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Transportation's Top Stories

## Air Transport Updates

### CANADA

#### ✈️ Helping the Next Generation Soar: Air Canada and CAE Announce Eight Recipients of the Captain Judy Cameron Scholarship



Source: Air Canada

Air Canada and CAE, two of Canada's premiere aerospace companies headquartered in Montréal, are pleased to announce on March 6, 2026 the eight recipients of the seventh edition of the Air Canada and CAE Captain Judy Cameron Scholarship. Each year, up to eight Canadian women studying to become commercial pilots or aircraft maintenance engineers are awarded scholarships to pursue their training. Of these recipients, four aspiring commercial pilots will join the CAE Women in Flight program as ambassadors. The four top recipients are for the Air Canada recipients for 2026 are: 1. Faith Mulholland of Eden Mills, Ontario; 2. Afrah Khan from Edmonton, Alberta; 3. Aymie Rioux from St. Germain, Québec; and 4. Kesaia Bruni from Mississauga, Ontario.

*Helping the Next Generation Soar: Air Canada and CAE Announce Eight Recipients of the Captain Judy Cameron Scholarship, March 6, 2026, [www.aircanada.ca](http://www.aircanada.ca)*

#### ✈️ Government of Canada to open a preclearance facility at Billy Bishop Toronto City Airport

On March 9, 2026, the Honourable Steven MacKinnon, Minister of Transport and Leader of the Government in the House of Commons, accompanied by the Honourable Prabmeet Singh Sarkaria, Ontario Minister of Transportation, announced that, building on the foundation of newly strengthened Preclearance Regulations in Canada, a new preclearance facility at Billy Bishop Toronto City Airport for United States-bound travellers will open on March 10, 2026. Representing an important partnership with the United States Customs and Border Protection, the new preclearance facility will provide important benefits to Canadians and the air sector by: 1. Streamlining the travel experience through allowing U.S.-bound passengers to complete the customs process before departure, and proceed directly to connections or their final destinations. 2. Enhancing border security and early threat detection by enabling Canada and the United States to collaborate on managing border risks and addressing shared security concerns. 3. Supporting economic growth and job creation by increasing the airport's economic contribution in the region and boosting employment on both sides of the border. 4. Strengthening trade and tourism ties by easing cross-border tourism and broader economic activity between Canada and the United States, and opening new opportunities and destinations for Canadians to the United States and connections to other areas abroad.

*Government of Canada to open a preclearance facility at Billy Bishop Toronto City Airport, March 9, 2026, [www.tc.gc.ca](http://www.tc.gc.ca)*

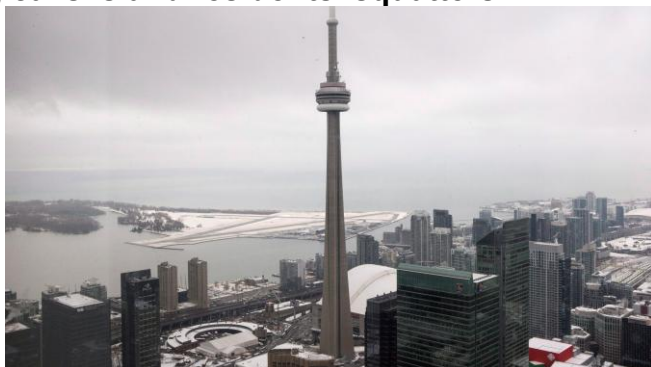
#### ✈️ Preclearance in Canada Regulations come into force

As of March 9, 2026, amendments to the *Preclearance in Canada Regulations* come into force, introducing a new security screening process for individuals who need unescorted access to preclearance

areas as part of their employment. The amendments are the result of close coordinated efforts between Canada and the United States to put in place a process that will strengthen Canada-US border security. The process will deny access to people with a record of criminal offences that could present risks to the integrity and security of the border. These measures apply nationwide to all facilities that host preclearance operations and will further enhance border safety across Canada all while supporting secure, efficient travel and trade with the United States.

*Government of Canada to open a preclearance facility at Billy Bishop Toronto City Airport, March 9, 2026, [www.tc.gc.ca](http://www.tc.gc.ca)*

### **✈️ Ford doubles down on Toronto Billy Bishop expansion plans, calls island residents 'squatters'**



Source: CTV News

Premier Doug Ford says jets are coming to Billy Bishop Airport “one way or another” and labelled Toronto Island residents who may oppose the move as “squatters.” “Folks. Game’s over....You’re getting a (house for a) dollar a year, but guess what? We aren’t going to worry about the one ‘percenters’ that affect the 99 per cent of the rest of the population,” he said at an unrelated news conference on March 9, 2026. Ford was referring to the unique real estate arrangement on the island that allows residents to own their homes for below-market rates through a trust while paying to lease the land. According to the Toronto Islands Residential Community Trust Corporation, the average priced home on the island sells for between \$150,000 and \$400,000. Residents must also pay a one-time lease cost for the land, which is currently set at approximately \$60,000 on Ward’s Island and \$78,000 on Algonquin Island under existing legislation.

*Ford doubles down on Toronto Billy Bishop expansion plans, calls island residents 'squatters', March 9, 2026, [www.ctvnews.ca](http://www.ctvnews.ca)*

### **✈️ Air Canada Expands Landline Luxury Motorcoach Service to Connect Three More Ontario Communities Directly to its Toronto Pearson Global Hub**



Source: Air Canada

Air Canada on March 12, 2026 said it has renewed its agreement with The Landline Company to extend the popular, luxury motorcoach service to the Ontario communities of Niagara, Sarnia and Muskoka, linking them directly with the airline’s global hub at Toronto Pearson International Airport beginning June 15, 2026. In addition, the carrier also announced added frequencies on Landline’s existing motorcoach services for Kingston and Kitchener-Waterloo. This summer, Landline will operate 26 daily departures to and from Toronto Pearson across six Ontario communities, expanding regional connectivity and deepening network feed into Air Canada’s global hub. Nick Johnson, Vice President, Commercial at Landline said “We are proud to extend our relationship with Air Canada and support the continued growth of its Ontario network. Travellers can now book communities like Niagara, Muskoka and Sarnia just as easily as a short-haul connecting flight, with seamless booking, loyalty earning and full itinerary protection.”

*Air Canada Expands Landline Luxury Motorcoach Service to Connect Three More Ontario Communities Directly to its Toronto Pearson Global Hub, March 12, 2026, [www.aircanada.ca](http://www.aircanada.ca)*

## **US/WORLD**

### **✈️ THE FUTURE OF AVIATION IS HERE: Trump’s Transportation Secretary Sean P. Duffy and FAA Unveil Eight Selections for Pilot Program Testing Next-Gen Aircraft in America’s Skies**

U.S. Transportation Secretary Sean P. Duffy and the Federal Aviation Administration (FAA) today announced eight proposals were selected as part of the brand-new Advanced Air Mobility and Electric Vertical

Takeoff and Landing (eVTOL) Integration Pilot Program (eIPP). eVTOLs are futuristic aircraft that have the potential to generate new jobs, connect communities, and strengthen American leadership in aviation. These pilot projects will create one of the largest real-world testing environments for next-generation aircraft in the world. The eight selected projects span 26 states and involve leading aircraft manufacturers, operators, and state partners. They include a range of operational concepts, including: 1. Urban air taxi services; 2; Regional passenger transportation (including short Takeoff and Landing aircraft); 3. Cargo and logistics networks; 4. Emergency medical response operations; 5. Autonomous flight technologies; and 6. Offshore and energy-sector transportation

