eastern Canada network and British Columbia. The new route begins on July 26, with one daily roundtrip flight operated with the state-of-the-art 132-seat Embraer E195-E2 aircraft.

*Porter adds Vancouver as first Western Canada non-stop route from Ottawa, May 9, 2023, [www.flyporter.ca](http://www.flyporter.ca)*

## **US/WORLD**

### **Statement on The End Of COVID As An International Public Health Emergency**



Source: IATA

The International Air Transport Association (IATA) responded to a statement from the Director General of the World Health Organization at the conclusion of the 15th meeting of the International Health Regulations, in which he declared that COVID was no longer a public health emergency of international concern (PHEIC). "It is good news that the WHO has formally recognized that COVID no longer represents a public health emergency of international concern. Recent decisions, for example by the Chinese and US governments to relax the last remaining COVID restrictions on travel, are evidence that the world is doing its best to get back to normal. But it is important that we never forget what a terrible disaster the pandemic has been. Most of all it was a tragedy for families that lost loved ones, but it has also been an economic and social disaster on a scale and with consequences that still remain to be properly understood. That is why it is so important to learn the lessons of this pandemic to make sure that we are better prepared to manage future health emergencies with much less destruction of lives and livelihoods.

*Statement On The End Of COVID As An International Public Health Emergency, May 5, 2023, [www.iata.org](http://www.iata.org)*

## ✈️ DOT to Propose Requirements for Airlines to Cover Expenses and Compensate Stranded Passengers

The U.S. Department of Transportation (DOT) on May 8, 2023 announced plans to launch a new rulemaking that is aimed at requiring airlines to provide compensation and cover expenses for amenities such as meals, hotels, and rebooking when airlines are responsible for stranding passengers. After a two-year DOT push to improve the passenger experience, the ten largest airlines guarantee meals and free rebooking on the same airline and nine guarantee hotel accommodations as part of the Department's Airline Customer Service Dashboard. DOT expanded the dashboard today at [FlightRights.Gov](https://www.flightrights.gov) to highlight which airlines currently offer cash compensation, provide travel credits or vouchers, or award frequent flyer miles when they cause flight delays or cancellations. DOT's planned rulemaking would make passenger compensation and amenities mandatory so that travelers are taken care of when airlines cause flight disruptions.

*DOT to Propose Requirements for Airlines to Cover Expenses and Compensate Stranded Passengers, May 8, 2023, [www.dot.gov](https://www.dot.gov)*

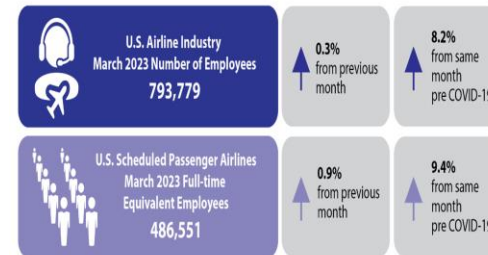
## ✈️ US Proposed Passenger Compensation Rule Will Raise Costs but Not Solve Delays



Source: IATA

The International Air Transport Association (IATA) criticized the decision by the US Department of Transportation (DOT) and the Biden Administration to raise the cost of air travel by mandating airlines provide financial compensation to travelers for flight delays and cancellations, in addition to their current care offerings. According to yesterday's announcement, the rule will be issued later this year. DOT's Cancellation and Delay Scoreboard shows that the 10 largest US carriers already offer meals or cash vouchers to customers during extended delays, while nine of them also offer complimentary hotel accommodations for passengers affected by an overnight cancellation. *US Proposed Passenger Compensation Rule Will Raise Costs but Not Solve Delays, May 9, 2023, [www.iata.org](https://www.iata.org)*

## ✈️ U.S. Cargo and Passenger Airlines Added 2,544 Jobs in March 2023; Employment Remains 8.2% Above Pre-Pandemic March 2019



Source: BTS

U.S. airline industry (passenger and cargo airlines combined) employment increased to 793,779 workers in March 2023, 2,544 (0.32%) more workers than in February 2023 (791,235) and 59,895 (8.16%) more than in pre-pandemic March 2019 (733,884). U.S. scheduled-service passenger airlines employed 512,927 workers in March 2023 or 65% of the industry-wide total. Passenger airlines added 4,477 employees in March 2023 for a twenty-third consecutive month of job growth dating back to May 2021. United led scheduled passenger carriers, adding 1,289 employees; Southwest added 977, and Delta added 954. U.S. cargo airlines employed 276,072 workers in March 2023, 35% of the industry total. Cargo carriers lost 1,927 employees in March. FedEx, the leading air cargo employer, decreased employment by 1,861 jobs.

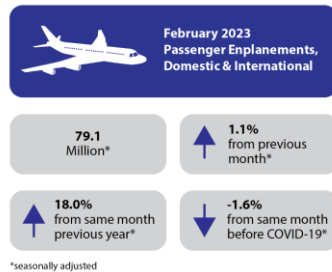
*U.S. Cargo and Passenger Airlines Added 2,544 Jobs in March 2023; Employment Remains 8.2% Above Pre-Pandemic March 2019, May 10, 2023, [www.bts.gov](https://www.bts.gov)*

## ✈️ WorldACD Weekly Air Cargo Trends (week 18)

Global tonnages have dropped sharply in the first week of May 2023, due to the May 1st public holiday in most countries of the world, after a more or less stable picture in last week's report, according to the latest weekly figures from WorldACD Market Data, with rates only slightly impacted. Figures for week 18 (1 to 7 May) show a drop of -10% in tonnages and a decrease of -2% in average global air cargo prices, week on week – based on the more than 400,000 weekly transactions covered by WorldACD's data. Comparing weeks 17 and 18 with the preceding two weeks (2Wo2W), overall tonnages decreased by -4% versus their combined total in weeks 15 and 16, and average worldwide rates remained stable, with flat capacity. At a regional level, almost all origin regions showed a downward trend in tonnages, with Asia Pacific, Europe, and Central & South America being impacted by the May 1st holiday.

*WorldACD Weekly Air Cargo Trends (week 18), May 12, 2023, [www.ajot.com](http://www.ajot.com)*

## ✈️ February 2023 U.S. Airline Traffic Data



Source: BTS

U.S. airlines carried 64.6 million (unadjusted for seasonality) systemwide (domestic and international) scheduled service passengers in February 2023, according to the Bureau of Transportation Statistics' (BTS). When adjusted for seasonality, February enplanements are up 1.1% from January and down 1.6% from the all-time high in January 2020. BTS reported 56.5 million domestic passengers and 8.0 million international passengers on U.S. airlines flights in February, not adjusting for seasonality. U.S. airline traffic reports are filed monthly with BTS. See the tables that accompany this release on the BTS website for summary data since 2016 and complete data since 2000.

*February 2023 U.S. Airline Traffic Data, May 11, 2023, [www.bts.gov](http://www.bts.gov)*



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Transportation's Top Stories

## Rail Transport Updates

### CANADA

#### **Opinion: New rail regulations will hurt the freight delivery system**

Extended interswitching will chase investment dollars and jobs out of Canada

Canada's freight rail transportation system is one of the strongest in the world, as measured by virtually any metric. As other modes of transportation struggled with repeated disruptions in recent years, our industry continued to move trains safely, efficiently, and reliably, while overcoming challenges such as rail blockades, a pandemic (and the government's policy response to it), historic flooding and wildfires.

Long-term investments by my company, CPKC, and others have resulted in safe and dependable service, including record grain volumes this crop year, while keeping shipping costs among the lowest in the world. In fact, freight rail may be the best-functioning part of Canada's transportation system today.

Unfortunately, new regulation proposed in the Trudeau government's 2023 budget needlessly and recklessly jeopardizes that success. The government is proposing legislation to bring back "extended interswitching," a policy that encourages the unnecessary transferring of rail cars between railways. It is a regulation that forces railways to bring rail traffic moving on its own network — whether individual cars or an entire train — over to a competitor's network, with shippers paying a regulated, below-market rate that leaves railways unable to generate a return. There is no sound justification for this policy, which will create avoidable inefficiency and unnecessary complexity in Canada's supply chains.

The most efficient way to move goods is with as few interchanges as possible. Think of it this way: it is most efficient to fly direct, on one

airline, without stops at multiple airports. Railways are similar. Encouraging additional, avoidable interchanges is bad public policy.

By adding delays and congestion, extended interswitching will result in less rail capacity and higher greenhouse gas emissions. It will increase — not lower — transportation costs for all shippers. Ultimately, it will drive up prices for goods at a time when Canadians are already coping with high inflation.

Advocates for extended interswitching argue it is needed to give shippers access to other railways to support competition. What advocates won't say is that shippers already have this access under Canadian transportation law. But today shippers must pay a commercial rate to use another railway. Under extended interswitching, shippers would pay the regulated rate.

This is shortsighted and damaging. The returns generated by railways are invested into safety and capacity, benefiting all shippers and the Canadian economy. Extended interswitching will chase investment dollars and jobs out of Canada. This is the opposite of what Canada's transportation system needs.

CPKC competes fiercely against other railways and modes of transportation, and we always welcome more intense competition on a level playing-field. Canadian Pacific's recent combination with Kansas City Southern forming CPKC is all about creating new competition and providing rail customers new choices. But extended interswitching isn't about competition; it's about some shippers wanting to manipulate regulation to pay less. But regulating rates down for some shippers unavoidably raises them for others.

As an industry, Canada's freight rail system already has among the lowest freight rates in the world. On average, Canadian freight rates are 11 per cent lower than those in the United States and significantly lower than in comparable countries in Western Europe and Japan.

Canadian grain and grain products move at rates that are approximately 30 per cent lower than the Canadian average rate.

Canada saw the harmful consequences of extended interswitching when it was in place temporarily, from 2014 to 2017. An independent review commissioned by Transport Canada in 2016 thoroughly studied extended interswitching, the same proposal now before Parliament, and concluded it should be ended. All Parliamentarians should reject resurrecting this damaging policy and insist on a serious, fact-based approach to encourage more investment, capacity and resiliency in the rail transportation system.