*THE FUTURE OF AVIATION IS HERE: Trump's Transportation Secretary Sean P. Duffy and FAA Unveil Eight Selections for Pilot Program Testing Next-Gen Aircraft in America's Skies, March 9, 2026, [www.dot.gov](http://www.dot.gov)*

## ✈️ IATA Releases 2025 Safety Report



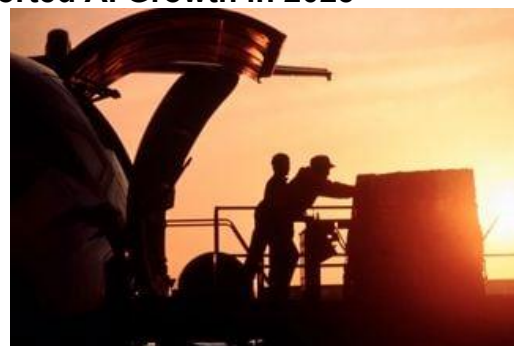
Source: IATA

The International Air Transport Association (IATA) released its [2025 Annual Safety Report](#) demonstrating a solid year of safety performance with the following highlights: 1. The all-accident rate of **1.32 per million flights** (one accident per 759,646 flights) was better than the 1.42 recorded in 2024 but slightly above the 2021-2025 five-year average of **1.27**. 2. There were 51 accidents in 2025 among 38.7 million flights. That is fewer than the 54 accidents among 37.9 million flights in 2024, but above the 2021-2025 five-year average of 44 accidents. 3. There were eight fatal accidents in 2025. That is more than the seven fatal accidents recorded in 2024 and the five-year average of six fatal accidents. 4. There were 394 onboard fatalities in 2025, more than the 244 fatalities reported in 2024 and the five-year average of 198. Willie Walsh, IATA's Director General said "Flying is the safest form of long-distance travel. Accidents are extremely rare and each one reminds us to be even more focused on continuous

improvement through global standards and collaboration guided by safety data. The result of that effort is clear in how the five-year rolling average rate for fatal accidents has improved. A decade ago, the rate stood at one fatal accident for every 3.5 million flights (2012-2016). Today, it is one fatal accident for every 5.6 million flights (2021-2025). Flying is so safe that even one accident among the nearly 40 million flights operated annually moves the global data. Every accident is, of course, one too many. The goal for aviation remains zero accidents and zero fatalities."

*IATA Releases 2025 Safety Report, March 9, 2026, [www.iata.org](http://www.iata.org)*

## ✈️ Air Cargo Enabled \$157 Billion in Frontloaded Trade and Supported AI Growth in 2025



Source: IATA

The International Air Transport Association (IATA) on March 10, 2026 released a [report](#) (pdf), showing air cargo's vital role in sustaining global trade and supporting economic growth in 2025 amid severe trade policy uncertainty. Two key report findings are that: 1. Air cargo enabled the frontloading of \$157 billion US imports in the first quarter of 2025. 2. Air cargo transported more than two thirds of global AI-related goods in 2025. These activities supported global trade growth of 2.4% in 2025—well above initial forecasts by the World Trade Organization. Global GDP also expanded by 3.2% despite significant policy headwinds. "Air cargo is a structural component of global economic resilience. In 2025, it helped businesses absorb tariff shocks, enabled rapid trade restructuring, and supported the expansion of artificial intelligence (AI) investment, helping sustain trade and economic growth in a challenging year," said Julia Seiermann, IATA's Head of Industry Analysis.

*Air Cargo Enabled \$157 Billion in Frontloaded Trade and Supported AI Growth in 2025, March 10, 2026, [www.iata.org](http://www.iata.org)*

## ✈️ IATA Highlights Three Priorities for Air Cargo



Source: IATA

The International Air Transport Association (IATA) highlighted three priorities for the global air cargo industry: 1. Accelerating digitalization; 2. Strengthening global standards; and 3. Enhancing safety and security. “Air cargo plays a critical role in connecting businesses to global markets and keeping supply chains moving, even as the operating environment becomes more complex. With so many external events impacting global supply chains—including the tariff and geopolitical shocks—it is important that we work on building resilience in areas we can control or influence. Working together to strengthen digitalization, global standards, and supply chain security will position air cargo well to continue supporting economic growth by connecting products to markets,” said Brendan Sullivan, IATA’s Global Head of Cargo at the opening of the [IATA World Cargo Symposium \(WCS\)](#) in Lima, Peru.

*IATA Highlights Three Priorities for Air Cargo, March 10, 2026, [www.iata.org](http://www.iata.org)*

## ✈️ IATA Advances AI Initiatives to Support Air Cargo Operations



Source: IATA

The International Air Transport Association (IATA) is advancing the use of artificial intelligence (AI) in air cargo with three initiatives to improve operational efficiency, strengthen safety and compliance, and accelerate innovation across the global air cargo value chain. The initiatives are: 1. **Making publications more efficient** through launching an **AI Subject Matter Expert (AI SME)**, a mobile and web-based; 2. **Facilitating collaboration** through launching the **Air Cargo AI Excellence Hub** bringing together by airlines, ground handlers, freight forwarders, technology providers, and regulators; 3. **Improving interline air cargo** through its Strategic Partners by exploring the potential for AI to achieve efficiencies in interline air cargo.

*IATA Advances AI Initiatives to Support Air Cargo Operations, March 11, 2026, [www.iata.org](http://www.iata.org)*



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## Rail Transport Updates

### CANADA

#### Canadian Rail Traffic – Association of American Railroads



Source: AJOT

Canadian railroads reported 91,046 carloads for the week ending March 7, 2026, down 0.1 percent, and 73,037 intermodal units, up 3.5 percent compared with the same week in 2025. For the first nine weeks of 2026, Canadian railroads reported cumulative rail traffic volume of 1,438,199 carloads, containers and trailers, up 2.4 percent. North American rail volume for the week ending March 7, 2026, on 9 reporting U.S., Canadian and Mexican railroads totalled 337,025 carloads, up 4.6 percent compared with the same week last year, and 371,354 intermodal units, up 3.7 percent compared with last year. Total combined weekly rail traffic in North America was 708,379 carloads and intermodal units, up 4.1 percent. North American rail volume for the first nine weeks of 2026 was 6,150,558 carloads and intermodal units, up 2.7 percent compared with 2025.

*Canadian Rail Traffic – Association of American Railroads, March 11, 2026, [www.ajot.com](http://www.ajot.com)*

#### CPKC certifies 14 new Site Ready locations across North America



Source: CPKC

Canadian Pacific Kansas City (CPKC) on March 12, 2026 announced the certification of 14 new Site Ready rail-served industrial development locations, strategically positioned to accelerate North American commercial growth. These new sites across six U.S. states, three provinces in Canada and two states in Mexico, strengthen CPKC's Room to Grow strategy, opening more than 6,600 acres of immediately developable land to prospective manufacturers, logistics operators and supply chain partners. John Brooks, CPKC Executive Vice-President and Chief Marketing Officer said "Our Site Ready Program supports customers with efficient industrial solutions and drives economic growth continent-wide. Each certified location is designed to streamline development, accelerate timelines and create new value for both business and communities through unparalleled rail connectivity."