A particularly harmful feature of extended interswitching gives U.S. railways a competitive advantage over Canadian railways because there is no comparable regulatory requirement in the United States. U.S. railways will be able to reach hundreds of kilometers into Canada to solicit Canadian business at a lower, regulated, cost-based rate. Canadian railways will lose the business and be forced to hand it over to their competitors. The reverse is not possible for Canadian railways in the United States as there is no law that forces a railway to hand over traffic to its competitor. If Parliament approves this policy, it must at least insist on excluding U.S. railways to avoid leaving Canadian railways at a disadvantage. Canadian railways welcome intense competition but the rules need to be the same for all. Allowing only some railways the ability to solicit and secure business from their competitors at regulated rates is not a level playing-field.

Canada's goals of low-cost freight transportation and maximizing supply chain capacity and efficiency are fundamentally incompatible with this legislation. CPKC urges Parliament to do what is right for Canada's supply chains and Canadian consumers by rejecting the government's proposed legislation to resurrect extended interswitching.

*Keith Creel is president and CEO of CPKC.*

*Opinion: New rail regulations will hurt the freight delivery, May 10, 2023, [www.financialpost.com](http://www.financialpost.com)*



## RAC: Canada's Railways 'Top of the Class'



Source: Railway Age

A new Railway Association of Canada study, *Strengthening All Links: Building More Resilient, Fluid Supply Chains in Canada* (download below), provides "detailed insights and exceptional clarity into the complexity of modern supply chains and transit time variability amid pandemic and other disruptions." "Four years' worth of evidence proves Canadian railways remained strong and reliable despite the unprecedented impacts of COVID-19 on producers and suppliers everywhere," notes study author Jonathan Thibault, RAC Manager of Economics, Data and Research. "A global pandemic, the war in Ukraine, extreme weather events, labour disruptions and shortages, and economic uncertainty ... these are just some of the concurrent challenges supply chain players have faced in recent years. Supply chain players have demonstrated remarkable resiliency through it all, and Canadian railways are top of the class." The report examines two supply chains that are of critical importance to the Canadian economy, exporters and consumers.

*RAC: Canada's Railways 'Top of the Class', May 5, 2023, [www.railwayage.com](http://www.railwayage.com)*



## CN Announces C\$1.75 Billion Debt Offering

CN on May 8, 2023 announced a public debt offering of C\$550 million 4.15% Notes due 2030, C\$400 million 4.40% Notes Due 2033, and C\$800 million 4.70% Notes Due 2053. CN expects to close the offering on May 10, 2023, subject to customary closing conditions. CN plans to use the net proceeds from the offering for general corporate purposes, which may include the redemption and refinancing of outstanding indebtedness, share repurchases, acquisitions and other business opportunities. The debt offering is being made in Canada under CN's base shelf prospectus dated May 4, 2022.

*CN Announces C\$1.75 Billion Debt Offering, May 8, 2023, [www.cn.ca](http://www.cn.ca)*

## VIA rail posts excellent recovery in 2022

Recovery, and the continued implementation of its modernization program are highlights of VIA Rail Canada's (VIA Rail) activities over the 2022 calendar year as reflected in its 2022 financial statements. In a year that began with significant disruptions due to the public health crisis, the Corporation nonetheless recorded an increase in year over year ridership of 1.7 million passengers (118.4%). Françoise Bertrand, Chairperson of the Board of Directors states "2022 was a rebuilding year that demonstrated the enduring relevance and popularity of passenger rail service in Canada, a time in which VIA Rail was delighted to welcome back Canadians from across the country. With the setting up of VIA HFR-VIA TGF Inc., another critical step was taken toward improving passenger rail service between Québec City and Toronto. On behalf of the Board of Directors, I would like to thank the Government of Canada for its confidence in VIA Rail, especially as we continue to promote passenger rail service in Canada as the smarter way to travel." The highlights were: 1. Passenger revenues increased by \$198.8 million (168.2%) compared to 2021, led by an increase in frequencies and higher demand; 2. Operating funding decreased by 4.4% compared to 2021; and 3. VIA Rail welcomed its first passengers on board the new Corridor fleet and moved forward with the implementation of its modernization program.

*VIA rail posts excellent recovery in 2022, May 8, 2023, [www.viarail.com](http://www.viarail.com)*

## Grain Supply Chain Dashboard: Real-time Grain Movement by Rail



Source: Statcan

On May 11, 2023, Statistics Canada is releasing the Grain Supply Chain Dashboard: Real-time Grain Movement by Rail. This interactive map displays the daily movement of grain, detailing estimates of tonnage flows per unit of time, along segments of the railway network, stations and ports. This initiative is part of a broader effort by Statistics

Canada to provide real-time statistical information about issues affecting supply chains in Canada. The interactive dashboard will be updated on a daily basis (with a one-day lag). The dashboard brings together data from multiple sources and displays three main indicators; number of cars entering, en route and exiting, at the corridor level; car's daily last known station; and cars with a 48-hour or more dwelling time. The Grain Supply Chain Dashboard has been developed in partnership with the Ag Transport Coalition.

*Grain Supply Chain Dashboard: Real-time Grain Movement by Rail, May 11, 2023, [www.statcan.gc.ca](http://www.statcan.gc.ca)*

## US/WORLD

### BNSF's Q1 net income falls 9% amid 10% drop in carload volumes



Source: Freightwaves

BNSF's net profit for the first quarter of 2023 slipped 9% amid a 10% drop in carload volumes, the railroad's parent company, Berkshire Hathaway reported on May 6, 2023. Net income was nearly \$1.25 billion in the first quarter, compared with \$1.37 billion year over year. Total revenues were \$6 billion, up 1% from \$5.97 billion a year ago. Of that, freight revenues were \$5.75 billion, up 2.2% from nearly \$5.63 billion in the first quarter of 2022. BNSF attributed the revenue increase to a 14% gain on average revenue per car/unit that came from higher fuel surcharge revenue. Increased rates per car also helped. Breaking down freight revenues by segment, BNSF's consumer products revenues fell 10% to nearly \$1.87 billion on a 16% decrease in volumes. That volume decline was primarily due to lower intermodal shipments, which stemmed from lower West Coast imports, as well as the loss of an intermodal customer, BNSF said. However, an increase in automotive volume due to higher vehicle production partially offset the volume loss of the overall segment.

*BNSF's Q1 net income falls 9% amid 10% drop in carload volumes, May 8, 2023, [www.freightwaves.com](http://www.freightwaves.com)*

## UP Challenging CPKC Merger—After the Fact



Source: Railway Age

Roughly two months after the **Surface Transportation Board approved, with certain conditions, the Canadian Pacific-Kansas City Southern merger to create transnational CPKC (Canadian Pacific Kansas City)**, Union Pacific on May 3 filed a federal lawsuit against the STB in the U.S. Court of Appeals for the District of Columbia on May 3 seeking overturn of the historic transaction. UP's attorneys wrote that the railroad "seeks relief on the grounds that the agency action is in excess of the Board's authority; that it is arbitrary, capricious, an abuse of discretion, and otherwise not in accordance with law; and that it is not supported by substantial evidence. Union Pacific requests that this Court vacate the order under review and grant such additional relief as may be necessary and appropriate." The 234-page filing is highly unusual in that competing railroads historically have always challenged mergers during the STB (or predecessor Interstate Commerce Commission) review process, not after approval and the transaction's physical completion. **In CPKC's case, the merger formally occurred on April 14.** *UP Challenging CPKC Merger—After the Fact, May 7, 2023, [www.railwayage.com](http://www.railwayage.com)*

## As House Republicans Push an Extreme Budget That Slashes Rail Safety Inspections, USDOT Highlights New Efforts to Keep Communities Safe and Hold the Rail Industry Accountable

As part of its ongoing work to protect the American public, the U.S. Department of Transportation's Federal Railroad Administration laid out a new round of steps focused on the safety and accountability of the freight rail industry. In recent days, FRA has issued two safety advisories to railroad companies—one regarding the length of trains, which can be more than one or two miles long; and another on weight distribution of railcars and how that affects the risk of derailment. FRA

has also issued a new report summarizing rail safety violations in 2022, and it completed safety training with personnel from around the country, an important opportunity to share updated safety practices. Meanwhile, House Republicans recently passed legislation that would cut discretionary spending by 22%, which would lead to nearly 7,500 fewer rail safety inspection days and over 30,000 fewer miles of track inspected annually—enough track to cross the United States nearly 10 times. By contrast President Biden's FY2024 Budget calls for an investment of more than \$1 billion to expand USDOT's core rail safety efforts and improve critical infrastructure.

*As House Republicans Push an Extreme Budget That Slashes Rail Safety Inspections, USDOT Highlights New Efforts to Keep Communities Safe and Hold the Rail Industry Accountable, May 9, 2023, [www.dot.gov](http://www.dot.gov)*

## North American Rail Volume Decline Continues Through Week 18: AAR



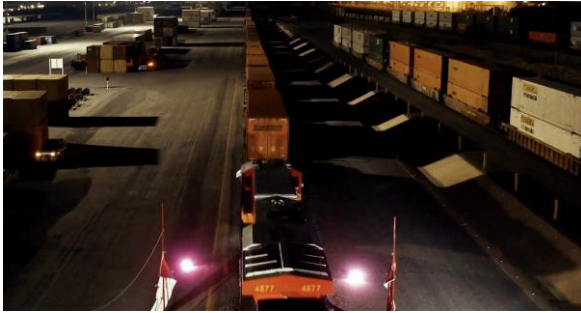
Source: Railway Age

Through the first 18 weeks of 2023 (ending May 6), total North American carload and intermodal traffic dipped 4% from the same point last year, according to the Association of American Railroads' (AAR) May 10 report. Both the U.S. and Canada experienced drop-offs, while Mexico saw an increase. North American rail volume for the first 18 weeks of this year (ending May 6) on 12 reporting U.S., Canadian and Mexican railroads came in at 11,601,657 carloads and intermodal containers and trailers. Cumulative volume in the U.S. was 8,370,864 carloads and intermodal units, down 5.6% from 2022; in Canada, 2,535,230 carloads and intermodal units, down 0.3%; and in Mexico, 695,563 carloads and intermodal units, up 3.3%. Canadian railroads reported 76,585 carloads for the week, rising 1.0%, and 65,947 intermodal units, dropping 15.6% from the same period in 2022.