*CPKC certifies 14 new Site Ready locations across North America, March 12, 2026, [www.cpkc.ca](http://www.cpkc.ca)*

## US/WORLD

### **AAR: U.S. Rail Traffic Up for Fourth Consecutive Week**



Railway Age

For the week ending March 7, 2026, total U.S. rail traffic rose 3.5% from the same point last year, marking the fourth consecutive week of traffic upticks, according to the Association of American Railroads' (AAR) latest report. Total carloads for the week ending March 7 were 231,889 carloads, up 5.7 percent compared with the same week in 2025, while U.S. weekly intermodal volume was 283,107 containers and trailers, up 1.8 percent compared to 2025. Eight of the 10 carload commodity groups posted an increase compared with the same week in 2025. They included coal, up 4,464 carloads, to 62,480; grain, up 3,656 carloads, to 25,313; and chemicals, up 1,378 carloads, to 34,464. Commodity groups that posted decreases compared with the same week in 2025 were nonmetallic minerals, down 297 carloads, to 28,142; and forest products, down 117 carloads, to 8,068.

[AAR: U.S. Rail Traffic Up for Fourth Consecutive Week, March 11, 2026, www.railwayage.com](https://www.railwayage.com)

At Railway Age's Next Generation Freight Rail Conference, Union Pacific CEO Jim Vena and Norfolk Southern CEO Mark George underscored how a transcontinental railroad will reshape the U.S. supply chain and strengthen America's competitive edge. Onstage together, the two leaders shared candid insights into how merging their West Coast and East Coast networks will build a safer, more resilient and more efficient rail network – one positioned to better serve employees, customers and the nation's economy. For more than two decades, rail has steadily lost market share to trucking. Together, Union Pacific and Norfolk Southern represent less than 11% of the U.S. transportation market on a ton-mile basis. Both CEOs were clear: standing still will not reverse that trend. What's needed is a fundamentally different approach that re-imagines how freight rail operates in the United States. "An end-to-end railroad will force competitors to be better, to improve service or to adjust price – that's competition," Vena said.

*Union Pacific and Norfolk Southern CEOs outline how a transcontinental railroad will transform U.S. freight, March 11, 2026, [www.railwayage.com](https://www.railwayage.com)*

### **Union Pacific and Norfolk Southern CEOs outline how a transcontinental railroad will transform U.S. freight**



Source: AJOT



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## Marine Transport Updates

### CANADA

#### Canadian Coast Guard Fires Captain Who Willfully Disregarded Distress Call



Source: Maritime Executive

The Canadian Coast Guard disciplined a veteran captain with 18 years of experience, firing him after an incident in which it found he “willfully disregarded a distress call.” The captain, who still contends he did nothing wrong, lodged an appeal to Canada’s Federal Public Sector Labour Relations and Employment Board, which found that the Coast Guard had “just and reasonable cause to discipline” the captain and that the termination was “justified.”

*Canadian Coast Guard Fires Captain Who Willfully Disregarded Distress Call, March 10, 2026, [www.maritime-executive.com](http://www.maritime-executive.com)*

#### Port of Vancouver moves record cargo in 2025



Source: Metro Vancouver

The Port of Vancouver handled record cargo volumes last year including exports, as terminals and supply chain partners enabled Canadian businesses to connect with overseas customers and grew access to non-U.S. markets in support of national trade priorities. Exports of grain, crude oil and potash led the way—all hitting record levels—while containerized and auto trade also had record years. The Port of Vancouver handled 170.4 million metric tonnes (MMT) of cargo in 2025, an almost 8% increase compared to the previous record set in 2024. Peter Xotta, President and CEO of the Vancouver Fraser Port Authority said “I want to recognize the entire port community for stepping up to support Canadians and their businesses during what are very challenging times for our country—we are stronger together. As Prime Minister Carney looks to double exports to non-U.S. markets in the next decade, the Port of Vancouver is playing an outsized role in delivering more made-in-Canada products to more customers globally. ...”

*Port of Vancouver moves record cargo in 2025, March 11, 2026, [www.ajot.com](http://www.ajot.com)*

## Montreal terminal operator signs deal with striking office workers



Source: JOC

Montreal Gateway Terminals (MGT) has signed a new collective bargaining agreement with its unionized clerical workers, ending a five-month strike at the port's largest terminal operator. MGT on March 9, 2026 confirmed in a statement to the *Journal of Commerce* that it signed a new contract with Local 4317 of the Canadian Union of Public Employees (CUPE), without offering further details about the agreement. CUPE could not be reached for comment. Last September, 32 transportation agents from Local 4317 filed a strike notice with MGT, which owns the Cast and Racine terminals. The previous four-year contract with the local expired.

*Montreal terminal operator signs deal with striking office workers, March 9, 2026, [www.joc.com](http://www.joc.com)*

## US/WORLD

## CMA CGM preps for challenging year after 2025 revenue, profit decline



Source: JOC

Container shipping is expected to see moderate growth this year, although developments in the Middle East will be a key factor impacting the market and freight rates, CMA CGM said on March 6,

2026. The carrier, in a statement announcing its fourth-quarter and full-year 2025 results, said it would rely on the diversification of its activities, network flexibility and financial strength to weather the uncertain outlook. Revenue at CMA CGM's shipping division fell 6% to \$34.3 billion in 2025, while EBITDA plunged 30% to \$7.9 billion. In 2026, in a context of heightened tensions, particularly in the Middle East, our priority is clear: protecting our teams and adapting our operations to ensure our customers continue to receive a reliable and high-quality service,

*CMA CGM preps for challenging year after 2025 revenue, profit decline, March 6, 2026, [www.joc.com](http://www.joc.com)*

## Import cargo volume expected to be down in first half of 2026

Imports at major U.S. container ports are expected to remain below last year's levels for the first half of 2026 amid ongoing tariff uncertainty, but it is too soon to gauge the impact of the conflict in Iran, according to the *Global Port Tracker* report released on March 9, 2026 by the National Retail Federation and Hackett Associates. "The Supreme Court has struck down IEEPA tariffs but other tariffs have already been announced and others will be coming, so uncertainty continues for retailers," NRF Vice President for Supply Chain and Customs Policy Jonathan Gold said. "The need for clear and predictable trade policy remains, and long-term planning continues to be difficult for merchants and other businesses. While we agree with holding our trading partners accountable and looking for more domestic manufacturing opportunities, it needs to be understood that tariffs drive up costs for businesses and prices for consumers. They should be used in a strategic manner. In addition to tariffs, we are closely watching the situation in Iran and the potential impact it will have on retail supply chains."

*Import cargo volume expected to be down in first half of 2026, March 9, 2026, [www.ajot.com](http://www.ajot.com)*

## **China, India warn carriers on higher pricing tied to Middle East conflict**



Source: JOC

Indian and Chinese regulatory authorities are warning container lines against price gouging via surcharges tied to the war in the Middle East as ocean carriers levy additional fees in the thousands of dollars. China's Ministry of Transport (MOT) said in a statement on March 10, 2026 that it has spoken to representatives of Maersk and Mediterranean Shipping Co. "regarding international shipping operations." The ministry expressed concerns about the suspension of service from China to the Middle East, along with additional charges and higher rates being sought by carriers, two people familiar with the matter told *The Financial Times*.