*North American Rail Volume Decline Continues Through Week 18: AAR, May 10, 2023, [www.railwayage.com](http://www.railwayage.com)*



## CPKC Launches Mexico Midwest Express Intermodal Service



Source: Railway Age

Canadian Pacific Kansas City (CPKC) on May 11 kicked off daily intermodal service between the Midwest and Mexico with trains MMX-180 and MMX-181, which now link Chicago, Kansas City, Texas markets, Monterrey and San Luis Potosi. CPKC said its Mexico Midwest Express (MMX) trains offer third-day service to/from Laredo, fourth-day service to/from Monterrey, and 4.5-day service to/from San Luis Potosi. MMX provides total transit time of 98 hours from Chicago to San Luis Potosi. The railroad noted that a diverse group of shippers, moving a variety of products, will use the service. Dedicated intermodal service between Lázaro Cardenas, Mexico and Chicago began operating as a proof of concept on an interline basis in March 2022, between then Canadian Pacific and Kansas City Southern, which merged April 14.

*CPKC Launches Mexico Midwest Express Intermodal Service, May 11, 2023, [www.railwayage.com](http://www.railwayage.com)*



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## Marine Transport Updates

### CANADA

#### Upsized 14,000 TEU EC5 vessels arrive at Port of Halifax



Source: AJOT

The first of the upsized EC5 vessels has arrived at the Port of Halifax. The ONE Stork, with a carrying capacity of 14,000 twenty-foot equivalent units (TEU) and 364 metres length overall, arrived at PSA Halifax Atlantic Hub on April 26. ONE is a member of THE Alliance which includes Hapag Lloyd, Ocean Network Express (ONE), Yang Ming, and Hyundai Merchant Marine. “We welcome the deployment of larger vessels as part of the EC5 service to our port city,” said Captain Allan Gray, President and CEO, of Halifax Port Authority. “PSA Halifax Atlantic Hub has the infrastructure, operational knowledge, and experience to efficiently handle vessels of this size. The upsizing of these vessels continues to solidify Halifax as Canada’s Ultra Atlantic Gateway.”

*Upsized 14,000 TEU EC5 vessels arrive at Port of Halifax, May 5, 2023, [www.ajot.com](http://www.ajot.com)*

#### The Minister of Transport announces navigation ban and speed limits due to flooding on portions of the Ottawa and St. Lawrence Rivers

On May 9, 2023, the Minister of Transport, the Honourable Omar Alghabra, announced an Interim Order temporarily prohibiting navigation in specific areas of the Ottawa River due to flood conditions. The Interim Order is intended to ensure the safety of boaters and shoreline residents, to protect temporary infrastructure in place, to avoid damage to property, and to allow emergency responders to do their jobs. Navigation warnings were also issued on May 5, 2023. 1. Vessels are temporarily prohibited on the Ottawa River: 2. From the MacDonald-Cartier Bridge to Rockland; and 3. From Carillon Dam to Pointe-Calumet A speed limit of 10 km/h (5.4 knots) is also in effect for all recreational vessels in the following areas on the St. Lawrence River: 1. Lac des Deux-Montagnes, east of Pointe-Calumet; 2. Lac Saint-Louis, in its entirety; and 3. Rivière des Prairies, in its entirety. These restrictions do not apply to emergency and support vessels.

*The Minister of Transport announces navigation ban and speed limits due to flooding on portions of the Ottawa and St. Lawrence Rivers, May 9, 2023, [www.tc.gc.ca](http://www.tc.gc.ca)*

#### Three Quebec ports announce net zero goal

The Ports of Montreal, Québec and Trois-Rivières are taking the federal government’s Net-Zero Challenge. The announcement was made by Daniel Dagenais, vice-president, port performance and sustainable development of the Montreal Port Authority (MPA) alongside Pascal Raby, vice-president, operations of the Québec Port Authority, and Jacques Paquin, executive vice-president of the Trois-Rivières Port Authority. They were taking part in Quebec’s marine sector conference, Assises québécoises du secteur maritime 2023, taking place May 9 and 10 at the Lévis Convention Centre. Launched in August 2022 by the Minister of Environment and Climate Change,

the Net-Zero Challenge is a voluntary initiative that invites organizations to develop and implement credible and effective transition plans to make their facilities and operations emission-free by 2050.

*Three Quebec ports announce net zero goal, May 11, 2023, [www.insidelogistics.ca](http://www.insidelogistics.ca)*

## US/WORLD

### Ocean freight rates plummet

The cost of shipping containers out of Europe has plummeted from the peak prices of 2021 and 2022, with spot rates on the main corridors down by close to 70%. However, according to the latest data from Oslo-based Xeneta, some trade lanes are still capable of commanding prices far above pre-pandemic levels, with recent long-term contracts on selected corridors over 100% more expensive than 2019 equivalents. Xeneta crowdsources real-time rates data from leading global shippers, allowing it to assess the very latest market moves. Unsurprisingly, given current sentiment, Xeneta's European export intelligence shows both spot and long-term ocean freight rates have collapsed compared to the historical highs recorded in the space of the last year to eighteen months.