*China, India warn carriers on higher pricing tied to Middle East conflict, March 10, 2026, [www.joc.com](http://www.joc.com)*

## **FMC says 'closely monitoring' carrier rate moves tied to Middle East war**



Source: JOC

Fuel shortages in the Middle East and Asia are prompting carriers to levy new global surcharges to cover higher bunker costs. The US Federal Maritime Commission (FMC) on Wednesday, March 11, 2026 told shippers to check their ocean freight bills for any surcharges related to the war in the Middle East that have not been formally reviewed by the agency, as carriers look to recoup additional costs from rising bunker fuel prices and disrupted networks. In a statement Wednesday, the agency said it is "closely monitoring the impact the current conflict in the Middle East is having on shipping conditions through the Strait of Hormuz" and any rate adjustments ocean carriers are making in response.

*FMC says 'closely monitoring' carrier rate moves tied to Middle East war, March 11, 2026, [www.joc.com](http://www.joc.com)*

## **Volatile shipping market drags down OOCL's 2025 financial results**



Source: JOC

Trade tensions and US tariffs weighed heavily on the 2025 financial results of OOCL, with the ocean carrier reporting on Thursday, March 12, 2026 sharp declines across all its earnings metrics for the year. In an uncertain policy environment characterized by extreme market volatility, Hong Kong-headquartered OOCL saw its 2025 revenue fall 9.3% year over year to \$9.7 billion. Earnings before interest and taxes (EBIT) fell 42% to \$1.5 billion and net profit was down 41%, also to \$1.5 billion. The carrier's volume for the year rose 4% to 7.9 million TEUs.

*Volatile shipping market drags down OOCL's 2025 financial results, March 12, 2026, [www.joc.com](http://www.joc.com)*

## Trump Administration Proposes Jones Act Waiver for Fuel and Fertilizer



Source: Maritime-Executive

The White House has floated the possibility of waiving the *Jones Act* for coastwise fuel and fertilizer transport, and U.S. maritime industry associations warn that foreign-flag competition would do little to address near-term price concerns - and could damage the health of the domestic fleet. "In the interest of national defense, the White House is considering waiving the *Jones Act* for a limited period of time to ensure vital energy products and agricultural necessities are flowing freely to U.S. ports," White House spokeswoman Karoline Leavitt said in a statement on Thursday, March 12, 2026 noting that the decision to had not been finalized.

*Trump Administration Proposes Jones Act Waiver for Fuel and Fertilizer, March 12, 2026, [www.maritime-executive.com](http://www.maritime-executive.com)*



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## Road Transport Updates

### CANADA

#### Northern Ontario municipalities renew calls for improved highway safety



Source: Today's Trucking

The Federation of Northern Ontario Municipalities (FONOM) is calling for faster progress on highway safety improvements following a fatal crash near Smooth Rock Falls earlier this month. The March 7 collision involving four tractor-trailers and a passenger vehicle claimed the life of a Kapuskasing resident and marked the tenth highway fatality this winter on Northern Ontario roads. FONOM President Dave Plourde said the crash highlights ongoing concerns about safety on Highways 11 and 17, which form key transportation corridors across the region. This comes as he penned a statement outlining the dire state of road safety in Northern Ontario. “These tragedies are becoming far too common on Northern Ontario highways,” Plourde said. “Northern Ontario families should not have to live with the constant fear that a routine trip on the highway could end in tragedy.” The mayor of Kapuskasing says the latest crash on Highway 11 highlights ongoing concerns about the safety and reliability of Northern Ontario’s highway network.

Northern Ontario municipalities renew calls for improved highway safety, March 10, 2026, [www.todaystrucking.com](http://www.todaystrucking.com); and Kapuskasing mayor calls for action after Highway 11 crash, March 10, 2026, [www.todaystrucking.com](http://www.todaystrucking.com)

#### OTA Reaches Out to Ontario Chiefs of Highly Concerned with Worsening N. Ontario Truck Safety



Source: Ontruck

The Chiefs of Ontario are echoing many of the concerns raised by the Ontario Trucking Association over the eroding level of highway truck safety and the increasing number of serious truck-related collisions in Northern Ontario, specifically along highways 11 and 17. In a recent release, the Chiefs called on the province to increase efforts to improve safety along critical northern highways following several recent deadly collisions. “These tragedies are devastating for our families and our Nations,” said Ontario Regional Chief Abram Benedict. “Our people rely on northern highways as lifelines for health care, education, work and supplies. When those roads are unsafe, it is our communities who pay the price.”

OTA Reaches Out to Ontario Chiefs of Highly Concerned with Worsening N. Ontario Truck Safety, March 11, 2026, [www.ontruck.ca](http://www.ontruck.ca)

## B.C. installing overheight detection system at repeatedly struck Chilliwack overpass

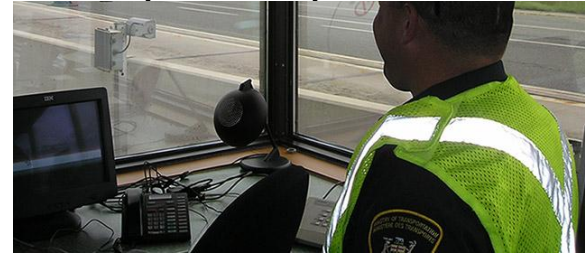


Source: Today's Trucking

An overpass in British Columbia that has been struck six times since 2021 by commercial vehicles has been chosen as the site for the province's new overheight detection system (OHDS). Construction on the OHDS began March 9 on Highway 1 westbound at the No. 3 Road interchange in Chilliwack. Once installed, the new system will use a combination of beam-break sensors, radar, cameras and flashing beacons to detect vehicles that exceed height limits and alert drivers, allowing them to divert before they reach the overpass. The site of the new initiative has been repeatedly struck, causing extended closures, costly repairs and major traffic delays, according to a news release. "Overheight collisions are entirely preventable," said Mike Farnworth, minister of transportation and transit. "This new system will help ensure overheight commercial drivers get advanced warning before reaching the overpass. By combining proven detection tools with stronger enforcement methods, we are taking action to reduce the number of strikes and keep people and goods moving safely."

*B.C. installing overheight detection system at repeatedly struck Chilliwack overpass, March 9, 2026, [www.todaystrucking.com](http://www.todaystrucking.com)*

## MTO AMPS Proposal Needs Clear Rules and Strong Safeguards to Improve Compliance Outcomes: OTA



Source: Ontruck

The Ontario Trucking Association (OTA) has asked the Ministry of Transportation (MTO) for assurances a new proposal to introduce Administrative Monetary Penalties (AMPs) for non-compliance across several commercial vehicle programs will have real teeth to be truly effective. OTA says AMPs can be a useful enforcement tool in areas where there are currently limited options, particularly for some mid-range compliance issues. However, OTA cautions the proposal requires much more detail, and stronger safeguards to ensure AMPs are truly able to improve compliance outcomes and not slow down serious enforcement action against chronic and flagrant non-compliers. Under the proposal, posted to Ontario's Regulatory Registry, AMPs could potentially be used for non-compliance with: 1. Towing Oversight; 2. Facility Audit; 3. Commercial Vehicle Operator's Registration Program Oversight; 4. Beginner Driver Education; 5. Commercial Driver Training; 6. DriveON Vehicle Inspection Centre Oversight; 7. Select On-Road Enforcement Charges.