*Ocean freight rates plummet, May 11, 2023, [www.ajot.com](http://www.ajot.com)*

### Hapag-Lloyd Q1 2023: good resilience in weaker market environment



Source: AJOT

Hapag-Lloyd has concluded the first quarter of 2023 with an EBITDA of USD 2.4 billion (EUR 2.2 billion). EBIT decreased to USD 1.9 billion (EUR 1.7 billion) compared to the same quarter last year, and the

Group profit was also below the prior-year level, at USD 2 billion (EUR 1.9 billion). Transport volumes were 4.9 percent lower than in the first quarter of last year, at 2,842 TTEU (Q1 2022: 2,987 TTEU), owing to local destocking and weaker overall global demand. In addition, the lower average freight rate of 1,999 USD/TEU (Q1 2022: 2,774 USD/TEU) was particularly responsible for the decline in revenue, which decreased to USD 6 billion (EUR 5.6 billion). Transport expenses remained at the prior-year level of USD 3.3 billion: The lower transport volumes were accompanied by inflation-related cost increases and a higher bunker consumption price, of USD 645/t (Q1 2022: USD 613/t).

*Hapag-Lloyd Q1 2023: good resilience in weaker market environment, May 11, 2023, [www.ajot.com](http://www.ajot.com)*

### Hapag-Lloyd: Higher costs will inevitably push up shipping rates

Germany's Hapag-Lloyd, the world's fifth-largest shipping line, posted better-than-expected results for the first quarter of 2023, with freight rates averaging \$3,998 per forty-foot equivalent unit, 85% above pre-COVID levels. "Volumes remained subdued as the inventory correction starting in the second half of last year continued, but the numbers started to look a little better toward the end of the quarter," said CEO Rolf Habben Jansen on May's 11, 2023 conference call. "We think it's going to remain subdued [in the second quarter] but I do believe the second quarter will be better than the first. I don't think that means we're now going to see a very quick recovery, but I do think it underlines the point that destocking is slowly but steadily coming to an end, and at some point in time, we will quite likely see a bit of a pickup in demand." Cargo volumes dropped sharply in the second half of last year. Habben Jansen predicted that "at some point, probably in Q3, [volume] will cross into year-on-year growth," with full-year totals coming in close to or slightly above 2022 levels despite low first-half demand.

*Hapag-Lloyd: Higher costs will inevitably push up shipping rates, May 11, 2023, [www.freightwaves.com](http://www.freightwaves.com)*



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# Road Transport Updates

## CANADA

### Regulatory Reform for Air Brake Endorsements Being Rolled Out



Source: Ontruck

The Ministry of Transportation (MTO) on May 8, 2023 announced to industry stakeholders it is moving forward with an online air brake learning module for air brake (Z) endorsement holders. The decision was applauded by the Ontario Trucking Association, which says the move is supported by most truck drivers and fleets, providing them with more flexible, modernized options for drivers to renew air brake endorsements on existing licences. The new options are also expected to improve truck driver retention and support, while reducing red tape for drivers and operators. The air brake learning module will be designed specifically for drivers and focus on the knowledge and skills air brake endorsement holders must have to safely operate a vehicle with air brakes. The module will take approximately 30 minutes to complete. The program only affects air brake renewals and does not in any way change testing requirements for drivers to receive a licence. *Regulatory Reform for Air Brake Endorsements Being Rolled Out, May 8, 2023, [www.ontruck.ca](http://www.ontruck.ca)*

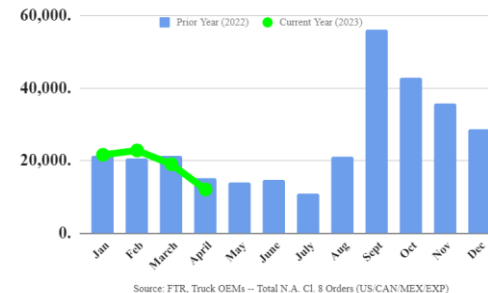
### Paccar, Toyota bringing fuel-cell-electric trucks to market

Paccar will bring hydrogen-powered trucks to Canada and the U.S. as early as next year, producing Kenworth and Peterbilt Class 8 units that draw on Toyota's Gen 2 hydrogen fuel cell module. Series product is set to begin in 2025. "Today a new partnership is born that will set the stage for the next 100 years," said John Rich, Paccar vice-president and chief technology officer, during a keynote presentation at ACT Expo.

*Paccar, Toyota bringing fuel-cell-electric trucks to market, May 9, 2023, [www.todaystrucking.com](http://www.todaystrucking.com)*

## US/WORLD

### Economic Trucking Trends: Truck orders fall, signs of a spot market turnaround



Source: Today's Trucking

Class 8 orders continued to fall in April 2023, with FTR reporting preliminary orders of 12,050 units. That's down 37% from March and marks the sixth decline in the last seven months. Orders were down 20% from year-ago levels. Not big surprise, FTR chairman Eric Starks said in a press release. Demand remains strong but build slots are

filled for the year. “When 2024 order boards open later this year, we anticipate some modest additional strength in order activity. There still are indications that fleets are requesting equipment, and there has been no notable uptick in cancellations,” Starks said. “With build strong over the last several months, backlogs will have come down during April. The incoming order rate for March was 145,000 annualized, which is on par with the weak order levels during the summer of 2022. Despite the weakness, we do not anticipate much, if any, negative impact on production levels over the next few quarters.”