*MTO AMPS Proposal Needs Clear Rules and Strong Safeguards to Improve Compliance Outcomes: OTA, March 12, 2026, [www.ontruck.ca](http://www.ontruck.ca)*

## US/WORLD

### FTR's Trucking Conditions Index rises again in January

FTR's Trucking Conditions Index rose to 9.3 in January 2026 from December's 2025, 4.85 reading. The January reading was the highest since February 2022. Sharply stronger freight rates, volume, and utilization produced robust marketing conditions in January. The core market outlook has strengthened further for carriers, although fuel costs will offset firmer freight dynamics, at least in the near term. Avery Vise, FTR's vice president of trucking, commented, "Surging diesel prices in the wake of military operations in the Middle East will temper overall financial conditions for trucking companies in the near

term, though even that development arguably will tighten capacity further by forcing out many of the weakest players. However, much stronger freight rates and rising utilization probably will keep most operations afloat, and the longer-term recovery in trucking looks solid. Economic indicators point to an industrial sector recovery, which is key to trucking's rebound as well. Carriers dependent on consumer spending, though, face more risks as rising gasoline prices add to consumers' stress from stubborn inflation, a weakening job market, and tighter cash reserves."

*FTR's Trucking Conditions Index rises again in January, March 6, 2026, [www.ajot.com](http://www.ajot.com)*



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## Other Transport Updates

### CANADA

#### Leading indicator of international arrivals to Canada, February 2026



Source: Statcan

In February 2026, the preliminary number of international arrivals to Canada (Canadian-resident return trips, combined with US-resident and overseas-resident arrivals) by air and automobile totalled 4.0 million, down 2.1% from February 2025. The major highlights were: 1. Canadian-resident return trips from the United States decline, while trips from overseas are up; 2. United States-resident trips to Canada increase by automobile and by air; and 3. Overseas-resident trips to Canada increase.

*Leading indicator of international arrivals to Canada, February 2026, March 10, 2026, [www.statcan.gc.ca](http://www.statcan.gc.ca)*

#### Canadian international merchandise trade, January 2026



Source: Statcan

In January 2026, Canada's merchandise exports decreased 4.7%, while imports were down 1.1%. As a result, Canada's merchandise trade deficit with the world widened from \$1.3 billion in December to \$3.6 billion in January. The highlights were: Exports of passenger cars and light trucks fell sharply; Imports of motor vehicles and parts were down; and Trade surplus with the United States narrowed while the deficit with other countries widened.

*Canadian international merchandise trade, January 2026, March 12, 2026, [www.statcan.gc.ca](http://www.statcan.gc.ca)*

## Canadian international trade in services, January 2026



Source: Statcan

Canada's monthly international trade in services balance went from a surplus of \$0.4 billion in December 2025 to a deficit of \$0.1 billion in January 2026. Overall, imports of services increased 1.8% to \$19.9 billion while exports decreased 1.1% to \$19.8 billion. Imports of commercial services rose 4.1% to \$11.7 billion in January 2026, largely driven by financial services. This increase was partially offset by decreases in travel services (-1.9%) and transportation services (-0.7%). Exports of commercial services fell 2.5% to \$11.8 billion as modest gains in financial services were more than offset by a decline in other commercial services. The decrease in commercial services was partially offset by exports of travel services (+2.4% to \$5.9 billion), as travellers from the United States increased their spending in Canada. Meanwhile, exports of transportation services fell 3.1% to \$2.0 billion. Total exports of goods decreased 4.7% to \$62.5 billion in January 2026, and total imports of goods fell 1.1% to \$66.1 billion. This resulted in the trade in goods balance going from a deficit of \$1.3 billion in December 2025 to a deficit of \$3.6 billion in January 2026. Combined, the trade balance for goods and services amounted to a deficit of \$3.8 billion in January.

*Canadian international trade in services, January 2026, March 12, 2026, [www.statcan.gc.ca](http://www.statcan.gc.ca)*

## US/WORLD

## February 2026 U.S. Transportation Sector Unemployment (4.9%) Rises Above the February 2025 Level (4.7%)

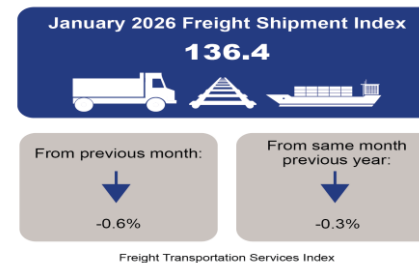
| U.S. Unemployment Rate<br>(Not Seasonally Adjusted)<br>February 2026<br>4.7% | Transportation Sector Unemployment Rate<br>(Not Seasonally Adjusted)<br>February 2026<br>4.9% |
|--|---|
| ▲ 0.2<br>change from same month last year                                    | ▲ 0.2<br>change from same month last year   |

Source: BTS

The unemployment rate in the U.S. transportation sector was 4.9% (not seasonally adjusted) in February 2026 according to the Bureau of Labor Statistics (BLS). These data have been updated on the Bureau of Transportation Statistics' (BTS) [Unemployment in Transportation](#) dashboard. In February 2026, the transportation sector unemployment rate rose 0.2 percentage points from 4.7% in February 2025. Unemployment in the transportation sector reached its highest level during the COVID-19 pandemic (15.7%) in May 2020 and July 2020. Unemployment in the transportation sector was higher than overall unemployment. BLS reports that the U.S. unemployment rate, not seasonally adjusted, in February 2026 was 4.7% or 0.2 percentage points below the transportation sector rate. Seasonally adjusted, the U.S. unemployment rate in February 2026 was 4.4%.

*February 2026 U.S. Transportation Sector Unemployment (4.9%) Rises Above the February 2025 Level (4.7%), March 6, 2026, [www.bts.gov](http://www.bts.gov)*

## The January 2026 Freight Transportation Services Index (TSI) Fell 0.6% from December 2025 and Fell 0.3% from January 2025



Source: BTS

The Freight Transportation Services Index (TSI), fell 0.6% in January 2026 from December 2025, falling for the month after two months of growth, according to the U.S. Department of Transportation Bureau of Transportation Statistics (BTS). From January 2025 to January 2026 the index fell 0.3%. The freight TSI measures the amount of freight carried by the for-hire transportation industry.

*The January 2026 Freight Transportation Services Index (TSI) Fell 0.6% from December 2025 and Fell 0.3% from January 2025, March 11, 2026, [www.bts.gov](http://www.bts.gov)*

## Transportation Consumer Price Index – February 2026

On March 11, 2026, the Bureau of Transportation Statistics (BTS) released the change in the costs faced by consumers for transportation goods and services, from February 2025 to February 2026, as measured by the Consumer Price Index (CPI). The annual change in CPI is a measure of inflation. The CPI for all transportation goods and services fell 0.5% from February 2025 to February 2026. Transportation dampened the 2.4% increase in the price of all goods and services by 3.6%, per the CPI. Airline fare contributed the most to inflation, rising 7.1% year-over-year and contributing 2.8% to the annual change in the price of all goods and services. By item, the top three contributors to inflation in February 2026 were: 1. Airline Fare: +2.8%; 2. Motor vehicle maintenance and repair: +2.4%; and 3. New vehicles: +0.8%. The top three items dampening transportation's contribution to inflation in February 2026 were: 1. Gasoline (all types): -6.9%; 2. Used cars and trucks: -3.9%; and 3. Leased cars and trucks: -0.5%.