*Economic Trucking Trends: Truck orders fall, signs of a spot market turnaround, May 5, 2023, [www.todaystrucking.com](http://www.todaystrucking.com)*



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## Other Transport Updates

### CANADA

#### Canadian international merchandise trade: Annual review 2022



Source: Statcan

In 2022, the value of Canada's annual merchandise exports increased 22.5% to \$779.2 billion, while the value of annual imports rose 19.9% to \$757.4 billion. As a result, Canada's merchandise trade surplus with the world widened from \$4.6 billion in 2021 to \$21.8 billion in 2022. Compared with the value of total trade (imports and exports combined, totalling \$1.54 trillion), the trade surplus represented about 0.01% of the total trade value in 2022. To explore Canada's international merchandise trade statistics for 2022 in an interactive format, see "[The International Trade Explorer](#)" and the "[International trade monthly interactive dashboard](#)".

Canadian international merchandise trade: Annual review 2022, May 9, 2023, [www.statcan.gc.ca](http://www.statcan.gc.ca)

#### Leading indicator of international arrivals to Canada, April 2023



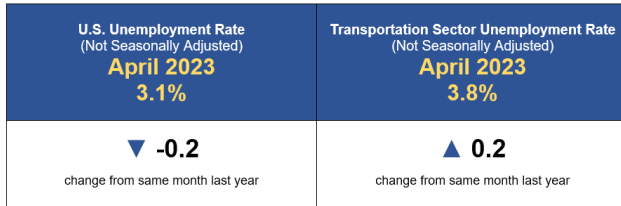
Source: Statcan

In April 2023, the number of non-resident trips and returning Canadian-resident trips was significantly higher than in April 2022. However, most indicators remained below levels recorded prior to the COVID-19 pandemic. In Canadian airports equipped with electronic sensors, the number of non-resident arrivals numbered 570,700 in April 2023 (+56.0% from April 2022), while the number of trips by Canadians returning from abroad numbered 1.7 million (+50.2% from April 2022). Meanwhile, US-resident trips to Canada through land ports with electronic sensors totalled 834,700 in April 2023, a year-over-year increase of 74.1%. The number of Canadian-resident return trips from the United States via the same land ports also increased by 39.5% in April 2023, to 1.8 million trips. To further explore current and historical data in an interactive format, please visit the [Frontier Counts: Interactive](#)

Leading indicator of international arrivals to Canada, April 2023, May 11, 2023, [www.statcan.gc.ca](http://www.statcan.gc.ca)

## US/WORLD

### U.S. Transportation Sector Unemployment Rate of 3.8% in April 2023 Was Above the April 2022 Level of 3.6% And Was Just Above the Pre-Pandemic April Level of 3.7% in 2019



Source: BTS

The unemployment rate in the U.S. transportation sector was 3.8% (not seasonally adjusted) in April 2023 according to Bureau of Labor Statistics (BLS) data recently updated on the Bureau of Transportation Statistics (BTS) [Unemployment in Transportation](#) dashboard. The April 2023 rate was above the April 2022 rate of 3.6% and was just above the pre-pandemic April level of 3.7% in 2019. Unemployment in the transportation sector reached its highest level during the COVID-19 pandemic (15.7%) in May 2020 and July 2020.

*U.S. Transportation Sector Unemployment Rate of 3.8% in April 2023 Was Above the April 2022 Level of 3.6% And Was Just Above the Pre-Pandemic April Level of 3.7% in 2019, May 5, 2023, [www.bts.gov](http://www.bts.gov)*

4.1% in March 2023 from February 2023, falling after a one month increase, according to the U.S. Department of Transportation's Bureau of Transportation Statistics' (BTS). From March 2022 to March 2023 the index fell 4.3%.

*March 2023 Freight Transportation Services Index (TSI), May 9, 2023, [www.bts.gov](http://www.bts.gov)*

### March 2023 Freight Transportation Services Index (TSI)



Source: BTS

The Freight Transportation Services Index (TSI), which is based on the amount of freight carried by the for-hire transportation industry, fell



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## UBC Announces the First Honoree of the Dr. Ken Denike Award

UBC is pleased to announce the very first honoree of the Dr. Ken Denike Award.

Thanks to the generous creation of an endowment by alumnus Dr. Luigi G. (Joe) Sulmona and named in honour of Dr. Ken Denike, Assistant Professor Emeritus at UBC Geography, the \$3,500 annual award is open to students across UBC who demonstrate an interest in the fields related to urban and global transportation, connectivity and mobility, and — importantly — a commitment to an interdisciplinary approach within these themes.