*Transportation Consumer Price Index – February 2026, March 11, 2026, [www.bts.gov](http://www.bts.gov)*

## Carrier Survivability vs. Rock-Bottom Rates: Why Smart Shippers Buy Reliability Over Discounts by Nikhil Patil, CMLT

Supply chain leaders optimizing high-volume logistics networks know one truth: cheap capacity destroys service levels faster than it saves money. Trucking carriers continue exiting by the thousands as the freight downturn, rooted in 2022, drags into 2026 driven by razor-thin margins and tightening credit.[1][2][3] Shippers chasing spot-market lows face empty trailers, detention fees, and customer churn. The crisis has evolved from recession to survivability test. Unreliable partners amplify every disruption, from weather to volume swings.

Peak seasons expose the pattern. Spot RFPs screaming "cheapest rate" see 30-40% of loads fail as weak carriers buckle under surges or simply park trucks when cash flow dries up.[2][4] Data teams confirm it: carriers below 5-8% margins show 2-3x higher disruption rates during soft freight cycles or credit squeezes.[2][5] Beyond bankruptcies, systemic fragility emerges; thinly capitalized fleets halt first, forcing competitors with vetted, stable partners to capture market share effortlessly.

Early 2026 network math seals the case. Truckload spot rates have climbed above contract levels in key lanes for the first time in years, yet volatility persists amid ongoing capacity exits.[6][7] A mid-quarter carrier vanishing triggers premiums for rush air, recovery drayage, and claims processing as freight scrambles for trucks. Discount-chasing shippers watch on-time delivery plunge 15–25% year-over-year; reliability-focused networks hold steady at 95%+ through layered backups and proactive replanning.[6][8] Service reliability isn't a luxury, it's the new cost baseline.

### Q1 2026 Network Comparison

| Metric                         | Rate-Chasing Approach                       | Reliability-First Model                         |
|--------------------------------|---|---|
| Spot Rate Position (Q1 2026)   | 10-15% below index; highly volatile [6][7]  | Neutral to +5% premium; KPI-tied [5]            |
| Carrier Exit Risk (annualized) | 20-25% exposure (over-leveraged fleets) [2] | <5% (vetted for cash flow, diversification) [2] |
| On-Time Delivery (Disruptions) | 70-80% as tenders reject [6]                | 95%+ with backups [8]                           |
| Total Landed Cost Impact       | +8-15% after recoveries/expedites [5]       | -5-10% net savings [2]                          |

Table 1: Comparative analysis of rate-chasing vs. reliability-first network strategies in Q1 2026

Rate-chasers rely on anonymous spot boards; reliability models scrutinize balance sheets, FMCSA safety scores, claims history, and ELD tech before awarding lanes.[2][5]

### Three-Step Survivability Playbook

- **Vetting:** Demand quarterly P&L snapshots, EBITDA above 8%, and shipper diversification data. Flag 2020–2021 equipment-debt-heavy fleets as high-risk for 2026's final wave.[2] Build scorecards with FMCSA violations under 2% and proven ETA accuracy.
- **Tiered Portfolios:** Assign 60% volume to core stable carriers, 30% to regional/modal flex players, 10% controlled spot. This weathered 7,000+ monthly exits in prior years.[5]
- **Dynamic Incentives:** Link 15-25% of rates to 98% on-time KPIs and market indices. AI forecasting locks capacity 60-120 days ahead; shared fuel hedges align long-term.[6]

Managed programs cut disruption costs 15-25% while flattening rate curves. Resilient networks boost repeat business, slash recovery fees, and scale smoothly. In 2026's reset, marked by overcapacity shakeouts and broker failures, shift from rate wars to survivability for lasting edge.[2][3]

### Author Bio

#### Nikhil Patil, CMILT

Senior Supply Chain Manager | 15 years in Supply Chain & Transportation Optimization

LinkedIn: <https://www.linkedin.com/in/nikhil-patil-45286317/>

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The Chartered  
Institute of Logistics  
and Transport

North  
America

## Transportation's Top Stories Other CILT News

### Events



**Policy and Practice: How Single Window Digitalisation Can Boost Canada's Trade Diversification**

Tuesday, March 17<sup>th</sup> at 5:00 pm PT / 7:00 pm CT / 8:00 pm ET  
8:00 am SGT (March 18)

Free 60-Minute Webinar

To register, please visit: <https://ciltna.com/events/policy-and-practice-how-single-window-digitalisation-can-boost-canadas-trade-diversification/>

Moderated by: Eddie Sng  
Director and Founder  
Sanbo Intelligent Technology (S) Pte Ltd  
Singapore

**Hugh Stephens**  
Distinguished Fellow  
Asia Pacific Foundation of Canada  
Vice Chair  
Canadian National Committee on Pacific  
Economic Cooperation (CANOPEC)  
Victoria, BC

**Mike Yap**  
Vice President  
Head of Group Business Development,  
CrimsonLogic Singapore

As Canada seeks to diversify and expand its trade in the Indo-Pacific, how can digitalisation facilitate cross-border data exchanges in both the regulatory and commercial realms? Join us for an international Webinar by CILT Singapore and CILTNA Pacific chapters to hear from two leading experts on the latest developments in trade policy reforms and trade technologies emerging in the Indo-Pacific region.

Join us for an international webinar by CILT Singapore and CILTNA Pacific chapter on Tuesday, March 17 at 5:00 pm PT / 7:00 pm CT / 8:00 pm ET on “Policy and Practice: How Single Window Digitalisation Can Boost Canada's Trade Diversification”

Please register at: <https://ciltna.com/events/policy-and-practice-how-single-window-digitalisation-can-boost-canadas-trade-diversification/>



**Understanding Key Issues in the Canadian Steel Industry**

Wednesday, April 8<sup>th</sup> at 12:00 pm ET / 9:00 am PT / 11:00 am CT  
Free 60-Minute Webinar

To register, please visit: <https://ciltna.com/events/understanding-key-issues-in-the-canadian-steel-industry/>

Exclusive Interview with François Desmarais, Vice President, Trade & Industry Affairs, Canadian Steel Producers Association

Join us for an essential webinar covering the latest developments impacting Canada's steel industry. Whether you're a steel producer, importer, or related industry stakeholder, this webinar is designed to empower you in the face of tariff uncertainty.

This session offers timely insights into the geopolitical forces shaping the industry and equips you with the knowledge to tackle new challenges head-on.

**François Desmarais**  
Vice President, Trade & Industry Affairs  
Canadian Steel Producers Association

**Joy Nott**  
Limited Partner, Trade and Customs  
KPMG Canada

Join us on Wednesday, April 8th at 12 pm ET / 9 am PT / 11 am CT for the CILTNA webinar: “Understanding Key Issues in the Canadian Steel Industry” covering the latest developments impacting Canada's steel industry. Whether you're a steel producer, importer, or related industry stakeholder, this webinar is designed to empower you in the face of tariff uncertainty.

This session offers timely insights into the geopolitical forces shaping the industry and equips you with the knowledge to tackle new challenges head-on.

Webinar Highlights:

- Comprehensive overview of current tariffs affecting steel trade between Canada and the US

- In-depth conversation on the recent geopolitical shifts impacting the industry
- Exclusive live interview with François Desmarais, Vice President, Trade & Industry Affairs at the Canadian Steel Producers Association
- Discussion on how the Canadian steel industry is responding to and navigating these challenges
- Interactive Q&A session where you can ask your most pressing questions

To register, please visit: <https://ciltna.com/events/understanding-key-issues-in-the-canadian-steel-industry/>



## Generis Group is excited to announce the 10th Annual American Supply Chain Summit, taking place from April 27-28, 2026!

This two-day event focuses on leadership and aims to explore essential case studies while fostering discussions on navigating trends in supply chain and logistics. It provides an excellent opportunity to network with supply chain executives across the industry.

Join the Generis Group for insightful conversations featuring key industry leaders and organizations discussing topics such as supply chain management, process optimization, supplier relationship management, and technology and innovation.

For more details about the program, the executive attendees, and additional information, please visit: <https://supplychainus.com/>

## Job Postings

### \* Supply Chain Analyst, Material Cost Analytics, General Dynamics Mission Systems, Ottawa, ON, Canada

#### About the job

**Build bold. Deliver impact. Win together.**

At General Dynamics Mission Systems–Canada, we’re not just engineering technology — we’re shaping the future of defence and security. Our teams design and deliver advanced, mission-critical solutions that enhance national security, strengthen communities, and protect the people we serve.

If you’re looking for meaningful work that contributes to a safer, more secure world, you’ll find purpose here. Every day, your skills will directly impact programs that matter.

#### Job Description

We are currently hiring for a Supply Chain Analyst to support and maintain material cost and lead time estimates for program opportunities and product book pricing. The Supply Chain Analyst will work with the Senior Analysts, Supply Chain Program Manager, and the Procurement team to develop cost strategies to ensure accurate and timely responses to material quotation requirements.

You will be responsible for producing and analyzing Program Material Estimates at Complete (EAC), developing material target strategies, and establishing the material baseline. The Analyst will work closely with the Supply Chain Management PM's and Senior Analysts to ensure appropriate actions are taken to mitigate risk or increase opportunity. You will help develop, implement and run end-to-end operational and performance metrics to support continuous improvement and strategic initiatives

#### Other areas of focus:

- Support the Customer Quotation related activities which may include supplier interaction, review of quotations, update of database, export data, and analysis with recommendations.

- Execution of the Material estimate at complete and analyze data to provide recommendations.
- Responsible for material budget baseline with opportunities and risk tracking
- Owns the assignment of targets and order execution start up.
- Trend analysis on material cost and escalation
- Conduct analysis by analytical models to improve the overall performance of the supply chain and make strategic recommendations.
- Plan and implement supply chain optimization projects.
- Track KPIs and report on internal and supplier performance.
- Develop strategies to support KPI improvements and drive implementation.
- May represent GDMS-Canada within Mission Systems for supply chain system and software implementations.
- Develop and implement end-to-end operational and performance metrics to support continuous improvement and strategic initiatives

## Qualifications

- Analytical thinker
- Excellent understanding of key performance and financial indicators
- Translates business strategies into concrete actions.
- Champions new ideas and calculated risk-taking; communicates vision.
- Practice a strict code of personal and business ethics.
- Address issues in a timely fashion with adherence to deadlines.
- Applies experience in making decisions and judgements.
- University degree or 3-year College Diploma (Business Administration, Computer Sciences)
- Related experience in a high technology, defence, government or manufacturing environment
- 5+ years of experience

It is a requirement that General Dynamics Mission Systems-Canada be registered with the Canadian Controlled Goods program and that all of its workforce be security assessed. Successful applicants must meet all applicable security requirements, including but not limited to the ability to obtain and maintain a Canadian government security clearance. Applicants may be required to meet additional security requirements in order to gain access to technical data, classified areas or information that is subject to international regulations. You must be

eligible to work in Canada.

## Additional Information

The hiring range for this position is \$73,500-\$92,000 CAD annual.

Our goal is to provide a fair and competitive offer based on an assessment of internal equity and your qualifications, including:

- Relevant experience
- Technical and non-technical skills
- Education and certifications

To apply, please visit: <https://www.linkedin.com/jobs/view/4377174228>

## \* Analyst Sourcing, CPKC, Calgary, AB, Canada

About the job

Posting Start Date: 3/11/26

Join CPKC, North America's first transnational railroad connecting U.S., Canada, and Mexico, where your career drives progress and safety is paramount. We connect communities, fuel economic growth, and provide meaningful work in a culture that values diversity, accountability, and pride. With opportunities for training, development, and advancement, you're not just building a career—you're part of something bigger. Together, we move goods, connect people, and create lasting change. Your future starts here.

### PURPOSE OF THE POSITION:

The Analyst Sourcing role is accountable for managing taxi providers in both Canada/US, including vendor management (trip Audits, invoice approvals, accruals, resolving systemic performance issues), coordinating and communicating requirements for the Management Driver Program, in accordance with CPKC's policies and procedures.

This position requires the individual to be available on an after-hours and weekend basis to support the Train & Engine (T&E) operations for Ad Hoc requests and operational requirements.

## **POSITION ACCOUNTABILITIES:**

Develop sourcing plans for the Crew Transportation Services portfolio. Annual Spend portfolio is approximately \$20M for both Canada & the US

Assist in the sourcing of vendors including the RFP process, negotiations, contract management and invoice set up

Assist with the negotiations of contracts with suppliers

Provide Data analytics

Maintain contract records through ERP system (Ariba)

Initiate and coordinate cross functional reviews with operational leaders and suppliers for continuous improvement initiatives

Maintain dashboards for review from operational leaders.

## **POSITION REQUIREMENTS:**

Bachelor's degree is required (Business, Logistics, or Economics considered an asset)

Minimum experience of 2 years in logistics, negotiations and/or contract management; Knowledge of railway industry is desirable

Knowledge of railway industry is desirable

Strong Logistical and organizational skills

Ability to develop and deliver informal and formal presentations and business cases on the portfolio in a credible and confident manner

Ability to demonstrate strong customer service focus Ability to build consensus and influence with the operational business partners

Ability to work under tight timelines in a 24/7 operating environment

## **WHAT CPKC HAS TO OFFER:**

Flexible and competitive benefits package

Competitive company pension and/or retirement plans

Employee share purchase plan

Annual fitness subsidy

Part-time studies program

## **PRE-EMPLOYMENT REQUIREMENTS:**

Background Investigation

Criminal history check

Education verification

Professional references

## **BECOMING A RAILROADER:**

As an employee with a North American presence, the possibility does exist that the location of your position may be changed based on organizational requirements.

## **Management Conductor Program**

Becoming a qualified conductor or locomotive engineer is the single best way for a management employee to learn the business at CPKC. You may be required to obtain a certification or to maintain your current certification/qualification as a conductor or locomotive engineer.

## **CULTURE OF INCLUSION:**

For our U.S. applicants, CPKC is an equal opportunity/affirmative action employer, inclusive of protected veterans and individuals with disabilities. For Canadian applicants CPKC is an employment equity employer committed to the principles of employment equity and inclusion. We encourage all qualified candidates to apply including: women, Black, Indigenous, People of Color (BIPOC), members of the LGBTQ+ community and people with disabilities. Accommodations for the job application process can be provided, as appropriate, upon request. All applicant information will be managed in accordance with the federal Personal Information Protection and Electronic Documents Act (PIPEDA).

Req ID: 105678

Department: Procurement

Job Type: Full-Time

Position Type: Non-Union

Location: Calgary, Alberta

Country: Canada

% of Travel: 0-10%

# of Positions: 1

Job Grade: 5

Job Available to: Internal & External

To apply, please visit: <https://www.linkedin.com/jobs/view/4384557009>

## **\* Supply Chain Business Analyst II, Nike, Beaverton, OR, USA**

### **About the job**

### **Who You'll Work With**

You will collaborate with supply chain stakeholders and senior business analysts to leverage data and drive business results. Your focus will include aligning analytics with network readiness objectives and identify risks to drive growth within the network.