In considering potential candidates, UBC constituted a Committee with colleagues from the School of Community and Regional Planning in the Faculty of Applied Sciences, Political Science in the Faculty of Arts. Everyone on the Committee agreed that Uly Workman, an outstanding third-year undergraduate majoring in Political Science (with Honours) and with advanced coursework in Urban Studies, is the kind of student whose interests and achievements help add to the intergenerational mosaic in the interdisciplinary study of urban systems, local and regional mobility, and public policy.

Uly's Honours thesis, "High-Speed Rail or Slow-Speed Fail? Affluent NIMBYism and Transit Megaproject Opposition," develops an astute analysis of intra-urban and inter-urban locational conflicts in transit system expansion route selection decisions – focusing on 1) Metro Vancouver's SkyTrain, 2) the San Francisco-San Jose section of the California High-Speed Rail (CAHSR) system, and 3) South East Pennsylvania Transportation Authority (SEPTA's) Norristown extension to King of Prussia. With a blend of media discourse analysis and

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scrutiny of policy documents and litigation, Uly examines local events and debates within the context of state/provincial and federal policy priorities. The work offers fascinating insights on the ever-evolving ways that capital, infrastructure, and policy continue to reshape urban space – and the ways transportation remakes the experience of space and time within the complex, multiply-scaled commuting fields that define contemporary global city-regions.

Congratulations, Uly!

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### Job Postings

#### \* Administrator, Data Management, Glovis Canada Inc., Mississauga, Ontario

##### About Glovis Canada Inc.:

GLOVIS Canada Inc. is a leading provider of logistics and transportation services for Hyundai & Kia automotive group. We are responsible for all aspects of the vehicle logistics process including, port processing, vehicle processing and truck and rail transportation, shipping vehicles to the dealership networks. GLOVIS Canada is part of a global organization with a significant level of growth in a short period of time.

**Job Title:** Administrator, Data Management

**Location:** Mississauga, Ontario

**Schedule:** 8:30AM - 5:00PM (Monday-Friday), one (1) hour unpaid lunch break included



Please review all qualifications carefully and apply to this position.

## Position Summary

This position is responsible for analyzing data and providing insights to executive leadership and clients for improving business processes. Responsibilities include but are not limited to collecting data, ensuring integrity of the database, reporting, and analysis.

### Essential Job Duties:

#### 1. Primary duties

- Provides accurate and appropriate interpretation of data, applying knowledge to evaluation, analysis, and interpretation of data.
- Develops useful and insightful information from a variety of data sources to executive leadership and clients.
- Identifies trends in data sets and potential opportunity areas, and develops recurring reports for the Compliance and Strategy departments.
- Assesses complex data systems and programs in support of ad-hoc and standing management or customer requests.
- Interacts and collaborates with business users and various company division and department personnel to determine reporting needs, and supports reporting needs to fulfill business requirements.

#### 2. Maintain and updates

- Provide daily, weekly, and monthly Inventory status reports to HQ/AHQ/GCI.
- Inputs systems data for contractual rates, FSC fuel surcharge rates, ATLAS master records (profit and loss record system), manual port processing, et al.
- Tracks history of system master files to minimize missing contractual rates in the system and providing better insights of P&L.

#### 3. Reporting

- Collects data through primary and secondary data sources; establishes which data is applicable and the methods which should be utilized to evaluate them.

- Prepares weekly and monthly status reports of process improvement initiatives to executive management.

#### 4. Invoicing

- Work with port, manufacturing plants, compounds, offsites, etc. vendors to determine any rail arrival, yard exit, returns, etc. date discrepancies. Work with partners to identify any event/performance variance in regard to dealer pick ups, restocking, rail loading, rail unloading, port/compound installed options, etc. Work with GCI Vehicle Operations and IT teams to ensure ATLAS reflects actual.
- Prepare monthly storage billing and payment requests for accounting review.
- Prepare monthly accruals for GCI and its customers.
- Provide supplementary back up coverage for Data Management team members ad hoc.

#### Minimum Requirements:

Automotive Operations experience at least 1-2 years, knowledge of overall operations process is strongly preferred.

Excellent Excel skills is required. (Assessment test for excel will be done)

Strong analytic and decision-making skills.

Excellent organizational skills and attention to detail.

Strong communication skills, able to address customer requests and concerns in professional manner.

Ability to multitask and balance multiple priorities and deadlines.

To apply, please click here:

<https://ca.indeed.com/viewjob?cmp=Glovis-Canada&t=Data+Coordinator&jk=19fe90098fd29abf&q=GLOVIS&vjs=3>

#### \* Principal Planner: Freight Planning, North Jersey Transportation Planning Authority

Under the direction of the Director of Freight Planning, the Principal Planner: Freight Planning will be responsible for performing a full range of technical planning, research, analysis, written reports, and outreach

activities in the specialized field of freight and goods movement planning. The job requires knowledge of goods movement, the application of tools of analysis, the ability to research freight and related topics and produce reports, as well as the ability of effectively engage and interact with stakeholders in the public and private sector. To apply, please click here:

<https://njit.csod.com/ux/ats/careersite/1/home/requisition/4582?c=njit>

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If you need assistance with creating your account or joining, please contact Rebecca Whelan at [admin@ciltna.com](mailto:admin@ciltna.com)