### Who We Are Looking For

We are seeking a motivated self-started with a proven ability to use data analysis to solve complex business challenges. This individual thrives in a fast-paced, dynamic environment, is eager to learn new technologies, and can effortlessly transition between strategic long-term projects and ad-hoc tasks. Success in this role requires a strong analysis foundation, a collaborative mindset, and the ability to work effectively within a team-oriented environment.

### Critical Experience Requirements

- Strong problem-solving and data storytelling skills to translate business challenges into actionable insights.
- Intermediate to advanced proficiency with analytical tools (SQL, Excel, Tableau, Alteryx, Snowflake, Databricks, etc.) Python/R is a plus.
- Demonstrated ability to collaborate across teams and stakeholders to drive impactful results.
- Bachelor's degree in Business or related field. Will accept any suitable combination of education, experience and training
- Ability to clearly communicate strategic vision and purpose to internal and external partners, utilizing multiple platforms to drive clarity.

### Key Experiences To Gain

- Gain exposure to omnichannel supply chain operations and strategy
- Develop hands-on experience in building analyses to support trade-off decision-making to balance revenue, margin and operational efficiency
- Collaborate with diverse teams, including DC Operations, Accounts/Channels and Supply and Inventory Planning
- Strengthen prioritization skills in a fast-paced dynamic environment
- Learn and apply new technologies and methodologies to drive innovation

### What You'll Work On

In this role, you will leverage your analytical expertise to provide actionable insights that drive operational excellence and maximize revenue and margin. You will work cross-functionally to monitor and improve supply chain performance while contributing to the development of decision-making models and best practices for analytics:

- Mine and explore data sources to build analyses and data findings with clear action points to improve business operations
- Monitor and measure the health of the business through identifying and deploying success metrics in visualization
- Own and drive impactful insights including identifying continuous process improvement opportunities
- Track, trace and communicate omnichannel performance (e.g. DC health, inventory movement, etc.) and recommend solutions to Account, Channel and Seasonal teams
- Work with senior/lead business analysts to develop, leverage, and streamline reporting and analytics best practices
- Build, maintain, and elevate a decision-making model that will enable the MSC team to make better operational, tactical, and strategic decisions with regards to consumer value and profitability
- Participate in a "business analyst" network across the org to collaborate, share and learn

We offer a number of accommodations to complete our interview process including screen readers, sign language interpreters, accessible and single location for in-person interviews, closed captioning, and other reasonable modifications as needed.

To apply, please visit: <https://www.linkedin.com/jobs/view/4323963419>

### \* Logistics Manager, W.C. Bradley Co., Columbus, GA USA

#### Job Summary

The Logistics Manager is responsible for managing and continuously improving domestic and international logistics operations through data analysis, reporting, and systems optimization. This role partners closely with warehousing, finance, and supply chain teams to drive cost efficiency, service performance, and risk mitigation using data-driven insights. The position emphasizes KPI development, dashboarding, trend analysis, and decision support while overseeing

day-to-day logistics execution.

**This position can be based in Columbus, GA or Scottsdale, AZ**  
**Duties and Responsibilities**

**Strategy & Operations**

- Manage day-to-day inbound and outbound logistics operations across multiple transportation modes (ocean, air, truckload, LTL, parcel), ensuring service, cost, and compliance targets are met
- Support development and execution of logistics strategies aligned with business objectives, using analytics to guide trade-offs between cost, service, and speed
- Assist with annual logistics budgeting and forecasting through historical data analysis, scenario modeling, and variance reporting

**Data Analytics & Reporting**

- Design, maintain, and continuously improve logistics KPIs, dashboards, and scorecards covering cost, service, utilization, carrier performance, and inventory flow
- AI driven analyzes large datasets with from TMS, ERP, WMS, and carrier feeds to identify cost-reduction opportunities, service risks, and process inefficiencies
- Develop automated reporting and ad-hoc analyses to support leadership decision-making, budget tracking, and performance reviews
- Perform root-cause analysis on freight cost variances, accessorials, delays, claims, and service failures

**Systems & Process Improvement**

- Act as a power user and business owner for logistics systems (TMS, ERP, WMS), ensuring data accuracy, reporting integrity, and effective system utilization
- Support system implementations, enhancements, and integrations related to logistics analytics and reporting
- Standardize data definitions, reporting cadence, and performance metrics across logistics functions

**Carrier & Vendor Management**

- Support carrier sourcing, RFP analysis, lane benchmarking, and contract compliance through data-driven evaluations
- Monitor carrier performance metrics and participate in quarterly business reviews using structured analytics
- Identify and quantify savings opportunities related to rate optimization, mode shifts, consolidation, and network design

**Compliance & Risk Management**

- Ensure logistics data supports compliance with U.S. Customs, international trade regulations, tariffs, COO, and documentation requirements
- Monitor trends related to customs delays, duties, and regulatory risks and communicate insights to leadership

**Cross-Functional Collaboration**

- Partner with Finance on accruals, freight spend visibility, and budget risk communication
- Collaborate with Supply Chain, Planning, and Customer Service teams to improve end-to-end flow and service outcomes
- Present insights and recommendations clearly to both technical and non-technical stakeholders

**Licensure / Certifications (Preferred)**

- APICS certification (CSCP, CPIM) or equivalent
- Lean, Six Sigma, or data analytics certifications a plus

**Qualification Requirements Minimum Education:** Bachelor's degree in Business Administration or related field.

**Minimum Work Experience:** Five (5) years of international logistics experience in the consumer products industry with progressive responsibility for the transportation and importation of products across international borders..

**License(s)/Certification(s):** Certified Production and Inventory Management (CPIM) or Certified Supply Chain Professional (CSCP) preferred.

**Knowledge, Skills And Abilities Knowledge, Skills, and Abilities**

**Analytics & Technical Skills**

- Advanced proficiency in Excel (pivot tables, Power Query, formulas); experience with Power BI, Tableau, or similar BI tools strongly preferred
- Strong experience analyzing data from ERP, TMS, and WMS platforms (e.g., SAP, Oracle, NetSuite, Manhattan, Blue Yonder)
- Ability to translate complex datasets into actionable insights and executive-ready summaries

### Logistics & Compliance Knowledge

- Solid understanding of domestic and international transportation, freight costing, Incoterms, and carrier operations
- Working knowledge of U.S. Customs regulations, duty/tariffs, and trade compliance principles

### Professional Skills

- Strong analytical, problem-solving, and critical-thinking skills
- Excellent attention to detail with the ability to see broader operational and financial impacts
- Strong communication skills, with the ability to present data-driven recommendations clearly
- Proven ability to manage multiple priorities in a fast-paced environment
- High degree of integrity, accountability, and continuous-improvement mindset

**Physical Requirements** Represents the appropriate physical requirements of the job in the course of the work.

**Note:** Reasonable accommodations may be made for individuals with disabilities in order to perform the essential functions of this job.

For employment within the United States, the W.C. Bradley Co. uses E-Verify to confirm the employment eligibility of all newly hired team members. To learn more about E-Verify, including your rights and responsibilities, please visit the U.S. Citizen and Immigration Service at [www.uscis.gov/e-verify](http://www.uscis.gov/e-verify).

To apply, please visit: <https://www.linkedin.com/jobs/view/4373048304/>



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